



Graham contemplates ladder-assisted mounting technique, Brian suggests tried 'n' tested medieval rack procedure to lengthen legs



Prime totty at SAM Xmas do. And Jasmine looks great too



Advance

The official journal of the



Severn
Advanced
Motorcyclists



Affiliated to the Institute of Advanced Motorists

www.iamsam.org.uk
February 2006

Journal

of the Severn Advanced Motorcyclists

February 2006

The views and opinions expressed in this Journal are not necessarily those of SAM or its Committee.

All material is copyright© Severn Advanced Motorcyclists.

INSIDE THIS ISSUE

INTRO	1	A Word from the Ed
	1	Chairman's chatter
	2	Letters to the Editor
	3	Welcome Members & Associates
DIARY	4	Ride-outs
	6	Club nights & social events
SPECIALS	7	Get to know your fellow members
	9	What's under my seat?
	10	Grumpy's corner
	11	Two second rule – confused!
	12	Odds and sods
	16	A lifetime on two wheels (part 1)
	17	Spanish run, October 2005
	19	Christmas meal 2005
	20	Club night, 10 Jan 2005
	23	Cotswold canter, 15 Jan 2006
PLUGS	25	For Sale
REFERENCE	26	Ride-out procedures & drop-off system
	29	Committee

Copy deadline for April edition: 25 Mar 2006

A Word from the Ed

Alastair Lord

Well it's been a tough month putting this Journal together because you've been piling upon me your contributions and suggestions! More, more! Thanks to all who have contributed stuff – keep it coming!

Thanks also to those who have contributed stuff that hasn't made it in this edition for one reason or another. A special thanks to Terry Henshaw for his "Ant's tale". Unfortunately the Journal's legal department has forbidden us from publishing it, but the editorial team enjoyed it immensely! And thanks also to Eric Bush, whose contributions make all of us here in the Journal office blush. A (very) private viewing of Eric's contributions is available upon request.

Finally, you'll notice that we have improved the Journal's colour scheme this month. Out with full colour, and in with a technologically advanced new treatment called "black and white". This revolutionary approach is designed to reflect the colourless winter months we must put up with at this time of year, capturing the essence of our natural surroundings. Oh yes, and we can afford it too. Happy riding! ♦

Chairman's Chatter

Graham Bailey, Chair

'Hooray it's January', that means SAM can start to go about functioning yet again in this bright new year of 2006. (oh by the way...Happy new year everyone!)

January effectively becomes the start of the SAM calendar, and that means at this point in time my literary reflections are non existent, but if you lot out there participate with as much enthusiasm and in numbers as the recent winter wobble, then this year will certainly be a year to remember. (Here's hoping)

So with the new seasons greeting conveyed to all, let us all pull together with a mightier force than last year, and really make this year something special as we as a club recognise and celebrate this year as the 50th anniversary of the I.A.M, especially with the very prestigious Bike Safe 2006 looming on the horizon in our very own back yard.

'Just be there', participate, your very presence at any event is a very valuable contribution which should never be taken for granted, after all, this is your 'flying time' make it special.

Ride safe, but ride with spirit! ♦

Letters to the editor

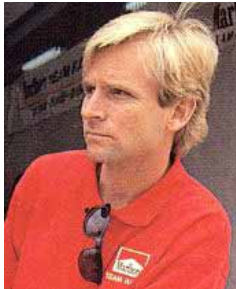
Mistaken identity?

Sir, I wondered if you had noticed the remarkable similarity between Wayne Rainey and SAM's very own speed demon Andy Downs? Perhaps they are related in some way?

I M Spotter



Wayne Rainey, Donnington Park



SAM's Andy Downs

Mistake in identity!

Sir, excellent web site and Journal, well done. Minor amendment though, my name for instance is not Pollard or Poland its Pollard and more importantly the Bike is a 900 Hornet.

G T Pollard

[Sorry Geoff. We've spanked the staff writer concerned, along with a few others on the team for good measure – Ed]

Can I see inside that bag please sir?

Sir, I refer to your letter from "Name withheld - passionate grounds"

[Steady on old chap, that was "compassionate"! – Ed], in which he/she points out that we at SAM have had our very own airbag system for many years, and that it made a long presentation at the November club night.

I would like to point out to your writer and readers, that it is I, and that I am not an Airbag, I am a Gasbag. For the record.

Please don't print my name for fear of further invites to address the group.

Dave Bainbridge [Oops! – Ed]

Welcome new joiners

[No new joiners this month? OK, so it's the depths of winter. We forgive them. Just like 2005 we'll find them all lurking at BikeSafe on 1-2 April. Just like 2005 they'll be astounded at the world of SAM and they'll clamour to be a part of it. And we'll sign them up in droves, giving Andy W continuing headaches trying to get them all observed and up to test standard.]



