



Graham spots GS-beater... But part-ex won't cover cost...



Settles for cheaper option: new GS, improved pillion seat and luggage. Grabs cash to pay: well worth it!



Stop-press! SAM meets DAM on 4 June!



CPR dummy awaits mouth to mouth from eager SAM/DAM trainees



Advance

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Journal

of the Severn Advanced Motorcyclists

June 2006

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INSIDE THIS ISSUE

INTRO	1	Chairman's chatter
	2	A Word from the Ed
	3	Welcome Members & Associates
DIARY	4	Ride-outs
	6	Club nights & social events
SPECIALS	7	Get to know your fellow members
	9	Grumpy's corner
	10	Odds and sods
	13	Letters to the editor
	14	BikeSafe 2006 – 1/2 Feb
	16	Club night – 11 April
	17	Acorns Run – 16 April
	20	Blue Anchor Bay – 30 April
	22	What's under my seat?
	24	SAM's AGM – 9 May
	26	North West 200 – 10 to 15 May
	33	Machynlleth Run – 14 May
	37	Weymouth Run – 28 May
PLUGS	40	For Sale
REFERENCE	41	Ride-out procedures & drop-off system
	44	Regalia
	45	Committee

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Chairman's Chatter

Graham Bailey, Chair

It's May, and as I sit at my computer once again desperate for inspiration, the realisation that we are already just one month away from being half-way through the year hits home...What have we done...us Sammies!, what can I write about I ask myself.

Here goes anyway... Weather as usual has played a major part in the frequency that Associates venture out for observing. This has manifested into a very limited amount of test passes so far this year. (So come on you light-weights...! Get out there and get on with it, you're supposed to be on the threshold of becoming advanced riders!!)

Anyway, the committee has been busy by way of propagating fresh new ride out locations and leaders, recruitment of additional observers, implementation of different observing techniques/facilities to accommodate Martyn Hillier's expectations (use of radio's etc), and last but not least, the very necessary trawling through of administration that will allow us registration for charity status. (Thank you very much Dave Graham)

Whilst on the topic of committee members, I'm sure most of you will already be aware that we have recently had three officers stand down from their posts, these being Steve McDonald, Eric Bush and Chris Williams. My personal thanks to you all for your very valuable and individual service during the past years.

And on the same note, we have strangely gained three officers!!, these being Nick Twissell, Ian Stavert and Godfrey Mills, all fine individuals whom I'm sure will create an impact somewhere along the line. 'Welcome aboard' lads.

We will all be grateful for our brief introduction to a woman who made an impact wherever she went, and for the warmth and generosity that she gave without condition

In a very much different mood, it was devastating to learn of the recent unfortunate death of Donna Proctor, a representative of M.A.G who had visited the club during March as an assistant to our very own Robert Rendell. Her untimely death brought about through an RTA, sent shock waves through the local biking community and with it the realisation that even the most careful of riders

have limited control in given circumstances.

We will all be grateful for our brief introduction to a woman who made an impact wherever she went, and for the warmth and generosity that she gave without condition.

'Good bye Donna', we are all glad to have met you, albeit for some, just the once.

And with that, we should all be very thankful to both Ros and Tom Stevens for representing SAM at her very unique funeral, 'thank you both'.

We should all be very thankful to both Ros and Tom Stevens for representing SAM at Donna's very unique funeral

Well time is pressing, and the journal needs to go to print, so without further ado I will thank you all for your contributions to date, and for giving me something to write about!!

Ride safe, but ride with spirit
(Or better still, ride a BMW !!) ◆

A word from t'Ed

Alastair Lord, Editor

We' must be in the busy ride-out and social season coz the Journal is pretty porky this month...

Contributions from y'all have been pouring daily – I'm very grateful, for the Journal is simply the sum of the parts that you send me.

The Summer and Autumn months look great for SAM: Sunday and Wednesday ride-outs, a SAM/DAM weekend (book your place soon!), special training courses for Members and Associates (see p.10), Club Nights and more... No-one could participate in everything (and have a life), but hopefully there's something there for you, to maintain and improve your riding standard, and/or just to hang out with fellow club members.

One request: if you (a) have a GPS unit and (b) tend to go on our ride-outs and (c) want to contribute to the club with little effort, could you please contact me? I'd like to recruit you to record the SAM runs that I don't go on, so that I can create maps and GPS files to publish on the web for all our members. Thanks!

Summer's here now and it won't stay forever. So get your bike out of the shed (Steve McDonald!) and live life in the moment, on two wheels! ◆

Welcome new joiners

Dave Bainbridge

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

David Butcher	is from Tetbury riding a CBR600
Mary Harding	in Twyning riding a Buell Lightning !!
Ian James	in Cinderford riding a Honda Silverwing
David Jarvis	from Cheltenham on a Triumph Daytona 955
Glynn Smith	from Newent on a BMW R1100RT

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.45).

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 105 Members, 38 Associates and 4 Social Members, totalling 147 members. ◆

Member	Observed by
Ian Harrison	Dave 'Scout' Preest
Bob Williams	Tim Rodway

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.41.

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
21 Jun 06 19:00-22:00 Budge & Di	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! Start at BEWSC.
25 Jun 06 08:00-18:00 Budge & Di	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. Start at BEWSC.
16 Jul 06 09:00-16:00 Budge & Di	Club Run: the ice cream run to Wales.
19 Jul 06 19:00-later	Club Evening Run: Ride out to the local Bikers' Nite meet at The Greyhound Inn, Littledean, Newnham, Forest of Dean. Start at BEWSC.

Who & when	Route details
6 Aug 06 08:00-18:00 Andy Woodward	Club Run: Peak District. Breakfast in Whitchurch with stops at the Cat & Fiddle pub and Matlock Bath. This ride is classed as progressive . Start at BEWSC.
13 Aug 06 08:00-18:00	Club Run: to Powis Castle. This is a Gwent Advanced run (<i>was originally scheduled and advertised for 9 July</i>). Start at BEWSC, leaving sharpish, so don't be late!
16 Aug 06 19:00-later	Club Evening Run: Ride out to the local Bikers' Nite meet at Plough & King's Head, Upton on Severn. Start at BEWSC.
27 Aug 06 08:00-18:00 Budge & Di (obvious pair really!)	Club Run: Monkey World, Dorset. Start at BEWSC.
10 Sep 06 09:00-17:00 Graham Bailey	Club Run: Air Museum at Middle Wallop, Hampshire. Start at BEWSC.
20 Sep 06 19:00-later	Club Evening Run: Ride out to the local Bikers' Nite meet 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. Read all about it in SAM's website diary section, at http://www.iamsam.org.uk/slots/samdawweekend.shtml .

