



Gwent Advanced couple try new pillion position in preparation for joint SAM ride-out in July



BikeSafe 2006: police observe riders more closely this year



Advance

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A Word from the Ed

Alastair Lord

It's that time of year when things start warming up. We've had BikeSafe to get the ball rolling, and the weather has started to change from cold and wet to warmer... and wet.

Accordingly, in this issue you'll see a bumper crop of new ride-outs added to the diary section. And some of them are evening rides during the week, which hopefully will allow a few more of you to come join the fun.

We'll be covering BikeSafe in depth in the next issue. In the meantime you'll see a couple of stop-press photos in this issue. If you want to see lots more piccies, go take a look on the SAM website.

We've now launched electronic delivery of the Journal for those who don't want to get the paper version. So far, a dozen of you have opted in. If you want to be added to the list (thereby saving a very small tree, and SAM costs) email me and I'll add you

to the list. That'll also mean you get the Journal about a week before the paper copy is available (much longer for our globe-trotting members), and you get to see every page in full colour.



Eric Bush performs an unauthorised manoeuvre at BikeSafe IAM stand. HQ immediately convenes committee to determine sanctions.

You'll see we've got a special section on SAM regalia in this issue. There's also a quiz where winners will be showered with fantastic regalia items. You've got to be in it to win

it, so turn to p.28 and have a go!

Finally, we're teaming up with the Glos County Council Road Safety folks, to help them identify dangerous road conditions so they can get on and fix them. If you want to help, email or call me and I'll explain more about the scheme. Do please get involved if you can – this is an opportunity to use your risk assessment skills to the benefit of all road users.

Smile when you ride! ♦

Chairman's Chatter

Graham Bailey, Chair

It's almost the beginning of April as I write, and after such a blistering club effort during the first run in January of 2006, events have started to go belly up with the February run being cancelled, and then the bacon buttie run in March getting snowed on!! But at least, we managed to salvage with a count of 10 the well organized and precision planned Bridgnorth event run by Andy and Sue Woodward (Hooray! At last we're burning black top!).

We finally managed to track down Brian Bailey, SAM's previous IAM examiner of many years (now in the most capable hands of Martyn Hillier). The object being, to present a certificate of appreciation on behalf of us the club, for services rendered way above and beyond the call of duty.

Now Brian is a shy and retiring sort of individual. The only way we could get him to accept this accolade was to form a 'press gang' of committee members to 'do the deed' during a very much subdued atmosphere (the Toby Carvery to be exact). His acceptance and acknowledgement in grateful quantities have duly been received and accepted by myself. 'Thanks again Bri,' a true master of your chosen profession.

'Test passes'... Are these the thing of the past, or have all you Associates gone into hibernation? I wonder, are you going 'lightweight' on me, or am I getting tougher!! Don't answer that!

BIKESAFE 2006 will have already been and gone by the time this gets out. Still, as most of you know, SAM's organizational wings, thoughts & ideas based on last year's success, risk being clipped by alternative IAM views.

Have all you associates gone into hibernation?

The nuts and bolts of the situation are that we cannot conduct the

weekend as might see fit. This means that the stand can only be manned by 2 SAM members at any one time, thus leaving us no option but to leave the crowd-pulling 'totty' at home.

Nevertheless, my sincere thanks to all of you who expressed an interest in doing your bit. I am sure like many others in the club, that the IAM really do know what they are doing.

Well that's it for now, with the winter blues only just leaving us there seems so little to report about just now, still, black top's warming. That means ride outs to report on and people to talk about!! Well, if you're not there I can't write about you can !!! (Go on... Just do it, be there!) ◆

Welcome new joiners

Dave Bainbridge

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

Jeremy Locker	from Prestbury riding a Mega super Honda 1300S
Vic Martyn	from Chelmers rides in on a 1171cc something bike (he hasn't told me what it is yet).
Ashley Saunders	rides in from Bishopswood on yet another BMW.
Paul Wilkinson	from Stroud on yet another Harley.
James Wilkinson (son of)	also from Stroud comes to us on a Triumph Speed Triple (at least he will make it).
Bob Williams	from Chelmers on His Harley FLTR1 Road Glide.

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.29).

