

Advance

severn advanced motorcyclists

January 2009

www.iamsam.org.uk



The official Journal of

SAM



Journal

of the Severn Advanced Motorcyclists

January 2009

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Publication Compiled by - Effective Documentation Service 07931 352682

Copy deadline for March Issue: 6th February 2009

Journal of the Severn Advanced Motorcyclists

Chairman's Chat

Graham Bailey, Chairman

'Happy New Year' everyone for 2009,... here's hoping Santa brought you all a special little something to smile about!. (Possibly a bright shiny GS!)

Now then where was I, where do I start, ah yes I remember, committee news late in from 2008, our last mumblings, wise thoughts and general plans for the 2009, want to hear em!...thought so, well here goes..

A constitution, mores the point, SAM's constitution, every club needs one and thankfully Pete Craddock has both the credentials and time/patience to produce such an item, watch this space.... its on its way and will soon be freely available!!

Ride out standards,.... this refers to an apparent lack of both quality and

skill level portrayed by a large percentage of ride out participants, yawn...yes i know what you lot are thinking, but believe you me, it is not always a pretty sight in my mirrors I can tell you, and I'm not referring to Ian Stavert and his 'minty' missile either, so read on.

Firstly, the IAM has officially given their blessing to our idea to introduce an in- house scheme that provides all members with the benefit of a frequent 'Skill for Life MOT', likely to be a 2 year refresher period, however all will be revealed within the constitution.

But it is something that is long overdue for introduction and certainly on par with RoADaR's present appraisal scheme as we know it. Look upon it as further enhancement of your skill level, a periodic appraisal, or confirmation of your riding ability, after all, we should all be pulling together to maintain our high standards, this is the future so take pride and rise to the occasion and up your ante.

Whilst on the topic of ride outs, and my, they are certainly well subscribed to, well done all, but with the apparent growing numbers and the associated logistics of the same, we have decided to provide 2 ride leaders, thus creating 2 groups only when numbers grow to dizzy heights,..good ennit!!..should be interesting!

Lastly, we may consider `group/rider grading`, something that has been talked about/considered for many a year, and may well offer a practical solution to the so obvious differences that occur within the ranks when it comes to `progression`, this is really only being considered in an effort to maximize everyone's enjoyment where practical.

Recruitment, always high on the agenda, and with Lloyd Sandall at the helm, we will be looking to be more organized and more eager to attend as many local events as possible during 2009, with member's

support being our secret weapon as usual.

Our web site is now fully functional and looking as good as ever, all thanks to both Andrew Tinsley current master, and of course our not to be forgotten past wizard Alastair `Gadge` Lord, Alastair has most certainly been a major influence in shaping the club as we know it today, indeed a hard act to follow at the best of times, and certainly someone that commands a great deal of respect.(sorry Gadge, did I get it down right, only your writing is so difficult to read some times!)

Well that's it from the `inner sanctum` for now my lovelies, more secrets leaked/revealed on the next full moon.

Latest `Boy`s Toy`s`.

Lloyd Sandall. Has added to his stable, a `brand spanker` K1200S in `Bad Ass Black` still boxed and awaiting clearance for take off!

Graham Owen. Riding incognito with a GSA1200 complete with 08 sticker firmly on the sump!! Not yet fully `blinged up`

Andy Woodward. Has finally given in to the calling of `Top Gun` a fire breathing Gixer thou in stealth black, providing unity between machine and it's most suitable pilot

Rob Cater. White and holier than thou `Busa` not the cleanest bike on our last run though!!

Ian Stavert. Not really qualifying as a new toy, but has had `restrictors` fitted to his minty missile`, apparently makes it more `useable` when coming into BEW car park!

Serious Stuff

Both Jeremy Locker of Cheltenham and Dave Roberts of Gloucester have recently lost their lives in quite separate and tragically different circumstances, our heart felt

condolences sincerely go out to their loved ones, as we at the club remember both with great fondness.

Signing off, ever so slightly heavy in heart.

