

Advance

severn advanced motorcyclists

November 2008

www.iamsam.org.uk



The official Journal of

sam



Journal

of the Severn Advanced Motorcyclists

November 2008

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Journal of the Severn Advanced Motorcyclists

Chairman's Chat

Graham Bailey, Chairman

October already, and just 2 more club nights before the close of our year of 2008 as we know it. Sob sob!

Never the less `at last` did I hear the cry, our journal has now been reinstated to almost full glory, which is a direct result of a mammoth effort principally from Pete/Jen Craddock (current Editors) and a whole range of committee members to include `Good old Gadge` to boot, well done all. (God knows how you managed to keep the journal and the web site going on your own!!)

Just to keep you all in the picture, from now on, all contributions for our journal will go direct to Pete/Jen in the first instance, who will edit such material and forward to our outside source, Wendy Ellis (See advert) who is currently contracted to the club to provide the compilation skills necessary for the print works...easy eh! (I can only hope so!)

The Web site, mmmm... not so easy, but we do have our very own Andy Tinsley currently working on the problem, and I believe that before you read this article, our much essential site will be back up and running and keeping all informed once more.

Once again we have a roof over our heads for when we carry out our recruitment drives, in fact not only do we have a roof, we also have 3 walls, 1 front door, 3 windows, 1 hardy table and 3 comfortable chairs for when we get tired, impressive eh... there's more... we also have a brand new banner to match our brand new image...great stuff, well done all.



As you can see nothing stands still for long, and neither does SAM or it's members, read on

Mike Barrett

At last has joined the ranks and bought a superior steed, yep.. He is the proud owner of a GS1200 a mighty fine example at that...nice one Mike.

Mike Walsh

Has recently acquired a mighty fine Harley Davidson, trouble is I forgot to find out....doh!

Vic Martyn

Also has acquired a HD, same problem as above ...sorry both!,



*I left my bike here somewhere!
Find it boy!*



Good boy....bike found!



Serious Stuff

Just as I come to a close, news reaches me that, our very own Godfrey Mills has for the last few weeks been laid up in hospital in a very poorly state indeed.

We understand that he has been suffering from a pancreatic disorder, which at one point was close to life threatening! We all wish Godfrey a speedy recovery, and look forward to seeing him soon.

John Stuart Taylor

(Devon Advanced Motorcyclist.)

It is with extreme sadness and disbelief that I report the recent tragic loss of John Taylor, partner to the much known and loved Helen Beer. (Very well known within the BMW circles)

John along with all from DAM was an extremely popular individual, always smiling, always playing the fool, always playing pranks and generally exhibiting a fine example of someone that extracted the most, and cherished the real value of life.

Sadly taken from us on the 28th September, leaving Helen completely devastated and bewildered along with

the complete biking fraternity, most of which knew them both.

The celebration of his life is set for the 7th October, myself and one or two others will fly the flag for SAM by being in attendance on the day, with our very own Brian Charlton being one of the pall bearers, and Sally providing one of her usual moving and fitting tributes.

I am sure that I speak for all Sammers when I say our heart and thoughts go out to Helen during these unbelievable times, that she may make some sense of the situation in order to summon the strength to regain a perspective of life.

Rest in peace John, for I for one have been grateful for our friendship, albeit short lived, it was `Quality`

Sadly not my own words, however very meaningful...so until the next time;

We must all remember that Yesterday is history; Tomorrow is the unknown, so treat today as a gift!

Ride safe...but ride with spirit.

Chairman Graham Bailey



Most of you will already be aware by now after reading my section in the Chairman's Chatter, that Helen Beers long time partner, John Taylor, has recently, tragically, for no understandable reason, taken his own life.

Helen has asked that we, as your committee, convey her most heart felt thanks to all at the club, certainly those that they have both met and known over the years, especially the contingent of SAM members that were fortunate to be present at the `Celebration` of John's life at Exeter Crematorium on the 7th October 2008.

Helen would also ask that you understand and accept her apologies for not responding to every single letter, card, sent by all, in these circumstances and coupled with the magnitude of friends made over the years, I'm sure you all can imagine the task set before her.

On the day, donations flooded in to the tune of £800.00, a very worthy amount, and again, Helen would like to convey her thanks for everyone's generosity in these matters.

My final word would represent an apology to anyone that we could not, or did not contact in good enough time, as to allow an attendance at the celebration.

Conveyed on behalf of Helen Beer **Graham Bailey GKB (Chairman)**

Words From The “Ed”

Pete Craddock (Temporary Editor)

Another good month for the club with several ride-outs and trips. This month's magazine proves to be as big a one as the last. Thanks to all you SAMMERS for your contributions –keep them coming. Have a close look at the ride-out procedures in this month's mag as they have been amended following consultation with the committee. These amendments are for your safety and are not “rocket science”-just common sense.

I am hoping with each issue to have the views of one of you SAMMERS with regards to the bike you have chosen to love and own .If you get the call to do a piece on your bike then take the opportunity you never

know there may be the chance for a changed career with MCN !!