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 102 Members, 37 Associates and 3 Social Members, totalling 142 members. ◆

<u>Member</u>	<u>Observed by</u>
Graham Owen	Ian Stavert

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.24.

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
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	Club Run: Blue Anchor Bay. Go one, be there, I will! [Me too - Ed]
Eric Bush	Start at BEWSC.
10-15 May 06	North West 200 – 2006
Andy Woodward, Budge Burrige	If you're one of the 17 who'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	Club run: Machynlleth for lunch. This will promise to be a Welsh Wonder I'm sure!
The Charltons	
28 May 06 08:00-18:00	Club Run: the annual seaside run to Weymouth for chips n mushy peas.
Graham Bailey	

Who & when	Route details
4 Jun 06 08:30-15:30+	Club Run: 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. Start at BEWSC.
Dave Preest	
21 Jun 06 19:00-22:00	Club Evening Run to Avebury. Our first evening run for the year, and on a Wednesday! So, those of you who can't make Sundays now have a way of getting to ride-outs! See you there!
Budge & Di	Start at BEWSC.
25 Jun 06 08:00-18:00	Club Run: to Beaulieu. Tickets will be £10.00 pre-booked via Budge/Di by May club night at the latest, or £15.00 on the day.
Budge & Di	Start at BEWSC.
9 Jul 06 08:00-18:00	Club Run: to Powis Castle. This is a Gwent Advanced run. Start at BEWSC, leaving sharpish, so don't be late!
16 Jul 06 09:00-16:00	Club Run: the ice cream run to Wales.
Budge & Di	
19 Jul 06 19:00-later	Club Evening Run: Ride out to the local Bikers' Nite meet (see p.22) at The Greyhound Inn, Littledean, Newnham, Forest of Dean. Start at BEWSC.
6 Aug 06 08:00-18:00	Club Run: Peak District.
Andy Woodward	

Who & when	Route details
16 Aug 06 19:00-later	Club Evening Run: Ride out to the local Bikers' Nite meet (see p.22) at Plough & King's Head, Upton on Severn. Start at BEWSC.
27 Aug 06 08:00-18:00	Club Run: Monkey World, Dorset. Start at BEWSC.
Budge & Di (obvious pair really!)	
10 Sep 06 09:00-17:00	Club Run: Air Museum at Middle Wallop, Hampshire. Start at BEWSC.
Graham Bailey	
20 Sep 06 19:00-later	Club Evening Run: Ride out to the local Bikers' Nite meet (see p.22) at King's Head Inn, Norton, Glos. Start at BEWSC.
29 Sep 06 to 1 Oct 06	Club Long Weekend Run: down south with DAM. Details soon.

Helping learner drivers

RoSPA has launched a new website which has been created with funding from the Department for Transport.

The aim of the website is to encourage and help parents to ensure that their kids gain as much supervised driving/riding experience as possible during the learning period, and that private practice supports their professional lessons.

See www.helpingLdrivers.com. ♦

Driving tuition

Learn to drive with our very own Eric Bush, in a fully equipped Ford Fiesta diesel.

Call Eric on 01453 886 242. **[And admire his unauthorised manoeuvre on p.1 – Ed] ♦**

Diary: club nights & social events

When	Details
11 Apr 06 19:30-22:00	Club night at BEWSC. Talk by Dave Hammond about 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. Phil 'Doc' Hacker representing the 'Fudge Club' (FJR owners) making himself known, and the services offered.
11 Jul 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. ROADA members cordially invited.
12 Sep 06 19:30-22:00	Club night at BEWSC.

Speed camera website: it could be you!

Did you know safety cameras record details of all speeding vehicles, no matter how little over the speed limit? It's only the really speedy speeders who get a ticket, but with new speed camera legislation, previously-unticketed offences might come back to bite you. Under Freedom of Info legislation, you can now see details (including pictures) of all such incidents. See www.e-database.co.uk for more details. Click "need a login" if you haven't already registered. ♦

Smile!

Did you know that the Gloucestershire Safety Camera Partnership has 27 fixed speed cameras and 23 fixed traffic light cameras, along with 3 mobile camera vans that patrol 54 sites across the county. ♦

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 something and send it in!

Featuring: Narjas Mehdi

How long have you been riding? I have been riding less than four years. I passed my CBT in June 2002.

