

# Advance

severn advanced motorcyclists

November 2007

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



The official Journal of

# sam



# Journal

of the Severn Advanced Motorcyclists

November 2007

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***Copy deadline for January issue: 25 December 2007***

# Chairman's Chat

## Graham Bailey, Chairman

The last Chairman's report of 2007 and it's been written after much thought, deliberation and uncertainty as to what note to finish the year on.

Well we all know that 2007 has been yet another great year for SAM, what with all the ride outs, recruitment events, club nights and social excursions that have successfully taken place.

All of the above are reliant upon member support and involvement to obtain such a 'high', and you lot have provided that in 'bucket loads' quite consistently throughout, and for that reason I am extremely proud to be part of such a warm and committed, buoyant club that most definitely has a bright future.

Sadly as of the 29th September whilst a number of us were up in the Lake District enjoying the start of a perfect weekend, Di Burridge, a most prominent and much loved and respected member was tragically to lose her life in the most unforeseen circumstance.

This situation and the mood throughout the club that was to follow, was to become for many, a surreal and unbelievable experience.

12th October became another date that we SAMmers will never forget, the day that we and many others paid tribute in the Celebration of Di's life.

Over the last 10 years, Di, along with Sally Charlton and Ros Gwinnell, spearheaded dramatic changes in SAM's, with a much improved social aspect, and the vital introduction of female support.

Yes we will miss her so very very much, and yes the future club nights may well be a little quieter due to her absence. But her legacy will live on in the club through all who knew her, and knowing that, Budge I am sure will be immensely proud of the impact that Di created during her time with us.

On a brighter note, and in keeping with Di's perpetual optimism and zest for life and the living, we should be thankful that Budge will continue to support the club, and yes he will still be riding a Blackbird (albeit a different bike and not a BMW sigh...!) which just goes to show how much the club and its members meant to them both.

Budge will still need support from us all as time goes on; nothing will take away the loss and pain that resides within. But we can be there for him, reinforcing the sentiments that Di would have so fervently

represented had she been here, and that message would have been “grab life by the scruff and get on with it”.

So with the New Year just around the corner, all that’s left for SAM is the Christmas celebration meal, a time to rejoice in each others company and make full use of our time together remembering that yesterday is history, tomorrow is the future, but today...is a gift.

‘Merry Christmas everybody’.

p.s see you ‘ALL’ in the New year!



## Grumpy’s corner

Greetings from my humble abode.


I was hoping that it was all a bad dream but unfortunately it is not. Like all of you I was shocked and deeply saddened to hear of the death of Di.



I will not enter into witty banter in my column at this time. What I will do when I’ve finished this short piece is to sit quietly with a glass of my favourite tippie and remember all the ride outs and club nights and events that have been a resounding success thanks to Di’s input.

My condolences to Budge and Family. To the friends who were there with them, thank you for the support you all gave.

Cheers Di.

Regards to you all. 

# Welcome new joiners


## Dave Bainbridge

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

James Charles	poodles in from Bristol on his GS, yet another one!
David Hornibrook	trundles across from Longlevens on his Trans Alp
Lloyd Sandall	rides in on his GS all the way from Churchdown, "wow!"
Martyn Barker	returns to the fold on his H D Electraglide, an even bigger "WOW!"


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 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.21).

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

You can introduce a partner or friend to the group for £5 per annum, entitling them to participate in all our functions (well most of them!). 

