

# Advance

severn advanced motorcyclists

May 2007

[www.iamsam.org.uk](http://www.iamsam.org.uk)



The official Journal of

# SAM



# Journal

of the Severn Advanced Motorcyclists

May 2007

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***Copy deadline for July issue: 25 June 2007***

# Chairman's Chatter

## Graham Bailey, Hairman

It's the end of April already, and to be fair, the weather's certainly been on our side by providing us with mild temperatures, brighter nights, and even better, dry tarmac... Lovely.

This month saw our last opportunity to support BikeSafe locally at the racecourse. The event for us was a great success: we had a high level of interest (courtesy of the 'guess the mileage' competition, thanks Di and Andy for the donation) which we believe has produced around 7-8 genuine new applicants. But more importantly, we had the support and rallying of a great many members over the weekend, which goes to show just how great this club really is!

Our AGM was very well attended with a commendable level of interest shown from the floor... I think!!

Although I'm sure the old 'cheese n pickles' probably won on the day as all ways... Sigh.

Your committee continues to sweat behind the scenes with the following issues high on our agenda:

1. Member recruitment.
2. Group ride out procedures.
3. Observer corps improvements.
4. Journal costs.

5. Committee size, member roles and decision making.
6. Which way forward for the?

And you thought we were having fun!!

Seriously, we are all making efforts to provide us with a positive future; we just need to make the right decisions at the right time!

Enough of this babbling, poor old Gadge the editor is yet again waiting for the chairman to send all of this 'up the tubes'. Let's hope you agree that it's worth the wait! I'm sure you will!

Love from your Chair, still riding safely, but always with spirit. ♦

## From the Ed

### Alastair Lord, Editor

What a delightfully frantic time of year! The ride-out season is in full swing, with a full bag of events to report on in this issue. And the ride-out diary is full to bursting with new entries for the summer period. If you've never been on a SAM ride-out, why not take a look at what's on offer and give it a go?

Things are busy too on the membership side, with ten new joiners to report in this issue, and six test passes. A fine start to the summer period indeed! ♦

# Welcome new joiners

## Dave Bainbridge

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

Charles Barnes	flies in from Fairford on his BMW 1150RT.
Cavus Bakti	joins us, having been an associate member at Bournemouth.
Lynda Merrett	from Cheltenham on her Yamaha "Viagra".
Alex Green	from Tewkesbury, rides in on his ST 1300, what a great choice!
Gill Newham	from Whiteshill with her Honda Hornet.
Amanda Biddlecombe	daughter of Kevin, riding in from Tetbury on a Yammy R6.
Darren Sloper	all the way from Quedgley on his Honda NT700.
Graham Shaw	from Maugersbury (Stow) blast in on his ZZR 1200, Wow!
Lawrence Mummery-Smith	joins us as a full member, all the way from Cinderford.
Andrew Fritchie	blasts off from Tewkesbury on his Triumph Rocket 111.

We would like to extend a warm welcome to you. 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.37).

If you require any information regarding being observed for your advanced motorcycle test, please contact Ian Stavert our Associate Co-ordinator, or any member of the committee. ◆

# 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 IAM having passed their advanced motorcycle test.

Congratulations to you, and to your Observers. ◆

<b>Member</b>	<b>Observed by</b>
Steve Bowden	Andrew Tinsley
Richard Bowden	James Fisher
Geoff Brooks	Geoff Pollard
Paul Cooper	Andy Downs
Jeremy Locker	Tim Cutmore
Glyn Smith	Sally Charlton

## Observing notes

### Andy Downs

Firstly, my congratulations to Sally Charlton and Ian Stavert on passing their Senior Observer tests in April.

There have been some notable distractions from observing recently, notably BikeSafe, the AGM and the Region 1 Spring Meeting. This was the last BikeSafe launch to be planned to be held at Cheltenham as next years event will be in London; I hope that people managed to take the opportunity for assessed rides. Having two stands (SAM and IAM stands) proved to be very successful and we have recently welcomed several new members.

Andy Woodward and I have continued with observer training which is progressing well and have also managed to start on some Refresher rides. Hopefully with the lighter evenings we will have more

opportunities for observed rides in the evenings.

Some feedback from the regional meeting was that the examiners are looking at associates making good progress during the test, this was considered to be unlikely to affect us as we have already had this message from Martyn Hillier.

I strapped a camera to the bike for part of the Easter Egg run as an experiment; part of this tape was shown at the AGM and raised a few comments. I still need to do some more work to determine if this will be a useful tool for observing. The main issue is that there is no peripheral vision and I need to hook up some sort of commentary. The exercise did raise the comment from one or two people that they would like a refresher ride. ◆

## Diary: ride-outs

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.33.

**BEWSC** is the Birdseye Walls Social Club: the place where most (but not 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. Or look on our website for a map.

<b>Who &amp; when</b>	<b>Route details</b>
3-8 May 07 Pete Craddock & Dave Graham	Foreign trip: the first big one of the year. A trip into the Loire region of France. For more information contact Pete Craddock or Dave Graham, or see the website.
20 May 07 08:30-17:00 Ian Stavert	Club Run: down memory lane to the 'Ace Café'. Given the distance, the demanding roads involved and the need to keep the group together, this ride out will be progressive.  Start at BEWSC.
10 June 07 08:00-18:00 Graham Bailey	Club Run: Jodrell Bank Observatory!  Start at BEWSC.
24 June 07 08:00-19:00 Graham Bailey	Club Run: Weymouth fish n chips and mushy peas!  Start at BEWSC.
1 July 07 09:00-15:00 Graham Bailey	Club Run: 'Boatmans Breakfast' at Bradford on Avon.  Start at BEWSC.
22 July 07 08:30-18:00 Dave Preest	Club Run: Aberystwyth for lunch.  Start at BEWSC.

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**Who & when**

28/29 July 07

Andy Woodward

**Route details**

Call to Arms: an open day at Watsonian Squire (the UK distributors of Royal Enfield) in Blockley. SAM will be providing observed rides for punters trying these historic machines.

Contact Andy Woodward.

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5 August 07

08:30-17:30

Graham Bailey

Club Run: Ssssnake Pass.

Start at BEWSC.