Rented a 125 for a week to practice on, before buying my very own Yamaha SR125 after spotting a private ad in the paper for the same bike, but with fewer miles and £200 cheaper than the one I had reserved from a dealer! Practised commuting to and from work and doing my own mad tours of the North and South Circulars for the hell of it. Got my boyfriend to ride pillion on the back to and from work, too. Helped with clutch and throttle control, etc. Great experience.

I passed my motorbike test soon after - the A2 route. This is where the test is taken on a 125cc bike, and you qualify for anything up to 350cc. After two years I automatically qualified to ride any sized bike.

By November, I replaced my 125 with a 400cc (restricted!) Yamaha XJR400 - an oil-guzzling grey. (On Yer Bike - argh! Fell out with those cowboys.)



On my birthday last year, I treated myself to a bike that works. I am now the proud owner of a reliable (quick, where's the wood?!) Honda VRF800 - from good old Bransons in Gloucester.

Why do you ride? It's my 'antidote'. Keeps me balanced - food for my mind and soul. I used to enjoy riding pillion - so getting from A to B and meeting/ greeting others from the motorcycling fraternity en route gave me a buzz. You really experience a country properly, unlike watching the landscape whizz by from inside a quiet, boring, wind-proof bubble for hours on end, as you might in a car.

I used to kickbox when I lived in London, and I would (bi)cycle everywhere. Motorcycling was a natural progression for me. (Note deliberate use of IAM terminology.)

As you may have gathered, I think a lot. Riding relaxes my mind. It's impossible to analyse and think about

'things' when I'm concentrating on 'the road'.

I learned to ride for a challenge. I believed it would be nearly impossible for a mere woman to get to grips with a technical beast such as a motorcycle. It wasn't road sense I was worried about, but motor control. I believed that it was impossible to be a woman and a 'successful' biker. Where I got this notion, I have NO idea!

Best riding moment? Nearly hitting the tarmac in the Walls car park as a newly fledged member after one of those late Tuesday talks (thanks Andy!) - but managing to keep my wits about me by leaning my body weight to one side and giving the throttle some welly. Fish-tailed out of the car park at lightning speed, tail between legs, but highly relieved. I'd only had the bike a couple of weeks - it would have been a disaster!

Ok, and then there was the ELAM (East London Advanced Motorcyclists) machine control day when I whooped for joy on cracking countersteering during a slalom exercise through a series of cones - on the 5th attempt. Ear-to-ear grins were caught on camera too! Reminds me, I must ask them for a copy....

Worst riding moment? Attempting an uphill overtake of an articulated lorry on the Camden Road in Central

London - RIDING MY L-PLATED 125cc! - on a wet road, when a traffic island 'got in the way'. I had not banked on the lorry moving over as I attempted to squeeze through the gap.... Needless to say, it was a skid-to-a-sideways-halt-using-bollard-jobbie. Full leathers did the trick however, and a 'what can I learn from this?' attitude helped too - once I'd calmed down enough to think clearly. A motorcycling colleague who lent an ear when I got back to work planted the early seed in my head about getting more training in ('Training, training, training' were his words) through Advanced Riding ASAP.

When and why did you join SAM?

In winter 2003, having left London to interrupt my near-complete training with ELAM, in order to have a baby and recover from the resultant episode of puerperal psychosis. I won't attempt to explain here. Suffice it to say, it was a major set-back to my confidence. And biking would have taken a permanent back-seat, had it not been for the ever-persuasive, encouraging (bari)tones of a certain Captain Davey the club put me in touch with. Note an ego growing larger as we speak...

What do you get out of SAM?

Laughs, potential friendships with great people, reminders to practice, reasons to 'hang on to that bike' even if financial ruin is in sight... ♦

Grumpy's corner

Greetings from my humble abode.

Before I start, the door to the garden has been securely wedged open and the cat has been detained in the garden shed with food, water and last week's free newspaper in the litter tray. So, therefore, no smelly deposits on the landing and no rodent rodeo in the kitchen.



Something that was raised in the office at the daily meeting round the teapot the other day was brake fluid. Not do I use dot 4 or dot 5 point whatever, but when was the last time you changed it. Some owners leave it to the workshop to change it while others like to do the job themselves. Ok we protect the paintwork, drain off the system and dispose of the waste in a fit and proper manner as instructed in the manual (NOT down the drain and I have seen this done).

