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# SAM



# ADVANCE

SEVERN ADVANCED MOTORCYCLISTS



July 09



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The Official Journal of

# SAM

# Journal

of the Severn Advanced Motorcyclists

July 2009

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**FRONT COVER** Philip Caterer (BMW F800GS) in front followed by Robert Hughes of Adventourers off-road adventures (BMW R1200GS Adventure)

**BACK COVER** SAM in France

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Journal of the Severn Advanced Motorcyclists

## Sam Committee

Please note the simplified email contact details for committee members. In the event of new people taking over particular jobs, the 'iamsam' address will be redirected. Messages addressed to [committee@iamsam.org.uk](mailto:committee@iamsam.org.uk) will be forwarded to everyone on the committee.

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Journal of the Severn Advanced Motorcyclists

## Chairman's Chatter

The May Club night was the date for the EGM where you the membership voted on the night for the 2 Year mandatory refresher rides. You have absolutely nothing to worry about, you don't have to do anything, the co-ordinator of the refresher rides will contact you to arrange a time and date. There is an amnesty until the end of October 2009 in order that we can work through the list.

June's Club night featured a very enjoyable quiz, prepared and run by our own Simon Forryan and partner in crime Carol. They struck a really good balance between setting a challenge, and giving us questions that we had at least some chance of being able to answer (with some exceptions, mentioning no names MIKE). Congratulations to the winning team, the perhaps appropriately named 'What are we doing?', who left with a liquid prize. Also many thanks to Simon and Carol for their efforts!

By now you will have noticed these jolly "purple perils" or "burgundy blokes" walking around on your club nights. The committee will be wearing the purple polo shirts on club nights in order that any new members or indeed you can identify who the committee are and know who to approach if you have any questions or problems.

Business cards have been printed for you as members to have. The idea is that if anyone is interested in joining the club you hand them the card. Cards have the details of our web site on, and space on the back for you to add any extra info. A bit more posh than the scrap piece of paper –depending what part of the county you come from would depend on what paper you would in the past of used-if you get my drift!! Extra cards can be obtained from anyone on the committee, so don't be shy about giving them out to promote the group, and remember to talk about what we're about. I'd like to

challenge everyone to pass on a couple of cards to friends / acquaintances or even just bikers you meet at the local brew stop. We have over a hundred members, so if we can get 200 cards out straight away, we hopefully can look forward to a handful of enquiries from potential recruits.



*Sam Business Card*

New e-mail addresses are now available making it easier for you to contact any of the committee( see inside rear cover).Basically from now on you just enter the position of the member on the committee you wish to contact prior to the [iamsam.org.uk](http://iamsam.org.uk) (example- [chairman@iamsam.org.uk](mailto:chairman@iamsam.org.uk)).

Lawrence is still tirelessly looking at the automated membership renewal scheme-keep going Lawrence you will get there! Details and photos of both

Committee members and Senior/Observers going on the website.....and so it goes on. There are lots more things happening all designed to make your life as a member easier.

The reports back from the ride outs are that the group's riding standard is improving –this is good news and long may it continue. By the time you read this there would have been ride outs to Wales, Hampshire, Tom Stevens Mystery Tour, and Pete Woods'trip to Keepers Pond. Lets keep them coming-if you have an idea for a ride-out contact one of the committee; we can then get things sorted and get the show on the road. The plan will be for us to arrange some ride outs with over night stays, say leaving on a Saturday and returning on a Sunday-watch this space.....Any one fancy a night out at Swindon Speedway? There are still home fixtures during July and August-something a bit different.....

Anyway that's enough from me.....enjoy the rest of the Summer

Kind regards to one and all

**Pete C**

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### **A Word from the Editor**

Well I must first thank each and every one of our contributors for their efforts this month. Another journal packed with interesting reports and great photographs. Please keep it coming, and if you have never submitted anything before don't be shy; Email me using the contact details at the back of the journal if you wish to make an offering!

Alternatively, you could contact me via the forum.....