Do your bit to encourage them – see the BikeSafe article on p.8 and sign up! – Ed]

New members/test passes

Dave Bainbridge

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 108 Members, 32 Associates and 2 Social Members, totalling 142 members. ♦

Member	Observed by
Ian Hudson	Andy Woodward
Roy Wood	Graham Bailey
Alan Patchit	Andy Woodward
Mark Godsland	Budge Burridge

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.26.

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
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.
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 09:30-17:00 Eric Bush	Club Run: Blue Anchor Bay. Start at BEWSC.

Who & when	Route details
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!
14 May 06 08:30-17:30 The Charltons	Machynileth for lunch. This will promise to be a Welsh Wonder I'm sure!
28 May 06 08:00-18:00 Graham Bailey	The annual seaside run to Weymouth for chips n mushy peas.
4 Jun 06 08:30-15:30+ Dave Preest	Host run for Devon Advanced in Wales. Meeting DAM at Gordano at 10.00, ending with a BBQ at Kearne Bridge (home to the Charltons) at approx 15:30.

Car safety devices are rubbish: it's official

Sadly true! A study by Mark Young at Brunel University concludes that Active Steering (which keeps you between the white lines marking lanes) and Adaptive Cruise Control (which keeps the car a preset minimum distance from the car in front) can raise the risk of accidents in some circumstances, especially for novice drivers. See www.brunel.ac.uk for more info. ◆

Women drivers are rubbish: it's official

Sadly not. A study by the University of Calgary concludes that the safest drivers are women aged 33, who have four fatalities for every billion kilometres driven. Men fare best aged between 33 and 54, with eight fatalities per billion kilometres. ◆

Diary: club nights & social events

When	Details
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.8 – we may need volunteers!
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. This is the AGM. Have your say, or tick the right box and become Chairman! Cheese 'n' pickles for afters.
13 Jun 06 19:30-22:00	Club night at BEWSC. To be held in the skittles alley, for a fun game of wait for it...skittles! Don't forget your partners as there's a buffet. Rospa members invited.
11 Jul 06 19:30-22:00	Club night at BEWSC.

Think

The government-sponsored THINK road safety site is surprisingly informative and almost enjoyable to browse. Particularly witty is the "Perfect day" video from 2004, though it's 18Mb to download! Check www.thinkroadsafety.co.uk or go to www.iamsam.org.uk and follow the link from the home page. ♦

Lathered your leathers?

Stroud Saddlery can help. They can replace zips, make alterations and repairs, add numbers, letters and badges, fit armour and even fix your boots (they have a master cobbler in their midst as well as a master saddler).

See www.stroudsaddlery.co.uk or call them on 01453 759 866.

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: Andy Downs, SAM Secretary

How long have you been riding? I originally started riding bikes whilst I was at university studying engineering. At this time the university required a special licence for a car or bike, and it was easier to get permission for a bike. On leaving university (1979) I started as an instructor with the RAC/ACU training course in Derby. When this scheme folded it was taken over by Derbyshire County Council. Derbyshire Police organised a short (two weekend) advanced riding course; following this I took my IAM test (1981). After passing my IAM test, I became an observer and was involved in the setting up of Derbyshire Advanced Motorcyclists.

What do you ride? My first bike was a Honda CD175, this was followed shortly by two CB72s (early Honda 250s). Following a seizure of one of the 72's I converted it to a 350 using a production racing kit (amongst other things this meant fabricating a head gasket as none were available for this conversion). Before leaving university I acquired a GS550 Suzuki (but true to form did not relinquish the

72s). I spent most of 1984 in Seattle where I rode a Kawasaki GPz550. On returning to UK I was on the way to Somerset to buy a Katana when I spotted a VF500 in a local car dealer, this was bought (for the price a dealer had offered in part exchange).



Most recent photo – 15 years ago

The VF was a great bike but by about 10,000 miles it had started to suffer with a soft cam lobe. Although the dealer offered to fix this under warranty, I part exchanged the bike against a new FZ750 Yamaha. This was followed by a VFR750 in 1992 (just in time as I had lent the Yamaha to a friend when the gearbox output bearing collapsed (at about 50,000

miles)). I rebuilt the Yamaha and took it for a goodbye trip to the Isle of Man before selling it to a friend.

I still have the VFR750 (now at over 81,000 miles), however a Yamaha TRX 850 (a great bike) and a VFR800 have been added to the stable. The TRX being bought to limit the mileage added to the 750, the later VFR as I didn't fancy a VTEC and the 750 was playing up (now sorted - I hope).

Best riding moment? One of my other motorcycling interests is the Isle of Man TT Races. I first went to the TT in 1983 and have returned most years since, although I did not attend last year due to the very poor road riding standards the year before (and a SAM trip to France). I have been marshalling on the TT course for about 15 years, luckily without (very) serious incidents. Other events I enjoy include foreign trips (special thanks to Terry Henshaw for many of the SAM trips recently), although my last rip to the Czech Grand Prix in Brno was a bit fraught.