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26 August 07

09:00-17:00

Graham Bailey

Club Run: Cheddar Gorge Caves

Graham Bailey

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*Police adopt sophisticated techniques for combating mini moto offences. See the Motorcycling Magistrate's comments on p.32.*

# Diary: club nights & social events

When	Details
8 May 07 19:30-22:00	Club night at BEWSC. A lot of folks will be on their way home from France, and so sadly they will miss this. There won't be a guest speaker, so we'll have to make our own fun - use the opportunity to catch up on some gossip!
29 May 07 19:30-22:00	<b>EXTRA</b> and <b>SPECIAL</b> Club night at BEWSC. Our entertainment for this evening will be to try to restore the honour of the club by beating RoADAR at Skittles.
12 June 07 19:30-22:00	See me/See you Hi-viz clothing by Tom Craig.
10 July 07 19:30-22:00	The two Johns (Deal and Hanson) describe their grand two-wheeled Norwegian tour, including crossing the Arctic Circle.
11 Sept 07 19:30-22:00	Tony Pearson from the Disabled Motorcyclists Association.

Please note: Your committee requests that for regular Club Nights we gather from 19:30. Club business will be dealt with prior to our speaker(s) entertaining us between 20:30 and 21:30.

Check [iamsam.org.uk](http://iamsam.org.uk) for more info & updates.



*He's really flying*

## Grumpy's corner

Greetings from my humble abode.

Have you ever had one of those days when you feel diagonally parked in a parallel universe? Today is one of those days.



Salvation is at hand in the form of a letter from Aunt Louisa and Uncle Paddy asking if I can spare a few days to help them with the delivery of a boat. I like the idea of a few days with A.L and U.P but I'm a bit worried about the phrase "delivery of a boat". Last time I was asked to help deliver something it involved a ferry crossing and nearly a night in a police station.

The boat turned out to be partially submerged in 25 feet of water. Well all right then, it was sunk at its moorings. The local dive school had been conned - sorry that should be persuaded - into blocking off the hole in its bottom bit to facilitate raising it.

I could just make out the letters Tita on the only visible part of the back end. Oh no, he's gone and bought part of the Titanic!!! Horror turned to humour as the boat slowly began to rise. Tita turned into Titasanewt and the wreck turned out to be, how can I put this politely, um, a bit of a wreck.

Once on dry land it was all hands on deck to patch up the damage and clean her up. The days turned into 2 weeks, and Titasanewt became a veritable floating gin palace.

Launch day arrived and even though A.L and U.P are both retired they insisted on wearing their full dress naval uniforms. The marina manager broke the bubbly over the front bit and in she went. There was that deathly silence as we waited to see if it was sink or swim time.

Afloat we stayed! Main braces were spliced, and the party went on till the early hours. The marina manager was last seen floating across the marina in a dinghy singing Rule Britannia accompanied one of the ships' chandlers (novelty gift shop for sailors) assistants on bosun's whistle. Titasanewt lived up to her name: our hangovers seemed to last an eternity and dry land never felt better.

I can also report that the ladies night talk went very well. What didn't go down too well was my arrival home some time between midnight and day break, minus tie and jacket, with the aroma of alcohol and Chanel no 5 on my person. Having only just been allowed out on my own since the last misdemeanour whilst shopping, it definitely *did not* go down to well.

Regards to you all. ◆

# Odds and sods

## Tips - navigation

### Martyn Hillier

Go to [www.google.com](http://www.google.com). Click on "maps". Click on "get directions". Type "New York" in the first box (the "from" > box) and "London" in the second box (the "to" box). Click "get directions" and scroll down to step 24. ♦

## Ultraseal

Through the Regalia secretary and on social nights, we have for sale Ultra Seal, costing only £17.00 a bottle (enough for two wheels), a saving of 30% on shop prices.

If you don't know about this stuff, go take a look at [www.ultrasealuk.biz](http://www.ultrasealuk.biz). ♦

## For sale

**Suzuki GSX 750f.** Registered April 2002 taxed and tested till April 2008. Data tool alarm and Alpha dot security fitted. Red in colour, approx 16,500 miles, 1 owner from new. £2,500 ono.

Contact Steve Mason on 07814 832 559 for more information.

## Vehicle speeds in Great Britain: 2006

### Nigel Murray

These statistics relate to the speeds at which drivers travel in 'free-flow' conditions across the road network.

The level of cars exceeding the speed limit varies considerably between road types. The highest level of cars travelling over the speed limit occurred on motorways (54 per cent). This compares to 56 per cent in 2005. The lowest level was on single carriageway roads, with a speed limit of 60 mph, where 11 per cent of cars were driven over the speed limit.

In 2006, nearly half (49 per cent) of all car drivers on 30 mph built-up roads exceeded the speed limit compared with 65 per cent in 2001 and 72 per cent ten years earlier in 1996.

On 40 mph built-up roads, 28 per cent of car drivers exceeded the speed limit, this is an increase of 4 per cent on the 2005 level.

The percentage of motorcyclists who exceeded the speed limit was similar to that of car drivers.

However, the percentage of motorcycles travelling at more than 10 mph above the speed limit on all

road types was higher. Twenty five per cent of motorcyclists travelled at 80 mph or more on motorways compared with 17 per cent of car drivers. This compared with 27 per cent and 19 per cent respectively in 2005.

On major non built-up single carriageway roads, 76 per cent of articulated heavy goods vehicles (HGVs) exceeded their 40 mph limit (28 per cent by more than 10 mph).

The average speed recorded for articulated HGVs on these roads was 46 mph, just 2 mph less than the average speed of cars (48 mph), for which the limit on these roads is 60 mph.

The survey also reveals a high incidence of speeding by HGVs on 30 mph roads: 44 per cent of 2-axle HGVs exceeded the speed limit, 15 per cent by more than 5 mph. This compares with 46 per cent and 18 per cent respectively in 2005. ◆

## Tips - history

### Martyn Hillier

Go to [www.google.com](http://www.google.com). Type "French military victories" and press the "I'm feeling lucky" button.

## For sale

**California 1100i '96** in Burgundy and Black. MOT April08, TAX April08. 28k dry miles. Good tyres. Screen, pannier frames & Guzzi leather bags. Lafraconi pipes (std. pipes included). Loads of new parts. Runs beautifully. Present 'Gerry' owner having difficulty getting his leg-over.