## 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>
Robert Hawkins	Andy Woodward
Gill Newman	Andy Downs
Wayne Hanson	Sally Charlton
Charles Barnes	Tom Stevens

## 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.17.

**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>
13 Jan 08 10:00-13:00 Graham Bailey	Follow the GS in its natural habitat! Start at BEWSC.
17 Feb 08 10:00-13:00 Ian Stavert	Breakfast Blast with the ballistic missile! Start at BEWSC.
9 Mar 08 10:00-14:00 Dave Preest	The infamous Forest Run. Start at BEWSC.
23 Mar 08 09:00-???? Budge	Our annual Easter Egg run to the Acorns hospices in Selly Oak and Worcester. Please note that we are leaving at 09:00 from BEWSC.
12/13 Apr 08 08:30-????	Bikesafe event at the Haynes Motor Museum, no doubt volunteers will be required to man the stand. Watch this space for details of who, what, where, when.
27 Apr 08 09:00-16:30 Andy Woodward	Bletchley Park, home of the Enigma Machine. This is a unique visitor centre. Start at BEWSC.
1-6 May 08 Pete Craddock, Dave Graham	St Malo is the first big one of the year, and planning is well underway. See p.13 or contact Pete or Dave. Closing date is January so if you want to go, be quick!

# Diary: club nights & social events

<b>When</b>	<b>Details</b>
8 Jan 08 19:30-22:00	Auction in aid of the Acorns Children's Hospice Trust, sell your old and maybe not so old gear and donate £1 of the proceeds to your clubs chosen charity. Please arrive early to register your sale items. There will be the usual <b>hot</b> buffet where we request a £2.50 per head donation.
12 Feb 08 19:30-22:00	The two John's (Hanson & Deal) telling us about their travel exploits here, there and everywhere (at last!!).
11 Mar 08 19:30-22:00	A chill out night, with sausage n chips as a winter warmer
8 Apr 08 20:00 sharp	Come along, have your say, hear all about what your committee has done in the past year and what they would like to do for you in the coming one. And of course there's the Cheese & Biscuits to look forward to.

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

# Odds and sods

## Continental trips for SAMmers in 2008

### Andy Woodward

I am planning to lead 2 runs abroad in 2008 year so if either of them takes your fancy or would like more information give either me (abwoodward@lineone.net) or Ian Stavert (ianstavert@btinternet.com) a shout.

**Trip 1** - 5 day/ 4 night trip to Ardennes area in Belgium, we will be staying in a B&B close to the Belgium/German border. The accommodation can handle a maximum of 13 in 6 double rooms and 1 single. Places allocated on a 1st come 1st served basis.

We will be visiting the famous Nurburgring circuit in the Eiffel mountains with our B&B host who is a motorrad instructor at the 'ring. He can offer escorted runs around the circuit at a pace that suits you. For more info. see [www.aeaventures.com](http://www.aeaventures.com)

We will be crossing from Dover to Boulogne on Saturday morning to our accommodation and returning on the Wednesday to the UK. I do not have exact dates at this time as the 'ring opening times aren't published yet. The plan is to go at the end of May.

**Trip 2** - Visit to the Moto GP round at Assen, Netherlands. This will be a 4 day visit to spectate at the Circuit van Drenthe, Assen in June. The provisional date for the race is Saturday June 28th.

I plan to take an overnight ferry from Harwich to the Hook of Holland on Weds. 25th, ride up to the circuit on Thursday (it is about 160 miles from the port) The Friday night in Assen is party night with the centre of town closed off and a great party atmosphere. Saturday is raceday and return home on Sunday.

You will need to bring your own accommodation, Yes that means camping so you will have to dig out that abandoned gear in the attic!!

If you want any more details let me know via the contact details above.

sam

# “Wales for Di”, 7 October

## Graham Bailey, Chairman

Weather: almost ‘spot on’, duration: 9.00am-6.30pm, miles: approx 240, scenery: ‘stunning’!