Now comes the time to fill the system with that tin from the back of the shelf but wait, just how long has that tin been there and when did it get opened?

We change the fluid because it becomes hydroscopic (absorbs moisture) brake fluid heats up cools

down and so on. Your garage/shed heats up and cools down in the same sort of way, just not as severe. But over a period of time moisture can build up on the inside of the container.

After checking the contents of my garage I found 2 nearly empty and very rusty tins, 1 empty plastic container and 1 "what the hell is that?" bottle. Shelf now cleared and it's off to the shop to buy fresh fluid and only enough to do the brake circuits.

I said that the cat is in the shed. Well it isn't. I have just been reliably informed that it is now riding round the garden on the back of one of the dogs and as far as I am aware the dog does not have a saddle. BIG vet's bill coming up. Back in a moment, just going to risk life and limb...

I have now stopped bleeding enough to finish this column. Where was I? Oh yes, brake fluid. Golden rule number 1: protect yourself as much as you can, i.e. latex gloves and protective glasses. Brake fluid is a corrosive and will blind you if you are not careful. Rule 2: RTFB before starting (Read the flipping book)

Regards to you all. ♦

Odds and sods

Be able to stop...

I recall the words of Andy Woodward on my observed rides with him, and again on the run to Bridgnorth: "Make sure you can stop safely within the distance you can see to be clear".

Contrast that with this terrible collision. Swedish police estimate the bike was travelling at approx 155mph before impact.



The bike hit the slow moving car side-on at a junction. Given the bike's speed, even its substantial distance from the car when it came into view meant that the rider would probably not have had time even to react before impact. There was no evidence of braking or avoidance.

All three involved (two in car and bike rider) were killed instantly. ♦

Deflate gasbags



Sgt Chris Price from the Gloucestershire Constabulary has received a good response from members

following our plug in the last Journal.

To remind you, 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.

Report offenders to
chris.price@gloucestershire.police.uk



BikeSafe course dates

Just when you thought BikeSafe couldn't get any bigger or better, our esteemed Chief Observer Martyn Hillier has released the 2006 dates for the highly successful two day BikeSafe course. It'll run on:

16 & 23 Apr	13 & 20 Aug
7 & 14 May	3 & 10 Sep
4 & 11 Jun	24 Sep & 1 Oct
2 & 9 Jul	

For more details, see
<http://www.iamsam.org.uk/slots/bikesafeGlos2006.shtml>. ♦

Stereotypes 1: men & women

A biker was riding along a California beach when suddenly the sky clouded above his head and, in a booming voice, the Lord said, "Because you have **tried** to be faithful to me in all ways, I will grant you one wish." The biker pulled over and said, "Build a bridge to Hawaii so I can ride over anytime I want."

The Lord said, "Your request is materialistic. Think of the enormous challenges for that kind of undertaking. The massive supports required to reach the bottom of the Pacific! The concrete and steel it would take! It will nearly exhaust several natural resources. I can do it, but it is hard for me to justify your desire for worldly things. Take a little more time and think of something that would honour and glorify me."

The biker thought about it for a long time. Finally he said, "Lord, I wish that I could understand my wife. I want to know how she feels inside, what she's thinking when she gives me the silent treatment, why she cries, what she means when she says nothing's wrong, and how I can make her truly happy."...

The Lord replied, "Do you want two lanes or four on that bridge?" ♦

More German truck art

Our intrepid Journal photographers have been scouring Germany for more artistic lorries. Here's what they've found so far...



Destined for the Southern Hemisphere



Something to read on a long journey?

Stereotypes 2: Australians

Reputed to be a true story from the Sunshine Coast, Queensland [**Urban myth more like! – Aussie Ed.**]

Recently a routine police patrol parked outside a local neighbourhood pub. Late in the evening the officer noticed a man leaving the bar so intoxicated that he could barely walk. The man stumbled around the car park for a few minutes, with the officer quietly observing.

After what seemed an eternity and trying his keys on five vehicles, the man managed to find his car, which he fell into. He was there for a few minutes as a number of other patrons left the bar and drove off.