Tel. Chris Williams on 01452 722 730 or email [dukewilly@blueyonder.co.uk](mailto:dukewilly@blueyonder.co.uk)

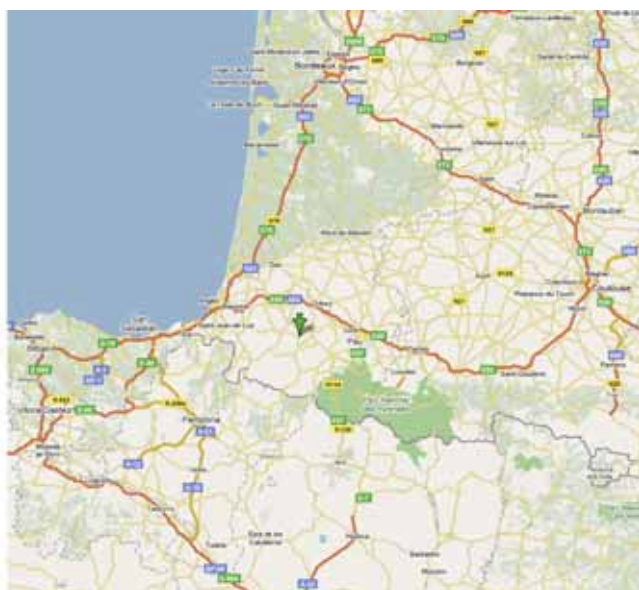


## Your summer residence

You will recall from the March issue that Martin and Angela Le Fevre have renovated their 19<sup>th</sup>C Gascony house near the Pyrenees. The Journal can now reveal exclusive pictures.



*The finished patio area!*



*Arrow marks the spot – lovely!*

Available all year round. 10% discount for card-carrying SAMmers. Contact [martinandangela@tiscali.fr](mailto:martinandangela@tiscali.fr) or call +33 5 62 39 30 27. ◆

## Motorcycle deaths

### Gloucestershire County Council

A staggering 26% of all deaths on county roads last year were motorcyclists, despite them making up only 3% of road traffic.

And over the past three weeks, three out of five deaths on Gloucestershire's roads have been motorcyclists - a chilling reminder of the potential dangers.

The hot summer weather has already seen more bikers taking to the roads, prompting road safety officials at Gloucestershire County Council to issue a timely warning.

Nigel Murray, County Council Motorcycle Safety Co-ordinator said: "Almost 200 motorbike riders were injured on our roads last year and 10 killed. We are moving rapidly towards the main 'riding season' and after a spell of very good weather the weekends and bank holidays are prime biking opportunities.

"Riding a motorcycle requires both skill and judgement. Many bikers have never looked at their skills level and assume that the bike they ride is within their capability - some will find out the hard way. Too many riders will justify taking risks that they would never usually consider - compromising their own safety and that of others."

Gloucestershire County Council works closely with Gloucestershire Police promoting the safety of motorcyclists and running Better Biking courses. Led by a police rider, bikers will improve existing road skills, observation and hazard awareness and enjoy riding even more.

Cllr Stan Waddington, cabinet member for road safety said: "Gloucestershire County Council is working hard to reduce deaths on the road and I would urge all bikers to

take the additional training we're offering. Riders who have taken further training tend to be more confident - and a confident and competent rider is less likely to become a statistic." ♦



*Caption competition: best entry in time for the July Journal wins a fab prize!*

# Club night, 13 March

## Graham Bailey

47 of you eventually marched through the doors of BEW that evening, and what a fine bunch you were too considering that a total amount of £55 was manipulated (sorry Budge/Di) for the fun raffle, thank you all, and well done (especially Budge/Di).

Steve Lamburn from the GCC safety unit gave a first class talk structured on thought provoking accident scenarios. All good stuff and not always as clear cut as you might originally perceive.

Always well presented by Steve and delivered in a very interesting manner that never fails to retain concentration, even for us Sammies!! Thank you Steve.

Not newbees but certainly 'fresh faced', we had John and Val Powell, Dave Riley and Dave Howell all in our presence during the evening which always goes some way to creating the usual 'ambiance' that ensures the club night's, success.

Paul Allen received his certificate for his recent pass, well done Paul. All we need now is to see you 'out there' flying the flag for SAM, and joining in with the ever popular ride outs (especially when I'm leading!, stop it Budge!).

No real gossip this month, not even a bike change tut tut. Still, the weather is definitely improving, so lets see you all out there 'Burning Black Top' safely but with spirit!! ♦

## Speed limiters for bikes

MPs have urged the government to carry out a study into fitting speed limiters to motorbikes. See <http://news.bbc.co.uk/1/hi/uk/6505423.stm>.

In response, Nigel Murray from the Glos County Council Road Safety Group says "*Every motorcycle has a speed limiter in operation - it's called the rider. Speed and motorcycles may often go together and it is the ultimate responsibility of each rider to ride at a speed that is not only safe but more importantly – appropriate. That means taking into consideration all the prevailing circumstances that ensure the safety of the rider - but also other road users.*

*"Any rider who chooses to 'disconnect' the inbuilt limiter risks paying a high price - but additional technology is not the answer to reducing the casualty rate amongst riders - that comes down to rider awareness and ability."*

# Forest run, 18 March

## Graham Bailey, Choreman

Weather: dry, Sunny, Wet, Snowy and then some! Mileage: 100 approx.

Duration: 10:00-16:00. Company: First Class.

### Pilot/pillion

Dave 'Scout' Preest (leader)	R1000GS
Nigel Sandall	KTM 950SM
Dave/Lorraine Butcher	CBR600
Eric/Gill Bush	R1100RT
Richard Atkins	VFR750
Nick Handley	R1200GS
Geoff Pollard	CBF1000
Mike Barrett	FJR1300
Pete Craddock	1800 Goldwing
Kevin/Hillary Biddlecombe	Triumph 955i
Mandy Biddlecombe	R6
Mike Walsh	R1200GS Adventure
Budge/Di	BIRD
Lawrence Morgan	Transalp
Pete Wood	Triumph 900
Tim Olding/Ann	GT 1200
Steve Reeves	PAN
Colin Hay	GSX750F
Ian Nye	Varadero
Brian/Sally Charlton	BBQ 1000
Andy Downs (sweep)	VFR750

'It's March', and despite weather reports, and as you can see from the above, they still keep coming out of the woodwork regardless of whether they have bolts in their brake calipers or not!!! (You had to be there for this one!)

Dave's gone and done it again hasn't he, another 'sell out' ride out proving that he really is 'the man' when it comes to providing 'nook and cranny' back lanes and scenery normally

frequented by mountain goats and rock climbers!! (equipped with GS's of course!)

