

Advance

severn advanced motorcyclists

March 2009

www.iamsam.org.uk



SAM



Journal

of the Severn Advanced Motorcyclists

March 2009

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Journal of the Severn Advanced Motorcyclists

Chairman's Chatter

Well we are now into 2009, and by the time you all get to indulge in these words of wisdom, we will all have undoubtedly braved the elements, and seen a few tentative miles on our much loved machines.

March will soon be upon us as you read, and with it, hopefully longer days and greater activity from all members as we stir from our winter hibernation.

Committee news is limited, the constitution is well on its way to being released at the AGM, thanks to Pete Craddock, whose time, effort and resilience has brought about this fine white paper, we should all welcome it with open arms as it is well over due as far as the club's history is concerned.

Refresher rides.... likely to cause a temporary stir amongst you all, because as laid out in the constitution it will most certainly become a 2 year

periodical, and will strongly come on line after the AGM. Nobody should be alarmed by this in house policing, after all, it is only an effort to raise the bar, and provide substance to support our claim of being Advanced Riders. (Please do not all rush at once to become certified!)

`Recruitment` `YOUR CLUB NEEDS YOU` as the year opens up, we as a club will be attempting to attend as many events throughout the year that we can, These efforts will include the evening `Biker Nites` that have proved so very successful for us during the year of 2007, along with a number of shows throughout Gloucestershire.

Lloyd Sandall has kindly stepped up as events coordinator, and will likely be your first point of communication unless otherwise stated, but for a fuller idea of what's planned, please read elsewhere.

`We have an open forum facility` ...wow, progress in the blink of an eye, and its up and running on our

site for all to use, fantastic, and all thanks to Andy Tinsley and Simon Charters, well done both. A great facility and leap forward for SAM and its members.

‘JANUARY CLUB NIGHT’ what a successful night, what a great start to the year, 129 of you came through those doors, making the event as far as I’m concerned a total success. However, we could not have done it without the support of our local dealers, those being Dana/Richard from Skellerns, Simon from Triumph of Cheltenham, Vicky/Neil from Frasers, Colin from Bransons, Martyn Hiller (God) providing further insight to Bikesafe 2009, and last but not least, our main man of the evening,

‘The` Scott Redding`, Moto GP 125 Champion for 2008.

What a lovely lad, so talented, so mature, so in tune with everything going on, surely a great future ambassador for our country, and he

came to our club first! Scott, we will always be grateful to you. ‘Thank you’.

Thanks must go out to Ian Stavert, Budge, Geoff Pollard and Lloyd Sandall, it would never have happened without you guys...well done all.

During the evening SAM Polo shirts and IAM PassCertificates were presented to Peter Breeze Stringfellow and Jon Evans- congratulations to you both.



Jon Evans

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Peter Breeze Stringfellow

MEMBERSHIP RENEWALS;

‘Please, please, please,’ all of us should be aware that when our renewal comes around, and that friendly and jovial reminder lands on the mat, that it is time to return our sub’s. This is the only reminder you will get. Help us to help you all, and remember to send them in. ‘Cos we need your money’!!!

Mobile phones. Without a doubt, something that is here to stay, and one of life’s most useful tools...‘IN THE RIGHT PLACE AND TIME’! Please take calls away from the lounge area especially when we have a speaker in full flight, this is only

common courtesy and polite protocol. Thank you in anticipation of your acknowledgement.

‘Celebrations’. Yep, remember you heard it here first, Tom/Leslie Anne will have by the time you read this, finally tied the knot, well done both, and congratulations from SAM.

And whilst on the same topic, it was **50 years** ago that our Ros and Brian Gwinnell first stood side by side whispering those timeless, meaningful words...‘I do’... now look at the pair of them, still Dewey eyed for each other and riding separate bikes!! Enough said!...

Well that’s it from me this month, as my ‘old mum use to say, ‘no news is good news son’! (She was probably right)

See you all out there on ‘Black Top’ riding safely, but always with spirit.