So what better way than for the temporary editor to start the ball rolling ! Many members have asked me “Why did you buy a GOLDWING?” Many have asked if the “washing machine, dishwasher and freezer “ come as standard ? As with all of us we choose our machines for it to best suite our requirements. So what makes the “GOLDTHING” (no its not a typing error) special for me? For a large bike its handling is superb even at slow speeds (the centre of gravity is very low and therefore it is surprisingly easy to filter through the traffic). The powerful 1800cc engine is so forgiving and responsive.

Suspension is easily adjusted by the on board computer- no using “c spanners” just press a button and it is done. The heated handle bar grips and seat is a must for those cold mornings as you leave the ferry to ride through France. The built in SATNAV, six track CD system, intercom just make life and motorcycling that much nicer- don't take my word for it just ask “WITCHWAY JEN”. There are lots of gadgets and gismos some invented by SAMMERS others that actually exist.

So what is the downside-well the ground clearance can make life interesting-but you just get use to the scrapping sound. The bikes size can make parking difficult but you can always use the reverse gear to help you. The price is more than my first house but servicing is however

relatively good compared with other models I have owned.

So to answer the question “Why did I buy one?” because I like it (this is my second one) and the luggage space means plenty of room for Jen's extra shoes.

Try a test ride –believe me you will be very surprised at just how good it is!

Finally our sincere thanks to our sponsors –

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(CHELTENHAM)**

Remember any contributions can be e-mailed to me at cradds2005@yahoo.co.uk.

*They must be received by me by **SATURDAY 13 DECEMBER 2008***



We Welcome As New Members

Since Last September

and With Great Pleasure Introduce..

Jon Sturgess buzzes in from Newham on his Hornet.

David Huson from Cheltenham on his Pan 1300 super bike.

Chris Hawkins from St Marks on his GSX1400 nearly a super bike.

We would like to extend a warm welcome to you all. Please feel free to participate in any of the clubs activities, as detailed in our BI -monthly newsletter and on our website www.iamsam.org.uk

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.

If you require any information regarding being observed for your advanced motorcycle test, please contact Geoff Pollard our Observer secretary, or any member of the committee.

NB. Anyone wishing to introduce a Partner or friend to the group can do so through the Membership secretary for a nominal sum of £5.00 per annum, this entitles them to participate in all our functions (well most of them!) but not receive a Journal by post.



Hear no evil!!



See no evil!!



Speak no evil!!



What was all the fuss about?

Test Passes

We are pleased to announce that the following associate member has been accepted as a full member of the group and a member of the I.A.M. having passed his advanced motorcycle test.

Member

Don Muir

Observer

Observer Graham Shaw

Congratulations to you and to your Observer

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Forthcoming Social Events

Social & Rideout calendar:

November – December '08

Please note: Your committee requests that we gather from 1930, club business will be dealt with prior to our speaker(s) entertaining us between 2030 & 2130.

Please check the website www.iamsam.org.uk for more information and updates

All rides will start from BEWSC unless otherwise stated.

11 November	Clubnight	Talk by the County Air Ambulance on the excellent service they provide and hopefully we can dip into our pockets to help them out in a small way
16 November 1000 - 1300	Rideout	This will be half a day grass cutting in the Cotswolds (his words not mine) with Graham Bailey
12 December	It's Christmas (said very loudly)!!	Yet another year gone so its time for our Christmas Meal again. Last year I had to organise two nights, but this year we have made arrangements with the Kings Head, Norton who can cater for 60. This number of places has been provisionally booked and we can all be accommodated in one room. Please let me know as soon as possible if you would like to go on 07824 531 987. (Budge)

Social & Rideout calendar:

January – April '09

Please note: Your committee requests that we gather from 1930, club business will be dealt with prior to our speaker(s) entertaining us between 2030 & 2130.

Please check the website www.iamsam.org.uk for more information and updates

All rides will start from BEWSC unless otherwise stated.

13 January	Clubnight	Start the year off with something slightly different, Simon Forryan has agreed to do another one of his quizzes for us, so here is the opportunity to contact all you're clever friends so that you can make up the winning team. I was thinking about charging £1 per person (four people to a team).
18 January 1000–1330ish	Rideout Graham	“Braveheart breakfast run”. This will be a short run somewhere in the county led by our intrepid chairman, but where? your guess is as good as mine

10 February	Clubnight	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 hot buffet where we request a £2.50 per head donation.
22 February 1000 1400ish	Rideout – Graham	Lunch in Weston, some see how they are getting on with the new pier whilst tucking into the best fish and chips you will have tasted in a long time
10 March	Clubnight	The Long Way to Somewhere, Pt I. Jon Hanson has volunteered (honest) to talk us through the first leg of his latest adventure to Turkey which includes North African and god knows where else.
15 March 0930 - 1500	Rideout Budge	This year we will get to the Motorcycle Museum in Birmingham and I propose that it be today, anyone interested?
28 March 0930 - 1500	Rideout Graham	Honda / Harley Davidson in Bridgewater. Come along and gaze at America's finest but dream of owning an 'Onda. There is a good café on site as well.
12 April	Rideout Budge	Our annual Easter Egg run to the Acorns hospices in Selly Oak and Worcester. Please note that we are leaving at 0845 from BEW and 0930 from the Acorns shop on lower high street Cheltenham.
14 April The meeting will start at 8.00pm sharp	AGM	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.
26 April 09.00 16.30	Rideout – Dave & Tom	Ice Cream Tribute - Dave and Toms ice cream run, ride with us to Wales buy a raffle ticket and win your lunch for just £1 (optional).