Diary: club nights & social events

When	Details
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 cordially invited.
11 Jul 06 19:30-22:00	Club night at BEWSC.
12 Sep 06 19:30-22:00	Club night at BEWSC.
10 Oct 06 19:30-22:00	Club night at BEWSC.
14 Nov 06 19:30-22:00	Club night at BEWSC.



John and Caitlin in spot of bother; late evening after NW200 races, in taxi... Find out why on the SAM website – browse the race day pics...

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: Ian Stavert

What was your first bike? I got my first bike at the tender age of 16, thrashing a Honda SS50 around my hometown of Kendal, Cumbria – it was and feels like many, many years ago!

What do you ride now? I am currently riding a Yamaha FJR1300. I've had a few other excellent bikes in the recent past (now that circumstances allow it!) YZF600R, ZZR1200's, BMW 1150RT – but for me my FJR ticks all the boxes, that's the beauty of biking, no two people are the same and we all have our favourites.

I think I've found the perfect bike for my needs; I use the bike not only for leisure riding and observing but also increasingly for business use – I cover about 30k miles per annum by car and I do around 12k – 15k on my

bike, the wife thinks (knows) I'm mad! I find the bike an absolute blessing for trips to London and my other jaunts up and down the country especially if there is a risk of traffic jams, congestion charges or limited parking. I also find the bike a lot easier on the nerves and far less stressful than driving a car!

Best riding moment? A trip around the north west coast of Scotland two years ago – great scenery, wonderfully deserted roads and solitude – stress release at its very best.

The recent trip to the NW200 also rates highly – Andy Woodward's tour of Snowdonia en route to Holyhead, well-done mate.

When and why did you join SAM? I don't pretend to know it all or be an expert. I wasn't getting the most out of my riding and I wanted to improve. The IAM was recommended to me and I've never regretted joining. Sally Charlton was my observer – enthusiasm by the bucket full and a wonderful way of coaching I am eternally grateful, with Sal's help I



Ian takes up position on SAM Committee

passed my test 2 years ago – thanks Sal.

What do you get out of SAM? I'm always learning something. I do thoroughly enjoy being an observer for the group and hopefully giving something back, as well as meeting new folks - whilst I don't know everyone in the group I do enjoy the camaraderie. Hopefully, I also keep

myself alive with some of the things that I've learnt over the last couple of years from others around me. ♦



Ian during early observed runs; training wheels due off in 2007

Grumpy's corner

Greetings from my humble abode.

I had just finished reading *The Long Way Round* by Charley Boorman and Ewan McGregor and thought it was about time I visited my old work mate Hamish in Dumfries.



Hamish packed in being part of the rat race several years ago; he retired to his homeland for the peace and tranquillity of mountains and moorland. In his last letter he told me how he had taken up carving shepherds crooks as a hobby.

So without further ado, maps out and course plotted it was straight up north and straight into rain. Not just any rain but Scottish rain (and there is a difference). The stretch of road just past Gretna Green was ridden speedway style due to a cross wind and I wasn't very happy either. I arrived on Hamish's doorstep very wet, very cold and very late (time & distance error).

After some fine highland liquid and local delicacies it was off to bed ready for a guided tour in the morning.

The guided tour was not what I expected, as it was a tour of

Hamish's small industrial unit, filled with wood turning machines.

The retirement had not gone according to plan; his hobby to keep himself occupied in retirement was now a thriving cottage industry. He was supplying craft shops in the area with "hand crafted" shepherd's crooks and made to order specials.

His next door neighbour came to the rescue that afternoon by lending me one of his trail bikes and then leading me a merry dance round the local woodland and hill side. We returned to Hamish's house just in time for tea, which was beautifully prepared by Mrs Hamish (and yes she is known by that name). We spent the rest of the evening sampling his collection of fine highland malts and reminiscing about old times.

The homeward journey was a little less traumatic except for nearly running out of fuel and forgetting to take the disc lock off after a stop at a motorway service area [**Done that too; cost me a new mirror – Ed**]. So the next time somebody starts talking about me taking early retirement, the thought of Hamish will probably discourage me.

Regards to you all. ♦

Odds and sods

Look, Lean, Roll

SAM is planning to run this fantastic training course for Members and Associates, possibly in early July.

It's a few hours of expert instruction and practice to help hone your machine control skills, especially at slow speed. This isn't esoteric, scary, dangerous or competitive. Rather, it'll help you to feel more smooth and comfortable on your bike when manoeuvring day-to-day, trickling through traffic and negotiating the usual array of roadway obstacles.

It will be run by the inestimable man-God Nigel Murray. We may also be blessed with a special guest appearance from Martyn Hillier.

You don't need to be a full Member, you don't need to be a regular ride-out participant. You may even be a rusty rider. You will benefit from this course, no matter what your starting point. And it comes recommended by countless riders **[Including me – I did it 7 years ago and was amazed at the results. I've put my name down for this refresher – Ed]**. The cost is likely to be a piffling fiver.

We've already had a big positive response from SAMmers young and old. Contact Alastair Lord (see p.45 for details) to register your interest, asap, as places are limited. ♦

BikeSafe course dates

Our esteemed Chief Observer Martyn Hillier has released the 2006 dates for the highly successful two day BikeSafe course. Those remaining:

11 & 18 Jun	3 & 10 Sep
2 & 9 Jul	24 Sep & 1 Oct
13 & 20 Aug	

Tell your mates to go look at <http://www.iamsam.org.uk/slots/bikesafeGlos2006.shtml>. ♦

Glos CC road safety

This one's for real... You will recall in the April Journal we wrote about a request from the Glos County Council (Nigel Murray and Garry Handley) for SAMmers to use their risk identification skills to identify dangerous roads in Glos and recommend ways of sorting them out.

Well the good news is that we have so far identified two such areas (one Gloucester, one Cheltenham), and let Glos CC know. We await their valiant and vigorous application of funds to deal with these problems, and we'll report on the outcome in the August Journal.

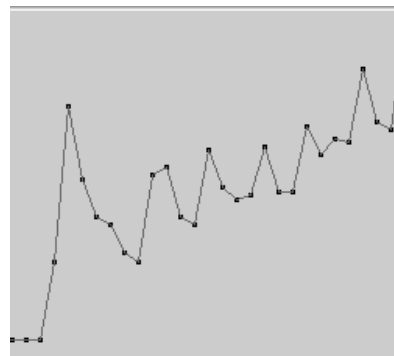
Cheers Nige & Gaz! ♦



SAM website frenzy

Having souped up the SAM website late last year, we're pleased to see that it's becoming ever-more popular.