You have almost certainly heard of the existence of the SAM forum, but I just

thought I would give it a quick plug. The forum allows messages to be posted for all to see, a bit like a great big internet based notice board. Other members can read the posts and if they wish post replies. Of course you are perfectly welcome to just read the notices.

A less well known feature is that you can 'PM' (private message) an individual forum member. These messages are not public, so you can pass information to individuals that you may not be happy to place in the main forum. For example, if I wanted to share my phone number or personal email details with another forum member I could do it by PM.

One of the busiest areas on the forum is the ride outs section. Keep an eye out here for details of forthcoming rides, and for photos and thoughts about ride outs after the event. Often GPS recordings are made by SAMMERS on ride outs, and where possible we will make these available.

Finally, an apology. I had hoped that the calendar would run a little bit beyond the end of August to allow you to plan ahead. Unfortunately this has not been possible, as the new team are hard at work planning future events. Please keep checking the web

site for additional dates, and expect to see a full programme published in the next edition of the journal.

**Simon**

### **We Welcome As New Members**

And with great pleasure introduce

<b>Ben Feakins</b>	all the way from Barnwood on his APRILIA RSV1000R.
<b>Richard Holland</b>	blasts in from Quedgeley on his Kwacker Z750
<b>Paul Guerrier</b>	all the way from Walton Cardiff on his Suzy DL 1000
<b>Nick Warner</b>	joins in the activities from Dursley on his FJR 1300
<b>Robert Watson</b>	cruises in from GL1 on his Yammy Dragstar

### **We welcome back some of our old members:**

<b>Les Stewart</b> and <b>Robin Birkett</b> ,	its good to see you both.
<b>Alastair McGrigor</b>	rides in from Churchdown on his Honda CBF 1000, <u>yes everyone, it's a Honda.</u>
<b>Stephen Toplass</b>	of Daylesford
<b>Clive Rowberry</b>	of Dursley,
<b>Paul Cudmore</b>	of Portskewett
<b>Stephen Carter</b>	of Quedgeley and <b>Fiona Gallimore</b> also join us as associates; I'm yet to obtain details of their bikes!

A warm welcome to you all. Please feel free to participate in any of the clubs activities, as detailed in journal and on our website [www.iamsam.org.uk](http://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 contact any member of the committee.

**If you require information regarding being observed for your advanced motorcycle test, please contact Geoff Pollard.**

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 of the IAM having passed their advanced motorcycle test. Congratulations to you and your observers.

<b>Member</b>	<b>Observed by</b>
Dave Huson	Graham Shaw
Rod Garner	Pete Wood
Chris Nash	Mark Gosland
Rob Cater	Wayne Hanson

### **New Bikes**

Apologies to anyone else who is polishing a new steed, but it has been brought to my attention that Mr Bush is now the happy owner of a pre Vtec VFR 800, which has come to him from fellow SAM committee member Nick Twissell. Also rumour has it that Lloyd Sandal is celebrating the arrival of a

new R1200GS to join his recently acquired K1200S in the garage.

I am hoping he will soon contribute to the 'My Bike' series and explain how he chooses which one to take out when he has time to ride!



## Forthcoming Social & Rideout Calendar:

### May - August '09

3 July 19.30-22.00	Extra Clubnight	Our annual skittles battle against RoSPA. Please note that it is a <b>Friday</b> and will in no way take the place of our usual clubnight on the 14 <sup>th</sup> . 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 <b>Peter Wood</b>	Pete's rip to Keepers Pond and Beyond, the ride will take in great views and a wide mix of roads, some wide – others narrow..... Refreshments at the Oasis – Abergavenny Bus Station (Progressive)
14 July 19.30-22.00	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 <b>Budge</b>	BSB Mallory Park. Group ride there, then make your own way back at the end of the day. Keep an eye on the SAM forum for details of ticket prices, start time etc.
25 July  Help Required	See committee members if you are available	A celebration of the 65th anniversary of the D Day landings to be held at Hardwick court, this will include an arena with displays of Military vehicles, helicopters, spitfires, etc. It would be good to have SAM represented, alongside the Gloucester Council road safety stand.
2 August 0900 – 1700	Rideout <b>Graham Bailey</b>	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)
<b>11 August</b>		<b>No Clubnight this month as everyone is on their holidays – enjoy.</b>
16 August 08.30 – 18.00	Rideout <b>Budge</b>	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)

Apologies that the calendar does not extend beyond August yet. The new committee are hard at work developing a full and exciting diary of events. Details will be available soon, for advanced information, keep an eye on our group website.