Christmas Plea

This years Christmas dinner has been arranged for Friday 12 December at the Kings Head, Norton.

A provisional reservation has been made for 60. (Hopefully this will save me having to arrange two nights).

Placement will be on first come- you've got your place basis so please let me know as soon as possible.

Menus have not yet been printed, but I expect that it will be the usual Christmas fayre with a few twists no doubt.

Please note as of 16 October 2008-46 places have been confirmed by members.

WEEKEND BREAKS FOR 2009

I know that it is very difficult for most of you to plan this far in advance, but if any of you have ever arranged trips away you will know that the more notice that can be given the better chance there is of being all together in good accommodation.

Therefore I ask that the earliest notice that can be given for any of these proposed trips will be greatly appreciated by the organiser(s).

30 April – 6 May	Foreign Trip Pete Craddock	LA ROCHELLE (France) will be the destination for our first big one of the year, planning is well under way already so for more information contact Pete Craddock. (Closing date is end of January) This trip is confirmed and places will go fast
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11 - 18 May (Dates provisional at this time)	North West 200 N. Ireland Budge	Anyone interested? Mostly aimed at those who have an interest in motorcycle road racing and would like a few days in Northern Ireland on the North Antrim Coast. The dates listed are if you want to spend a decent break over there, actual race day will probably be 16th with practice on 12th & 14th. Anything can be arranged but let me know early as I will have to try and source some accommodation. Please be aware that I will need a ride leader for this one as I will not be going.
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May (Date to be confirmed	Le Mans Moto GP Andy Woodward	Just an idea, if you would be interested in going to see the French round of the Moto GP season then have a word with Andy.
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May June (Dates to be confirmed)	or Andy Woodward	Belgian Blast	A four night trip to the Ardennes area of Belgium for 10 lucky people (first come first served) The area has some stunning roads and scenery, and if you fancy a blast around the famous Nurburgring circuit Andy Woodward is the man to see
18 – 21 June	Snowdonia Graham		What looks like three nights in this beautiful part of Wales. Confirmation by end of February please
10 – 13 September	Weymouth Graham		Another trip back to Weymouth for three nights. Please confirm by end of February.
25 – 27 September	Di's Run Ian		This is a certainty; hotel at Grange has been booked and confirmed, so if you would like to come along then let Ian know.
October (Dates to be confirmed)	Valencia GP Andy Woodward	Moto	As with the possible May trip to Le Mans, if you would prefer a trip to Valencia to watch the race then again contact Andy for details.

Social and Club Nights

September Club Night

31 full, only 2 assoc! and 5 social/guests arrived through the doors during the evening, all as keen as mustard to part with the golden nugget in a vain hope of wining at least one of our infamous raffle prizes....honest!

The evening being a social night with no topical speaker, gave everyone the opportunity to simply, `chill`, and

bathe in the pearls of wisdom that our beloved chairman (me!) exuded from within....cough cough ahhhhh!

Seriously though, the evening was both warm and social as usual, with everyone in attendance to thank for it, well done all, you do a great job just by turning up as I keep telling you lot.

It was lovely to see Bill Carter amongst us again, currently over from France and having just a few days earlier, celebrated his 50th wedding anniversary with his lovely wife Pauline (And a few friends to boot of course) congratulations once again to both of you, certainly a achievement in this day and age. (P.S do tell me about the torpedo boat you bought some day soon eh.... Bill!)

Test passes were flooding in on the night, with the following associates collecting their deserved trophies, further congrats too Clint Randell, Simon Charters and Richard

Leatherdale, and not to mention Rod Pritchard....so I didn't !!! Sorry about that Rod, May I suffer a thousand punctures...no I mean! Oh well.

Well that's all from me this month, parting with the usual thanks a million for your well meaning support of the raffle, and of course to both Gilly and Eric for their efforts in getting you all to do so!

See you all in October with more gossip and news fresh from the ranks.

Written in haste, but always with passion!

GKB



Presentation of shirts

Brooklands Aviation and Motor Museum

August 10th

Changeable weather 195miles

Tour Members

Rider

Mike Walsh

Graham Read

Andy Woodward

Bike

1200GS Adventure

Tiger 1050

Tiger 1050

It is always an awkward decision on where to lead a club run, to make it of interest to others with an entertaining route.

Brooklands was one of those destinations I had always meant to get to but for various reasons had eluded me. A check on their website confirmed its location (how did we cope without the internet?), consult the atlas to decide on a fun route – ain't gonna be easy in the urban sprawl of Woking and Weybridge. So I used Google Earth to chose the details of the route (another brilliant gizmo for finding great roads, definitely recommended for planning these type of runs). Food & fuel

stops found, times & distances figured out – sorted – ready to go.