Chairman Graham Bailey

Words From The "Ed"

Pete Craddock (Temporary Editor)

Well here we are and Xmas is over and its 2009. Lots to be thinking of for the new SAM biking year. There are a lot of functions coming up and if I was you I would get in early. Thank you to everyone who has contributed to the January 2009 edition-keep it coming. By now all of you would have been contacted by me either verbally on the telephone (nicely of course), e-mail (always written with love and affection) or in person (with a caring smile) regarding the update of your personal details for the Database and also asking whether you are happy to have the Journal electronically. If I have missed you could you contact Dave Bainbridge via his e-mail

address(located at the rear inside cover of the journal)and update him (if necessary)By having the Journal electronically you would be saving the club about £7 per year,but we are all aware that some of you like to take the Journal to the "library" (either the upstairs one or the one next to the shower room) for a read and so the choice is completely yours(taking the computer into the "library" is difficult-the lead wont reach!!)

I also wish to mention that we are looking for an editor to replace me,my intention was always to take the role on as a temporary measure.



What's new pussycat

Finally our sincere thanks go to our sponsors;

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and our newest sponsors **URBAN GLOW**- with their support we are able to continue our support to you the member.

Don' forget if you have anything for the Journal send it to me at cradds2005@yahoo.co.uk.

BY SATURDAY 6 FEBRUARY 2009

We Welcome As New Members

Since Last October

and With Great Pleasure Introduce..

Shaun Cove, all the way from Charlton Kings on his Triumph 650
Daytona.

Steve Allen, (another one) from Quedgley with his fireblade

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.

Test Passes

We are pleased to announce that the following associate members have been accepted as full members of the group and members of the I.A.M. having passed their advanced motorcycle test.

Member

Mike LUDWELL

Jon EVANS

Peter BREEZE-STRINGFELLOW

Observer

Dave GRAHAM

John SIRRET

Geoff POLLARD

Congratulations to all three of you, and to your Observers' for all your hard work



*The English is clear enough to lorry drivers -
but the Welsh reads
"I am not in the office at the moment. Send
any work to be translated."*

Forthcoming Social Events

Social & Rideout calendar:

January – May 2009

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. All rides have been graded this will give you an idea of the pace that will be set.

Date		Event
Friday 16 January	Clubnight	Not our usual clubnight, but then again this is not a usual event for us. Tonight there will be an "Evening with Scott Redding". A young lad from Quedgeley who became the first brit to win a 125 GP on home soil for 30 odd years. Come along and support him, bring a friend, the more the merrier.
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 (Gentle)
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 (Medium)
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? (Medium)
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. (Medium)
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. (Medium)
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.
30 April – 6 May	Foreign Trip	La Rochelle is the destination for our first big one of the year, planning is well under way already so for more information contact Pete Craddock.

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 Update 18/12/08 – 17 rooms already allocated.
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.
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.
May or June (Dates to be confirmed)	Belgian Blast Andy Woodward	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.
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Social and Club Nights

October and November Club Nights

Lets start with October shall we; after all, it comes before November in our club! (Normally!)

Very well attended, given that a large part of our normal core were in fact riding around somewhere in France on a last of the year jolly, following our very own Red Leader, Pete Craddock. With 29 full, 6 associates and 3 social all showing a great deal of genuine interest in our guest speaker of the evening, Mark/Elaine Harris no strangers to SAM, and indeed members themselves for quite some time...eh Mark!

Mark and Elaine have many strings to their Bow, but on this occasion the topic being discussed and explored by all was dowsing.

As usual with Mark, audience participation plays a great part with his presentations, and this evening was certainly no different, everyone appeared to want to have a go at dowsing, albeit a level of skepticism remaining throughout the minds of some after the demonstration.

Well-done Mark/Elaine, yet another highly entertaining evening providing an insight into another dimension of your interests.

November club night with a top billing of the Air Ambulance as guests, was always going to pull the crowds, sadly, the service were unable to keep their appointment with us due to work load, and inevitably led to a great disappointment.

However, the social atmosphere was as buoyant as ever, with the following taking place instead;

(GKB of course...who do you think!)

Pete Craddocks 'BIG BIRTHDAY' was celebrated in-house with no less than 4 birthday cakes (well there was 50 candles to spread around!) some containing a substantial amount of E numbers I might add....i was up all night after 2 pieces!

Test passes were in abundance with both Don Muir and Andy Holland collecting their well deserved certificates, after a comfortable pass, well done both.