Finally he started the car, switched the wipers on and off (it was a fine dry night), flicked the indicators on, then off, tooted the horn and then switched on the lights. He moved the vehicle forward a few inches, reversed a little, and then remained stationary for a few more minutes as some more vehicles left.

At last he pulled out of the car park and started to drive slowly down the road. The police officer, having patiently waited all this time, now started up the patrol car, put on the flashing lights, promptly pulled the man over and carried out a **Breathalyser** test. To his amazement

the **Breathalyser** indicated no evidence of the man having consumed alcohol at all!

Dumbfounded, the officer said "I'll have to ask you to accompany me to the Police station. This **Breathalyser** equipment must be broken."

"I doubt it" said the man, "Tonight, I'm the designated decoy". ♦



*Forgot his **POWER** check...*

A lifetime on Two Wheels – Almost!

Eric Moody

This is the second 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.

So far in our story, Eric has described his progression from three wheels to two, though so far powered only by his 11 year old legs. Read on...

In 1955, when we were 12, the three of us did a 7 day tour of East Anglia by staying at Youth Hostels. I also remember, one Saturday morning before that tour, my mum saying to me; "don't say anything, but your dad's going to get you a new bike today". Sure enough, when we were in Romford we called at Halfords and bought a Triumph Jack of Clubs complete with Sturmey Archer close ratio 3 speed gears, Miller 53R dynamo and twin blue bottle carriers mounted on the handlebars. Whoopee!

In the summer, off we went to Cambridge, Holbeach, Sherringham, Norwich (2 nights), and Felixstowe, before I joined my parents at Maldon for another weeks holiday.

The following year Ray and I did a 3 week tour of Devon and Cornwall, aided by British Rail who transported us to and from Exeter on a train hauled by one of those magnificent 'Merchant Navy' class Pacifics. Unfortunately life is not like that anymore. Our holiday was once again courtesy of the YHA who

provided us with an evening meal, bed and breakfast. For midday meals we used to buy bread and cheese, which we ate by the roadside, or sometimes we had beans on toast in a café.

I remember keeping a diary of what we did every day and also keeping an account of what we spent. After the holiday I worked out that the average daily cost of lunch was 10 old pence. That's 4.166 pence in today's money! **[Methinks inflation might have had an effect too! – Ed]**

As things turned out, following the 11 plus exams, Alan, Ray and I all went to different schools and we gradually grew apart. Also, my interest in cycling was still very strong and I realised that, unless I was to ride on my own, I needed to find new cycling companions...

[What effect will the exam results have on young Eric? What will he do with his weekends? Will he ever get a bleeding motorbike?! Find out in the June Journal... - Ed] ♦

Club night, 14 February 2006

Graham Bailey, our Captain Can'ardly

32 or so of us, ventured out at personal risk to ourselves given that this was St Valentines Day, to continue to provide support to our beloved monthly SAM club night. 'Was it worth it?', of course it was worth it! Even though our guest speaker was unavailable, all members present provided the atmosphere to make the evening 'happen'.

That was until the 'two- Andy's' instigated an impromptu road craft quiz, completely out of the woods in the shape of a two pronged attack! The mass exodus that followed their announcement to put to the test your general motoring knowledge, seemed to instil a frenetic charge towards the exit which I can only liken to the annual river crossing of the migrating wildebeest!! There were sure to be some casualties...

'Bless them both' for stepping into the breach. At the onset I must be honest I thought the members who were left were going to apply for a membership refund. But no, Andy Woodward and his commanding presence reversed the trend. The tide was turned, laughter and merriment returned to the evening and joyous rapture was to be echoed around all four walls! (Where do I get this from?!)

With the much-awaited raffle bringing the icing to the cake 'eh hum', the evening came to a satisfying end with all four remaining members quietly leaving the premises. (Only joking...there were five of us!) Seriously, thanks must be conveyed to the 'terrible two' for all of their efforts in attempting to edumakate you lot, I can only sympathise.