**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](http://www.iamsam.org.uk) for more information and updates.*

**As always, ride outs start at BEWSC unless otherwise noted.**

### Cotswold Bikers' Nights

These are very large gatherings of local bikers. Why not check one out. Don't forget to have SAM business cards at the ready for anyone who wants to know about advanced riding!

- 08.07.09 Red Lion Inn\*VMCC Riverside, Wainlodes, Norton, Glos. GL2 9LW
- 15.07.09 The Swan, Hanley Swan nr Malvern Wells & Upton WR8 0EA
- 22.07.09 The Fox Inn The Green, Broadwell, Moreton/Stow GL56 OUF
- 29.07.09 The Red Hart, Blaisdon, Forest of Dean, Glos.
- 05.08.09 Rose and Crown, Severn Stoke, Worcs. (A38) WR18 9JQ
- 12.08.09 The Plough Inn, Cold Aston, nr Bourton on the water GL54 3BN
- 19.08.09 The Anchor Inn, Fladbury, nr Pershore, Evesham WR10 2PY
- 26.08.09 Four Mile House Inn, Stroud Rd, Brookthorpe, Glos. (A4173) GL4 0US
- 02.09.09 Lower Lode Inn, Riverside, Forthampton, Tewkesbury GL 4RB
- 09.09.09 Gardeners Arms, Beckford Road Alderton nr the Hobnails

- 13.09.09 Sun 7.45pm Starting from T.G.I Friday's the A40 Run-Chelt to Ace Café, onto Brighton (fine weather)
- 16.09.09 The Kings Head\*\* Bishop's Cleeve, nr Cheltenham
- 19/20.09.09 Sat/Sun End of Year Bash! Live music, camping Lower Lode Inn, Forthampton, Tewkes
- 23.09.09 Hunters Inn\*VMCC Buckbury, Long Green, Tewkesbury GL20 6AR
- 01.01.10 from 12noon The Kings Head\*\* Bishops Cleeve, nr Cheltenham

**Note** that these are not SAM organised events, they are run by local volunteers in aid of the air ambulance. You may wish to use the SAM forum to see whether other group members are planning to attend



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## Rideouts

### Sam French Trip – La Rochelle

Thursday 30 April - Wednesday 6 May 2009

#### The Players

Pete/(Witch way) Jen Craddock	Goldwing
John/Dee Lane	Kawasaki ZRX1100
Budge Burrige	Blackbird
Dave/Lorraine Butcher	Honda VFR800
Gary/Vanessa Shellard	BMW K1200GT
Mike Barrett	BMW GS1200
Mike Walsh	Harley Davidson Electro Glide

#### "Forest Possee"

Fiona "TIGGER" Gallimore	BMW F650GS
Paul/Barbara "our mam" James	Honda Varadero
Derek "our dad" James	Honda CBF1000
Nick Twissell	Honda Varadero
Paul Beard	Honda CBR 1300
Jackie Layton	Suzuki GSX 650F
Eric Moody	Yamaha FJR1300

#### Thursday 30 April 2009

#### Gloucester to Portsmouth 127 miles

After several months of planning we Whitminster for a late lunch. After a were off. Budge arranged for the good hearty full English the group "dayshift" to meet at the Forge Inn at

moved off for their day's excursion over Salisbury Plain.

At about 5pm Pete Craddock (aka -red leader) was rang at home by his trusted tail end Charlie, Mike Barrett with the question "Where are you? Im at Membury Services". The reply "I'm at home and we are not meeting until 7.15pm" met with a few seconds silence and "Oh-best I have another cup of tea then".