Finally, great to meet/see Rob Cater and Andy Hollands wife, Zoe, for the first time, hope you both had an enjoyable evening, and lets hope we get to see you both again during 2009.

Well that's all for now, have a great Christmas everyone, and see you all in 2009.

Your ever-lovable Chairman.



During the November club night presentations of club polo shirts were made to Don Muir and Andy Holland. Conaratuations to vou both.



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Unwitting motorists face £1,000 fines as thousands of photo card driving licences expire

Thousands of motorists are at risk of being fined up to £1,000 because they are unwittingly driving without a valid license.

They risk prosecution after failing to spot the extremely small print on their photo card licence which says it automatically expires after 10 years and has to be renewed - even though

drivers are licensed to drive until the age of 70.

The fiasco has come to light a decade after the first batch of photo licenses was issued in July 1998, just as they start to expire.

Motoring organisations blamed the Government for the fiasco and said

'most' drivers believed their licenses were for life.

A mock-up driving licence from 1998 when the photo cards were launched shows the imminent expiry date as item '4b'

They said officials had failed to publicise sufficiently the fact that new-style licenses - unlike the old paper ones - expire after a set period and have to be renewed.

To rub salt into wounds, drivers will have to pay £17.50 to renew their card - a charge which critics have condemned as a 'stealth tax' and

which will earn the Treasury an estimated £437million over 25 years.

Official DVLA figures reveal that while 16,136 expired this summer, so far only 11,566 drivers have renewed, leaving 4,570 outstanding. With another 300,000 photo card licenses due to expire over the coming year, experts fear the number of invalid licenses will soar, putting thousands more drivers in breach of the law and at risk of a fine.

At the heart of the confusion is the small print on the tiny credit-card-size photo licence, which is used in



conjunction with the paper version. Just below the driver name on the front of the photo card licence is a series of dates and details - each one numbered.

Number 4b features a date in tiny writing, but no explicit explanation as to what it means.

The date's significance is only explained if the driver turns over the card and reads the key on the back which states that '4b' means 'licence valid to'.

Even more confusingly, an adjacent table on the rear of the card sets out how long the driver is registered to hold a licence - that is until his or her 70th birthday.

A total of 25million new-style licenses have been issued but - motoring experts say - drivers were never sufficiently warned they would expire after 10 years.

Motorists who fail to renew their licenses in time are allowed to continue driving. But the DVLA says

they could be charged with 'failing to surrender their licence', an offence carrying a £1,000 fine.

AA president, Edmund King said: 'It is not generally known that photo card licenses expire: there appears to be a lack of information that people will have to renew these licenses.

'People think they have already paid them for once over and that is it.

'It will come as a surprise to motorists and a shock that they have to pay an extra £17.50.'

The AA called on the Government to use the annual £450million from traffic enforcement fines to offset the renewal charge.

Before photo card licenses were introduced, old-style paper licenses were valid until the age of 70. Many motorists still believe this to be the case with the new ones.'

Driving instructor Tony Carter, of Canterbury, said: 'It's outrageous;

everybody thinks their driving licence is for life.

'Why - when you have already paid £50 for your photo card licence - should you pay the Government an extra £17.50 every 10 years?

'It's another stealth tax. Drivers will be very annoyed.'

Today the DVLA said the date of expiry was carried on the new-style licenses, even though the AA says this is 'not clear'.

The Agency was unable to say whether motorists were told the licenses would expire when they were first issued.

It said it was issuing postal reminders to drivers whose photograph was due to expire, to get the renewal message across. But a spokesman admitted this was the limit of the DVLA's publicity.

Experts say many drivers will slip through the net because DVLA records are inaccurate and many

motorists have changed address, making it impossible to trace them.

A DVLA spokesman said: 'Previous experience has shown that wide-scale publicity is less effective and can generate enquiries and concerns from those not affected. Instead, DVLA focused on targeted publicity to ensure that we got the message to the right person at the right time.'

The Driving Standards Agency is allowing L-test candidates with out-of-date photo card licenses to sit their driving tests as long as they provide a valid passport. This concession will end in January next year, raising the prospect that some L-test candidates will be turned away.

The DVLA said no one had so far been charged with failing to surrender a licence.