Maybe it's because we publish ride-out photos within a few days of each event, with many more photos than we can fit in the Journal. Or perhaps it's due to the quicker addition of future ride-outs. Or maybe it's the maps and GPS files of our routes. Or perhaps it's just the pleasant colour scheme? Go take a look, at www.iamsam.org.uk. ♦



SAM website demand since revamp

Trading Standards – can you help?

Glos Trading Standards are carrying out a survey on protective wear for motorcyclists. If you want to take part **[only took me a couple of mins to do it – Ed]** then go to www.iamsam.org.uk and choose the "what's new?" item dated 25 April. ♦

New police vehicle for Glos Constabulary

The force today unveiled a new vehicle to be used to fight serious crime in the county. A spokesman said "This car will be used mainly to chauffeur the Chief Constable to and from the Montpellier Wine Bar, where he conducts much of his business".



Chief Constable inspects new vehicle

The Chief Constable, Timothy Brain, added "I have worked all my life to keep people like myself off the road, and so I am proud to lead the way in the use of these vehicles". **[He might not have said exactly that – Ed]**



Special equipment jams speed cameras

Toseland sings for supper

World Superbike Rider James Toseland and his band Crash will be performing at Gloucester Leisure Centre on Saturday 29 July 2006.

Call the GL1 Box Office for tickets: 01452 50 30 50. Doors open 7.00pm, showtime 8.30pm. Ticket Price: £16.50

PLUS an evening of entertainment, static bike displays, interviews and personality autograph signings that

will culminate in a high octane two-hour live rock gig by James Toseland and his band 'CRASH'.

The event is supported by Gloucestershire Constabulary BikeSafe 'Bridging the Gap'. Visit www.bikesafe.co.uk to find out more. A 50p donation of every ticket sold will be donated to Riders for Health.

If you have a rare bike you'd like to exhibit in the static display, please contact rebecca@eventspr.co.uk. ♦



Tom deftly negotiates cones at NW200

Letters to the Ed

Acorns pics #1

Sir, I think it should be noted from the fine pictures [see the Acorns run on p.17], just which superior make and model of bike the kids and staff at Acorns were all interested in. Yamaha rules supreme once again!

Nick Ellicott

[I published disproportionate number of Yam snaps to help boost sales, after all their build quality won't! – Ed]

Shed in shed

Sir, I thought you might like to know that Steve went to the shed to inspect his bike (known as 'the shed') to see what needs doing to get it through an MOT and on the road. However, due to a nest of baby birds residing on the engine he will leave it off the road a bit longer, until birds have flown!

Sue McDonald

[From one shed owner to another, flapping wings can double power output – Ed]



Joey's Bar – see NW200 write-up

Acorns pics #2

Sir, you are both *[Nick who took the shot of Jas on p.17 and Alastair who published it on the SAM website - Ed]* in trouble.

Jasmine Huyton

Acorns pics #3

[After explaining to Jasmine and Nick the rationale for publishing the photo....]

Sir, you are a braver man than me, but then you are out of range!

Nick Ellicott

Acorns pics #4

Sir, *[countless expletives, also including the words "unfair" and "unjust" – Ed]*

Jasmine Huyton

[OK, sorry Jasmine. The censors caught the photo on p.17 just before it hit the presses – Ed]

Bikesafe 2006, 1-2 April 2006

Alastair Lord

Without a nominated ride leader, who gets the job of writing up our participation at this event?! Nobody it



Eric sings "Fly me to the moon" with all necessary hand signals

seems... Oops! So for this issue the BikeSafe event will be recorded according to that age-old principle that a picture is worth a thousand words. So here are several thousand words...



Bored SAMmers run over each-other in the car park for laughs



SAM's finest attend. So do Brian, Graham and Andy



New fire tender design: for use in hosepipe ban areas



Police observers show possible benefits of Force merger proposals



The Glos Think!Bike, fettled for use in the NW200 road race (see p.32 for more)



Innovative use of helmets as scarecrows by police reduces bike thefts. All riders now encouraged to install blue-light hangers and do same.

Club night, 11 April 2006

Graham Bailey

31 full, 4 associate and 7 social/guest attendances were recorded for this month's meeting. Now that is a result!! Especially in the social/guest dept, keep 'em coming you lot, 'the more the merrier'. Well done.

Dave Hammond of Peter Hammonds M/C in Cirencester was our guest speaker this evening, drawing in the crowds with an insight into some of his experiences competing in the gruelling Paris/Dakar races.

Dave gave a highly informative and interesting slide-supported talk, allowing us a brief insight into some of the nightmares associated with competing in this type of race - importantly, physical endurance.

Thanks again Dave, speakers such as yourself are very much in demand and certainly sought after. You almost have greater pulling power than me and my GS!! **[Surely Dave could pull the skin off a custard Graham?! - Ed]**

As usual the raffle was most generously supported by all, with a number of you actually taking home items of substantial value! (BEW 's steward has asked me to request that you return their property forthwith!) Seriously, extended thanks needs to go out to all of the members that

have recently provided such prizes as further contribution to the club (you know who you are).

CAPT. CANARY'S CHIRPS

Paul Cote, Ian Harrison, Richard Bingham. Nice to see you all on the night, keep it up we all value your support (now we know what you look like!).

Martin/Angie Le Fevre & Bill/Pauline Carter. A quick hello to our 'French connections' so far away but not forgotten, we all hope that everything is fine, and that we hear from you all in the not too distant future. **[Sure did - see for sale items on p.40 - Ed]**

Andy Downs. 'Hot news': a can of Autoglym bike cleaner has been spied unused, but in his garage. Is this the start of a new and clean front to Andy's biking future!!.

That's it for now folk's, ride safe, but ride with spirit.

Your esteemed Chair. ♦

Acorns Run, 16 April 2006

Budge & Di

Pilots & pillions

Budge & Di

Graham & Matt

John Jacobs

Lloyd Fennick

John Hartley

Simon Forryan

Nick & Jasmine

Mike & Paula

Andy Downs

Pat Lush

Narjas & Sophie Blume

Bob & Pat Williams

Steve & Zoe Mason

Tim Rodway

Terry Freeman

Tim & Sandy Cutmore

Mike Barrett

Steve & Carolyn Allen

08:45, Sunday 16th April, Birds Eye Walls Social Club car park. Weather dry and reasonably warm, (surely this won't last? it's bound to be raining in Birmingham). This was where the majority of this year's Easter Egg run turnout assembled ready for the short first leg through to the Acorns Shop on Lower High Street in Cheltenham.

09:00, Acorns Shop, and more keep arriving, could we beat the record?



Cracking shot of Jasmine at BEWSC! See p.13 for censorship rationale

Sadly not, but it was still a fantastic turnout considering it was Easter Sunday. Many thanks to one and all who came along. It was great to see so many new faces; you



Andy and Narjas are... are... what?

all know who you are so I won't list you all individually here.