When and why did you join SAM?
Following a change in jobs I moved to Gloucester in early 1998. I was then involved in helping setting up SAM. I have been involved with observing throughout this period, passing my Senior Observers test in 1999 (and re-test in 2005). During my time with SAM I have served as Newsletter

Editor, Observer Secretary, Chairman and (currently) Secretary.

I was amused to find that the IAM celebrates it's 50th anniversary this year as I realise that I have been a member for half that time (it's a bit worrying really). ♦

Bikesafe 2006: tentative call to arms

You will all know by now that the national BikeSafe 2006 event is being held at the Cheltenham Racecourse on 1 and 2 April.

Of course SAM is very keen to support this event, and drum up new members by so doing.

We'd especially love for SAM youngsters, gurlies and bikes to front up at the IAM stand to show punters that we're not all grumpy old men riding products from the Bavaria Motor Works!

But first we need to clear with Head Office how this will work in practice. And despite our very best efforts, our plans have not yet been cleared...

So, if you are prepared to show up on the day in a SAM capacity [**Like me!** – **Edj**] please contact Eric Bush (see contact details on p.29) and hopefully it will all come together. ♦

What's under my seat(s)?

Alastair "Gadget Boy" Lord

1996 Guzzi 1100 Sport has nowt under the seat. There is no room for anything under there. And a tank bag or any other form of stick-on baggage would ruin its lines. So I ride short hops and keep my fingers crossed.



Guzzi: luscious factory mechanic required to ride pillion at all times

1969 Triumph Trophy TR6 has nowt under the seat. It hasn't run on the road since 2004 (it's British after all) and anything that was under there rusted to flakes long ago. I am hoping to resurrect it for the summer, before it succumbs inevitably once more to old British Bike decay.



Triumph: needs work

2003 BMW R850R has nowt under the seat. It belongs to my brother. It probably wouldn't occur to him to put anything under there, even if he knew how to get the seat off.



BMW: style for discerning riders

1997 VFR750 has torch, visor wipe, waterproof oversuit, camera, batteries, tyre pressure gauge, sometimes a camcorder, a roadmap, plus old receipts from the late 1990s and some indescribable detritus that seems to be the decomposed remainder of something organic. I carry no tools because of course VFRs never ever break down (Martyn Hillier keep your mouth shut!).

So, I am Sal Charlton's alter ego: Mr Unprepared. But I have good reason: chronic laziness and optimism that things will turn out OK on the day! ♦

Grumpy's corner

Greetings from my humble abode.

Imagine the scene: man sat working at the computer (yours truly), Puccini's opera Tosca

belting out from the HiFi and two dogs playing tag with each-other, running up stairs and down.

Then a certain aroma springs forth which is all too well known to animal owners. So I get up and walk to the landing and find aforementioned aroma emanating from a deposit on the carpet. I go downstairs to find the cat sat there with rodent in mouth. Cat drops rodent. I collect poo bags and carpet cleaner to clear up mess before Mrs Grumpy gets home.

Returning downstairs I find the rodent is missing and the cat has a bigger grump on than yours truly. Enter youngest dog from lounge with rodent in mouth. She deposits it at my feet expecting praise for her retrieval technique. A very limp, wet and lifeless rodent was picked up and duly disposed of just before Mrs Grumpy walked in and just as Mike Oldfield's Tubular Bells (theme from the Exorcist) started playing. "Everything ok?" she said. I think the look she received said it all.



Anyway, I digress. The reason for writing is firstly to wish you all belated season's greetings and secondly to tell you that I had a visit from my old friend the gadget man just before Christmas. We go back quite a long way in fact to the days before colour TV. No self-respecting cyclist was ever without a flicker on his bike and Gadget was no exception. He invented the automatic engagement device. This device was slightly over-engineered and underdeveloped. As test pilot I tried the prototype. It was the operating rod made from an old fishing rod; it promptly jammed in the wheel and over the bars I went.

In later years his inventions/gadgets did get better. At times it was like the television program HOW but without Bunty, Jack and Fred.

His latest gadget is a chain alignment tool. I am relieved to say it is not one of his inventions but something he brought back from an American holiday. Made by Motion Pro (oops, product placement ad), it clamps to the rear sprocket. A steel rod runs parallel to the chain so you are able to check for correct alignment. "Great tool!" I said "but will it fit?". "Everything except shaft drives" he said. So I now have one in my collection of special tools.

Regards to you all. ◆

Two Second Rule – Confused!

Eric Moody

I'm not sure if I am totally stupid or if Alastair Lord is confusing 2 second gaps with stopping distances.

I have always understood that the distance required to stop increases exponentially as your speed increases and this is clearly shown in the graph printed in the December 2005 Journal.