Graham Bailey, Chairman

Words From The “Ed”

Pete Craddock (Temporary Editor)



Well at the time of writing I'm looking out onto a driveway with about 8 inches of snow, I had considered getting the "Honda Snowplough" attachment and taking the Goldwing up the drive to help clear it-then I thought "sod that it's too cold" and the coffee percolator isn't working. It wont be long now until spring and we will all be out on our bikes -honest! By the time you read this (March) Tom and Lesley Ann will have been married for a couple of weeks .To all of us who went on the stag weekend those words or rhyme "Big Tom, Big Tom, Big Tom,..... and his wife to beLesley Anne " (think The Landlord and Al Murray -Big Bob and you will understand) will now be a

distant memory. We all wish you both the best.

In the last Journal I asked members if anyone would be interested in taking over as Editor-well Simon Charters has volunteered and will be the NEW EDITOR from March 09.Everything will be done to make the transition easy. If you have any articles for the Journal then please contact Simon either by e-mail or telephone (contact details on both the inside covers of the front and back pages. All that remains for me to do is sign off and thank members who have sent in contributions over the past and also Wendy Ellis our publisher for her patience with my lack of IT knowledge-thanks to you all!

Excerpt from Bristol Advanced Motorcyclists Magazine which may be of interest to you.

"As expected the IAM AGM in London on November 27th duly approved the increase in subscription. I attended (along with some 40 others) and linked up with Paul Hunt and Martin Evans, respectively Treasurer and Secretary of

Bristol Car Group of Advanced Motorists. We three voted against the motion that was carried by c280 votes to 172.

That there is a financial problem is undoubted. Will the increase in subscription solve it? Unlikely. The commercial wing of the IAM that hitherto funded such research and lobbying as the Directors thought appropriate is performing less well, while research costs have increased significantly because we have agreed to provide “matching funding” over a few years for the dowry c£1.4m that came from the AA Motoring Trust, now rebranded the IAM Trust.

HO say they expect to lose 5% of the membership as a result of the increase. Our simple survey suggested a figure close to 30%. Our figure was dismissed as “an estimate”. We sincerely hope they are right. “

We Welcome As New Members

and With Great Pleasure Introduce..

Jeremy Fowler, who potters along on his GS, all the way from Berkeley.

We would like to extend a warm welcome to you. Please feel free to participate in any of the clubs activities, as detailed in our Bi-monthly 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.



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Your club needs you 2009

The table below lists what we are hoping will be good recruitment opportunities. So, if you have some spare time on the dates listed and you would like to see the membership of your club grow then come along and lend a hand. More details will be published as and when they come to light. If you can help then please let Graham, Budge or Lloyd know and we will pencil you in.

25 – 26 April	Local Bikesafe	Being held at the motor museum in Sparkford again this year
20 – 21 June	Watsonian Squire	Held at Blockley, help needed to man the stand and observers for escorted rides
25 July	D-Day celebration	This year celebrates the 65th anniversary of the D-Day landings and we have been invited to set up our pitch at Hardwick Court
T.B.A	Dealer Open Days	Frazer's, Skellerns and Triumph will all be holding open days during the year, dates have not yet been confirmed.
T.B.A	Wednesday Biker Nights	Will be starting up again in May, but unfortunately the locations will not be published until April. What will be required on these nights is for just a couple of people to attend, carrying the banner and some skills for life forms and see how many can be signed up.
T.B.A	Martyn's Bikesafe courses	One for the observer's, I have no doubt that Geoff Pollard will be contacting you all to see if you can help with the rideouts. Dates will be published when known.

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Forthcoming Social Events

Social & Rideout calendar:

May– August 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.

10 May 0900 – 1600	Rideout Graham	He wants to take us back to Salisbury Plain again (remember the last one – tank tracks and all)? Well hopefully this time he will know where he's going but I can't promise anything. (Medium)
12 May	Clubnight Richard English	Ever wondered what the Highways Agency Traffic Officers do as a day job, well here is your chance as one of them has "volunteered" to come and give us a talk. No barracking please.
24 May 09.00 – 17.00	Rideout Dave Preece	This has got to be a must, those of you who have been on Dave's trips into Wales before will know that this is a must do rideout. (Medium)
7 June 08.30 – 17.00	Rideout Ian Stavert	A trip to the Sammy Miller Museum replaces the Beaulieu ride this year. (Progressive)
9 June	Clubnight	Here is where we find out just how brainy everyone is, Hard deck or Simon Forryan (whichever you prefer) will be hosting a quiz night for us. Thinking caps on ladies and gents and lets have a good night.
20 / 21 June	Help Required	Watsonian Squire Open weekend at Blockley. Just like last year, the Watsonian crew are opening up their facility for punters to test-ride the world famous