After the obligatory briefing we were on our way, (more or less on time) to travel a well tried and tested route, (I'll see if I can come up with something different for next year - promise).

Our arrival at Selly Oak was bang on time, (that makes a change, I hear you all cry), and it was still dry - something has got to go wrong! Panniers, tank bags, rucksacks and any other item that had been used to

carry the masses of eggs were "half" emptied and deposited on not one but two tables, such was the quantity. Thanks must be said at this point to Mark Chapman and Martin Clarke, who were not able to participate in the run, but made sure that they added to the chocolate mountain.



All kids love bikes!

As usual we were made to feel very welcome with tea, coffee and biscuits being just what the doctor ordered at this point, (did you all manage to get to the biscuits before Graham? Some of us only just made it). The children who were there on the day certainly enjoyed looking around the bikes, (must have ignored the BMWs), as the pictures prove. A guided tour of the hospice was also laid on enabling an understanding of the work the staff do in looking after the children and making this a home from home for them. The hour we were there passed very quickly and it was once again time for us to hit the road on the next leg of the journey. Graham

was getting hungry so a food stop was required.

The staff at the Little Thief didn't do a bad job in getting our meals to us fairly quickly considering that they had not been given any prior notice of us all descending on them for lunch. This is of course unless you are Nick and Jasmine, their food took quite a bit longer to get to them, I hope it was worth waiting for you two?

Suitably refreshed, we stepped outside to find that it was beginning to rain. The heavens hadn't let us down after all, but thankfully it was only a light shower, (for those of you who haven't a clue what I'm on about, it



Acorns hospices: great outside too

always rains at some point on this run). With that out of the way, we set off for our final stop of the day at the new hospice in Worcester. Again we arrived on time (wonders will never cease) to be greeted by more smiling faces, tea, coffee and cake this time. The remainder of the eggs were

loaded onto a trolley and wheeled inside. I think you all deserve a pat on the back for your splendid efforts as we must have distributed 50 to 60 eggs at each hospice.



SAM always causes trouble in car parks

Well all good things must come to an end, so it was finally time to make our homeward journeys. Di & I would like to thank all of you who took part in either half or the entire run, and let's hope we can do it again next year.

Budge & Di ☺



Nigel Murray demonstrates Look Lean Roll techniques – see p.10

IAM driver challenge day

The South West Region of the IAM is holding a Driver Challenge Day between 10.00 and 16.00 on Saturday 1st July at RAF Colerne [between Bath and Chippenham].

This is a conjoint exercise between Bath, Bristol, Cirencester and Melksham groups and there will be a good number of interactive events, where members of the public can 'take on' various driving challenges such as driving an articulated lorry, a bandy bus, fire engine, mini-motorbikes etc. There will also be manoeuvring tests, estimated speed etc, as well as displays from Highways Agency, Safety Camera Partnership[s], Police Road Safety etc.

The motorcycle section of Bath/Bristol IAM are planning an interactive demo of safe braking from high speeds and exercises for riders on their own bikes.

It seems that it may be an excuse for a ride out and beats being in Tesco's if the weather is good. The event is free. **[You don't need to be an IAM Member; why not encourage family and friends along? – Ed]** Contact nigel.murray@gloucestershire.gov.uk (01452 426 444) for more details. ◆

Blue Anchor Bay Run, 30 April 2006

Graham Bailey

Duration 9.30am – 7.30pm, mileage 230 approx, weather 'quite nice really'!

Pilot	Bike
Eric Bush (lead)	R1100RT
Dave Butcher	CBR600
Mike Barratt	FJR1300
Richard Bowden	CBR600
Tim Rodway	Fazer1000
Nick Twissell	Varadero
Steve Reeves	Pan
Mark Redding	ST2
Dave Preest	R1000GS
Bob Clapham	Pan
Narjas	VFR800
Alastair Lord	VFR750
Simon Forryan	FJ1200
Graham Bailey	1200GS
Tim Cutmore (sweep)	R1150RT



Eric tells another off-colour joke, Narjas gives him the cold shoulder

He's only gone and done it again. Call it intrigue, fascination, disbelief, whatever Eric has got, this lot wanted to witness it for themselves!! (Why stop 'em I say!)

T'was a lovely start to the morning, with all riders keeping a nice 'tight line' through the usual sea of traffic lights that marked our course along Eastern Avenue. This urban treasure eventually led us to the south bound carriage way of the M5, yes you read it right! The M5!

It wasn't long before we were all tramping along at 40 MPH! For a good 5-mile stretch, I say a 5-mile

stretch! The usual roadwork scenario enforced such limitations.

With everyone present and correct (still...!), our arrival at Blue Anchor right on the sea front was indeed a welcome sight as by now, we all knew that lunch at Dunster was literally just a few gear changes away.

Although the village was extremely busy, we all managed to take on board adequate sustenance in order to set our selves up for the homeward bound journey, which was to be in stark contrast to the first leg of this epic ride out.

With a north-east heading, Glastonbury gave way to busy Bath, as the A46 presented its usual challenges and highlights prior to the inevitable parting of the ways, as each and everyone one of us made our own final choice of navigation while on home turf.



We're in Blue Anchor Bay! Hurrah!

My thanks to all of the above who endured... oops sorry... participated in the ride out(!), my sincere thanks to Eric himself for accepting annoying periodic and impromptu constructive



Chris braces himself: vicious kickback from camera

criticism from myself, with both enthusiasm and acknowledgement that allows the way forward to improved ride outs in the future, and for creating a closer bond between ourselves.

We all look forward to the next adventure, particularly with Capt Sensible at the helm, albeit navigating further uncharted and difficult territory.

Well done Eric, your valued contribution has as always, been very much the topic of conversation, which to some extent has become your trademark, and almost an expectation! Unique and different, you are very much what makes this club what it is today, a vibrant and exciting club to belong to that has no boundaries. Well done mate. ♦

Definition of success

- At age 4: not wetting your pants.
- At age 12: having friends.
- At age 17: having a drivers licence.
- At age 35: having money.
- At age 50: having money.
- At age 70: having a drivers licence.
- At age 75: having friends.
- At age 80: not wetting your pants

What's under my seat?

Mark Redding

More to the point what was above my seat, apart from my good self that is. However, not wanting to let you off lightly, I'll also tell you what was (and still is) under my seat.

We'll start off with what was above my seat though. Are you ready to start? Good. Well that's more than the Duke is always ready to do, but she's never failed me, you've just got to have a way with them (and always remember birthdays and anniversaries and surprise them with flowers). She's my lady in red. Bright red. Anniversary red (eh Chris!).