The ever-changing elements in the weather during our ride out did nothing to dampen the spirits of this little lot, as we all revelled in the virtues of such a magical ride, albeit missing just a little warm tarmac and the heat of the day on our backs... but hey, can't have it all at this time of year I guess.

Our ride saw us head out East of Newent but then take a sharp anti clockwise swing back towards Lydney in The Royal Forest of Dean, which was to be our 'comfort' stop via roads that just craved for a bit of warmth in order to exploit more generous lean angles.

Once remounted... (can I say that Ed?) **[just this once – Ed]** we continued on our journey which somehow felt like we were slipping in and out of the wilderness, before miraculously arriving 'slap bang' at the door of the Charltons' Chateau at Kearne Bridge. Perfect timing I might add, for the commencement of a bacon 'n' banger barbie embellished with a flood of hot tea and coffee followed by a 'Danish n Doughnut' finale. (Such style and elegance... sigh!)

Such was the comfort of the log burner and the free flowing hospitality that there was a general reluctance by all to make the move dreaded by all 'bikers', yep you guessed it, the reinstatement of 'cool and slightly damp' attire initiating the final and sometimes solitary leg home.

Yet another fine biking experience has taken up space in my mind, and would I have missed it? Not likely!

For me Dave always pulls something special out of the bag, he 'delivers', period! And as for Brian and Sally, thank you both very much from all of us that were present, for allowing us into your super home and to embrace us with a level of warmth and generosity that cannot easily be exceeded, thank you.

And as for the 'rest of you', well done all for making the 'March club run'

happen with both great style and commitment, showing the way forward for further ride outs as the 'Black Top' beckons and begins to warm.

p.s.... I'm so sorry the rest of you missed this one! Shame really...still, there's time to make

amends, as the year is yet young and still unfolding!

Your ever-grateful servant. ◆

## **DVLA freebie**

The DVLA has released a "desktop stress buster for bikers" at <http://www.dvla-som.co.uk/vista>. You choose your favourite UK biking scene and your bike, and it puts the two together as wallpaper on your desktop. Hey presto! Oh, and then they try to flog you a personalised registration...

# BikeSafe, 31 March-1 April

## Alastair Lord

According to the Gloucestershire Constabulary, they “hosted a very successful BikeSafe 2007 for the third and final time.

*The national event saw over 16,000 people visit Cheltenham Racecourse during the two days, which is over a thousand more than last year.*

*A total of 1,100 assessed rides were carried out this year. 70 officers from around the country were available to go out with bikers and assess their skills.”*



Steve’s knee-deep in punters

SAM had a great time at the event too, generating loads of interest and chat on our stand, which this year was in a prime location. Andy Downs’ old nail VFR was the talk of the show, with punters working feverishly to guess the mileage. Interestingly, many guessed way too high – a testament to the perceived (and actual!) reliability of this fine model. Well that’s my story (having owned a VFR for 10 years) and I’m sticking to it!

Many of us managed to slip away to test ride some bikes too. A BMW GS Adventure Blunderbuss in my case, complete with boarding ladder, and a Buell Somethingy). All great fun.

Lots of SAMmers gave freely of their time to support our presence at BikeSafe – thanks to you all. For example Steve Mason collects the

“Smooth Talking Bar Steward” award for his compelling and non-stop sales patter. And Ian Stavert who, as well as providing setup skills, managed to wangle a

good wedge of cash out of IAM HQ to fund our brand new glossy leaflet thingy in time for BikeSafe.

Alas, next year the wind will whistle through a deserted Cheltenham Racecourse, as the BikeSafe show moves to London. I have heard mutterings about some other local event to replace it, but nothing firm yet. We can only hope... watch this space! ◆

# Easter egg delivery, 8 April

## Budge 'n' Di Burridge

'The Ride With No Leader'. Weather: cool, dry, sometimes foggy!, mostly sunny honest! Mileage: 145 miles approx, Duration: 9.30am – 3.00pm.

## Pilot/pillion

Budge & Di

Graham & Matthew

John Jacobs

Tim & Sandy Cutmore

Narjas Mehdi

Steve & Zoe Mason

Geoff Brooks

Tim & Rick Rodway

Tom & Lesley Ann

Geoff Pollard

Ian Stavert (for most of the time anyway)

Richard Atkins

Steve & Carolyn Allen

Simon & Carol (complete with tassels)

Laurence Morgan

Derek James

Terry Freeman

Dave Preest

Steve Reeves

Andy Downs

Mike Barrett

I'm not quite sure what it is with the Easter Egg runs of late. I'll just put it down to the calibre of people who turn up and the effect you have on

the elements because the weather was absolutely brilliant. Even the brief shower that I had booked for

Birmingham (now there is somewhere

which is almost guaranteed to rain on your parade) never materialised.

9 o'clock at BEW and an assembled throng of 21 bikes (29 people) are

revved up and ready to roll. Thanks to Graham and Steve for getting us out of BEW en masse. We're getting good at this now aren't we? There

was no meet at the shop in Cheltenham this year; unfortunately it had to close.

We set off a little earlier than previous years (which as it turned

out was just as well) to take a gentle ride along a well tried and tested route. Yeah right, remind me never to look at the time just as we



*SAM's own hot cross bunny, Di*

approach/pass the junction where we need to turn off!

You guessed it, we got lost. Well not really, I knew where we were, but unfortunately most of the others didn't and we got split up in Redditch, which is where we lost Ian. I think he did it on purpose really just so he could get home for his Sunday roast. A handful of us pressed on and stopped in a lay-by on the A448 between Redditch and Bromsgrove. A couple of phone calls later and after a short wait we were all back together again (except Ian – sorry mate, should have checked to see if you were with the follow-on pack, but didn't).

Arriving at Acorns in Selly Oak at just after 11 o'clock (not bad considering) we were greeted as usual by Sue and Pauline and some of the children who were there over the Easter weekend. Scooping up half of the eggs we were all carrying from our luggage we went inside to be greeted by the most glorious smell of Roast Lamb but

unfortunately it wasn't ready so we had to settle for tea, coffee and biscuits. Oh yes and of course the coconut cakes (which Graham tells me were very good).

Following the usual photo opportunities (thanks Steve) and the saying of farewells until next time, we set off (still thinking about that Roast Lamb) for our own lunch stop at the Little Chef on the A38 towards Worcester. Thanks must go to the staff here as well this year as they did us proud, all were fed and watered easily within an hour and everything was served with a cheery smile, which does make a change over some of these renowned establishments.