Your esteemed Chair. ♦

Jamaican safety study

A safety study was conducted in Jamaica, looking into the causal factors behind motorcycle injuries. SAM has loaded the pictorial analysis onto its website. Given its graphic nature, it should only be perused by resilient right-thinking adults of unusually strong disposition. See www.iamsam.org.uk/JAMstudy.shtml for the details (there is no link to it on the site – you'll have to type this address in directly). Don't look if you're easily offended, or even difficultly offended. Suffice it to say, the authorities really did get to the bottom of the matter, particularly regarding rear-ending incidents.

[Fnarr, fnarr! – Ed] ♦

Forest Run, 12 March 2006

Alastair Lord, non-attending wimp
Weather: snowing gently; distance: 0 miles.

Pilot
None

Bike
N/A

Poor Brian and Sal Charlton even tidied up in anticipation of the influx of SAMmers after a great run to be led by the inscrutable and all-knowing Dave Preest (probably off-road and breathtakingly scenic given his past form).

Alas, as the snow settled gently on Gloucestershire and surrounds, every single SAMmer stayed resolutely tucked in bed.



What time do those slack SAMmers think it is?!



More for us than Sal... Cheers!

BEWSC was deserted!
Not even the hardy GSs were game to venture out.

Not easily put off, Sal had Brian out on the deck in his skimpiest summer shorts and T-shirt, warming up the barbie. At least it kept the worst of the snow at bay... ♦

Club night, 14 March 2006

Graham Bailey, our Captain Canoodle

What a 'lively' turn out. So many eager and enthusiastic club members and even some partners, all feverishly queuing to purchase one of the many anticipated winning raffle tickets that were to be sold that evening (alright, alright, so I exaggerate just a fraction!).

Nevertheless, a fine and mostly willing contribution from all of you, may you all become raffle winners eventually, or even better, get to ride the great BMW some day. (eh...Budge!) **[Pass the sick bag – Ed]**

Our very own Robert Rendell provided us all with a highly entertaining insight into the topics and issues that Motorcycle Action Group (MAG) gets involved with, and the service they provide within the biking fraternity, especially the 'hardened Gay Chapter' which drew a unfamiliar focus!

Moving on swiftly!! It was great to meet both Denise and Donna, members from MAG, supporting Robert. Also both Sue and Alan Gilmore, almost 'first timers' to our club nights, lets hope we all get to see more of you in the not too distant future.

'CAPTAIN CANARIES CHIRPS'

Lawrence Morgan. Sorry to hear of your low speed spill entering BEW last month, another victim of diesel spillage, bike and rider doing ok.

Budge. As I write dear old Budge will have already had his 'nose job' done at Glos Royal, (what people will go through to get a better drag coefficient!) and is probably wishing that he had won a couple of my all time raffle favourites, 'Luv your bum' toilet rolls! Seriously, me old mate, we all hope that you make a progressive recovery, and that you 'breathe easy' for the future (although your snorting seems to add a certain something to your all familiar 'body language!'). **[Urk – enuff! – Ed]**

Simon Forryan. Has joined the 'fudge club' (that's not the same as the 'Gay Chapter!'). Yep, he has gone and purchased an FJ1200 complete with Givi bird bath on the back, and Neta zorsts pushing out coal smoke! Glad to hear and see you're back on two wheels Hard Deck, keep it up, (no pun intended!)

James Fisher. Is that really your old 1200LT in BVM's show room, if so, whad' ya got' now then (more class I hope!!)? **[Chopped for a Nonda with any luck – Ed]**

Steve and Bernie Wood. After all the colour and commitment that this pair has provided the club, they go and leave us for a bucket load of dosh in a far off county. Shame on you both! Still, we the Club wish you both all the very best for your brand new future without us Sammies!! Sob sob sob.

AMS Motorcycles Ltd, formerly of Wellington St Cheltenham, and now a major dealer for KTM (see the 990 Adventure in stock) have moved to much bigger and brighter premises in Tewkesbury. Proprietor Mark promises all SAM members 10% off the price of an MOT along with many other 'hot deals'. Can be contacted on 01684 297 979. Officially Oakfield Close, Tewkesbury Business Park (just past Warner's garage, over the lights along Shannon Way and situated on the left hand side) ◆

New Associates will be IAM Associates as well as SAM Associates

It's a change brought in from 1 April by the IAM. If you're really keen on such administrivia, read your latest IAM Head Office glossy, or contact Andy Downs (see p.29) who will amaze you with his unique ability to quote chapter and verse on this and a huge array of other IAM matters. ◆



HEY YOU! PAY ATTENTION!