		Royal Enfield motorcycles. We are looking for some SAM Observers to volunteer to observe them (and you also get a chance to ride the bikes!).
20 / 21 June	Bikesafe	This is the second year that the national event will again be hosted by the Met. at their Driving School at Hendon, north London. For those who want to make the trip lets hope the weather is a little more favourable than last year.
28 June 08.00 – 18.00	Rideout Tom Stevens	Our very own Reaper is going to take us on a Mystery Tour. First time that Tom has lead a ride so let's give him some support. (Progressive)
3 July	Extra Clubnight	Our annual skittles battle against RoSPA. Please note that it is a Friday and will in no way take the place of our usual clubnight on the 14th. There will be a buffet, so don't have too big a tea it's not going to cost a lot.
5 July 08.30 - 1700	Rideout	Bit stuck on this one at the moment, anyone have any idea's??
14 July	Clubnight	The Long Way to Somewhere, Pt II. Jon Hanson and John Deal will present the final episode of their latest adventure in Turkey
19 July 08.30 – 18.00	Rideout Ian Stavert	He's not made up his mind yet but you can be sure that it will be progressive.
2 August 0900 – 1700	Rideout Graham	Welsh water and the Pistyll Rhaeadr Waterfall. This will be very scenic and a chance to see just how fit you are by climbing the waterfall (Medium)

11 August		No Clubnight this month as everyone is on their holidays – enjoy.
16 August 08.30 – 18.00	Rideout Andy Woodward	A chance for those who missed it last time to take a trip to Rutland Water (and if you are lucky you may even see the Red Arrows practicing). (Medium / Progressive)

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 – 7 May	Foreign Trip Pete Craddock	Somewhere en francais will be the destination for our first big one of the year, planning is well under way already. For more information contact Pete Craddock. This trip is confirmed and places will go fast
(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

Booking now closed

25 - 28 June	Snowdonia Graham	What looks like three nights in this beautiful part of Wales. Confirmation by end of February please
28 - 31 August	Thunder in the Glens	To all out Harley Davidson owners, the Thunder in the Glen rally is being held at Aviemore. For full information go to www.dunedinhog.com – this gives all the details you will need if you are thinking of attending.
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, and I believe that it is almost fully booked. Ian is the man to contact for more information.



*Everything but Witch Way
Jen's shoes*

Rideouts

`Braveheart Run`

18th January 2009

Weather **OK**
Duration **10.00am – 3.00pm**
Miles **Didn't matter**

Group One. !!

Riders.	Bike.
Graham Bailey (Leader)	GS1200 (the mutts nuts)
Graham Simms	Fazer 600 (swift overtaker)
Graham Read	Tiger
Godfrey Mills	DRZ400 (with gold wheels, nice!)
Pete Rawlor	GS650 (but 800cc really)
Mike Barratt	GS1200
Dave Preest	GS1000
Nick Handley	GS1200 (08 and shiny)

`Well`, true to form, January brings em Hilcot, Withington, Compton Abdale, out, `Big time` and this year was to be no exception...lovely!

16 bikes, and 17 of us as eager as beavers to slide that rear, feel that loose grip, cross that ford, clench that buttock and cross that grassy ridge in the center of the lane just to get through, this is a `skill for life`!

and Hazleton all became images in our mirrors as we eventually came upon the by now, much sought after terra firma and the feel of dry tarmac, thus providing an element of relief for my intrepid followers, well done all. With a glint of winter sun we tramped on through the villages of Naunton, The Lower Slaughters, and

Bledington just as the mills chimney of Chipping Norton came into sight our sights, as we imagined a wiff of a freshly cooked breakfast drifting away from our intended resting place of Ma Larkins

Consuming the above with relative ease, and washing down with a hot mug of steaming Charlie, thoughts of the journey home were now all too apparent, our play time was over, but hey...what a journey...what an

experience! And probably the most appropriate time to focus our attention on group two's exploits.



A Straggler on Mr Bailey's ride out



Christ Pete the diet IS working



It's my wife - honest!