As I understand it, the 2 second rule is something quite different. By keeping a 2 second gap, when the guy in front hits the brakes you ensure you don't disappear up his/her exhaust pipe. It takes less than a second (reaction time) to apply your own brakes, so you still have a gap of at least one second. Imagine a scenario where you are following a vehicle at 60 mph (88 feet or 26.9 metres per second). Because you are an advanced motorcyclist you have been keeping a 2 second gap, about 53.8 metres, when all of a sudden the vehicle in front hits the brakes. When you hit the brakes, 1 second after the preceding vehicle, you will have already travelled a further 26.9 metres. Given that you and the other vehicle will both stop in the estimated distance of 73 metres (December's graph) you will still be 26.9 metres behind the vehicle in front. What's more if you feather your

braking, so that you come to a stop 2 metres behind the vehicle in front, you may be able to prevent the guy behind from ramming you (he only left a 1 second gap).

The thing to remember in all this is that when the guy in front hits the brakes his speed starts to reduce slowly. So, even though you have travelled 29.9 metres into an initial gap of 59.8 metres, the vehicle in front is still much more than 29.9 metres in front because he/she has only slowed from 60 to say 40 mph.

If you're still confused let me know and I'll try and write it in French; that will really get you going.

[The French version would be something to behold! A great analysis of gap vs stopping distance, thanks Eric. Here's another thing to consider: this holds good only if the vehicle in front slows down at the same rate or slower than the following rider. So, for example, if the car in front loses a wheel, digs into the tarmac, and comes to a halt faster than any braking system could achieve, then a 2 second gap may leave you flying over the top, or perhaps through the back, of him...! – Ed]

Odds and sods

Gong for IAM Chief

Bryan Lunn, Chief Examiner at the IAM (Institute of Advanced Motorists) has been awarded an MBE in Her Majesty's New Year's Honours for services to road safety and the IAM.

Bryan, 61, has been Chief Examiner at the IAM for 10 years.

Born in Redhill, Surrey, Bryan was educated in East Africa and joined the Metropolitan Police as a cadet in 1962. He spent much of his 40-year career in the Met's Traffic Division. His final post before joining the IAM was as the Commandant of the Metropolitan Police Driving School in Hendon.

During his time with the IAM, Bryan assessed the driving of a wide variety of candidates including celebrity Julian Clarey and former Daily Telegraph editor Lord Deedes.

Bryan retired from the IAM in December 2005 and is succeeded as Chief Examiner by Peter Rodger. ♦

New IAM Prez comes with preinstalled gong

F1 Racing legend Nigel Mansell is to be the new President of the IAM.

Mansell passed his Advanced Driving Test last August, 19 years after scoring his first Formula One victory at Brands Hatch.

"I believe driving expertise isn't just for the race track," said Mr Mansell. "My grandfather always told me that it is no good lying on a hospital bed saying 'But I had the right of way'. That is why drivers can gain so much from preparing for their IAM test.

"I am honoured to take the Presidency of such a well regarded organisation and I hope that in this, its 50th Anniversary Year, we can inform and educate more drivers and riders than ever before," he said.

With 31 Grand Prix wins, Nigel Mansell already has his place in the Formula One Hall of Fame. He has joined racing drivers John Surtees, the late Graham Hill, Sir Stirling Moss and motorcyclist Geoff Duke who have all passed their IAM test.

The first IAM President was Lord Sempill and the most recent was HRH The Duke of Gloucester, who held the position for 32 years. ♦

Caption competition

Our caption competition provoked a strong reader response. Unfortunately the SAM legal department has blocked the publication of most of them. So we paraphrase the responses here as delicately as we can...

Most responses to Caption 1 related to Tim's reactions to perceived personal hygiene problems amongst fellow SAM members. A minority felt Tim was considering zip positions but we really can't go too deeply into that.

Caption 2 elicited a wider variety of responses relating to questions of sanity (or lack thereof), several offensive remarks directed towards SAM Committee members [**I know where you all live! – Ed**], and something sarcastic about SAM's wise monkeys.

Thanks to all who contributed. Your entries are now in a locked lead-lined box buried at the bottom of my garden. Allegedly. ♦

Nick really is in a skirt

In the December Journal we invited you to admire SAM's own thespian couple Nick & Jaz strutting their stuff in "A Funny Thing Happened on the Way to the Forum" at the Playhouse in Cheltenham.

Well for those of you who can't manage to get out of your armchairs

to go have a look first-hand, you can admire pictures of Nick in a skirt at http://www.theplayhousecompany.org.uk/a_funny_thing_happened_on_the_way_to_the_forum.htm. [**He's brandishing a fine weapon too, fnarr fnarr! – Ed**] ♦

SAM's bit for Acorns

Capt Rigor & Di Auction Night, 10 January 2006.

Well what can anyone say at such generosity? By bidding for the items in the auction (and not wanting any money back for the kit you brought in) and also from those who made donations afterwards, the absolutely brilliant figure of £346 was raised.

Thankyou. The word seems inappropriate somehow, but it's the best we can come up with I'm afraid.