Now our second stop at Worcester beckoned, and again upon our arrival children and staff came out to greet us and more refreshments were consumed, (oh come on – they were exceptional Hot Cross Buns). More photo's were taken with Narjas' VFR



the centre of attention (well it was a Honda after all – eh Graham)??

Time soon came for the homeward leg, and as usual this was a 'make your own way home' ride. Di and I teamed up with Tim and Rick Rodway (great to see you Rick, even if it was a spur of the moment decision) and had a fairly 'spirited' ride back via Upton on Severn and as many back roads as we could find.

So once again, our sincere thanks must go to the staff at both hospices and of course to all who came on the day. Your presence and the site of all those bikes really do give the children something to look forward to, and it would be pointless without you. ♦

## **SAM goes trail riding**

### **Alastair Lord**

Some SAMmers have a secret alternative two-wheeled life riding local unsealed lanes and trails. This isn't motocross or anything else that would pop your knee joints. Rather, it's more akin to strolling gently in the countryside, but on trail bikes not on foot. And you don't need previous experience, fitness, strength, agility or coordination.

Interested? If enough SAMmers express an interest (to me please at the usual email/phone - see p.37), we'll look to put on some sort of a play day.

## **Round Britain rally 2007**

### **Tim & Sandie Cutmore's report**

We got back on Friday from a two day 632 mile sweep through Hertfordshire, Essex, Suffolk, Norfolk, Cambridgeshire, Bedfordshire, then home. We are at 290 points. We are trying to get ahead of the game before I spend time working abroad.

On Thursday night we stopped in a B&B in North Norfolk. It was a really nice place: the comfort and service from the friendly hosts was so good it rivalled the B&B we stopped at in Northern Ireland. The owner's husband rides a Fireblade and she is a willing pillion, so they are very biker friendly. They have a big double garage to park your bike in overnight. We will definitely stay there again, whether visiting by bike or car.

Their website is [www.glaven-lodge.co.uk](http://www.glaven-lodge.co.uk), the address is 26a Bacton Road, North Walsham, Norfolk, NR28 9DR, tel: 01692 404 856. It is close to the centre of town within easy reach of a pub, takeaways, etc. They are thinking of doing Biker weekends in the future where they will show folks the sights. We are waiting for them to send us some more info on that.

# Club night and AGM, 10 April

## Graham Bailey

What can you say about an evening devoted to an AGM?! Well you can, but I'm not saying that in our club Journal!! Nevertheless it turned out to be a very well subscribed evening, with plenty of enthusiasm and genuine interest in the club's affairs which was very heartening to sample.

AGM notes can be found on p.27.

'New faces' were certainly evident during the evening with a further warm welcome extended to Tony Farmer, Lynne !, Alex Green, Andy Maclean, Peter Stringfellow (stop it!), Mark Tanner, Alan Pollard, and last but certainly not least, Cavus Batki. Lovely, we all wish you a long and fruitful stay as a Sammy.

Tim Soper, our very own Regional Motorcycle Adviser, was present during the evening just to add a little 'Top brass' feel to the occasion. I hope everyone was on his or her best behaviour!! Tim kindly carried out the honours when it came to presenting Dean Pollard with his certificate, well done Dean, and thanks again Tim for your attendance.

My continued thanks to all who wholeheartedly support the raffle either by purchasing such tickets, or by way of donating suitable 'high class' goods for others to win, 'well done all'.

Not forgetting of course, both Budge/Di who make the physical transaction so much more pleasurable!!

'Blimey', these recent changes are of epidemic proportions! Take a look at this little lot for new bike arrivals!

Steve Mason: TDM 900

Steve Reeves: ST1300 PAN

Andy Woodward: Tiger

Simon Forryan: FJR1300

Lawrence Morgan: Varadero

Dave Butcher: VFR 800 V-tec

Dave Preest: Buell Ulysses

**Sally Charlton.** SAM's very first female Senior Observer, a much deserved and certainly earned title and position. Sal has put in an enormous amount of work to achieve this personal result. Congratulations almost seem inadequate, well done again Sal, recognition of past tearful times no doubt.

**Richard Bowden and Paul Cooper.** Well done to you both for your recent test passes, I'm sure your certificates will be winging their way to you both as we speak.

Well that's it for now folks, don't forget, to be written about you have to be there!!!

Your ever-grateful Chairman. ◆

# What a test pass means to me

## Paul Cooper

Today I passed my Advanced Test, thanks totally to the guidance of the observers who have given up their free time in pursuit of my safety.

I entered the SAM, not seeking a certificate that proclaimed I could ride a motorcycle, but more to try to advance my riding skills, which were totally non-existent! I am one of the generation that passed their motorcycle test with an examiner standing on the corner of a 'block'. 'Read the highway code', talk to your mates, ride around the block and that's your lot.

Well my wife enrolled me as a Christmas present. I had come to the conclusion that after 30 years of riding, I knew how not to ride, but not how to ride! I certainly wasn't seeking any qualifications. I merely wanted to know how to ride.

Being observed by Tim, Andy, Andy and latterly Dave, together with their first class advice has improved my riding tremendously. Without wishing to sound dramatic, it might even have stopped me becoming a statistic. I feel safe, confident and secure on the road on the bike.

A year ago I failed the test. My fault totally, these things happen & I learnt from it. I was disappointed, but I'd learnt huge amounts and could easily

have let things go there. In view of the dedication of the members mentioned above together with others I decided that I had better pass the test, not for me now, but I felt guilty that I'd let the people down who had taught me so much.

Well I've now passed, thanks to you guys not me and I feel that owe you a big vote of thanks.

So thanks guys, sorry for letting you down the first time, but now I know I'm an acceptable rider, I'll always strive to be better, but I know that I'm safer for your tuition. ♦

## Round Britain rally 2007

### Alastair Lord's report

Um, well, er, I've been doing lots of research on the landmarks. Making very good progress really. But I haven't quite managed to make it out on a landmark-spotting run yet, and so my score remains a pitiful nil.

Maybe Tim will find a reason to stay abroad until the closing date of the rally (31 October 2007), giving me some chance to catch up...

Match summary so far : Tim & Sandie: 290 points, Alastair: 0 points.