### Pilot/pillion

Dave ‘Scout’ Preest (Leader)	Guzzi 850
Chris Williams	Duke and its red!
Tim/Sandie	R1150RT
Andy/Tom Tinsley	GTR1400
Lawrence/Chris Morgan	Varadero
Tom Oldbury/Anne	1200GT gentleman’s express
Narjas ‘in the pink’	VFR800
Ian Stavert	ZZR1400 ‘super quick Dyson’
Alastair Lord	Tiger with attitude!
Charlie Barnes	FJR1300
Geoff Pollard	GSXR 750 ‘black n moody’
Paul Cotes	GS1200
Rob Yates	GS1100
Alex Green	PAN
Tim Rodway	Fazer1000 a precision tool
Mike Barrett (sweep)	FJR1300
Godfrey Mills	VFR800
Steve ‘snapper’ Mason	TDM900
Terry Freeman	1200 Bandit
Dave/Lorraine Butcher	VFR800 V-tec a ‘sheen machine’
Graham Owen	GS1200 Adv the perfect accessory
Vic Martyn	Deauville complete with Fosters
Mike Walsh	GS1200 Adv
Janet Attwood	CBR600
Paul James	Varadero likes the bushes!
Fi	GS650 what a choice!
Derek James	CBF1000 getting quicker!
Brian Charlton	KTM650 ‘Jaffa’
Sally ‘Shadow’	GS650 ‘chipped’
Peter Woods	V Strom
Graham Read	Daytona
Graham Bailey	GS1200 Too powerful for most!

Am I surprised at that little lot! Not really... after all, they are all SAMmers through and through aren't they! Keen to take part and show that by participation and involvement, they convey the message that they care about their club and all its members, especially Di, who was always in the 'thick of it' when it came to social mayhem and joviality during club events.

Today we followed Dave Preest the 'master' into Wales, our first ride out since Di's departure. No one really knew what to expect from the run, but it did seem quite fitting that we should choose to venture out into one of her favourite biking locations, led by an



*A fulsome contingent gathers at the fire station*

obvious choice if she were to be given such an option.

Crossgates became our breakfast stop and a chance for everyone to 'catch up' on things over a hot coffee or two, and to 'chill' with mates, thus creating an even closer bond before the day was out.

With spirits high and scenery and mountains calling, Dave led us out through villages, lanes, 'tracks' and even gated access points!, before soulfully arriving at the wondrous Elan Valley. The valley has always been a peaceful and tranquil place, never failing to provide an element of satisfaction to Di during our brief but spirited visits.



*We stop at Penygarreg reservoir*


Today felt special, and we were to witness a phenomenon: a perfect reflection briefly set upon the reservoir's surface, a sight I have certainly never seen before up here, due to the constant breeze upon the water. But today the air was still...almost eerily still... at least long enough to capture the rarity on camera (was Di really giving us all a sign I wonder, and indication of her approval of such a location to remember her by!).

Blimey Dave, you excelled today didn't you! Taking us all on such a roller coaster of a run that presented us with nothing short of sheer raw beauty, viewed from the most discreet of back lanes imaginable, which I hasten to add, were still largely un-navigated by goat or man, let alone wheeled transport of any description! Nice one Dave.

At our last tea 'n cake stop for the day we had the chance to reflect upon the merits of

the run and its importance to each and every one of us. We made the effort just as Di would have done had she been here.

The run for me merely marked the onset of my remembrance for Di and certainly not the end of her existence, as for the others...well you will all choose your moments I dare say. And I bet they will be just like my own...filled with recalls of devilish bouts of noisy banter that always seemed to flood the eyes and cause inordinate levels of instability, and that my friends was before she got to the bar!!!!

On behalf of Di, thank you all for coming. 



*As we pause for thought, a stillness envelops the scene*

# Burton Dassett Hills, 21 October

## Graham Bailey, Still Chairman

Weather: 'just fab', mileage: 150 approx, duration: 9.00am-4.00pm.

### Pilot/pillion

Graham Bailey (lead)	GS1200
Terry Freeman	1200 Bandit
Dave Jarvis	Bird
Narjas	VFR800
Lawrence/Chris Morgan	Varadero
Kevin Biddlecombe	Sprint
Alex Green	Pan
Dave/Lorraine Butcher	VFR800v-tec
Derek James	CBF1000
Charlie Barnes	FJR1300
Mike Barrett (sweep)	FJR1300

Burton Dassett, for all the non-believers who turned up today, is not a figment of my expansive imagination, nor a bag of 'sweets'! Yes the place does exist Derek!!!