We all arrived in time at the services and moved off towards our rendezvous at the quayside pub in

Portsmouth. Upon arrival at the port we were a little confused-no pub it had been knocked down. Still as true "Sammers" we improvised and soon found another. Onto the ferry and the posh members went to their cabins and sleepers whilst us poor members slept on the floor. Once again "witch way Jen" didn't let us down with her immediate unconsciousness as she hit the floor (a couple of glasses of red may have helped").



*Pete*

## Friday 1 May 2009

### Le Havre to Amboise - 180 miles-all D roads

At last we arrive in Le Havre.

The weather was chilly but the sun was shining .The blue group led by

Mike Walsh on his trusty Harley

Electroglide leave and head for the PONT DE NORMANDIE.The red

group lead by yours truly having left some 15 minutes earlier. After about 50 miles it was definitely time for coffee. We stopped at a local village drinking coffee outside with the company of a pretty little CHIEN or so that's what Dee said. Suddenly we heard the sound of Mike's Harley and blue team pass-suddenly Le Chien wasn't so pretty.. Temperatures now so warm (20 degrees) that it was time for just the summer teabag jacket.

The blue group continued to Breteuil for lunch .After sitting and having a wonderful Baggett and coffee it was time to move on. Fuel looking a bit dodgy decisions had to be made as to where it could be found (1 May French bank holiday). After some of the bikes were showing signs of living on fumes a saviour appeared in the shape of a Valentino Rossi look alike and his adorable girlfriend so I'm told."Valentino" paid for all the group to fill up their respective bikes with his French credit card. He was very lucky guy as the "Forest James' posse" were looking on!!

The red group weren't having much better luck. Fuel was sorted -no problem, but you just can't account for punctures. Our new treasurer Gary S- had a double puncture in his front tyre. ULTRA SEAL to the rescue (only £17 a bottle from all good Regalia Queens). Gary was able to carry on to the hotel - once we found it-somebody moved the river!! He was able to ride a total of 100miles until it could be replaced.

Luckily for all us very tired SAMMERS there was a Novotel Hotel next door to our cheaper Etap Hotel, which had a restaurant. Although after all the cheesy biscuits we were all full-weren't we Budge.



*Budge*

## Saturday 2 May 2009

**Amboise to La Rochelle** - Glorious sunshine (21 degrees) 175 m  
Now some SAMMERS read the all together generally "taking the briefing sheets but not Mr James Michael" as they say.

senior. He didn't realise that 9am After all being suitably refreshed we depart meant 9am depart and not continued south onto La Rochelle and the hotel. After a quick shower it was off into the centre to Fitzpatrick's Irish bar. Kevin and Mary made us most welcome with quite a few pints of Guinness-unfortunately the price in France -beware it aint cheap!) did dampen our spirits for about 20 minutes. Gary and Vanessa S. joined us after paying 190 euros for a new front tyre-beware he is trying to recover his losses by the sale of merchandise!  
The noise was getting a little rowdy as the tales of Signor Fernandez and others were being told and so Mike Walsh and Eric Moody left for a "romantic" walk along the front.

And so we travelled through the Loire Valley and onto CHINON. Sat at the restaurant drinking coffee 18 Sammers

## Sunday 3 May 2009

**Weather-glorious sunshine -20 degrees** - No ride out.

The group just did their own thing bit of a spin whilst others strolled and chilled, a couple went out for a around the beautiful city.

In the evening it was a case of sitting by the sea and enjoying fish and chips -it felt just like we were at home.

## Monday 4 May 2009

**Round Trip of 200miles** - Weather sunshine-22 degrees

The birds in France are ginormous ask Dave Butcher-it took him about 20 minutes to clean the saddle of his bike. This was the big one 200 miles plus to Les Sable-D'Olonne on the coastal D roads. First major problem was Paul James flat rear tyre. He decided to stay, as did our very own "TIGGER" Fiona Gallimore. This left 9 bikes for the days outing. Mr Walsh was able to enjoy the group and have a day of fun-and what fun we had. Very progressive with wonderful roads and scenery. Coffee at La Tranche sur Mer.