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`Wellesbourne Warwick`

16th November 2008

Weather: Ok, may be not, Ok.

Distance: 100 miles approx

Duration: 10.00am – 3.00pm

Time had: `Priceless`!

Riders

Graham Bailey

Lawrence/Annette Morgan

Rob Cater

Clint/Tom Randall

John Small

Graham Read

Peter Wood

Eric/Gill Bush

Craig Bridges

Geoff Pollard

Richard Savage

Graham Simms

Gary Shellard

Jim McPhail

Kevin Biddlecombe

Dave Preest

Derek James

Mike Barrett

Paul/Fi

Vic Martyn

Bike

GS1200 `The best`

Varadero `with wet arms`!

Busa `mint`

GS 1100 with funny tyres!

XT600

Tiger 1050

Speed Triple

R1100RT

HD Fat Boy!

CBF 1000

Blade

Fazer 600

GT1200

VFR750

Sprint

Buell

CBF 1000

GS1200 lovely

Varadero

1200

Alex/Sonia Green

Mike `Shunter` Newman

`Phew` did I get them all I wonder!, yep you counted just as well as I, 27! Of em, all as eager as boisterous puppies they were, straining at the lease and dead keen to be part of a infamous GK run!!!!

Well you could have knocked me down with a `out of date` Honda warranty certificate when I rode into BEW and clapped eyes on this little lot a can tell you, what a sight, indeed a miracle for what was the last run of 2008, well done all...great spirit. (Cop this popularity Stavros!!) With a full briefing completed, (well I thought it was!) and me with a worrying thought of how clean all these bikes looked, we set off towards Broadway and a brief stop for those that needed the services of a good clean latrine. (I don't ride that bad honest...!)

Business done, we continued on our way climbing fish hill, (keeping to the

Pan

Goldie

nearside lane eh... Clint!) Passing through the misty murk before arriving at the lovely Chipping Camden, which clearly rests before Shipston On Stour of our `non-grass cutting route`, a deviation requested by all and sundry, don't know why....do you!.

`Hooray` did I hear from the ensuing throng, we had arrived to gorge upon the pleasures and delights of a proper `full English` at the `Touchdown Café, incidentally, open all year round except Christmas day, shame!. And a very friendly place to boot, not to mention the top dollar fayre. (one for you I think Martyn H!)

After a lot of personal personification and adulation directed at both myself and my trusty steed...oh and thanks for getting them there...eventually!, we all saddled up once more in readiness to embark on what was to become the journey home.

Returning to our loved ones and the comfort of a dry garage (Heather wouldn't let me in the house to start with!) our minds mentally scarred, and our bikes full of **ap. Sigh...such is the pleasures!

Finishing off with a big thank you to all of the above that really did make it special, oh and to both Lawrence and Annette with whom I had the

pleasure at the trough, indeed a lovely couple with a right zest for life, but my...what messy eaters!!

Thanks again all...see you in January for a `real grass cutter`!!!

Graham Bailey *Riding safely but always with spirit*

(And I don't mean Threshers!)

XMAS

According to "Which way -Jen" who is the font of all knowledge in the Red Leader's household, while both male and female reindeer grow antlers in the summer each year, male reindeer drop their antlers at the beginning of the winter, usually late November to mid-December.

Female reindeer retain their antlers until after they give birth in the spring. Therefore, according to every historical rendition depicting Santa's reindeer. Ever single one of them from Rudolf to Blitzen, had to be a GIRL.

We should have known....."which way Jen" is never wrong.....

ONLY women would be able to drag a very fat man in a red velvet suit all around the world in one night and not get lost !!

Hope you had a very Merry Christmas!!!!

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My Bike

By Ian Stavert

Why do you ride what you ride? The type of bike you ride is always a discussion point. Bikers always have a point of view. My last few bikes have been “sports tourers”, but then I fancied a change.....

Sports bikes, folks either love them or loathe them, often because they're not “all rounders” sometimes because of the stereotype. Yet many have a view about them without even trying one, let alone living with one.

Q: What on earth made you buy it?

A: Simple, a test ride. No logic, no reason - just coming back with a massive grin and then.....“man maths” (£) it stacked up!