# Abergavenny bus stop, 15 April

## Graham Bailey

Mileage 125 approx. Duration: 9:00-14:00. Weather: 'hot black top'!!

### Pilot/pillion

Graham Bailey (lead)	R1200GS
Nick Handley	R1200GS
Lawrence Morgan	Transalp (for now!)
Tim Rodway	Fazer thou (restricted)
Mike Barrett (sweep)	FJR1300
Ian Stavert	FJR1300
Simon Forrayan	FJR1300
Geoff Pollard	CBF1000
Nigel Sandell	KTM950SM
Terry Freeman	1200 Bandit
Budge/Di	BIRD

The Goretex was out, (Sorry Sal!) the new sooty pinlock insert was in, and with such fine company we all made a safe exit out of BEW towards The Royal Forest of Dean our first leg of this 'backyard bibble'.

Kearne Bridge soon came into sight, as did Brian Charlton enthusiastically waving from the safety of his and Sal's Chateau, with the obvious body language that said, 'keep going for Christ sake the lot of yuh'!! Well, you can't blame him, it was such a lovely tranquil morning, why spoil it with 12 cups of tea and a milkless fridge to boot? (now if only Sal had been waving instead!!)

St Owens Cross and Skenfrith to Abergavenny was as entertaining as I remember, even though we did it

backwards this time (stop it Budge!) after all, it's quite a different view and pleasure when you intentionally go the opposite way!!

The Bus Stop soon came into sight with the usual limited parking, especially this weekend as the local BikeSafe campaign was in full swing when we arrived with everything from a Buell to a Lambretta making its presence felt.

With deadlines fast approaching, we all decided to quietly slip away in the general direction of Usk and Chepstow for yet a little more enticing black top, before saying our farewells to some at this juncture as the Wye Valley and Tintern beckoned with promises of further entertainment and fun.

Gloucester never seems far away when you're having this much fun. Still, the year is yet young with the ride out calendar looking extremely varied with something for everyone hopefully. So if you weren't there today, don't worry. There will be plenty more were this came from in the not-too-distant future.

A final word of thanks to all who attended today, with special thanks to Ian for staying with us this time!! Although I did have to ride his FJ half way home just to be sure that he followed, his reluctance to give me back the GS was both a wrench and understandable!! Best save up your pennies then Ian!

From your beloved Chairman.  
Remember, ride safely but always with spirit. ♦

## **Audicator product test**

### **Alastair Lord**

The folks at [www.audicator.com](http://www.audicator.com) have supplied the SAM Journal hacks with a sample of their "intelligent turn signal warning system". After much head-scratching we've determined that this warns you if you've left your indicator on. Look out for the full test in the next issue of the Journal.

## **Bikers Nite meets**

### **Graham Bailey, Chairmoan**

SAM has decided through your ever-resourceful committee to get involved in Bikers Nites as part of our continuing recruitment drive. These are held every Wednesday at a local-ish pub, starting 7:00pm. The full schedule of events is available at <http://www.bikers-nite.co.uk>.

We will create a presence at every meeting with just a couple of SAM volunteers and their bikes, complete with banner strung between, and armed with leaflets, fact sheets etc.

This is not a hard sell program. They need to come to us. We are there if they wish to ask the questions.

So in order to make this easy on everyone we are looking for volunteers (only 2 needed per meet) to 'fly the flag', literally.

Any interested individuals should contact myself or any other committee member for inclusion within the rota.

My humble thanks in advance.

# Sammy Miller's museum, 22 April

## Graham Bailey

Duration: 8:30-19:30!! Distance: 250 miles. Weather: spot on. Company: Fab

### Pilot/pillion

Godfrey/Gill (lead)	VFR800
Steve/Zoe mason	TDM900
Paul/Fi	Triumph 900
Pete Craddock	Goldie
Geoff Pollard	CBF1000
Alex Green	PAN
Dave Riley	VFR800 V-tec
Narjas	VFR800
Vic Martyn	Deauville
Derek James	CBF600
Brian Charlton (sweep)	KTM (with soft centres!)
Sally Charlton	650GS
Nick Twissell	Varadero
Ian Hudson	Deauville
Nick Handley	1200GS
Richard Bowden	Thunderbird
Mike Barratt	FJR1300 kettle
Graham Bailey	1200GS

'250 beautiful miles', with great company and wonderful weather to boot, and a destination that you could have spent a great deal of time at, given the choice of course!

With the briefing dealt with, and all participants suitably eager to 'burn black top',

we slipped away from BEW with

remarkable ease and efficiency for a change (thank you Brian, Mike). We

set about a course that saw the likes of Highworth, Lambourn, via the wonderful B4000, Andover, and Romsey before entering the New Forest (complete with



*Classic old British oil drip tray*

four legged obstacles) which became the last leg (joke!) of our journey down to Sammy's place.

Set in peaceful rural surroundings, the museum really is a place worth visiting as the facilities are second to none. Some of the exhibits are rarer than 'hens teeth', and certainly in quite pristine condition. We were lucky enough to meet the man himself, yes he was there with time to speak to all. He told us that most of the machines were renovated by himself and just one other, which made sense as his intimate knowledge of such a prized personal collection had astounded everyone who stopped to listen.



*Sammy joined us for this shot*

After a sumptuous lunch that had been freshly prepared, we set about the journey home via Salisbury, Devizes, Marlborough and eventually Cirencester, along an 'off beat' route that had almost the same entertainment value as the B4000 we

took on the way down. (Wonderfully fast 'n' sweeping).

On behalf of all the above, my sincere thanks to both Godfrey and Gill for putting in an awful lot of effort to ensure satisfaction on the day, indeed very much a success story, but can you top it for your NEXT run I wonder !!!!!!!

Your slave of the pen... ♦

### **Forest of Dean charity ride: 1 July 2007**

The Forest of Dean Motor Cycle Club welcomes all Riders to join them on a charity motorcycle ride to help raise money for a local Children's Charity: the Interlinx Trust.

Interlinx helps young people within Gloucestershire who are stigmatized as a result of homelessness, abuse, terminal illness or who have a parent in prison.

Meeting is at Rank Xerox Social Club, Vantage Point, Mitcheldean. Gates will be open from 9.30am to leave at 11am.

# Slow riding session, 29 April

## Alastair Lord

After the success of the October event, a rerun of the slow riding course was inevitable. And 29 April was the appointed day. Fine, clear, and with a bit of a breeze to keep us cool, we assembled in the British Energy car park at 13:00. There were 16 SAMmers there to have a go, plus a few extras to marshal the event.