Nevertheless, all were suitably impressed with the location/view once we got there, 'oh yes'...360 degrees of pure unhindered landscape as far as the eye could see...'wonderful'.

The morning was a blessing, bright and dry with the promise of a 'little heat' as the day developed. With 11 eager bikes all-snorting at the reins, we departed BEW in the direction of Winchcombe, and the lavender fields of Snowhill (albeit somewhat devoid of the usual aromatic ambience).

Having mastered the footprints left by 4x4s, (well done the two Daves) and

resisted the temptation to 'crest' the decidedly long grass that was growing between the tracks, we safely dropped down the hill to Chipping Norton, and arrived at good old Ma Larkin's Café for a full breakfast whilst sat out on the terrace basking in the last of the summer sun, complete with a good hot mug of coffee/tea... Luverly.

Suitably nourished, and amazed that we were actually served given the masses of bikes present, (this place is turning into a mini Aber!) we set off towards Shipston-on-Stour before hooking a definite right through some lovely little villages such as Whatcote, Oxhill, Little Kington and Gaydon to name but a few, before our eventual arrival at Burton Dassett Hills.

With the threat of paying 75p to park, we all set off once again consuming Banbury, Milcombe, Hook Norton, and the Great Rollrights beneath our wheels before we came to rest yet again, this time for a spot of mid afternoon 'English Tea' out on the sun kissed veranda. The hernia-inducing metal garden furniture capable of supporting Giant Haystacks became strangely rearranged to accommodate our ensemble (thank you Lorraine).

Stow on the Wold smelt our exhausts as we slipped on down the rolling hills towards Andoversford, and the inevitable 'parting of the ways' as we said our farewells, and promised to do it again some time!

Yes it was a memorable day just like so many I have had the pleasure of in the past, but with great company, lovely weather and scenery bathed in crisp autumnal air, somehow this day seemed a little special. Call me 'soft' but hey... you lot still make the day for me, so until the next time, THANK YOU ALL!

Graham Bailey. (Tractor Rider)  
(Thinking of 'Di as the miles roll by')



## **Great hotel in the Lakes**

### **Martyn Hillier, Lodgings Inspector**

On the off-chance that one of you might, just might, be thinking of visiting the Lake District, I thought I'd share this experience with you.

We stayed in this biker-friendly family-run hotel. The husband is a Masterchef and proud of it.

I'd say he has every right to be. Home made pastries at breakfast, all their own bread, fresh fish & local meats with the suppliers named - that sort of thing. They also kept the bar open well into the night, and the rooms were clean, tidy and comfortable.

The biggest surprise was the price - we had a "deal" but paid £35 per night B&B, with £20 for a lovely 3 course evening meal. If you fancy a stay in the Lakes, I'd recommend the place.

The Lymehurst Hotel, Kents Bank Road, Grange-over-Sands, Cumbria LA11 7EY, 015395 33076, [www.lymehurst.co.uk](http://www.lymehurst.co.uk).

# ROADAR/SAM run, 2 September

## Graham Bailey, Chairman

Weather: 'Dry n Lovely', mileage: 150 approx, duration: 9.00am-1.30pm.

### ROADAR Riders

Dave Brazener (lead)	600 Bandit
Roy Ploughman	BMW 800ST
Chris Hearn	700 Deauville
John Armitage	Harley (something...sorry!)
Chris Lees (sweep)	R1200RT
Ray Brooks	R1100RT

### SAM Riders

Mike Barrett	FJR1300
Vic Martyn	700 Deauville
Alex Green	PAN
Lloyd Sandall	GS1200
Lawrence Morgan	Varadero
Terry Freeman	1200 Bandit
Dave Butcher	VFR800 V-Tec
Ian Stavert	ZZR1400
Graham Shaw	ZZR1400
Geoff Pollard	CBF1000
Graham Bailey	GS1200

Now that's what I call a good ratio if there ever was one, 'well done all', great support and commitment to the cause...thank you all.