My ZX10R, it's hardly in keeping with the stereotypical IAM image (one reason it appealed!) folks often assume that sports bikes are unsuitable for so many things – day to

day riding, touring, observing and riding all year round to name but a few. But 8 months and 10k miles down the road I must admit that this is one heck of a bike!

We all know that litre bikes these days are capable of far, far more in terms of performance than those who ride them, in some ways there is too much performance for the road. But these things are about *total* performance, it's more than just “go” – because it's light, the handling is absolutely pin sharp, the brakes are immensely strong, the engine is a masterpiece. These things must be ridden they are totally involving – that's what appeals to me.

This bike has been on SAM trips to the Ardennes for a weeks touring and then it thrashed me round the Nurburgring! (That's when it made perfect sense) I rode it from Gloucester via Calais to Antwerp in

the day, en route to the Assen TT – I can honestly say its comfy over distance, I find less strain on the wrists than a ZZR14, there are hardly any vibes as the engine isn't stressed – I even manage 4.5k out of Pirelli Corsa 3 tyres. The bike is used almost

daily for commuting with no hassles, overall? Well impressed!

I know there are no luggage options for two people, there's hardly a seat for a pillion – but solo, soft luggage, 170-mile tank range – it's an incredibly involving experience.

A True but Sorry Tale

Recently in Court the Bench heard a sorry tale indeed of a business man who has splashed his cash on a new £44,000 plus, big black German 4x4 (no names, no brands to protect the unfortunate).

The business man garaged his pride and joy home. When at work the business man kept the vehicle in the lockable storage area / warehouse under his office.

One day, while the vehicle was still less than 12 months old, a scallywag who must have clocked this expensive and easily fence-able vehicle going in and out of the Office', gained entry to the warehouse area and stole the businessman's pride and joy.

Unfortunately, the business man had got into the habit of leaving a car

window open the keys in the vehicle when left it in the warehouse.....

This meant that his insurance company declined to cover his loss.

Now potentially £44,000 down the business man quickly spent many hours with the local Police (same Golf Club as the Superintendent don't you know) and as a result the big black German 4x4 became very well known in the area and became "to hot to handle".

The local villains then immediately broke the big black German 4x4 for spares and sold the bits to an unsuspecting garage owner (or so we were told) for £1,000 where as the regional dealer for this type of vehicle valued the spare parts, including engine and gearbox for more than £24,000.....

A member of the golf playing public spotted all the spare parts and Plod were called. Plod checked engine and gearbox numbers from the stolen and found that the pile of spares were indeed the remains of the business man's pride and joy. Plod then promptly took and impounded all the spares in evidence.

Nine months later the CPS couldn't make any charges of handling stolen

goods stick on the garage owner this whole sorry tale came to Court for a decision as Plod now wanted to get rid of all the spares within 14 days from the evidence store and close the case.

The decision we were made to ask was in fact two fold –

Who did the pile of spare parts really belong to ?

Who would pay Plod's £16.50p per day, 131 days worth of storage charge ?

We quickly resolved the matters in hand and all were happy as they could be in the given situation.

MORAL OF THIS STORY – Don't leave keys in the ignition !

Wrong menu Grommit!

This, as those of you who attended our Christmas Meal at the Kings Head, Norton, will remember is the title of an email I sent to you all when

I found out that I was working off the 2007 menu (doh). Problem? It wouldn't have been if I had realised a week or so earlier, but this was only

5 days before our doo. But because of the numbers we had on the evening, (47 in total), Mike and the Chef pulled out all the stops and catered for everyone's individual choice, including sorting out a special vegetarian option for one of our number, and I think you will agree – it was some meal, if anyone went hungry that night then there was something seriously wrong.

Anyway, rumour has it that following a 24-hour session in a tattoo parlour, one of our 'members' has got himself a Hardly Ableson, but it is only a rumour. The jury is out on this same 'gentleman' as to whether if was the amount of food consumed, the weight

of the tattoo's or his contortions in trying to show the waitress his 'latest artwork' that added to him not being able to find his chair at one point, so being comfortably settled on the floor the decent this was done and his sweet passed down to him.