So Sunday 10th arrives – I'll get to BEW early and greet the eager Sammers. Mike beat me to it and looked ready for a long trip out, possibly to Magadan!!? We waited until 0835 and a familiar bark of a triple rolled up the drive – Graham on his new toy. And that was the sum total on today's run, oh well at least I won't have to bother with the drop off system!

The three of us set off at 0845 under grey skies, as we climbed Crickley Hill I think stair rods are the term in popular use, I guess everyone else

had foreseen this impending downpour. But by Cirencester it has cleared and the sun was breaking through. So onward through Lechlade and to Highworth then pick up the gem that is the B4000 – a more scenic route to Newbury than the M4 – well worth checking out if you're down this way. With the bikes making easy work of this tight and twisty route we soon arrived at Tothill services for a late breakfast.

After the usual Little Chef fare – time to tackle the uninspiring road network thro' Basingstoke, Aldershot and Guildford onto Byfleet where the museum is situated. We arrived without getting lost – bonus!, and were bathed in sunshine. Fab.

There are many exhibits here but a few notable ones include a Wellington bomber rescued from Loch Ness undergoing restoration, one of the Concordes, a massive aircraft wind tunnel and plenty on inter war racing cars and bikes on

display all set in period buildings with the iconic back drop of a well preserved section of the banked race circuit. Brilliant.



They also have open days when the cars are run on either the circuit or the hill climb course but unfortunately not today.

Both of my companions were enthralled by the displays so I'm pleased I made the effort. But all too soon it's time to head home. It would be another test of my navigation skills (no GPS you see!). Woking and Bracknell came and went. Filtering skills suitably tested we stopped for a coffee at a pub by the river in Pangbourne. Judging by the flash kit in the car park we might look out of place in here, who cares we always

get funny looks or is it just me? Still it a handsome view of the Thames on the balcony.

Easy from here – 417 & 361 to Burford for a final stop and then separate for home.

These club runs give us all a chance to meet, enjoy our common interest and exchange views. To Mike for his

boundless enthusiasm and Graham for his wide ranging knowledge, my thanks for a cracking run and a very pleasant way to spend a day with like minded individuals.

Until next time, Andy

Weymouth 2008.

28th - 31st August.

Riders.

Graham Bailey.

Lloyd Sandell

Mike Walsh

Mike Barrett

Eric/Jill Bush

Budge

Dave Preest

Bike.

GS1200

GS1200

HD something or other

FJR1300 for now!

RT1100

`Bad ass Bird`

Buell `at last`

Day one and it's dry! Honest!, with the intention of blitzing both Exmoor and Dartmoor, we all set off for a much awaited breakfast at Blue Anchor Bay,

Indeed, a truly nourishing pit stop which always pleases the hungry traveller.

With breakfast consumed, Dunster soon came into our sights as a clear marker for the start of some `real deal` twisties, the onset of total concentration as we spiraled down through the demanding wooded glades on our journey towards Tiverton and the surrounding area.

After a little consternation and a technical fault with the GPS!,oops! Dartmoor became a `must do some other time` issue, and we motored on towards the now bright and sunny Weymouth, as thoughts of candy floss and kiss me quick hats (or was it black velvet Budge!) beckoned in the far distance.

Day two commenced with a lovely walk along the esplanade whilst listening to the gentle movement of the calm waters still glistening in the early morning sun, and beckoning those that showed no fear all before our return for breakfast!

Heading west saw us slip in and out of such places as West Bay, Lyme

Regis, and Beer, before our eventual lunch stop - Sidmouth. This of course was merely a stepping-stone before our target area of Budleigh Salterton, Helen Beer/John Taylor's place for a slap up Devon cream tea!

Helen and John done us all proud as usual with a vast array of home made fayre, served to us by a bevy of willing wenches, oh and Tommy of course! With the icing on the cake being both Brian and Sally Charlton's surprise presence...lovely!

`Fish n Chips` on the beach for after's was never going to disappoint, and merely rounded off a perfect day/evening that saw a portion of high jinx and merriment that should be compulsory on all SAM events.

Day three was a pretty scattered affair, as the sun shone so warm and bright, riding almost seemed a sin within the situation of this southern Riviera offering us all a chance of some long over due and much awaited taste of summer. Never the

less, some of us wandered out and eventually ended up at CW's at Dorchester in the afternoon for a bit of 'window shopping' and general therapy eh...Budge!

Sunday came around all too quickly as usual, and the inevitable occurred, yep... the rain came, albeit just a slight grizzle just to let us know that 'the party's over' destination home, and just the memories of the weekend to keep the smile on our faces.

Our homeward bound journey, saw us take our lunch break at Street before coursing a pretty off beat route that eventually saw us enter Bath before our famous 'Red Arrows' split sequence, a manoeuvre that us Sammers have really got 'off pat' after years of practice and indulgence.