Stereotypes 3: blondes

A blond woman, speeding down the road in her red sports car, was pulled over by a blond female police officer.

The blond cop asked to see the blond's driver's license. She dug through her purse and was getting progressively more agitated.

"What does it look like?" she finally asked. The policewoman replied, "It's square and it has your picture on it."

The driver finally found a square mirror in her purse, looked at it and handed it to the policewoman. "Here it is," she said.

The blonde officer looked at the mirror, then handed it back saying, "Okay, you can go. I didn't realise you were a cop." ◆

Bridgnorth for lunch, 25 March 2006

Andy Woodward, Ride Leader

10:00 – 15:00; weather: overcast with bright spells; 120 miles.

Pilot

Sally Charlton

Narjas Mehdi

Ian Stavert

Steve Wood

Mike Barrett

Alastair Lord

Tim Cutmore

Graham Bailey

Andy & Sue Woodward

Bike

F 650GS

VFR 800

FJR 1300

GSX 750F

FJR 1300

VFR 750

R1150 RT

R1200 GS

Blackbird

"Bridgnorth for lunch" sounds a bit W.I., but it was the best description I could come up with! Anyway it was accurate and to the point. The route to get there was anything but.

So on Mothering Sunday (no I didn't realise until I'd arranged it, honest Mum [**Yeah, me too Mum – Ed**]), I arrived at the Walls club car park. Yep, just me and Sue. Would anyone else turn up? Have they changed their clocks? Weather too dodgy? I needn't have worried: eight intrepid SAMmers arrived for the day's play, including two of our female members.

After the standard briefing and shortly after the advertised time, as it always is, we set off on damp roads heading North through Ledbury and onto Worcestershire's finest B roads to Clee Hill. The mist and clouds now gathering, oh well time to test the

new wet weather gear. But no, turning onto the B4634 sunshine breaking through and dry roads gave us a perfect run to our destination, lunch at a pre-booked restaurant, we



Ready and raring to ride

arrived at 12.15. About time, I heard some say, at least we all got there, so the drop off system must have worked! However Alastair was disappointed that we didn't take the

Motorway detour **[Ah, memories of Rutland Water last year! – Ed]**. What was that lan, he was taking the what? Cheeky monkey!



"I know that's not a gun in your pocket, Graham"

After a cracking meal at the Bandon Arms (two meals for the price of one you know), Graham was impressed! We set off on the route home. Yes more B roads, the villages of Kinlet, Clows Top, Martley all came and went and we were soon at the Hunters Inn in Buckbury (look it up) for a final stop for an expensive tea and coffee. Then time to separate for home.

We had found the traffic was light with challenging roads, a high standard of riding and good company



Lunch: the good, the bad & the ugly...

so a successful day enjoyed by all who attended and for those who didn't you missed a good 'un.

My thanks to all who participated and particularly to Tim for taking up the role as sweeper admirably.

Until next time – Andy. ♦

Wanna train youngsters?

The Gloucester Road Safety Liaison Group is looking for persons interested in giving of their time to become Cycle trainers, to teach young people road sense. You would initially be trained by the County Council.

If you're interested please contact Dave Bainbridge (see p.29). ♦

Thanks, Brian Bailey

Graham Bailey, our Captain Carpark

This is a copy of a thank you letter on behalf of us all at SAM, presented to Brian Bailey following his retirement. A small gathering of your committee also presented Brian with a certificate of appreciation on that evening - 8th March 2006. This fine scroll of the highest order was accompanied by a small hand-made bronze coloured motorcycle and sidecar complete with SAM 2006 inscription, which should provide an element of encouragement should instability on two wheels set in during the future!

Dear Brian (158667),

Ref Certificate of Appreciation.

Thanks and recognition are the order of the day, for all the years that you have provided SAM members through your appointment as local examiner with the IAM, with a concise assessment of their ability

leading to either a pass or a dreaded fail of their advanced test. And then further invaluable guidance on how to enhance their newly acquired motorcycling skill irrespective of the result.