Now picture this-waves crashing against the shore, 22 degrees-SAMMERS relaxing looking out to the horizon-except for a couple who were looking at the "totty" on the beach-women honestly!!!!!!!!!!

Back onto the bikes and onto Les Sables. Hear we are met by Paul and Fiona on -Paul's trusty stead. Tyre sorted-what was it-oh yes- a valve-how much?-oh yes 5 euros-we didn't wind it into Gary S.-honest! Now I'm told that Mr Walsh didn't understand the concept of mixed grill-he ordered medium rare and found that the pork offal was so rare that it almost sneezed at him...sorry I meant spoke to him.-I cant understand it, you just have to order everything well done and it comes out just right.

Back to the hotel -after 200 miles of brilliant roads, company and excellent riding-what a joy. Quick shower and back into Fitzpatrick's before the "Tour" meal. This was all arranged at the Rescator.Thierry was waiting for us and the group arrived prior to the "James Posse".

Derek was about to have the shock of his life as 18 sammers sang Happy Birthday to him (some even in tune). The meal progressed with wine flowing and the presentation at the end of a birthday cake to Derek. For once a "Forest Jammer" was lost for

words-even Barbara didn't say anything, after a few more glasses of wine things changed back to normal. A brilliant night was had by all, a real night to remember.

## Tuesday 5 May 2009

**La Rochelle to Laval** - 185 miles-weather overcast

So it was necessary to say good-bye to Paul and Jackie who were heading south to watch a couple of GP's none of us were jealous and we weren't envious of the texts we received (not). Making our way back north obviously we felt the difference in temperature. Again travelling on D roads. Arrived in Laval at 4pm. Time for a rest and brush up before taxis took us into town. For any future trippers to this lovely town-Taxis stop at 10pm unless you want to pay 2 and a half times the going rate. Into town for a meal. We

took over the upstairs of the local bar. Upon leaving we realised that it was a bit of a rave scene with the local youths-still Mike Barrett and Dave "Butch" were able to remember their Northern Soul days and the back flips-well done boys. 10pm at the taxi rank-where were the taxis-2 arrived.35 minutes later red Leader and "Witch way Jen" still waiting-ah well at least everyone was seen back to the hotel safely-eh Jen!

## Wednesday 6 May 2009

**Laval to Le Havre** - 175 miles- weather overcast 15 degrees

Here it was- our final day in France. We all said our good byes to our French SAM Division Monsieur

Moody. Sally satnav set, off we went onto the Route Nationale and then

Auto Routes to Le Havre.After a couple of peages and coffee stops it

was time for Red leader's main decision of the day-PONT DE NORMANDIE OR PONT DE TANCARVILLE. -Weather windy- decision made PONT DE TANCARVILLE. As we approached, wind blowing, I could feel the tension of the other riders. Having bike to bike didn't help either, as the various screams and swear words blasted through my headset (and that was just Jen) Mrs Shellard deciding to tell me how windy it was on their bike and

I have to say that this is the third year that I have arranged this French Trip. This was in my opinion the best, both group integrated brilliantly, the weather was fabulous, the company was excellent; the riding was on superb uncrowded roads. If you ever want to know why you joined SAM ask anyone who went on this trip and you will get the answer.....

how dangerous it was-every 30 seconds-will somebody tell her in future I don't do bridges!!!!

Into Le Havre for our final meal of the tour at our usual haunt. Being well greeted by the proprietor helps-even if they are just listening to the euros flowing into their bank account.

Finally onto the ferry-straight on with no hold ups, brilliant.

And so back into Blighty-cold weather, drizzle and lots and lots of traffic.....