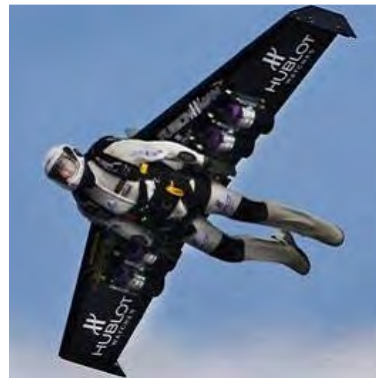
What a weekend! What scenery, what weather! And most of all what company!! My sincere thanks to all of the above that made the ride out

such a great success in many ways, not forgetting of course, the hospitality radiated from the DAM contingent, always 'first class' company and well versed in the art of entertainment 'aren't you Tommy'!!

'Smiles per miles' is what it's all about, and for me, you all gave in bucket loads....thank you once more.

**Your loveable and charming
Chairman!**

GKB.



*Some people will do anything to
keep up!*

Is this the next bike Geoff?

What it's like to go Road Racing in Ireland?

Participants: Budge, Chav, Tom, LA, Curly & Polly

Friday 12th Budge, Curly & Polly ride to Bangor, book in at Premier Inn, Guinness Club warm up (Chav, Tom & LA join us later for “catch up” session).

Saturday 13th Ride to Holyhead to catch the ferry, cross Irish Sea, ride to digs, drop off luggage, over to the circuit, watch the practice, buy obligatory T-shirts, Kelly's.

Sunday 14th Race Day, but that's a blur.

Monday 15th Ride home.



Sam goes mad

SAM Goes Mad Weekend – Cumbria

Friday 26th To Monday 29th September 2008

Friday:

The journey up to Grange over Sands set off with the group heading north via Ledbury to meet Andy W then along the trust old A49. Breakfast stopping at Whitchurch Truck Stop for a “healthy option” full breakfast. A49 continued to the M56 at Northwich where sadly through necessity we took the M56, M6 to junction 32 stopping briefly at Charnock Richard to meet Di’s brother Paul.

Following the A6 north through Garstang the time came for a little “improvisation” turning right towards the Trough of Bowland – for those who haven’t had the pleasure this is a lovely windswept little know corner of North West Lancashire, criss-crossed with unclassified undulating roads that keep middle aged sports bike riders awake!

Cake stop was at the Crook of Lune just off the A683 between Caton and Halton at a picturesque spot on the River Lune. From here it was off towards Carnforth and then west through Silverdale towards Arnside, a quaint little place that on a good day has magical views across the Kent Estuary on Morecambe Bay with a backdrop of the Lakeland Fells.

After an extended photo shoot (Graham isn’t good with technology) Budge was gagging for a beer – we had to get to the bar at The Lymehurst before Pete Craddock!



Tom and Lesley Ann

Beaten to it by Martyn H relaxing with Tea and the paper!

Saturday Ian's Group Rideout

Two Groups left the Lymehust, the Green Meanies (my group) set off along the A590 turning north up A5074 known locally as the Lyth Valley, into Windermere where the lake was barely visible because of the mist, we took the A592 over Kirkstone Pass – hit the top and bingo, out of the cloud into brilliant sunshine, we stopped to admire the view towards Brotherswater then headed off for a cuppa at Aira Force at the side of Ullswater.

Refreshed we headed for Alston (A686 out of Penrith) – these are the roads that bikes are made for! Just ask Sue (Dotty) Woodward as Andy scrapped his pegs on the hairpins!!!

The A689 from Alston heads to Brampton a sweeping, brisk link to Hadrian's Wall; lunch was gratefully received at the Twice Brewed pub overlooking the wall. We had a stop at Housesteads excavation site / museum before heading south.

By now time was against us so from Hayden Bridge it was back to Penrith via another stretch the A689 through Alston. Then A6 – Kendal and back to Grange over Sands.

Nearly 200 miles of cracking often traffic free roads, hopefully thoroughly enjoyed by all those behind me wondering where the hell I was going!



Tyre under pressure

Saturday Budge's Group Rideout

Attendees:	Budge	Bird
	Pete & Jen	Mother Ship
	Paul	Fazer 6
	Dave & Lorraine	VFR800
	Toucan	Very Yellow GS

Well at the end of that round you had two passes, Kirkstone and Honister. These were the destinations for our Saturday ride which saw the seven of us set off, after a very hearty breakfast that would see us through the day, around 10:15 to take in some more of the very beautiful scenery that the Lake District has to offer. Our route took us via Newby Bridge to Windermere, then onto the Kirkstone Pass with a brief stop at the Kirkstone Inn for a photo opportunity (unfortunately it was a little misty so I have no idea of what the photo's will turn out like) and to see if there were any other committee issues that needed sorting, as there were none and the photo's had been taken we set off again. As we started our descent the view with all the twists

and turns that the A592 could offer just opened up for us, what can I say, if you have travelled the route yourself you will know what I mean. It was shortly after we had passed through Patterdale that we overtook the other group who, I must add, had left a good hour before us, well ok they were parked up but that's beside the point.



Paul Cote

Next leg was to pick up the A66 towards Keswick, part way along here was to be our lunch stop at the Sportsman's Inn in Scales, again well worth a visit as when its clear it overlooks more of the Lake District National Park, and it also gave Dave and Lorraine the chance to practice their skid control, (sorry I meant to have warned you about the very deep gravel that was the car park).