Di and I will be taking the money to the Acorns Children's Hospice Trust main office in Pershore in the near future so that it can be put to very good use. You may (or may not) have seen on the news a few weeks ago, that Acorns is now getting short of money. This has been largely due to the natural disasters that have occurred throughout the world in the last 12 months, and as such, individual and corporate donations have all but dried up. As a consequence each of the hospices has had to close three beds. This means that nine children will not get

the opportunity to have some fun at Acorns and nine families will not have the chance of some well earned respite anytime soon.

You can rest assured that every penny we raise will be used to the benefit of the children and their families.

Many thanks once again. ♦

Thanks from Acorns

"Dear Severn Advanced Motorcyclists,

On behalf of Acorns, I would like to express our sincere thanks for your generous donation of £346 raised at your auction. Your support is, I know, greatly appreciated by the children and families being supported by Acorns.

As you may know the new hospice is now open on the Bath Road in Worcester, this of course will make such a difference to the lives of so many families from Herefordshire, Worcestershire and Gloucestershire and means that we can now extend our care and support further into these areas.

We have supported children and families in this area for over 14 years and will now be able to enhance and extend the care we provide further throughout Worcestershire and Herefordshire and also into Gloucestershire.

If at any time you would like further information regarding the hospice, or would like to find out if you may be able to help with fundraising or you know of a group or organisation who would like to learn more about Acorns, please do not hesitate to give me a call.

Yours sincerely

*Jayne Charles
Fundraising Administrator" ♦*

Using mobile phones whilst driving can kill

Dave "Capt Sampan" Bainbridge
It is now two years since legislation banning the use of hand held mobile phones while driving, and yet it is becoming more and more common to see people directly flouting the law and using mobile phones whilst behind the wheel.

We in SAM can do our bit to stop this by reporting the culprits to Sergeant Chris Price. Chris has set up a scheme whereby any car reg sent to him belonging to somebody illegally using a phone will receive a letter from him telling them in no uncertain terms that they have been spotted and pointing out the error of their ways. This is on behalf of the Glos City Council Safety Liaison Group, of which your very own Capt Sampan is a member.

Report city and Forest offenders to chris.price@gloucestershire.police.uk

Come on everyone, let's carry a bit of paper and a pencil with us at all times and put a stop to this killing practice.

[But make sure you pull over in a safe place before writing down the reg! – Ed] ♦

SAMmers in the press

The Gloucestershire Echo seems to be taking a healthy interest in SAM members. **Dave Graham** is featured in the paper for his work as a Rights of Way Officer with Glos County Council ***[Kept busy no doubt by valiant Trail Riders Fellowship applications to defend against the vile and iniquitous NERC Bill – Ed (and paid up TRF member)]***. And County Councillor **Graham Dawson** was featured explaining that funding has been secured for the Tewksbury northern relief road. Well done chaps! Next time please ensure you are adorned in SAM's finest regalia for the photo shoot! ♦

SAM website revamp

In the December 05 Journal we waxed lyrical about our new website. Unhelpfully, we didn't include its address in the article (though we did hide it away on the cover page). Oops. You can marvel at it at www.iamsam.org.uk. ♦

German truck art

These trucks were spotted in Germany, possibly leaving in their wake a trail of crash carnage due to distraction...



I'll have two, and pork scratchings please



Unparalleled rear observation?

A lifetime on Two Wheels – Almost!

Eric Moody

This is the first part in a serialisation of Eric's unpublished book of the same title. SAM fought hard to win the rights to this, prevailing over the Sunday Times, the Economist and others in a vicious bidding war.

My first set of wheels consisted of one at the front and two at the back. I still have a vivid memory of doing a one-point landing, following a bit of excessive braking, and my chin came off second best to some very hard gravel. We lived in Romford at that time, about 15 miles east of central London, and my mum took me over the road to the bus stop to await the number 103 that went to the hospital. Fortunately, after a couple of minutes a car came along (yes the first one!) and the driver spotted my very red hanky (10 out of 10 for observation) under my chin and gave us a lift to the hospital where I was duly stitched up despite screams that could be heard a mile away.

Following that and many other visits to the hospital, due to accidents that I had resulting from my energetic nature, my parents refused to let me loose on a two wheeler. Not to be outdone, I used to 'borrow' my mums bike, and ride up and down the pavement standing on the pedals (couldn't sit on the saddle, too high!).

The years ticked by and when I was eleven I was allowed my very own two-wheeler, complete with rod

brakes and a very smart chrome back wheel. All other parts of the bike were obviously much older and showed major signs of rust. However, my dad did a wonderful job in renovating it and when finished I was allowed to go out on it but with one proviso: that I was not allowed to 'ride round the streets', I had to go on 'proper' rides.