Group Two (The Sam Softies)

Bradford Upon Avon

Weather am-drizzle/overcast/cold/ pm-dry/fine
110-miles duration-10am-2.45pm

Pete Craddock	GOLDWING
Budge	"The BIRD"
Ian Stavert	Kawasaki ZX10R
Lloyd/Yvonne Sandall	BMW K1200S
Pete Wood	Kawasaki ER6
Andy Tinsley	Kawasaki GTR 1400
Simon Charter	Honda Fireblade
Geoff Pollard	Suzuki GSX 1000
Rob Cater	Honda VFR 400

This lively bunch of SAMMERS became a little concerned that "The decided to head off towards Butch" hadn't attended the ride out, BRADFORD UPON AVON for a some even suggested that we should mouth- watering breakfast. Red knock on his door and ask if he was Leader took the helm and set off up "coming out to play", we refrained, towards LITTLE WITCOMBE and and after waiting for Stavros on his BIRDLIP. A "little twitch" on the back `Minty Missile` to catch up, we end of the WING reminded us all that progressed into BEVERSTONE it was after all January and still a little where we joined the A46 towards bit slippery, but never the less I must BATH. check my tyre pressures more often. Up through BIRDLIP, STROUD and Finally we managed to park in CIRENCESTER and then into BRADFORD UPON AVON (after TETBURY. At this point the group some questions being asked of the

locals as to where the café was) and enjoy a lovely full English breakfast outside in the sunshine (well in a marquee with heaters full on!) -just ask "Polly" (aka Little Geoff, Wendy) just how nice it was.



After a good rest and being suitably refreshed it was back onto the bikes

Lunch at Ma Larkins

for the trip back. Realising that GLOUCESTER were playing CARDIFF in the HEINEKEN CUP which was on SKY, it was necessary to have a " progressive" ride back straight up the A46. The roads now being completely dry, the group continued to thoroughly enjoy themselves making full use of their "honed" advanced motorcycling skills.

The day had it all, good company, good food and excellent motor cycling roads

UNTIL THE NEXT TIME!



A Picture of Turkey

Jon Hanson

paints a picture of his three-month 14,000-mile motorcycle journey in southern Morocco and eastern Turkey. Now back in the UK he finds the things he saw and experienced are never far from his mind:

“My outlook on life has changed as a result, I have a deeper understanding of how people live in harsher environments beyond Europe, together with a raft of friends from the journey, I don't know if I'll ever be able to pay them back or even see them again, but I will never forget them or my time on the road”.

Long distance motorcycle travels are in vogue on TV, and with them images of adventure. I wanted to see how the world really looks, riding through strange places, meeting different people.

My plan was to take an organised trip to Morocco – a support truck was available should the bike get broken. I would ride alone and meet up with the others in the evenings. After Morocco I would make my way solo through

Spain and southern Europe to Turkey where I would ride alone on a full circuit to the Syrian, Iranian, Armenian and Georgian borders.

In the final days before departure I took a more personal interest in events on the six o'clock news, it is at times like this that the mind focuses on the risks!

The motorcycle traveller's senses capture more than those travelling on a train or bus – you sense the air passing by against your face: its temperature, dust, dryness; you can even taste the water in the air in the mountains before it rains. You are truly within the environment that you are exploring.

Riding in to Marrakesh was the first big experience, especially the

anticipation as I approached it. The long weary plains of wheat and barley, which I had not expected in North Africa, had eventually given way to palm trees.



Popular transport in eastern Turkey, carries up to 8 people in comfort

In the city a scene of chaos greeted me, policemen whistling through traffic and gorged crossroads. People leaned out of windows and asked where I was from, I realised that here I looked out of place on my bike. Looking around I saw dirty, dusty, litter strewn streets, car workshops where the ground was soaked in years of accumulated black engine oil. Poverty was apparent, “was that four people on a moped just then?” I asked myself.

Away from the city on the edge of the Sahara in southern Morocco, people walk along the roads in the middle of nowhere; mud-brick flat-roofed villages merge with the dusty hills and lush green river valleys snake through arid brown mountain ranges. Near Ouarzazate the desert opens out, first rocky, then giving way to drifting sand.

Riding along on the road to Erfoud, a Berber goat herder signalled that he was short of water. I'd seen a few ruses to get me to stop so as to try to me sell fossils, hash or jewellery, but I couldn't ignore this one. Talking to people along the way is the secret of getting the feel for a country, so I handed over my spare water bottle and we got chatting, a mixture of French, a few Arabic words and sign language. Another guy came up and I was offered tea with his family. It was a risk to leave the road and head off into the desert,

so I texted one of the others in my group with my location.