Tea and coffee were quickly procured and it was at this point that Toucan thought that we would need some solid sustenance (what did I say about breakfast lasting us)? So with Cheese and Ham ciabatta's and a couple of bowls of chips on the table it would have been rude not to help him out – right?

Time came to leave and it was back on the A66 towards Keswick then onto the B5289 through Rosthwaite and the Borrowdale Valley until we came to the Honister Pass. the first part of this is nice but nothing spectacular, it is not until you get to the top where the slate mine is and

again see the valley open out that you can appreciate just what we are missing in this neck of the woods. The particularly twisty section which take you along the banks of Crummock Water is magic, but beware of the sheep, they certainly have attitude – right Pete? This eventually took us into Cockermouth (official name) where we had a brief comfort break at the Tesco's. This is where a whole new breed of fly catcher was discovered – but that is another story, ask Lorraine.

So after leaving Cockermouth on the A5086 we headed for the A595, the western coast road, it was then time to enjoy 32 miles of lovely twisty roads when ended in Millom on the A5093. Time now to head back to the hotel, shower and a couple of pints of black velvet.

Total distance was just shy of 160 miles in brilliant weather. I can recommend this run to anyone if you are up there, and if you fancy some company give me a shout, I'll do it again anytime.

Sunday Bimble - Budge's Group Rideout

Attendees:	Budge	Bird
	Pete & Jen	Mother Ship
	Paul	Fazer 6
	Toucan	Very Yellow GS – with flower box

After seeing the rest of our fellow travellers off, those of us who were staying the extra day decided that we would have a casual ride out on this lovely sunny morning just to get some fresh air, (clear the heads is nearer the mark). So once a firm departure time had been agreed (it did tend to slip – several times) I earmarked a route that would take us through Kendall and up the A6 via Penrith to Carlisle. Here we branched off onto the A69 via Brampton to the junction with the A689 towards Alston.

This is where things started to get interesting, great twisty's but the camber, pot holes and general detritus (this word sounds so much better than s***) made for an interesting ride until we joined the A686 and the climb to the Hartside café. It was getting a trifle cool by

now (wish I'd left the lining in my jacket) but once inside where Tea, Coffee, Cake and Pies were drunk and devoured all seemed a lot better, plus there was that view, anyone know how to bottle such a thing?

Now warmed and fully refreshed it was time to go down the other side, back towards Penrith. This section of the A686 is definitely something else, with three hairpins and a multitude of good tight corners along with some long sweeping ones made for an "interesting" ride to rejoin the A6. From here our ride back to the Lymehurst was the reverse of the outward leg.

Total distance, around the 140 mile mark, weather great if just a little chilly in places.

Sunday Ian's Journey Home:

The journey home, it was another absolutely glorious day so why waste it?

Heading from Grange to Newby Bridge at the southern end of Windermere Lake we aimed for Lake Coniston via Spark Bridge then up the A5084 through Torver – beautiful! The road between Coniston and Windermere Ferry via Hawkshead can be a tourist trap, but we got lucky. A quick hop across the ferry on Windermere Lake in time for a welcome coffee stop at Bowness and more photos (Graham!).

Sadly it was time to put the lakes behind us, time to head home – the B5284 through Crook to Kendal was the last bit of Lakeland, after that it was A6, M6, and A49.

It's not the same coming back.....

I always think it's a pleasure to ride with other like-minded people whom you can trust on a bike and who know how to ride their bikes properly.

Thanks to all. **Ian**



Lunch at Crossgates

Sunday 12th October – 8.30 start

Old farmer Bailey	John Deere
Graham Read	Tiger
Andy Woodward	Tiger
Charlie Barnes/Leah	FJR1300
Di Barnett	Hornet 600
Steve Allen	Blade
Derek James	CBF 1000

Terry Freeman	Ninja 600
Andi Holland	Blade
Jim Mcphail	VFR750
Graham Simms	Fazer 600
Mark Tanner	Buell Lightening
Peter Stringfellow	Gixer 600
Dean Pollard	Speed Triple
Alex Green	Pan
Lawrence / Chris Morgan	Varadero
Tim	Daytona 1200
Ian Stavert	ZX10R

A bright sunny morning as the bikes rolled up to BEW, to be honest I was really taken a back by the numbers who turned up (given that a number of regular Sunday blasters we're in France) including many welcome new faces.

We rolled out of BEW towards Ledbury where things started to get a bit "misty" heading up towards Bromyard through Bromsberrow it got foggier and colder, then all the local farmers started to bring their tractors out carting spuds (Graham was bonding with most of them) – you can imagine what the roads were like!

Cold, fog and mud go really well together!

Heading from Bromyard to Tenbury provided a brief rest bite from the weather (autumnal sunshine!) but heading from Tenbury to Presteigne the fog was back – good job that the luminous green kwacka was in front to show the way.....

The condition of the roads was so bad we took the decision to leave the B roads to fast track up the A's to Cross Gate services for Brunch – sun was now out, lovely and warm and a quick zip up the road for a full Welsh.....