So what was under and over my seat then? I've actually changed my mind and I'll tell you what was under my seat (to start with). Are you wondering now? I have some cable ties under my seat. I needed some cable ties when my silencer dropped off going to the North West. It was on the M5. I thought I had a flat. Even with Ultraseal. I was bricking it! Luckily it was only trailing along the motorway

held on by its retaining spring. Do Hondas have retaining springs? Actually the lady wasn't a tramp, I hadn't tightened them up properly after adjusting them back from the sexy position. Do Hondas have sexy positions? I also have old sparking plugs. These ones fit the bike. I have the owner's manual in case I forget

how to ride it.

There's not much space under the seat. There're some combination spanners (so I can change my light bulbs). I've got some spare light bulbs, but they're not red. I've got a rag; it's white, but I can't remember what it used to be.

I've got a cable thingy so that people can nick my helmet.

There's a screwdriver and

some Allen keys, but they don't fit everything. I've got some insulation tape, but it's black. That's all that's under my seat (and it's full).

What's above my seat? Well it would look silly in red, but it's fiddly to put on. What's in it? First aid kit, blue and by BMW and supplemented by



Colourful and sexy. Bike too.

canoeing courses. Stuff in case the sun don't shine. Stuff to show to plod. Stuff to take pictures with. Stuff to light pictures up with. Stuff for buying stuff. Boring stuff. Things for putting it on my back. Squirty thing for doing my car locks on icy mornings. Earplugs. Phone, but I never hear it. Wotsit with all my addresses and that. Map, but I've got to stop to get it out. And that's it.

How was it for you? *[Just lit up, thanks Mark – Ed]*◆

Trashed yer leathers?

The Bikesafe Roadshow would like to 'source' some damaged motorcycle kit (trashed leathers, helmet etc.) for use in conjunction with the display and to support the Ride Safe initiative.

If anyone has any suitable items it would be much appreciated. However, I cannot use any items that are 'contaminated' with blood etc.

No persons are to be harmed in the fulfilling of this request!!!

Please contact nigel.murray@gloucestershire.gov.uk on 01452 426 444.

Round Britain Rally

This important event is in full swing again in 2006. To quote the website "The Round Britain Rally is a touring and photographic event for motorcyclists and drivers of sidecar outfits and three wheeled vehicles... The objective is to encourage you to use your vehicle for recreational touring in some of the best countryside on mainland Britain. This will require you to explore back roads and lanes that you may otherwise avoid, to visit places of interest (landmarks) that you may not have known existed. To prove you have visited the landmark you will be required to take a photograph of the site with your motorcycle/tri-car at the scene." See more about it at www.roundbritainrally.co.uk.

Your intrepid Journal Editor has entered this year's event, and has so far photographed a whopping 3 out of 84 landmarks!! Progress (or lack thereof) will be reported in future issues of the Journal. And it's not too late to enter yourself (so to speak).

SAM AGM, 9 May 2006

Graham Bailey

25 full, 7 associates and 7-social/guest approx, excellent turn out for what might be considered a possible 'dull evening'! Heaven forbid.



SAM strictly enforces "five pints each before AGM business" rule

Nevertheless, this evening was far from dull or boring as so many AGMs can be, although the 'cheese n pickles' was obviously the star attraction. It was great to see so many members actually interested in the club's future.

AGM summary

For those who were unable to attend here are some brief facts:

Previous minutes accepted.

Chairman's report consisted of a brief on your committee's achievements/duties, with a general thanks to all for continued growth on the participation front, especially partner attendance, and member assistance at Bike Safe and dealer

events etc. as well as making all previous club nights/ride outs etc a resounding success.

Particular reference was made to the following: -

3 officers were standing down from the current committee, these being Steve McDonald, Eric Bush and Chris Williams. Thanks for their services to date were conveyed.

Alastair Lord our meteoric editorial genius has been largely responsible for our leap forward with regards to the journal quality, his creative abilities are boundless. **[I just do formatting – you SAMmers provide all the scrumptious content – Ed]**



Dave indicates the expected benefit from attaining Charity Status

Plus a general reference to your committee for being excellent ambassadors for the club.

Secretary's report

Andy Downs/Andy Woodward have made substantial inroads with regards to observer/associate progress, with them both representing the club at regional meetings.



St Dave seeks guidance from a Higher Authority when questions about accounts get tough

28 test passes have been recorded for the year, with an unusual number of failures (4) clearly indicating that the IAM has 'raised the stakes' through our local examiner Martyn Hiller.

The club now boasts 4 senior observers, with a target of 6 well on its way.

Future improvements will revolve around increased associate/observer

workshops, the possible use of radios, and the necessity for future observers.

Treasurer's report

Dave acknowledged that funds were healthy with a slow growth, although there were marginal concerns for the inevitable increasing costs of the journal, which led to a further appeal for members to receive their copy via electronic means.

Motions carried forward

1. Application for club charity status.
2. Increase in subscriptions to help accommodate journal costs (yet to be revealed) capped at £15.00 this year for full members. ♦

Swerve to avoid...

Rod Shepard, the senior collision investigator in Devon and Cornwall, is conducting PhD research into whether and how riders swerve to avoid a collision. You can participate in the survey at <http://www.slightlydifferent.co.uk/swerve/>.

North West 200, 10-15 May 2006

Andy Woodward, Ride Leader

Pilot	Bike
Graham Bailey	R1200GS
Dave Graham	FJR 1300
Ian Stavert	FJR 1300
Paul Cote	R1200 GS
Jon Hanson	R1200 GS
John Deal	Varadero
Tom & Leslie Ann Stevens	Black Bird
Al & Caitlin Lord	VFR 750
Tim & Sandy Cutmore	R1150 RT
Budge & Di Burrige	Silver Bird
Andy & Sue Woodward	Blue Bird

As a bike racing fan for the last 30 odd years I have spectated at GPs, home and abroad, Transatlantic races (remember them ?), BSB, WSB, Club racing, Hillclimbing, Motocross – you get the picture. But two big events eluded me and for one reason or another I never got to attend them. Firstly the IOM TT (which hopefully I will get to next year **[Us too, we just booked the ferry! – Ed]**) and the North West 200.

After a conversation at one club night in Summer 2005 a plan was hatched to be amongst the 120,000 odd spectators for 2006 event. Also, never having visited Northern Ireland before, the trip presented an opportunity to add a few days touring into the itinerary to take in well known tourist spots such as the Giants' Causeway.

The North West 200 is one of many road racing events that are held between April and September each year in Northern Ireland. The North West is the biggest and most well known event attracting top riders and teams as well as the huge number of spectators to the 8.9 mile road course nicknamed "The Triangle" due to the shape of the circuit.