As I rode into the desert, two tents appeared on the horizon; hundreds of tattered strips of cloth giving way to a few humble possessions. I was formerly offered tea and later invited to

stay that night as a guest, an incredible opportunity, which I accepted. The evening meal was a plate of goat-meat in goat's milk, together with a plate of vegetables and flat bread – these two plates shared by four adults and two children, each of us with a spoon.



Goat hair tents extended with strips of clothing. Bike covered in a blanket to protect it from the heat of the sun.



Proud, happy people with nothing more than 50 goats

These people really had nothing and were very impoverished.

With my BMW parked alongside the tent, it put into sharp contrast the differences between their lives and mine, it is times like this when you realise what you have. That night I slept under the light of the moon and stars.

On my departure I gave the family some camping equipment and a shamargh (worn around the head in Arab countries, great around your neck on a motorbike), and my host beamed as he proudly put it on. I

then headed back towards the road, the tents disappearing into the desert behind me.

In Turkey I had a problem with the bike's clutch, and rang the BMW dealer in Ankara. "Come here directly and stay with my wife and I" was the reply. I stayed for four nights. Because I was a long distance traveller on a BMW, the company director waived the labour charges. I left feeling overwhelmed at their kindness.

At last Mount Ararat near the border with Iran, anchoring point for Noah's Ark. Not long after this the bike's servos started to give trouble, but I managed to carry on.



South Eastern Turkey was very much like the Middle East, with oil wells and sites connected to biblical times (like Sanliurfa, where the prophet Abraham was said to have been born). The locals wore Middle Eastern attire and the flat lands felt desert-like under a shimmering heat haze.

I felt more cautious as I approached the Eastern corner of Turkey (bordering Iraq), the atmosphere changed as I turned north climbing out of the desert and into the mountains. Sticking to main roads and not travelling at night is the rule in PKK areas. Even here I was offered tea. Indeed I was never short of a cup of tea, the offer of a place to



Iranian border and time to turn back on the long slow journey home.

stay or lively conversation throughout the whole journey. All I needed to do was point to my map of where I had been and where I was going and conversation would ensue. I came to realise that solo travelling really doesn't mean that you are on your own.



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Editorials

My Bike

A £2,500 Legend.

My 1998 FireBlade came into my life from nowhere. We were visiting family, and my wife came in pointing out that she'd seen a clean looking blade for sale not far away. At first I didn't admit that I had already seen it. I was so surprised that she had noticed it, I decided I'd better go take a closer look.....

A couple of days later a deal had been struck. I hadn't looked at any other bikes, and indeed I hadn't even been considering changing my sv650, but it felt like fate had intervened. I knew of Honda's reputation for building solid bikes, and of course legendary status that the FireBlade held. My first ride was the 150 mile trip home from the Wirral, and inside my lid I was grinning from ear to ear. The bike was smooth and of course fast, but it was also supremely comfortable. 1998 was the year that Yamaha finally responded to the 1992 arrival of the blade with the

awesome R1, which moved the game on another step. In each revision since its launch, the Blade had become more refined, comfortable and grown up. Contemporary road tests feared that the Honda had gone soft, and become almost a very sporty tourer. As sports bike development has continued over the last ten years, bikes like the current Fireblade, the GSXR1000 and the ZX-10 have become more and more track focused. My bike can't compete with the latest sports tackle. If I was someone who spent more time on track than on the roads, maybe I'd be disappointed. But I don't feel at all unlucky. My bike is all day comfortable, it is cheap, fast and reliable. Parts are easily available, and I've managed to do all the routine servicing myself.

Getting a bike with limits way higher than my own was my motivation for

doing Martyn's 'Better Biking' course, through which I was introduced to SAM. I also knew that while my earlier accident had been deemed the fault of the car driver, a bit more awareness on my part might have avoided the incident. The Blade was a great bike to do the skills for life programme with, and advice from Andy Woodward helped me learn how to make more of its ability.

The highlight of my relationship with the bike so far was a Cadwell Park track day last August. I road up there carrying all the gear I needed to camp a couple of nights, spent a day using the edges of the tyres (at last), and then road home next day. I was tired

at the end of it, but I couldn't think of a bike I'd rather have used for the trip and the track time. A brand new sportsbike may have had the edge on track, but I'd have spent the whole time worrying about trashing my investment, and you'd never have stashed so much beer under the pillion seat of a 2008 spec bike!