Following some research at my junior school I discovered a friend, Alan, who had a bike, much newer and smarter than mine, who also fancied the idea of going out for 'proper' rides. As a result, every Sunday we used to ride with typical destinations being Southend on Sea, London Airport (Heathrow) and Chelmsford. All of these rides were about 50 to 60 miles and we used to take it in turns to have tea (usually egg and chips) at each other's houses when we got back. Subsequently, another lad from our school, Ray, joined us for our Sunday rides and our destinations broadened.

[Who's this sinister "Ray" lad? Maybe a BMW salesman? Did Eric's one-point landing cause problems later in life? Find out in the April Journal... - Ed] ♦

Spanish Run, October 2005

John & Anne Hartley

Back in October, Anne and I went over to Northern Spain for a 2 week holiday on the bike. I'd bought a new 52 litre Monokey Givi top box and it really is the mutt's nuts. Plus we bought a roof rack as well to put the tent on so we were really rockin'. And I bought a back rest so the good lady could fall asleep on the back.

down to the town and eateries from the camp site on top of the cliff. Comfy camp site though, nice amenities and nice breakfast.

On then, past A Corona, to a well hidden campsite on the marshes. I can't remember the name but very friendly. We stayed there for 3 nights,



Luarca – smashing!

Anyway, 2 day cruise to Bilbao, then off the ferry and turn right. We pootled down to Llanes. Lovely spot, we found a nice campsite and stayed 3 nights. Then on further down the Cape Verde to Luarca. It's a smashing place, but a long walk

also found the airbeds were going down 3 times a night at this point. I don't recommend buying Asda's finest; they are a bit limited in longevity. We went into A Corona and found a shop the sold airbeds and bought a large single. It's all we could

carry, so for a few nights here, then a couple more nights under canvas at Vilagarcia de Arousa, we alternated between a nice airbed one night and a pair of crappy airbeds that went down in 3 hours another night.



Swoopy bits...

This was the last camping stop. On the up side it was a well appointed site, by an estuary with its own private beach. Downside was no hot water in the showers, up side - no one else there, except a young lady in a chalet who had a lot of visitors. And a final upside was we were not charged for the 2 nights we were there.

He also did not charge us for dumping all our airbeds in the bin.

Camping was off; we headed east away from the coast to Lugo, stopped in a hostel somewhere there, then on towards Oveido, another overnight stop here in a guest house. Then into the Picos de Europa. Absolutely

fabulous, we were heading for a hotel run by a British couple near Arriondas which was very comfortable and with excellent food. We took several sorties around the Pecos. Stunning scenery, loads of swoopy bits and fabulous views.

Going to Scotland this year. Might not camp either; we've joined the Youth Club. ♦

Christmas meal 2005

Graham Bailey
SAM'S Annual end of year 'festive Celebration'. December 6th at the Queens Head, Longford, Gloucestershire

Party goers

Budge/Di
Godfrey/Gill
Brian/Ros Gwinnell
Eric/Gill Bush
Andy Downs
Nick Twissell
Nick/Jasmine

Graham/Heather Bailey
Simon/Lynne Forryan
Brian/Sally Charlton
Andy/Sue Woodward
Terry Henshaw
John Deal

T'was a night of violent over indulgence of the 'falling down juice', 'merriment by the pannier load', consumption of vast amounts of a calibre of cuisine not found this side of the river, (and that was just Andy Downs!) and a jolly good time all round to boot.

Seriously, to those who were unable to find the time to attend this wonderful 'bonding session', my commiserations to you! For those who did make it thoroughly enjoyed being wined and dined in warm and comfortable surroundings, which was to become the perfect setting in which to indulge in the fine fayre that was to grace our tables during the evening.

It was without a doubt, a really pleasant evening brought about by the usual catalysts such as good company, excellent food and a

wonderful subscription of members and partners who swelled the ranks to endorse that yet another club event had really succeeded. Well done to you all.

The only sad part to the evening was that by its very presence, it marked the conclusion of yet another SAM 'biking' year. Although packed with a host of memories, it always reminds me of the reducing 'flying time' left to us all.

Still, and on a brighter note, thanks must go to both Budge/Di for all their efforts in organising the evening, 'take a bow you two', this end of year celebration was indeed a 'Christmas cracker'.

p.s. don't sit next to either Jasmine or Nick next year, coz they're both messy eaters!! Although I could grin and bear it with Jazz! ♦

Club night, 10 January 2006

Graham Bailey, our Captain Cannery 31 full, 1 associate and 5 guests/social members, not quite 40, but never the less a handsome amount of enthusiastic individuals all keen and eager to snap up a bargain, and get a quality bite to eat at the same time.

With the splendid buffet provided by Sharon the stewardess waiting in the wings, we progressively attended to all immediate club affairs, with the all important recent test pass presentations being superbly handled by our very own Sally Charlton.

With bellies full, it was not too long before Brian Charlton got into the swing of things, (he always starts slow, apparently..!) and deployed one of his most practised skills, getting money out of people!! Old tight wad does it again.