Ready to roll at Ledbury



"Didja see any decent scenery in Wales?"... "Oh, I sponse..."

The course runs along the coast road between Portrush and Portstewart, along which the start and finish is situated, and runs to the edge of Coleraine and back to Portrush in an anticlockwise direction. With speeds over 200 mph achieved on country lanes it should be an impressive sight that we don't see on the mainland.

[Except when Eric Bush leads a SAM run! – Ed]

Early in the year, after the race dates are confirmed, B&B Accommodation for 17 people was difficult to find but a converted farmhouse close to Bushmills was booked for 4 nights over the race weekend. Ferries were booked from Holyhead to Dun Laoghaire on the fast cat and rather than chasing 200 miles to catch the ferry an overnight stop in Holyhead was planned. This meant a civilised start time and a scenic trip through the Welsh countryside rather than the

usual motorway blast to make the ferry.

So on Weds. May 10th 12 bikes loaded to the gunnels convened at the fuel station in Ledbury. All introductions conducted and with the sun shining (as ordered, of course) the convoy departed at 10 am, our destination Welshpool for lunch using the trusty old A49 then cut across on the A490 & 489.

Lunch was pre booked in a trendy restaurant, The Corn Store, in the



We sweep through Wales. Wow!

middle of town. An excellent light bite for lunch and an hour later ready for the next section. Except, Daves' FJR had a momentary glitch and wouldn't start. Soon rectified by his breakdown company **[A bodge for a Fudge! geddit? – Ed]**, it performed faultlessly the rest of the trip.

Now if you enjoy twisty scenic routes take note. The run from Welshpool to Ffestiniog is a cracker and well worth checking out. Take the A490 out of Welshpool to Llanfyllin then pick up the B4391 to Bala. Through the town



Sandy, Sue & Caitlin: fuel stop Karaoke

onto the A4212 then part the way along rejoin the B4391 to Ffestiniog, you won't be disappointed. Which brought to our next stop, a tea and cake stop in Beddgelert supposedly for 30 mins but ended up nearer 90 minutes - still it was very pleasant, Thank you Graham for arranging it.

Holyhead beckoned, so after a scenic tour of Anglesey due to a road closure we finally arrived at the B&B

2 hours late. See what I mean? Not a good idea chasing the ferry crossing! The ferry was booked for 08:55 the following morning so a 'few' beers and fish and chips made for that evenings' entertainment.

A straight forward ferry crossing saw us arrive in Dun Laoghaire late morning. We were greeted by more sunshine, are you sure this is Ireland? And it lasted all day, wow what a start! A regroup just outside the port entrance and we were ready to tackle exiting the town. I'd heard all sorts of horror stories of trying to find the Dublin ring road and as I was leading I was a bit apprehensive. Needn't have worried, signs everywhere so onto the M50 and head North! Yeah, for about 5 miles then into solid traffic. Jeez! Filter? Or not? Had to be done. Remember the panniers, remember the panniers. We came across an accident involving a very mangled bike 5 miles down the road which was the cause of the traffic chaos. A sobering sight.

The route through Ireland across the border and onto Bushmills was chosen because all I had to do was to remember three road numbers – M50, N2 and A29 easy huh? Well despite the traffic hold up it all went to plan and we arrived at 5.30 pm, off-loaded the gear at the B&B, showered, changed and ready to sample the fabled Guinness at the

local hostelry, The Smugglers Arms. Taxis arranged and a well deserved meal washed down with the black stuff to end a good day.



Giants' Causeway: fantastic

Friday morning dawned, yep that sun is still there. So with the group deciding to do different things, Sue and I set off with Johns and Jon, and headed out West to Donegal, our destination the Slieve Cliffs in Donegal Bay. Description can't do them justice. They are reputed to be the tallest in Europe at 1972 ft high. Just as spectacular is the narrow track to get to the car park, 600ft drop on one side! With just a rickety wooden fence along the edge. Not very funny with a stiff breeze blowing as well! But worth the effort.

I had heard the roads in Eire could be in poor condition, and they were right but no more so than the unclassified roads in this country. But I was amazed to find in the village of Carrick the road through the village centre missing ! All that remained

was hardcore for about 100 metres, no roadwork signs, no warning! Still it all adds to the character of the area. **[Like the stream that flows across the main road at the tip of the Dingle Peninsula! – Ed]** Our return took through the breathtaking scenery of the Blue Stack mountains with several stops in various bars and cafés all with differing levels of service but all friendly and welcoming. This was a recurring theme through the time we were there. Everyone we met from both sides of the border was friendly and approachable **[Apart from the dog at the B&B – Ed]**.

The rest of the group had visited the Giants' Causeway, Joey's Bar in Ballymoney, (Run by Joey Dunlop, one of the most successful Irish road racers, until his untimely death in 2000) (There is also a garden of remembrance nearby) and a run along the scenic A2 Antrim coast road, a must do if you are in this area.



I'll have a Budge on the rocks, with a dash of Di and a slice of Ian please



Flypast before races: Lancaster, Spitfire, Hurricane - gorgeous

Our Donegal excursion covered over 220 miles and meant a late return so it was straight to bed ready for the next day, Race day.

Saturday 13th May – NW 200 race day. Still bright sunshine! What's going on? And the sun is forecast to stay all day, fantastic. A decision had been made previously to get taxis into Portstewart instead of taking the bikes. A good decision as it turned out. Bikes parked everywhere in the town, expensive official parking and then what to with the gear. Budge had reserved grandstand seating for us all at York Corner in Portstewart golf club, a good move thanks Budge. This afforded a good view of the race bikes at speed along the coast road, with ordinary housing as a backdrop, and into the sharp left hander that is York Corner.

The roads would be closed at 10 am and racing would start at 11 am. There were to be six races in the

program, including superbikes, supersport and superstock events, similar to the classes we see over here, although it differs from the IOM TT event in that the races are a mass start. But it was odd to see people, bikes and cars milling about on the course up until road closure and then suddenly it's quiet.

We had a good day's racing with no major incidents, however the big named riders dominated the two superbike events but good to see Steve Plater taking both wins and taking the lap record as well. It is a spectacle that I am glad I made the effort to come and watch and the reaction from everyone else in our group was of the same opinion. I



Race day: John follows the action. Not



Heeeere they come!

would recommend race fans to make the trip at least once.

What to do once the racing is over? Same as everyone else: hit the bars to further sample the Guinness. Then taxi back, perfect.

Sunday morning awoke to a change in the weather, overcast with rain in the air. Due to a change in Stena sailing timetable, some of the group



Around York Corner they go...



Close racing – fantastic!

would be leaving early today to overnight in some hastily arranged accommodation in Dun Laoghaire ready to cross early Monday morning.