If (when?) possible, I'd like to provide some company for it in my garage in the shape of something like a MultiStrada or a 800GS. A bike that could do well the stuff that the Blade isn't so good at. If I came across a bit of cash, I'd love to spend a thousand quid refreshing the Blade, but I can't imagine ever wanting to part with it!



Lloyd said he would pick us up for his CBT



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From the Quill Pen of the Motorcycling Magistrate

"Points make Pedestrians !"

Years ago one of Bruce Forsyth's top 20 catchphrases was "Points make Prizes", in the Traffic Court scenario it's often that Points make Pedestrians!

One of the most frustrating things that we have to deal with time and time again in Court is Traffic Offences; particularly the 100 mph plus club and the point totters who reach the grand total of 12 (often for exactly the same type of offence).

Magistrates have very little discretion when it come to traffic offences, particularly as the ACPO (Association of Chief Police Officers) and the HMCS (Her Majesty's Court Service) guide lines for speeding are not actually identical.....

What this means in a practical sense

is committing the offence of 41mph in a 30 mph limit that the sentencing could vary.

a) Often for answering the NIP (Notice of Intended Prosecution) form correctly and pleading guilty it's simply £60 fixed penalty and 3 points.

If one ignores the NIP and is summoned to Court, plead Not Guilty but are found guilty of speeding, then the fine may well be higher (typically a week's wages) plus £15 victim surcharge plus a contribution to prosecution costs of around £45 PLUS 4 points on the licence.

On the other hand if one pleads guilty then the fine of one week's wages could be reduced by as much as one third but the Victim Surcharge of £15 will stand and usually the contribution to

prosecution costs and so will the 4 points.

I thought that I may have been caught on camera three weeks before Christmas and I was counting out the 14 working days that is normally the maximum time that the authorities have to notify one of such offences. For me it would have been even extra grief as Magistrates receive a very nasty letter from the Lord Chief Justice in London explaining in detail how Magistrates must set a good example in the community and obey all of the laws of the land. A second or subsequent offence and the nasty letter from London turns into the instruction that one must resign from the Bench. One of our Bench of 320 was caught Drink Driving last year and was immediately dismissed from the Bench and of course lost their driving licence for a minimum of 12 months plus a big fine plus Victim Surcharge and contribution to prosecution costs

The number of offences that we refer

to 172s, Failing to Provide Information of the Drivers' Identity have fallen since a quick re-jig of the sentencing guidelines now calls for 6 points, a week and a half's wages, Victim Surcharge and contribution to prosecution costs. Where a Limited Company owned vehicle is involved in a 172 offence then no points can normally be given but the fine to the responsible Director if often trebled.

Strangely, even now in 2009, failing to wear a seat belt or wear a motorcycle safety helmet does not attract points, just a fine plus Victim Surcharge and often the contribution to prosecution costs. One might even get away with a £30 fixed penalty; so be careful in the Supermarket car parks and the like for these are public places....

What we have noticed in Court is that when the Police spot a motorist or passenger not wearing a seat belt then (as they then have the right to stop and search) all kinds of

other offences crawl out of the woodwork. A recent example of just such an event meant that a largish quantity of Class A drugs was recovered from door pocket of a drug dealer's car. He won't need his car for at least another 4 years, even with time off for good behaviour !

Lastly Totters –

Normally it's 12 points and out (Points make Pedestrians), however for the first two years after first gaining a full driving licence one only needs 6 points during this probationary period.

Now for those who reach 6 points in the first two years it really is hard work.

DVLA tear up the offender's driving licence and the offender has to start again, from square one, L plates, theory test, awareness test and practical test again – the lot. Some single offences now carry 6 points and so occasionally the Bench will sentence the offender to a short disqualification, typically 2 months, for the offence itself, increase the fine, plus Victim Surcharge plus a contribution to prosecution costs but Zero Points. This means the offender is off the road (short sharp shock) rather than right back down the slippery snake to the square that states –

"Go buy L plates, again !".