Without question it was a lovely morning, bright, dry, and warm enough to reduce the 'chicken strips' should you have had any to start with of course!

Having met the boys at Seven Springs, Dave proceeded to lead us all out on a most entertaining run, seeing a variety of roads to keep all amused at some point, even the 'Top


Guns' on the ballistic medieval chariots of torture had the opportunity to 'open both taps' so to speak, if they were 'hard enough' with a brace of GSs in their presence! [***"With GSs trailing behind in the distance" I think you mean – Ed***]

Bourton on the Water, Charlbury, Woodley, Kirtlington, Great Tew but to name but a few, all became history before we arrived at a lovely little garden centre near Little Rollright for our much awaited coffee' n' buttie stop.

With the hunger pangs abated, we set off on the final leg of our enjoyable run by passing through such villages as Wiggington Heath, Lower Brailles, and Charingworth before reaching Toddington roundabout which became our farewell point.

Dave had done us proud with his wonderful run. Even the weather had been arranged apparently! The variety of roads coupled with the colours and charms of the Cotswolds amounted to perfection.

An initial thanks to all the SAMmers who made the run such a balanced affair (ho ho ho!) and to RoADar for their hospitality and sense of fun, especially Ray and Chris whose efforts on the radios certainly kept the leader informed of mid-ride hazards (a pack of fox hounds running down the road anyone?), which proved to be most efficient.

Until the 'wet n windy' days are upon us, keep it coming you lot, you do us proud! 

## **St Malo trip 2008**

### **Pete Craddock**

Ferry Thursday 1 May 2008, 2300hrs from Portsmouth, arriving Le Havre Friday 2 May 2008 at 0800hrs.

Travel coastal route to St Malo and staying in Etap Hotel in the centre of the city. Various ride outs around that coast mainly to the west.

Return date -Tuesday 6 May 2008 at 1700hrs arriving in Portsmouth about 2130hrs.

The cost is about 59 euros per night for a couple (£42) with breakfast so £168 for the 4 nights and about 54 euros per night single (£38) with breakfast so £160 for the 4 nights.

The cost of the ferry (at the moment) is solo= £47 with pillion =£64-50

I will do everything to arrange however I will only book your ferry ticket when I have received your cheque!

You'll have to be quick as I intend to book 30 rooms and 10 have already been booked.

I am in negotiations with the Director of the hotel to get a reduced price but I cannot guarantee this at this stage.

Many Thanks

# Audicator road test

**Steve Mason**

*You may recall in the last issue of the Journal, Steve took us through the steps to install this device. It's designed to bleep loudly at you if you leave your indicator on accidentally. Here he tells us how he got on with it on the road.*


To set a baseline for the test, the unit is set at its factory default settings as per instructions, the bike was parked outside with the indicators on and I stood about 5 meters away to give me some idea of loudness for pedestrians.

Next was to test the effectiveness from 30 to 70 mph, using built up areas for the 30 to 40 tests and motorway for the higher speeds. A separate test will take into account town traffic and pedestrian awareness. To make this a fair test I did the same test route twice. The first run was using a Shoei Raid 2 helmet and the second run using a Nitro helmet, earplugs were used on both runs.

Audibility on the 30 to 40mph test was good although the sound was deadened a bit more wearing the Shoei helmet than the Nitro helmet. On the high-speed tests unfortunately this is where the unit is a bit weak at its base settings. Up to 60mph it is audible, above that speed using the nitro helmet wind noise takes over and any sound is inaudible. Same test but wearing the Shoei the unit is just audible at around 65mph then

wind noise takes over and renders it ineffective.

Moving on to the town test this is where you do benefit from this device. It is very easy to forget to turn off a signal in heavy town traffic. It lets you know that you have been a bit of a numpty and left your indicators on but on the plus side it can act in your favour by alerting others that you are there.