***For advanced riding and brilliant friends and companions***

***Do we do it again?***

***May 2010.....you tell me.....***



## Sammy Miller Museum Run

Sunday 2<sup>nd</sup> June 2009

### Runners & Riders:

Pete 'C' (Leader)	-	GL1800 Routemaster
Simon 'C'	-	CBR900RRW (Oldie but goodie)
Eric & Gill Bush	-	Honda VFR 800 (on trial!)
Lawrence Morgan	-	Honda Varadero
Geoff Brooks	-	Kawasaki ZZR1200
Gary Shellard	-	BMW K1200 (Great Tractor)
Nick Twissell	-	Honda Varadero
Geoff Pollard	-	Honda CBF 1000 (wet weather alternative)
Mike Barrett (Sweep)	-	BMW R1200GS

**Weather:** Wet, Dry, Very Wet, Dry, Quite Wet (changeable)

Well the fine weather had to break eventually. After several dry weeks, the rain had returned. Plans had been made for additional leaders and sweepers to accommodate the anticipated big turn out. The brave (stupid) souls listed gathered early to see whether the run would be abbreviated or even ditched all together in view of the heavy rain that had fallen over night, and the questionable forecast.

The rain had broken as I stowed my dark visor and fitted a clear one, but other riders pointed out blue skies in the distance. Perhaps mindful that he only had one navigation system on the 'Wing today (Jen had chosen not to brave the weather, tshh) Red Leader Craddock issued written route instructions to all. Spirits where high as we rolled out of Hammond Way, heading for the RV with the Cirencester contingent, including Mr & Mrs Bush on their

newly acquired VFR. A quick blast south on the A429 to Chippenham, and then the A4 carried us to Marlborough and a welcome breakfast stop. By now, the sun was smiling down on us, so much so that we chose to sit out and soak it in (while drying out). Mr Morgan and myself enjoyed an all day breakfast, and left wondering whether the 'all day' referred to the time required to consume said meal rather than its availability!

Refreshed and recharged, and relieved of some of the precautionary extra layers that had seemed so essential at the start of the day, we headed on south on the A338, eventually reaching our target of the Sammy Miller Museum; but not before a desperate dash through the ranks by yours truly to remind our Goldwing equipped leader that as the only sports bike mounted participant, I was getting a bit low on gas! A quick detour soon sorted that potential problem, and we made it to the

Museum in time for further refreshments.

Whether we were heathens in terms of our interest in the historical side of motorcycling, or perhaps more kindly we needed the R&R after the demands of the ride down remains a matter for debate, but many of the SAM contingent chose to enjoy the hospitality of the museum's café without actually visiting the museum itself! You can only begin to imagine the stick that I've been getting off 'she who must be obeyed' after admitting that.....

Sadly, our good luck had to end sometime, and just before we mounted the bikes to start the ride north the weather turned on us. Although it was quite wet, it remained warm so it wasn't **too** uncomfortable. I'm sure Mrs Bush appreciated the ride leader's offer of a lift on the Goldwing, heated seats and all. Meanwhile Mr Bush was free to experiment with his new bike.

We varied the route back from Salisbury running towards Warminster on the A36 before again heading north for home.

We pretty well all agreed that the weather had in no way ruined the day, it was surprising how little difference it made to our comfort, and we were all glad to have bothered braving the

elements at the start of the day. Modern riding gear I'm sure was a big factor, and the barn door fairing on Pete's Machine up front probably parted the waves for all of us following behind!

**Simon C**



*SAM arrives at Sammy Miller Museum*

## Run into Wales

**Sunday 24<sup>th</sup> May 09**

**Leader:** Dave Preest.

**Weather:** look at the photos! Hot, hot, hot.

Ok, we're getting a bit 'experimental' this month (not covering up a cock up on my part at all, Ed). I haven't pestered for a write up, and one hasn't arrived