Drivers now need grit – not just salt – for bad weather, says IAM

The IAM (Institute of Advanced Motorists) has put together an at-a-glance guide to driving and riding in adverse weather, to help the estimated six million drivers who are now facing the worst driving conditions in a generation. IAM Chief Examiner Peter Rodger, one of the UK's most qualified drivers, said: "Blame for some of the problems may focus on the lack of salt - but a lack of grit on the part of many drivers also led to difficulties, especially on side roads up and down the UK. "In the last week, poorly prepared drivers and vehicles have ended up stranded by driving conditions that for which they had little or no experience. "Blizzards and strong side winds are predicted, with more snow and ice, plus the inevitable local flooding that follows. These would challenge even experienced drivers," said Mr Rodger. Drivers in different parts of the UK will be combating a range of treacherous driving conditions for days to come. Mr Rodger echoed police warnings that even though the first snow has gone, it doesn't mean that the roads are safe again. The IAM said that five main things drivers should be aware of are when facing the full range of the British winter are:

FRESH SNOW – get your speed right (not too fast to lose control, and not too slow to risk losing momentum); create lots of room around you and do everything smoothly – braking, steering, accelerating. Start gently from stationary, avoiding high revs.

HEAVY RAIN – watch for the shiny patches that are lying water; give yourself a longer gap to other traffic, and be ready to slow down when you need to; keep the demister working; don't soak pedestrians by running through puddles.

FLOODING – lower your speed right down and choose the most shallow route available, using the middle of the road if that's where it is and you can do so. Use a low gear to keep revs high but control speed by slipping the clutch (and beware that water could enter the exhaust, so keep the revs up).

FOG – the lead vehicle in a queue will clear pockets of fog, potentially deceiving vehicles following that the conditions are clearer than they are. Don't use full beam. Use wipers on the outside and the demister inside to keep your visibility as clear as possible.

HIGH WINDS – give yourself more space, with plenty of distance between you and the vehicle in front; take particular care when passing large vehicles and motorcycles, and be ready for side winds at gaps in buildings or as you come out of a cutting. Cyclists are particularly vulnerable to side winds.

Post Script: *'Leave your bike at home and use the car!'*



Grumpy's Corner

Being as what can only be described as an "enforced pedestrian" the keys for my beloved machine not being returned to me by Mrs G due to the recent misdemeanours by yours truly, has given me chance to reflect on what actually happens around the village. To start with we have a local neighbourhood watch person who I thought was just being a nosey neighbour, well most of the time she is but her prying eye's saw more than I bargained for the day the lady of the manor had her car pinched but more of that later. Lady Isdle Scholt Berr (pronounced Scott Bar) is not the friendliest of people; she likes to think that the pedestrian crossing out side school is her own personal parking space. Anyway when locking her car to go shopping one day, she's in so much of a rush that she does not check that it is actually locked and some nice person sorry that should be some thieving toe rag drives off in it. Well all hell let's loose because her pride and joy has been nicked, police arrive and

inspect the vacant space that she insists they check for any forensic evidence (been watching too much CSI me thinks). Lord Antony Scholt Berr arrives to console his beloved and organise the search teams. Now Antony isn't the brightest of sparks, we like to call him "ninny the poacher's best friend" as his game keeper is half deaf and very partially sighted so therefore does not hold a licence of any kind. Finding that there is no search team to organise they both depart homewards after the police ask the usual routine questions and issue an incident number. I do my shopping and depart homewards accompanied by the aforesaid nosey neighbour who apparently saw what happened and by whom. Her ladyship had parked in the loading bay and was walking away from her car whilst using the remote control on the key to lock it, not even turning round to check it was locking. Now as she is walking away afore mentioned young toe

rag is climbing into driver seat with tools and implements of theft in hand and a minute later the car is speeding out of the car park. Have you told the police “not yet I’m giving him a sporting chance “ she said with a wry smile? So you know who it is then, oh yes of course I do, I’m not a nosey neighbour for nothing you know and I also know that there was two brace of pheasant and some trout in the boot of her car.

With that we parted company and I made my way home, I entered the kitchen to find the floor awash with feathers and the aroma of meat being cooked. Peter couldn’t stay tonight as he had something hot at home to deal with. I thought we would have fish tomorrow when the neighbour hood watch meet here.

Regards **Grumpy**

How Do You Find Us ?

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

Birds Eye Walls Club
Hammond Way,
Gloucester
GL4 3HG

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.

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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.



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 (this includes ladies sizes)	£17.00
	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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