SAM bar flies gather at Club Night

The Auction by now was well under way with the usual 'high spirited' bids and banter coming in fast and furious, this mayhem eventually converted to a princely sum of approx £346.00 all donated to Acorns.

'Wow' this amount of money raised from what appeared to be a limited amount of items for auction, gave a clear indication of the sheer generosity and well meaning intent of the members present. A fantastic effort you lot, well done.

So there you have it, SAM's year of 2006 has started with a level of gusto normally only associated with proud and highly gifted BMW owners!!, so bring on the good weather and lets ride some 'black top'.

CAPTAIN CANARIES CHIRPS

Budge/Di. My sincere thanks for the 'under cover' efforts towards the evenings event, rarely witnessed by the members but always important to the success on the night.

Budge (again). 'Happy Birthday' ole son, 51 ripe years of maturity, and I thought you were older!!! (Or are you aging like your riding style...going backwards!)



Happy birthday Budge!

Brian Charlton. And a 'Happy Birthday' to you too Bri, now on par with our national speed limit, which I understand will have no bearing whilst enjoying your birthday gift of a air balloon ride high up in the clouds. (Mile high club anybody!!, or is it a case of 'give me a leg over into the basket Sal!')

Martin/Angie Le Fèvre. Have been in touch recently and are both doing well, they send their regards from Castlenau Magnoac France to everyone at the club, and hope at

some stage to see at least one or two of us in the coming year.(p.s they love the mag !!)

Simon Forryan. Commiserations to young 'Hard Deck', the recent victim of another "foot slipped off the clutch mate" has resulted in a unhealthy Bandit/Simon/Ford Focus interaction with the said Ford Focus driver faring a whole lot better than Si.

Although the impact of the T-bone was pretty substantial, I am pleased to report that Simon escaped with no broken bones. However, his current and ongoing level of discomfort is still very much a pain in the A**.....(no pun intended!)

Bandit 1200. 'Hot news' low mileage, little used engine only for sale, ideal for use as outboard motor for surf board (any good Gadge!) or vicious lawn mower implant. (Not related to the above report.....'honest!')



Happy birthday Brian!

Eric Bush. 'Congratulations Eric' on your most recent achievement of being accredited with a P.D.I. (driving instructor) status, a well earned merit

and a possible ticket to better earnings may be!. (Gill's grateful anyway, she says that now she can look forward to boiled eggs rather than omelettes every time you do the shopping run!!)

Will Nicholson, Ken Campbell, Mike Newman. Just a quick hello to you all, we know you are out there, hope everyone is ok, be nice to see a face (and raffle money!) some time.

From us all here at the Kremlin. ♦

Legal matters

I'm a barrister dealing with hundreds of road traffic accident claims every year. If I could offer the following tips to your readers, it would make life much easier for them, as well as me and my colleagues.

Always opt for the legal protection insurance on your car or house policy. Never use solicitors for a claim where the arrangement involves them taking any proportion of the money you are awarded. Treat adverts for "no-win, no-fee" solicitors with the same degree of scepticism you would reserve for soap-powder commercials. Always carry a small disposable or digital camera or camera phone with you in the car. If you have an accident, take pictures of the damage to, and locations of, both vehicles, as well as any impact debris and the other driver; a picture really does tell a thousand words and

the chances of you being sued for a frivolous claim diminish enormously.

Always tell your insurers and remember the insurance form might be produced in court later - so take care with it. Saying sorry does not mean you admit it was your fault, nor will the judge think as much. It might even mean the matter goes no further than the roadside. Don't be frightened by solicitors' letters threatening huge legal bills for small accidents - it's all bluff. If the other side has solicitors involved, make sure you get one, too (via the insurance company - don't do it yourself). The insurers may nominate solicitors, but the final choice is up to you.

Don't select a solicitor on the basis that he is a friend or because he did a good job with your house conveyance. Don't believe anything your mates tell you about courts, compensation, making a claim or any other legal issues. Advice for nothing is worth exactly nothing. Don't take the claim personally and keep a sense of proportion. It's a car accident, not a Senate hearing.

Clients who tell me it's a "matter of principle" have either more money than sense or fail to understand what the court system is there for.

[Appeared in Honest John's in the Telegraph on 6 Feb 2006. See www.telegraph.co.uk - Ed] ♦

Cotswold Canter, 15 January 2006

Graham Bailey, Ride Leader

10:00 – 13:30; weather: dry but muddy in places! (eh, Eric!); 80ish miles.