Fully fuelled, sun was now out; we headed across to Builth Wells via Llandrindod and then down to Hay on Wye for a tea stop.

From Hay it was back up the Golden Valley splitting off to go our separate ways. The day ended as it started –

beautiful, a thoroughly enjoyable (if challenging) ride and great company.

It's nice to see new faces enjoying the day, hopefully we'll see everyone else around soon.

Best wishes, **lan**



Monsieur Moody

Campaigning for new SAM members



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Killalane Road Races, Southern Ireland.

Attendees

Budge	The Black Missile
Tom & LA	A Bird on steroids
Ian Stavert	ZX10 – the Green Meanie
Paul Cote	Ducati 916 – the Masonary Mover
Geoff Pollard	GSXR1000 – “I can now touch the ground”
Total distance	479 miles

Weather Dry, Sunny with a couple of showers

10.00 o'clock on Friday 12th September see's Geoff, Paul and Myself meet at the lay-by on the A417 towards Maisemore ready for our trip to the latest road race in Ireland. (Ian, Tom & LA had a rather soggy ride up and met us as the overnight stop later that evening). Once greetings had been exchanged it was time for the off with Paul leading, the first leg took us to Craven Arms for breakfast / brunch and a top up for the bikes. (Paul - Geoff and I are still convinced that it was the crossed umbrellas on the back of your luggage that the mini driver took umbrage to). With us and the bikes refuelled it was now off to Bangor where our overnight stop had

been arranged at the Premier Inn. A quick decision was made that a shower would have to wait as the G.A.S. (the Guinness Appreciation Society) had the onerous job of making sure the black nectar was of a suitable quality. Several samples were tried and by the time we had made up our minds that all was ok Ian, Tom & LA arrived so we thought that it would be a good idea to find out their opinion, so with their test samples in hand we went out to greet them and handed over the beverage's for them to try, and fair play all was duly dispatched before they even got off the bikes.

Saturday morning at just before 8am saw us set off for a leisurely ride to the ferry at Holyhead, once on board it was time for breakfast (god I love White Pudding) then a chance to relax for a couple of hours whilst we crossed the Irish Sea. Arriving at Dun Laoghaire on time it was now off to our B&B, which some of us at stopped at before, where we dropped off our luggage and made for the outskirts of a village called Skerries. We arrived just after practice had started so having purchased our wrist band (which would give us entry the following day) and a program each we waited until there was a break in the proceedings before gradually making our way up toward the start / finish line gauging the best place to stand on race day. On the way the obligatory T-shirts were purchased and then back to watch the rest of the days practice. All this over it was back to the B&B to shower and change ready for a quite night in Kelly's. (I will not bore you with the evening's

proceedings; just let it be known that the nectar was of top quality).

Sunday is race day, and after breakfast our taxis arrived to take us to the circuit, (previous experience had taught us that after a night in Kelly's no-one was going to ride anywhere). There were 9 races planned in total with the schedule being shuffled slightly as rain was forecast for the afternoon (which duly arrived), all went according to plan with just the 401 to 750cc support race being cancelled in the end. I am also glad to say that there were only a couple of minor spills with no serious injuries.

Following a relaxed breakfast on the Monday it was time to make our way back to the ferry and home, there always has to be a down side to everything. All I can say is, if you enjoy road racing then this is the perfect way to pass a weekend.

Rigar

Other Rideouts

Numerous Sammers attended other rideouts as listed below:-

17 th August	Icecream Run around Wales
7 th September	Shropshire Run
5 th October	Bala Lake

Editorial

'Dear Sammers'

As you are aware "Skills for Life" is not just a process that we all go through to pass the advanced riding test, rather it should be seen as a concept that we carry through our riding careers.

On this basis therefore and in an effort to maintain the high standards to which we all aspire, we propose to introduce ride assessments for all full members. This is purely voluntary and can be achieved whilst out on a normal ride-out with the group. The intention is to assess each member on a two year cycle starting from the date they passed their advanced test.

Obviously your willing co-operation will be greatly appreciated.'

Regards

Geoff Pollard

Observer Co-ordinator

Tel: 01452 731662



Tom you said we were going to have a BIG track day

Grumpy's Corner

Greetings from my humble abode

It's surprising how a short sentence of words can change your way of life, when you're young, being late just meant that you were late home from school. When your older and settling down it depends on how being late is said, sorry I'm late! Meant just that you or your other half are late home. When you here "darling (short pause) I'm late" (long Pause) you develop a nervous twitch, go all sweaty and start stuttering how long. Once the initial shock is over with and you are coming to terms with the fact that some thing you own does actually work although not as originally planned, you look forward to the nappy event. Then there is the antenatal classes where like a pair of synchronised swimmers you practise what you have been doing for years i.e. breathing in and out but not as passionately. That slim svelte figure of a companion has now bloomed. Blossomed in fact into the perfect resemblance of something but you can't remember what. Then it happens on that final check up before