Nigel Murray commenced with a safety briefing and then gave us a range of tips for us to try as we worked our way around the courses:

- For slow riding, the rear brake is your friend, the front brake is not!
- Keep a tension between the rear brake and the throttle/clutch at all times during slow manoeuvres, adjusting speed using the rear brake not the throttle.
- Keep it simple: constant revs (with enough to pull a bit and ensure no stalling) and a constant degree of clutch slip. Vary only the force of the rear brake.



*Perfect execution of "look where you want to go"*

- Look where you want to go, not where you are right now, and *not not* at your front wheel!
- Confidence and skill are equally important: if you chicken out half way through a do-able manoeuvre (in the real world, not just the test circuit) you might drop the bike. But if you commit to an impossible manoeuvre you might bin the bike too! So continuing practice is the only satisfactory solution, and why SAM will continue to run these sessions as much for experienced riders as for newbies.
- Don't be afraid to put a foot down if you need to. It's not a contest.

With the briefing sorted we split up into small groups to practice each of the coned sections in turn. They varied in difficulty from quite

easy to devilishly tricky. There were turns, circles, slalom courses, a tough "snowman" and a tougher "W". There

was also emergency braking practice, and a test to come to a stop for 2 seconds (both feet up) then ride on.



*Dave Preest on full lock*

I think everyone came away from the session having improved their slow riding; some by learning new skills and others by blowing cobwebs from skills learned long ago. And, like last time, it was clear that practice is the only way to maintain those skills! So, having marshalled the course for the afternoon, I was desperate to get on the Viffer and do some practicing myself.



*Nige casts "good rider" spell on Ian, but it wears off*

Having thought about how it went this time, and chatting to a few folks afterwards, I am hoping that the next slow riding event (probably later in the year) can offer more flexibility on the degree of difficulty. So, for example, if you're new to slow riding skills, it's probably best to warm up with basic techniques and simpler turns, and work up to the tricky "W" gradually. When we organise the next session I'll let you know what we've come up with.

Thanks to Nigel for running this fine event for us again, to Andy Downs for arranging the venue, and to Graham Bailey, Dave Bainbridge, Ian Stavert and Andy Downs for their sterling efforts with the marshal's vest on. Once I've edited the video footage I'll post it on the website. ◆

### **Rider survey**

Three boffins in Bath are trying to improve helmet design to make them less noisy. As part of their work they would like you to complete a short questionnaire so that they can learn from your experiences. Find it at [http://users.bathspa.ac.uk/holn1/bike\\_survey1/motorcycling1.htm](http://users.bathspa.ac.uk/holn1/bike_survey1/motorcycling1.htm). ◆

# 2007 AGM notes

## Andy Downs

This year's AGM was held in April (a month earlier than usual to avoid a clash with the French trip). The meeting was very well attended by members and guests.

The meeting was opened by our Chairman (Graham Bailey) who welcomed everyone including eight new members and our Regional Motorcycle Adviser (Tim Soper). Apologies were presented from Dave Graham and Eric Bush.

The previous minutes were accepted unanimously (proposed by Budge Burrige and seconded by Simon Forryan).

## Chairman's Report

Graham said that we were making progress on the training front (observers and associates) and that we were still pursuing Charity Status. He emphasised the benefits to the club if people took the Journal electronically (see accounts).

Graham introduced the committee members present.

He said that the chairman's report was that things were very much as last year, however there was encouraging attendance at recent meetings (typically about 38 people) with good support for the raffle (which had made £43 profit on the year).

There was also good participation on rideouts (24 in January, 12 in February and 24 bikes on the Acorns Easter Egg run).

BikeSafe had been very successful and we had learnt several things from the SAM stand. Budge Burrige presented gifts to Steve Mason and Ian Stavert for their exceptional support at the event. It was noted that the 'guess the mileage' competition was very successful as it got people to stop and talk, there was over 200 entries to the competition. Flowers were presented to Di Burrige for the idea. Flowers were also presented to Sally Charlton to celebrate her becoming our first female Senior Observer.

## Secretary's Report

Andy Downs presented the Secretary's report. He noted that we attended the IAM All Groups and Motorcycle conferences this year, this is in addition to regional meetings (quarterly). A significant change to the regional meetings has been to have a common part of the meeting before splitting into separate car and motorcycle sessions. Training has been the main emphasis of the motorcycle parts of the meetings.

## **Training and Observing**

We have had 26 test passes this year; my thanks to all of the observers for their efforts.

An innovation this year was the introduction of senior observer training days, the first trial being at Portishead last year (to which 4 of us took part). This is now being rolled out nationally with 2 sessions planned this year (giving SAM a total of 4 places). These courses were initiated following a limited success rate in the new senior observer test, and also to ensure consistency of standards across the IAM. This also reflects the IAM intention to use senior observers to roll-out consistent observer training standards.

One of the aims of this year was to increase the numbers of observers and senior observers. We currently have 5 senior observers (4 through the new test process) with one further test due later this month (and congratulations to Sally on passing her test last week). We are encouraging senior observers to use radios as part of check rides to prepare candidates for the test (as Martyn uses radios); this has resulted in a significant proportion of the observing costs shown in the accounts.

In the last half of the year Andy Woodward and myself have

concentrated on observer training, this process is ongoing with four new observers recently starting observing.

Currently we have not achieved my aim of 20 observers (excluding seniors) but are getting there. We have currently achieved a position where associates are not having to wait for observers. The aim is to ensure that we have sufficient numbers of observers to allow us to meet peak demands, and to allow observers to take a bit of a recess if needed.

The IAM post-test opportunities were described. We are offering 'refresher rides' (observed rides for full members). The refresher rides will simply be an opportunity to have someone observe you and offer constructive comments – it is not a retest and is not marked. If you are interested in these rides please contact Andy Woodward or myself.

## **Committee Matters**

We have seen several changes in the committee this year with several new members joining. A list of all of the roles required to be done by the committee was handed out. It was noted that any full member may be part of the committee (note that we may however need to limit committee size to ensure that it is manageable).

One of the big changes this year has been in the 'Journal', thanks to

Alastair for his sterling efforts as editor. As can be seen from the accounts, the Journal accounts for a large proportion of our income. We have had to increase the subscriptions this year (to £15 for full members), to some extent this has been due to costs associated with the Journal. I would encourage as many members as possible to get their journal via the internet (we do not plan to go as far as the new Bristol Group where this is the default option).