For those of us staying over, a ride around the NW 200 course, and our turn to visit the Giants' Causeway, and a ride down the A2 coast road. The coastal ride got as far as Carnlough as by this time the rain was lashing down. Enough was enough, a retreat to the B&B was in

order, a change of clothing and an evening meal at the Smugglers Inn for a reflection on the previous few days.

Monday was the planned B&B departure day with a steady run back down the reverse route to catch the 6.30 pm sailing from Dun Laoghaire. No problems encountered, just poor signage into the port with a small inadvertent detour.



Look! It's Martyn Hillier on the Glos BikeSafe machine! Go Martyn!!

Two hours later, a trouble free arrival into Holyhead then head for home on the A5- M54 – M6 – M5 route and roll into home in the early hours of Tuesday morning.

So 1100 miles later was it worth the effort, worth waiting for? Of course it was! Between us, Budge and I had managed to keep everything running reasonably smoothly. The weather made the trip more memorable, the spectacle of the NW 200 itself was unforgettable. I hope all concerned enjoyed their trip **[Oh yes, ta very much! – Ed]**, so thank you all



Glos Road Safety Camera Partnership chase bikes around track: pictures too blurred to prosecute

for the fun and great company. All in all a nigh on perfect holiday.

Until next time ♦

Bill Little M/C Open Day

You are invited to join the bike meet and show your classic at our annual open day and autojumble at Bill Little Motorcycles, Oak Farm, Braydon, Near Swindon (Signposted locally).

Saturday, 12 August, 2006.

Expect a great day. FREE Stalls, admission and camping. Tel: 01666 860 577

Starting at 10.30 a.m. until late including lunch time BBQ, rideout, early evening beef/pork roast, bar and live rock band. ♦

Machynlleth Run, 14 May 2006

Name, Ride Leader

Departed Gloucester 0845, returned Gloucester 1900. Miles: 265 (315 for some!)

Pilot

Sally Charlton (leading)
Bill Carter
Lawrence Morgan
Dave & Lorraine Butcher
Richard Atkins
Narjas Mehdi
Marc & Tracey Levy-Benchetton
Bob Clapham
Terry Henshaw (sweeping)

Bike

F650GS
Yamaha Fazer 1000
Honda Transalp
Honda CBR 600
VFR
VFR
Sprint ST
Pan
R1100RT

In spite of mixed forecasts it was a great day of dry roads, sunny intervals, not too hot, not too cold, light winds ... all that a good day out on the bike should be.

I arrived early at BEW and stood in sunshine in the car park. With so many from SAM away in Ireland at

the North West 200, would anyone turn up? But in no time at all the first bike came trickling in and soon we were up to 9 bikes and 11 participants. Admittedly we were in the midst of taking an obligatory group photo at the start as Narjas arrived – but as the day went along, she more than made up for a slightly late arrival!

The original plan was for me to lead the ride and Brian bring up the rear as the sweeper, but sadly I had left Brian at home with a pulled muscle. A quick discussion with Terry, resplendent in yellow vest and he agreed to stand in as sweeper – thank you Terry!

After a thorough discussion on the drop-off system and marking, we headed out of Gloucester to Ledbury. This was an easy number of bikes to pick up in the mirrors at regular



Motley Crew, ready for the off, including Teddy who's a social member

intervals and as I took the Leominster road from Ledbury, I settled into enjoying the ride, confident that all was going well. Big mistake but more on that shortly!



All enjoy the view, Teddy goes for a dip

At Hope-under-Dinmore I paused briefly, the string of bikes fell in behind for a moment with the sweeper at the back, and as no-one indicated a need to stop, we headed straight on, through the edge of Leominster and out on the A44 towards Rhyader. The roads were wide open and deserted beneath blue skies and white puffy clouds, and we were running on freely through beautiful parts of Herefordshire and the Welsh marches, slowing only occasionally to pass through lovely timbered villages such as Pembridge. As the miles grew, the hills gradually changed colour and began to rise higher on each side of us, with contrasting farmland retreating into the valley bottoms.

75 miles - and we arrived at Crossgates, our destined stop for fuel, toilets and coffee – and to my surprise Brian to greet us as we arrived. Not to be totally done out of the day, he had come for a drive in the car and to join us for coffee. With the bikes spread around the pumps for a fill-up (to last through the next part of the ride) and with some heading very speedily for the toilets, I did a quick count, twice – and still came up with one bike short! Quick debate with the sweeper, who had noted Richard as a marker in Gloucester that failed to pick up and rejoin the ride as the sweeper came through. Apologies must go out to Richard for a misunderstanding of his intentions that left him behind.

Coffee was well timed, as we were sitting supping and munching well before other bike groups arrived.

Refreshed and refuelled, we were off again, rolling along to Rhyader and



Sal's rear end dominates at the tea stop



SAMmers smile, but Teddy misses out on lunch

Llangurig, before turning off to go through the town of Llanidloes. This is where the mountain roads started and we wound our way on reasonable single track roads, stopping at the viewpoint above Llyn Clywedog to take in the stunning scenery. Wales at its best, we meandered across the mountains with far-reaching views in all directions and then finally down into Machynlleth and lunch at The White Lion. From this point we said goodbye to both Bill and to Marc and Tracey, who planned to head back home on faster roads and shorten the day.

Down the south side of the estuary to Tal-y-bont and then we were off again, this time on very single track roads, to wind all the way round the Nant-y-moch reservoir. This part of the day we really did have to ourselves. Stopping for a break no-one came or went – just us amidst superb wild countryside. Rejoining

roads with centre line markings very briefly at Devils Bridge, we quickly turned off again (that's a tight bend!) and wound right down through the Elan Valley to the visitor centre for a welcome tea stop. By this time Bob was desperate to rediscover 3rd and 4th gears on the Pan, so was well pleased that we had done the last of the mountain roads – for today at any rate! By contrast Narjas loved every minute of the slow wandering and could have carried on indefinitely. Dave, two up on the 600 CBF, had taken advantage of the narrow stretches to put in some practice for this type of road on the test – but was glad to have survived the “challenge” unscathed.



We all enjoy a good nosh-up!

Heading home now and sweeping along on A-roads, leaving Rhyader, we passed the Red Kite centre where the huge birds were gathering overhead in great numbers for feeding. On to Builth Wells, then Talgarth where we went up and

down, over the “twisties” to Crickhowell and Abergavenny. Lovely roads with great bends and lots of fast pace.

Our last leg stretch and chat was at the bus stop in Abergavenny, where at the end of the afternoon there were still a large number of bikes gathered. It was now 6pm and given the choice of the old winding roads to Raglan and Monmouth – or the fast straight dual carriageway – the vote was unanimous for the heading home fast and straight! So, past Monmouth and up into the Forest, I left the group to head back into Gloucester as I peeled off for home.