Now at this point in the evaluation I would be looking to start experimenting with different settings as described on [www.audicator.com](http://www.audicator.com). Well I would be but the unit has developed an intermittent fault. Under certain conditions it will send itself to sleep and only starts to work again after the motorcycle has remained dormant for about 8-12 hours. After contacting Paul at Audicator they have asked if I would return the unit so they can investigate it further. Up till now I have found this little device a useful aid but it is only an aid not something to rely on totally. When the replacement unit arrives I will be playing with the settings and see what improvements can be made. 

# From the quill pen of...

## The Motorcycling Magistrate



On occasion, we have heard it said that motorcycles can make people do peculiar things... We had a young person in Court recently who

was caught by the Police wandering about in public with two home made bombs! After pleading guilty and admitting he had made the bombs he was asked "Why?" (not an unreasonable question in the circumstances). He said that his mate has a motorcycle and keeps petrol in the garden shed, and this is why he makes bombs. A nice and rather understanding lady from Youth Probation Service is now taking a close interest in this young person and his developing motivation; now and for the foreseeable future.

Speed, sorry, "safety" cameras, that face traffic head-on are a great boon to those who have number plates fixed only to the rear of their vehicles... But not to be complacent.

Recently in Court there was a biker, not an Advanced Motorcyclist I'm sure, who wanted to sell his super whiz bang Sports/Track Day faster

than light, two wheeled monster to buy the first release of next year's model. It was fitted with all the latest go faster bits and our lad wanted to sell his bike really quickly. Part of his selling strategy was to emphasise his advertising by out accelerating every other 'bike on the road, passing head-on safety cameras as fast as he could giving the single, middle finger salute in the process. After all, a certain Mr Clarkson from Top Gear, on TV, recently demonstrated that rear facing Gatso's don't react and flash at speeds greater than 155 mph.

After impressing all the local café racers with his speed and having been caught on camera a good few times, late one evening he received a phone call from a chap who said that he was very interested in the very fast motorbike that was for sale. So a time and date was agreed to view the bike.

Come the appointed time and date our lad was amazed to find two fully uniformed Coppers examining the bike that he had washed, polished and left outside his house to impress his caller.

The first Copper's voice sounded kind of familiar as he asked if this was his bike that was for sale. Yes, stated our

lad, believing that he may yet sell his bike to one of the County's finest. It goes very fast. Yes, said the Copper, we have several photo's right here of you on the 'Bike. In fact at least twelve of the 'photos showed our lad at 100mph plus giving the one fingered salute to the cameras.

Knowing that no photo of the number plate was available our lad was flabbergasted that the Coppers had traced him. "How did you find me?" he blurted, sensing that his driving licence was now in distinct jeopardy.

A wry smile crept over the Copper's face as he pointed to our lad's windscreen, and the advert stuck to it. The advert said "Very Fast Motorbike For Sale" followed by our lad's home phone number, which was clearly visible in all of the photos in the Copper's hand. Gotcha!

And lastly (this one did make me smile). During a Pre Trial Review an attractive young lady had made a statement regarding being sexually penetrated during a party where people had been drinking alcohol. In her statement she said that she couldn't recognise the man in question, "It could have been any one of fifty or so of my friends. I didn't see his face as I was being sick out of the front room window at the time; he took advantage of me from behind".

Ride Safe! 

## Test your reflexes

This deceptively simple test of your hand-eye coordination and reflexes may well keep you absorbed for hours on end! Dangerously addictive. <http://members.iinet.net.au/~pontipak/redsquare.html>.


## Airbags for bikers

See details of a new airbag system at [http://www.visordown.com/motorcycle\\_news/view/video\\_inflatable\\_jacket\\_saved\\_my\\_life/1672.html](http://www.visordown.com/motorcycle_news/view/video_inflatable_jacket_saved_my_life/1672.html).

The videos there are worth watching as much for an insight into American culture as for anything to do with the airbag system...

# 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. 

## 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.21), 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
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# SAM Committee

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