### **Treasurer's report**

Dave Bainbridge presented the accounts. He noted that a cost of approximately £585 was outstanding for printing of advertising flyers produced for BikeSafe. He noted that our 'real' balance is approximately £1,300, which is about the same as last year. He noted that the Journal costs remain the most significant part of our outgoings.

A separate set of accounts for regalia was presented.

Godfrey Mills asked why there was a large increase in room hire. Dave explained that this years accounts included payment for part of last year, all of this year and also for room hire until the end of the calendar year (which would normally be in next years accounts).

It was noted that the training costs were mostly for the purchase of radios.

Last year's membership was 103 full members and 47 associates, currently membership was 117 full members and 33 associates (with about 15 renewals outstanding). He noted that our membership retention was not as good as the previous year and it was mostly the longer standing members we have lost (often people we have not seen at meetings or rideouts).

### **Election of Officers**

The three Officers (Chairman, Secretary and Treasurer) were prepared to stand again; there were no other nominations and the three persons (Graham Bailey, Andy Downs and Dave Bainbridge respectively) were re-elected unanimously.

The motion to allow an increase in subscriptions if considered necessary by the committee was put to the floor. It was noted that this was considered as a formality as it was not expected that any increase would be required. The motion was accepted unanimously.

### **Any other business**

It was asked if we could send out renewals electronically, it was agreed that we would look at this.

It was asked what the aim of the club was. The main aim of the club was described as promoting motorcycle road safety.

It was asked if we had any way of influencing local road safety. Dave Bainbridge noted that he sat on a local road safety liaison forum. In addition it was noted that in terms of local responsibility the responsibility for road maintenance was now all with the County Council.

Tim Soper closed the meeting by presenting Dean Pollard with his IAM pass certificate. ◆

## Observer expenses

### Andy Downs

This is a reminder that Associates should offer their observers a contribution to their petrol costs (this does not reimburse for their time, that's free). It is often embarrassing for an observer to ask for this, and hence we ask that Associates offer this voluntarily.

The exact amount will depend on circumstances, however a maximum of £10 per run is considered typical for a longer ride. Individual arrangements should be made with the observer.

If there are any questions or issues please contact Ian Stavert or Andy Downs.

## How 'bout a track day?

Chris Rea from DAM is arranging a track day at the Llandow circuit for Friday 17 August 2007. It's 20 minutes west of Cardiff.

Track time commences at 10.00am and will run in sessions until 5.00pm with breaks for lunch and at mid afternoon. Numbers are limited to a maximum of 45 places. This gives three groups at various riding abilities so don't be put off if you have not done one before.

See [www.llandow.com](http://www.llandow.com) for more info. Videos can be found in Google's video section: search on "Llandow".

It's not an official IAM or group event coz IAM insurance won't cover it.

Cost is £70 per rider, which is £10 less than the track's advertised price. Contact Chris: [c.j.rea@btinternet.com](mailto:c.j.rea@btinternet.com) or 07967 19 35 57. ◆



*Slow riding specialist*

# From the quill pen of...

## The Motorcycling Magistrate



I trust that these few words do not come across as the normal pompous ramblings that some Magistrates favour! As a biker for the last

44 years and a Magistrate / Advanced Motorcyclist for the past five I have seen many different things and met all kinds of people...

So here's a question that may be of interest, especially if each of us can make a difference and do something positive about the situation.

"What is the most common reason that two wheel users ends up in Court?"

Is it speeding? No! Only having a number plate on the back of a 'bike helps of course...

Is it parking? No! Most Councils & Local Authorities look kindly on people who don't jam up their road with cars...

Is it drink driving? No! Heavy drinkers who mix drinking and two wheels don't seem to be around for very long, there's not much of a future in it!

The answer is: kids riding "mini motos" on public roads and in public places.

Often "Mum" appears in Court with the "Young Person", perhaps only 12 years old, who has been caught riding their Christmas / Birthday present, usually with no helmet, in a public place.



*The Magistrate, obscured for own safety*

The Crown Prosecution Service (CPS) often go for:

- a) No Insurance. Often 6 points or a two month ban, plus £200 fine.
- b) No Licence. Often £50 fine.
- c) No Helmet. Often a £50 fine.
- d) CPS Costs? Perhaps around another £50, and hundreds if it turns into to trial.

The Catch 22 with “mini motos” is that the insurance companies view them as “toys” even if, by exception, they are road legal. This means that very often they just can’t be insured under the Road Traffic Act, for people of any age, qualification or experience!

“Mum” very often doesn’t realise that a “mini moto” is viewed, by the Law, just as any other motor vehicle. All the Road Traffic rules of Law and regulations apply to mini-motos as “Mechanically Propelled Vehicles” when ridden in public places, e.g. Pub Car Parks & Shopping Precincts, since these are all Public Places. A farmer’s field or a special track area is fine and is to be encouraged given the right protective equipment and training.

As a consequence “bikers” get a bad name and are blamed, especially by the media, usually unfairly.

What can we, as Advanced Motorcyclists, do about the situation? Basically it’s information deployed diplomatically. Many retailers do not share the relevant information with their customers. If we could let existing and potential purchasers of “mini-motos” know the score then much grief and heartache could be avoided. ♦

### **Fancy IAM track-based rider skills day?**

At Mallory Park on 29 June 2007.

This day has been planned to attract riders who want to improve their road riding skills. The venue has been chosen because of the variety of conditions available and because it offers an extremely controlled environment free from the usual things we encounter on the road.

It should be an ideal day for riders who have never before ridden at this type of venue, whilst also offer ongoing improvement opportunities for those who have.

You can choose to attend either the morning or afternoon session. Each will allow 3.5 hours of track time.

This one costs £110. Contact the organisers: Roy Aston on 07740 378 244 or [roy.aston@blueyonder.co.uk](mailto:roy.aston@blueyonder.co.uk), and John Lickley on 07979 267 257 or [lickspeed@blueyonder.co.uk](mailto:lickspeed@blueyonder.co.uk). ♦

# 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. ◆



*Weight distribution key to a balanced ride*

# 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. ♦



*Think the drop off system's Mission Impossible?  
Don't fall into that trap!*

## 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.37), 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

### And finally...

Ultra Seal – per bottle.....	£17.00
------------------------------	--------

# SAM Committee

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