impending parenthood, midwife stethoscope in ears looks to you both and proudly announces, "I can hear 2 heart beats". The sound that follows is that of a full-grown adult falling to the floor gibbering like an idiot. So out they pop not 1, not 2 but 3, joyful glee turned in to sheer panic. 3 hungry mouths and only 2 fuel pumps, problem soon solved went straight onto the bottle (must run in the family). They say the best things come in 3's all I will say is the jury is still deliberating that that one. Schooling years became a nightmare, adolescent years I will not even begin to describe. Now my 3 lovely children, 1 of each, have decided to organise a party not just any sort of party but as the numbers 2 and 1 appear in the same line joined together you can guess how old they are. Organise it they have done and they have done a good job of it, invitations sent out, replies received. Yours truly even had a formal invite, and formal it was as

across the bottom was printed Gentlemen Black tie Ladies Evening dress. So here I sit resplendent in dinner suit having enjoyed a wonderful evening with all their friends and those family members that were able to make it. Sit here I do in a state of shock, because a shot sentence of word has reared its ugly head again. It's not "Sorry, I'm late or How do I tell you this but" no it's that sentence of words that send a cold shiver down my spine and have done for a very long time.

I think most fathers have had a dread of this sentence at one time or another. Some of you might have guessed it but for those who haven't; It's all right your father will pay!!!

Well we always do pay in the end don't we?

Regards

Grumpy

For Sale

For sale a large amount of Honda 400/4 motorcycle bits. This includes a new seat and sprayed tank(blue). There are two frames which come with registration documents. One of the frames has been powder coated. There is a partially completed bike. The problem is that there isn't a working engine. There are two engines in bits. There are numerous other bits together with the parts manual. This is ideal for anyone who wanted a winter project. The main thing required is an engine-the rest is really ready to go.

The price is £600 but you are getting a lot for your money.the bits left over you would be able to sell on e-bay and get approximately £200 back.

If you are interested contact **Pete Craddock** on 01453 766055, 07989388580 or email: cradds2005@yahoo.co.uk

How Do You Find Us ?

We meet every second Tuesday of the month (except August and December) at ;

Birds Eye Walls Club
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Telephone Number- 01452 610277

If you don't have satnav or any idea where this is then feel free to contact any committee member who will gladly help you.



Anyone for Camping?

News

SHARP Helmet Safety Scheme

website: <http://sharp.direct.gov.uk/>

What is SHARP?

SHARP is the Safety Helmet Assessment and Rating Programme - it's the new helmet safety scheme for motorcyclists.

SHARP enables riders to more easily select a helmet which matches their needs. It provides consumers with an

independent assessment of the safety performance of helmets sold in the UK. The SHARP RATING reflects the performance of each helmet model following a series of advanced laboratory tests and rates helmets from 1-5 stars.



"It must have been the soup!!"

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 be very useful if he/she knows if this is your first group ride.
2. Each rider must endeavour to be in control at all times, to comply with the law and demonstrate a high standard pf riding. Please note that **All** participants must be wearing suitably approved crash helmet, gloves, boots , protective jacket and trousers -all of these are mandatory .Persons not in possession of such clothing will not be allowed on the ride-out due to safety .Wet weather gear must be carried.
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
5. All participants will be briefed about the system of riding that will be used. Please listen to the briefing (See summary overleaf –re Drop Off System). One important new fact is that the “Sweeper” will be identified by the group leader and he/she will be provided with an **orange reflective vest to wear** . This will be the case on **all** ride-outs and will lead to riders always identifying the orange vest as the sweeper. (Should a “sweeper” refuse to wear the vest then another “sweeper” will be identified).
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. If you are an existing full member and would like a ride check, make this known to any of the observers who are present on the ride out and IF they are willing to carry out the check, make arrangements to pair up for an agreed timeframe so that an assessment of your riding can be conducted. The Observer should inform both the leader and the sweeper of the intention of carrying out a ride check .

14. Ride pace can be GENTLE-you couldn't stop to pick flowers on the way, but you could probably smell them both 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 the 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 out briefing.

When the *leader* makes a direction change at a junction or roundabout the new direction of travel is (subject to safety) marked by the rider directly behind the ride *leader*, the “marker”. To do this the “marker” pulls in at the side of the road, in a safe place where he/she will be visible to the rest of the riders, so the direction can be indicated to the following riders. **The leader will indicate a suggested place for the marker to pull over, although it is ultimately the marker’s responsibility to ensure this position is safe.**

It is most important that the Marker stops in a position where:

- it is safe to do so
- they do not put themselves at any risk
- the rest of the ride can see them clearly as they approach the direction change.

The Marker maintains that position until they see the approaching *sweeper*, at which time they rejoin in front of the *sweeper*. The *sweeper* will always try to give sufficient space for this to happen otherwise the marker should allow the *sweeper* to pass, then overtake when a suitable opportunity presents itself, thus re-establishing the correct running order.

It could happen that the 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 a number two rider, you might think that 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 their leader decides to stop, in a safe place, to allow the group to reform 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 place, then they can make their way there individually, and regroup for the next leg.



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<u>SAM Bits</u>	SAM reflective badge	£0.75
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<u>SAM Clothing</u>	Polo Shirts	
	Black/light blue/red	
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	(this includes ladies sizes)	
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