Pilot

Steve (snapper) Mason
Andy (day-glo) Downs
Steve Reeves
Ian Stavert
Colin Hay
Lawrence Morgan
Brian Charlton
'Fast Sal'
Dave Preest
Eric Bush
Tim Cutmore
Pat Lush
Godfrey Mills
Steve Wood
Alastair Lord
James Coombs
Chris Padmore
Graham Bailey

Bike

GSX750F
VFR750
PAN (was clean!)
FJR1300 (wow!)
ZZR110 (running on chicken sh...)
TRANSALP
KTM 950 45bhp sofa
GS65000cc
BMW R100GS
R1100RT (white n brown)
R1150RT
CBF600 Dr's scooter
DRZ400 wasp in a tin
GSX750F
VFR750 looks better dirty
GS650
R1200GS hello Chris where are you!
R1200GS 'The best'

'17 of em', all stood in the car park with Rosie cheeks (whoever she is!, and then Brian pulled his back up!) and proudly parading their bright and shiny steeds, (shame really) that had obviously just ventured out from 'winter hibernation this very morning.

Little did they know that some where out in the confines of the Cotswolds, there were roads, lanes, single tracks and sometimes trails that this motley lot were about to sample!



Renamed "Greasy SAM's" for the day

Climbing out of the smog of Gloucester, we unceremoniously slipped away from Crickley Hill mainly onto single track that led us through sleepy Cowley, Withington and the Slaughters before a brief comfort stop at Bourton.

After allowing young Godfrey to 'do the business', we 'upped the ante' a little and rode on through Burford causing quite a stir with the locals then Bibury before arriving at our much awaited (and some might say, overdue) breakfast stop in Cirencester.



Ian demonstrates Advanced Sleeping

Coffee, bacon, sausages you name it, there was beverages and food flying over the counter left right and centre in a vain attempt to satisfy the needs and desires of such a demanding group of individuals. (if only Andy and Steve would let the rest of us order as well!!)

With play time over and domesticity beckoning, we all decided upon our

various routes of departure, and made all sorts of promises to 'do it again' in February! We will see.... won't we.

But for now, a big thank you to everyone that made the effort and unwittingly contributed to the first of hopefully a number of club success's throughout 2006, all be it still in the normally quiet month of January! ♦

Douglas Bader Tour limbers up...

The Douglas Bader Foundation is organising a motorcycle tour across Eastern Europe. Spanning eight countries in 13 days from 15-27 June, this is a fantastic opportunity for a great ride whilst delivering the goods for a worthy charity (you need to raise at least £2,250 in donations before you go).

You can get all the info from Keith at douglasbaderfdn@btinternet.com. Or email the SAM Ed and he'll send you some blurb. ♦

SAM's charity status

Dave Graham

It is proposed that in the forthcoming year SAM makes application for charity status. This proposal will be formalised at the AGM in April.

Further information may be obtained from any SAM committee member. ♦

For Sale

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

Cee Baileys touring screen

To suit BMW R1150RT 03 plate. 2" taller and 2" wider than standard. Open to offers.

Contact: Ian on 01452 545 673

Kawasaki GPZ600 A1

1985 B Plate. Very low mileage for the year. Red & White. Brand New Nexus Exhaust System. Excellent Condition, £600.

The seller is a highly reputable professional man, he had intended to use it himself but circumstances have prevented this.

Contact: Paul on 01452 505349 (Evenings)

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

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



STOP! WANTED!

One Motorbike trailer.

Phone Dave on 01453 810049 (good cash awaiting the first to call)

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. ♦

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 itself, 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. ♦

A friend in need is...

Eric Bush

Friendship Between Women: A woman doesn't come home one night. The next day she tells her husband that she slept over at a girlfriend's house. The man calls his wife's 10 best friends. None of them know anything about it.

Friendship Between Men: A man doesn't come home one night. The next day he tells his wife that he slept over at a mate's house. The woman calls her husband's 10 best friends. Eight of them confirm that he slept over, and two claim that he is still there. ♦

SAM Committee

Chairman Graham Bailey	grahamkbailey@blueyonder.co.uk 01242 692 761
Vice Chairman, Social Secretary Budge Burridge	captrigar@btinternet.com 07050 645 699
Secretary Andy Downs	samrider@blueyonder.co.uk 01452 550 936
Treasurer, Membership Secretary David Bainbridge	captain.davey@virgin.net 01453 810 049
Observer Secretary Andy Woodward	abwoodward@lineone.net 01386 881 815
Journal Editor Alastair Lord	a.lord@mootmail.com 01242 520 266
Journal Publisher Chris Williams	01452 722 730
Chief Observer Martyn Hillier	martyn.hillier@btinternet.com 01452 712 706
Regalia Simon Forryan	01452 410 114
Webmaster John Deal	jdeal@hotmail.com 07734 506 358
Committee Eric Bush	ericbush@uwclub.net 01453 886 242
Committee Brian Charlton	sally.charlton@btinternet.com 01600 890 056
Committee Sally Charlton	sally.charlton@btinternet.com 01600 890 056
Committee Ros Gwinnell	01452 813 376
Committee David Graham	grahamdavidjames@yahoo.co.uk 01453 811 533
Committee Steve McDonald	01453 811 145