A little later, a certain young lady, who I might add was also sat at the same

table – must have been something in the water, declared that she was “s o o o o o o hot”. Could this have been down to the fact that the radiator was on full blast or that it was Christmas? either way a big beaming smile immediately appeared on her partners face – must have been the thought of what was to come when they got back to the 'hotel'. I will try and find out more and let you all know.

There is not a lot more to say really, everyone I have spoken to since the meal has said how good it was, so I think we will be using that location again next year, unless anyone comes up with a better idea? I was great to see more new faces coming along as well, I hope you to enjoyed it. Unfortunately some of our number could not make it due to the dreaded lurgee that is going around; we all hope that you are feeling better very soon.

There was one saving grace I suppose and that was because

everyone was enjoying themselves so much, it did not leave time for our beloved Chairman to render his usual thoughts on the proceedings, mind you I have the feeling that he would have been heckled so much the bar would have been shut before he got half way through. Maybe next time TAB!

I hope that you all have a very Merry Christmas and that 2009 brings us some excellent weather so we can all get out there and rack up some more miles.

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Grumpy's Corner

Greetings from my humble abode
Season's greetings to one and all,
(depending when this goes to print) if
it's too late then you will be too
depressed or hung-over to notice.
While we are on the subject of
hangovers yours truly has had a belter
of one due typically to over indulgence
in the Scottish product. Aunt Louisa
and uncle Paddy paid their customary
pre yuletide visit in late November and
left in early December, my headache
was the result of the "payment for all
your hospitality" meal the night before
they left. Life is/was just getting back
to normality when we realised that with
Christmas just around the corner for
the first time in our married years we
were totally un prepared for it (please
note the words Happy, loving and
blissful were not omitted in error from
the last sentence). It was at that point
the words echoed through the air like
bird song in spring "Lets see if we can
book a hotel somewhere for Christmas
this year". To me that meant nipping
down the village and having Christmas

lunch at the local hostelry, to
someone else it meant travel
brochures to a land far, far away.
Time to start negotiations in
earnest, first line of defence was
that it was too late to book any
where, the reply to that was several
last minute special deal lists from
the travel agents. Next was my
passport is not where it should be
and any way I think it has expired,
reply being it's not and it's here,
bugger 2-0 down and were in the
poo, brain now in to overdrive. How
would you like a cruise? I asked,
possibly but where came the reply,
2-1 down but getting there. How
about cruising round an island in the
south, now that would be nice, 2-2
at the final whistle. Christmas day
was spent cruising round an island
in the south; well I exaggerate just a
bit oh all right then a huge great
whopper. The south was the south
coast and the island was the Isle of
Wight as for the cruise ship it was
uncle Paddy's cabin cruiser. As you

can imagine I have been placed in solitary confinement awaiting trial by mother in-law. Council for the defence The Reverend Bick is taking the line of defence that at no time during negotiations were geographical locations ever named. While the prosecution took it on them selves, not to question at any time in afore said

negotiations geographical location of said cruise and catering arrangements. If I win my trial I will see you all in the next journal, if not look me up under funeral arrangements.

Regards

Grumpy

For Sale

Honda CBR600RR 2004, colour blue, 13,000 miles, tax and tested until April 2009 - £3500.

Excellent condition contact **Pete Craddock on 07989 388580**

cradds2005@yahoo.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 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 of 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.





Two little boys had two little toys each had a wooden horse



"Hey guys, I didn't realise that you took 40 mph in a 30 limit so seriously"

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Yvonne blending in with the locals



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.



Regalia

SAM has a wealth of regalia which would no doubt, benefit your life in countless ways. Just contact Pete Craddock
(Regalia Queen) either on club night or ring him on 07989388580.

These items are of a very high quality and are very well priced;

<u>SAM Bits</u>	SAM reflective badge	£0.75
	SAM cloth badge	£3.00
	SAM badge(with new logo/Sticky)	£1.50
<u>SAM Clothing</u>	Polo Shirts	
	Black/light blue/red	
	for full and associate members	£17.00
	(this includes ladies sizes)	
	Sweat shirts Black/red	£19.00
	Fleeces (black/red)-neck zip	£22.00
	Full zip	£26.00
<u>Books and</u>	Pass your advanced test	£7.99
<u>Stickers</u>	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	<u>ULTRA SEAL</u> - per bottle	£17.00

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