I'm sure it must come as 'quite a novelty' to actually be the recipient of this all-too-familiar type of letter, not too dissimilar from the great number

of letters you have personally sent out over the years to each associate that came your way, (not hand written in real ink...

sorry!) as a follow up to your assessment of them in order to continue to provide real encouragement and direction in their 'safer and more considerate' future riding.

To be 'up before'

Brian Bailey brought sweat to the palms, increased heart rate, and a level of uncertainty that you can only associate with the feelings that 'getting married' can provide!

Nevertheless, whoever you were, you wanted to be there, to 'get it straight from God'. His verdict or opinion was definitive, and his words would ring in your ears all the way home and



Ros congratulates Brian, Dave considers nicking his trike

beyond the expiry date of the said individual's SAM membership!

Without a doubt Brian, you have set a standard to which all of us would dearly love to aspire, or in some cases, just get close to. Your dry sense of humour and always-witty 'n' warm-hearted delivery of the facts, always put the candidate at ease, and to some extent, has become your trademark.

As current Chairman of the club and previous scraper of the test, it gives me a great buzz to represent the club by way of this humble letter of thanks, which goes some small way to recognize and acknowledge all of the good work you have done for both the IAM, and our club, Severn Advanced Motorcyclists. For I am sure that indirectly you have single-handedly saved countless lives through your services rendered, for which no payment can be too high... So, somewhere attached to this scribbled wittering, should be a framed certificate of appreciation. It really doesn't seem enough somehow. Still, hang it on the wall, or stick it in the cupboard, no matter what, it will always remind you of the great work you have done and the untold numbers that secretly hold you in higher esteem than Joey Dunlop and the likes.

So Brian, without any further embarrassment to myself, thank you

once again on behalf of the club and enjoy your future retirement, safe from us all !!!!

Warmest regards.

Committee members in attendance:

Graham Bailey (Chairman) (Not related...honest! Pity!)

Eric Bush

Brian Charlton

John Deal

Andy Down (Secretary & prev Chair)

Ros Gwinnell ♦

SAM stays up late with Bikers'-Nite

This year we're planning some Wednesday evening ride-outs. Why? Why not?! And maybe you SAMmers who have trouble freeing up time for the Sunday rides might be able to get along?

No need to book or let anyone know in advance – just turn up on the night!

And, after some of the Wednesday ride-outs, we'll be stopping at the Bikers'-Nite dooo (at a local biker-friendly pub) so you can hook up with two-wheeled folks outside of the SAM family. See the SAM diary (p.4) for details of the ride-outs and <http://bikers-nite.mysite.wanadoo-members.co.uk/index.ihtml> for details on Bikers'-Nite. ♦

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



BMW improve handling on concept bike, but not yet for sale

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.◆

Regalia

SAM has a wealth of regalia which would, no doubt, benefit your life in countless ways. Just contact Simon Forryan, our Regalia Supremo (see p.29), and this mind-bogglingly high value stuff can be yours for these ludicrously low prices...

SAM bits

SAM reflective badge	£0.75
SAM cloth badge	£3.00
SAM mug	£3.00
SAM badge (with new logo/sticky) ...	£1.50

SAM clothing

Sweat shirt	£17.00
Polo shirt	£15.00
Roll neck	£20.00

Books & stickers

Pass your advanced test	£7.99
Not the blue book	£4.50
"Do not remove helmet" sticker	£1.00/pair

IAM bits

IAM enamel badge (round).....	£3.00
IAM enamel lapel pin.....	£2.50
IAM winged badge.....	£2.00/pair
IAM key fob	£3.00
IAM cloth badge	£2.50
IAM badge (sticky).....	£1.50
IAM screen sticker	£2.00



SAM shirt so good, why not grab a pair?

Regalia freebie quiz

Here's your chance to get yer grubby paws on some of SAM's fine regalia for free! Send your answers to any of the 5 questions to the Editor, and the relevant regalia thingy could be winging its way to you! The judge's decision is final, and likely to be arbitrary if not entirely random.



Quiz 1: you know the symbol, but exactly what is this item?



Quiz 3: what could be this gorgeous?



Quiz 2: same symbol, different item.
Exactly what would you call this?



Quiz 4: more green, same question...



Quiz 5: fill in the three blanks on this fine sticker (most amusing entry might win)

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