A great day!



Sal calls Richard on her Star Trek communicator. Sadly no reply.

It was lovely to see those I hadn't ridden with for some long time. Bill, over here on his own for a spell from his French pad; Marc and Tracey (& the bear!) who I had last seen to talk to on the SAM trip to Brittany in .. um .. a few years ago; and Bob, who

assured me we had been on a rideout together at some point in the distant past – how could I have forgotten?

Then there was Terry, who has had a spell of time not biking due to a foot operation, and chose this ride to get back into the swing. After 300 miles I think he felt well and truly back in the swing! My thanks again for riding “sweeper” all day.

Dave and Lorraine, new to the club this year and great company. It was good to get to know you both and Lorraine deserved a medal for the miles she covered on a bike with “not the most comfortable” of pillion seats!

Then there is Narjas – whose humour, enthusiasm and participation contribute so much to every ride I have been on with her. You added loads of fun to my day out.

And Lawrence, who has ridden so many miles with me and just settles easily into the flow. It was great to have your company yet again.

Richard – I am sad you missed a great day – we will do it again soon especially for you!

My thanks to all of the willing participants who humoured my huge love for riding the wilder remote parts of Wales, I hope you will come again some time! ♦

Weymouth Run, 28 May 2006

Name, Ride Leader

Duration: 8.00am – 8.00pm!, Miles: 255 (for most!), Weather: just perfect

Pilot	Bike
Graham Bailey (leader)	GS1200
Budge/Di	Bird
Brian Charlton	KTM
Sally Charlton	GS650
Dave Preest	Guzzi 850T3
Andy/Sue Woodward	Bird
Bob Clapham	PAN
Dave/Lorraine Butcher	CBR600
Geoff Pollard	CBF1000
Paul Coburn	Adventure (limited Edition!)
Steve/Zoe Mason	GSX750F
Tom/Leslie Ann Stevens	Bird
Nick/Jaz	FJR1300
Ian Stavert	FJR1300
Mike Barratt	FJR1300 (all huddled together for spares!)
Godfrey Mills	VFR800
Simon/Carol	FJR1200 (no spares available)
John Deal	Varadero
Ashley Saunders	GS1150
Andy Downs (wow) (sweep)	VFR800

'What? How many?!' 24, 25. 'How many?!' 26 individuals, 19 bikes all eager and waiting for wagons to roll on the long journey south. (Can you imagine the logistics at the Little Chef, no neither can I!)

The phone call was made, with the Little Chef at Shaftesbury now preparing for 27 instead of 10!, the entourage could now set off to make its impact upon the quiet and sleepy villages of the Cotswolds.

Just as we were coursing a path from Cirencester along the A429/A350 through to our now planned (!) breakfast stop. The unexpected happened, just as things were going so smoothly, a local unmarked police car decided to pull young Brian Charlton over with blue lights flashing.

Happily, it was just to endorse that he had also been spotted by them, for riding too slowly and that his progress

was obviously hindering the whole group and adding to the already busy bank holiday nightmare! And on their advice he upped the ante rather than remove his sacred IAM badge as previously suggested!!



Brian shows off new protective suit. Doubles as liferaft.

With breakfast all done, fed and watered within the hour, lovely, and still bang on schedule! Marvellous! Well it was until we reached the outskirts of Weymouth where we were to fall foul to hold ups, road closures, and general holiday mayhem. Still it really wasn't that bad, we just seemed to filter for ages (never filter close to a FJ, it's a bit like sitting next to a boiling kettle...).

With the intended view of Weymouth from Portland Heights viewpoint abandoned due to traffic, (even the bridge was up and down like a fiddlers elbow due to a trawlers' fayre) we all settled for dumping the gear (with some stripping to embarrassing levels eh...Nick!) in a

secured beach hut prior to the obligatory parade along the Esplanade. With some of us stripped of Kevlar and the like, we headed off towards the Seagull Café in the harbour with an intention of dangling our legs over the quay side whilst eating our much awaited freshly cooked fish 'n' chips.

Time always being the enemy, and today was no exception, with 3.30pm showing on the face of my Rolex (it's a joke ok...) we all reluctantly set about kitting back up for the return journey before being reunited with our loved ones. (That is, if they weren't with you to start with eh.... Simon!)



We love the beach!

As Gloucester started to show on the signs, came the realization that another adventure was slowly coming to an end. Still, we had an almost faultless day with a wonderful turn out of different faces that made a massive contribution towards the club success that it became.

With this write up almost done, I would like to finish by thanking you all for your valued participation, with



We all love fish 'n' chips. Manners Simon!

particular thanks to Andy D. for being Mum to you all, and ensuring we all came back the same way (eventually!). And to the bright new faces amongst us such as Paul, Geoff, Ashley, and last but not least both Dave and Lorraine Butcher who are really making the effort to join in and are unwittingly creating an even more vibrant club.... thank you all.

Ride safely...but ride with spirit. ♦

Dept of Transport initiative

Due to poor driving standards the Department of Transport has devised a scheme to identify poor drivers and warn good drivers of their presence whilst driving.



From 15 May 2006 drivers will be singled out for:

- overtaking in dangerous places
- tailgating
- stopping sharply
- speeding in residential areas
- pulling out without indication
- performing U turns inappropriately
- under-taking on motorways
- taking up more than one lane in multi lane roads

They will be issued with flags - white with a red cross - signifying their inability to drive properly. These flags must be clipped to a car door and be visible to drivers and pedestrians.

Drivers who show particularly poor driving skills will have to display a flag on each side of the car to warn others of their dire lack of skill.

Please circulate this to as many other motorists as you can so that drivers and pedestrians will be aware of the meaning of these flags. ♦

For Sale

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

2001 Pan ST 1100 Blue non-ABS 16,500 miles No MOT or Tax (as bike is in France). Top Box, spare screen and tank bag. 1st Class condition. Any reasonable offers.

Contact Martin on 0033 562 393 027

Items for Fazer 1000 rear shock assembly, 11,000 miles and still working! Also standard Yamaha screen, TCM black colour matched touring screen and body widening kit. Shad top box mounting rails.

Also a standard screen for a **Fazer 600**.

Any half sensible offers invited before it all goes down the tip.

Bill Carter 01242 574131 or 0033 2 96 26 64 10

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

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 it self, thus re-

establishing the correct running order.

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

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

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

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

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

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

allow the group to re-form before continuing.

Does it really work?

Most of the time it works remarkably well.

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



*Far Eastern IAM club:
ride leader drops off marker*

Regalia

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