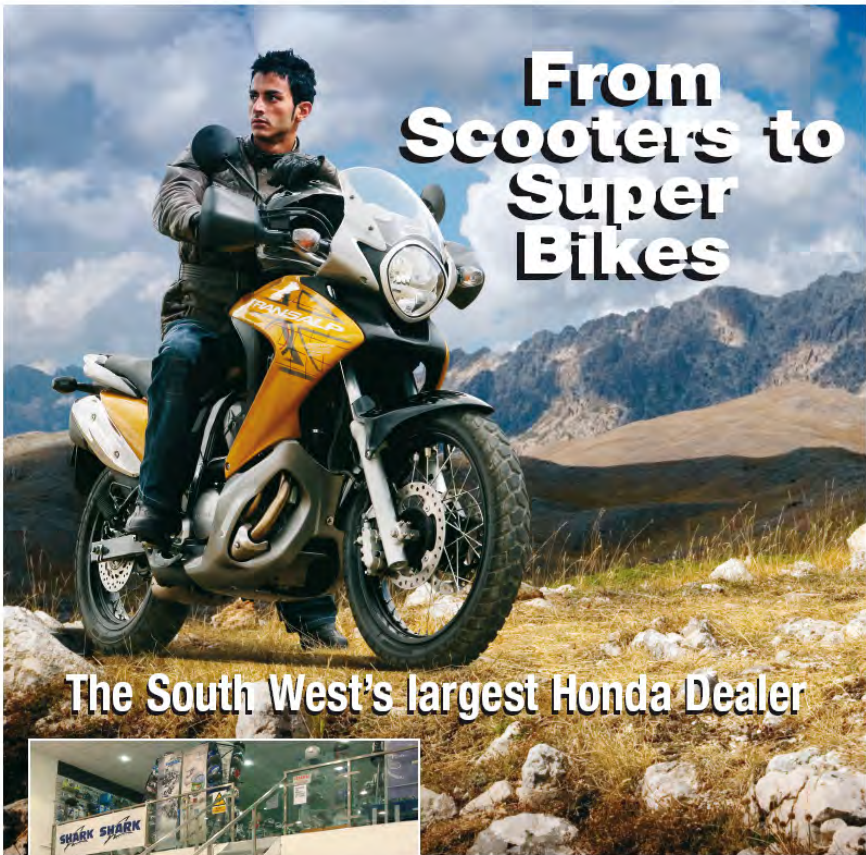
with me BUT I have been sent photos and a GPS log of the main part of the day. Here then are a map of the route and a few photos; looks like a great time was had by all!

The route can be viewed at [http://www.everytrail.com/view\\_trip.php?trip\\_id=223164](http://www.everytrail.com/view_trip.php?trip_id=223164) , and you should be able to zoom in and even download the route into your sat nav

should you wish to try. You can also download it and view it in 3D using google Earth. A tutorial about this will appear in a future edition of the journal.

Do you want logs of future ride outs to be shared on the forum, or would you like a printed route in the journal. Feedback, please!





# From Scooters to Super Bikes

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## Editorials

### My Bike

By Philip Caterer

The F800GS came into my life six weeks ago to replace a Honda CB1000R which I had bought and sold within just four weeks and 1500 miles. Mad perhaps, but that nimble little naked bike with its detuned Blade engine, short gearing and wide bars was like taking drugs. It was so much fun, insane fun to be honest but it was going to get me into trouble very soon so my Mr Responsible father of three hat decided it had to go.

Enter the F800GS. But hang on a sec, why not the 1200GS Adventure? I really wrestled with that decision as I love the looks of the GSA, it's breadth of ability and yes, it's a real mans bike. However, on a brief test ride on a 1200GS I simply did not fall in love with it. I wanted to and expected to, but something just did not click with me. Does that make me odd? That said, I know I will buy one one day.

By comparison, I preferred the baby F800GS in several respects. It's slightly lighter, certainly narrower, feels more nimble, is very economical, rarer and a lot less expensive too. I was also trying to substitute the CB1000R's madness with an ability to ride off-road and the F800GS is slightly more biased in that direction compared to its big daddy. Decision made.

A few minutes on MCN and Bike Trader found what I wanted. A 2009 ex-demonstrator with 1200 miles, ABS, heated grips and computer all for £6750 at BMW Motorrad in Park Lane London. Perfect. Glorious weather and an enjoyable 100 miles farewell ride on the CB1000R saw me arrive at the dealership to be greeted by my F800GS which was as agreed, parked up at the showroom entrance. Side by side

the bikes reminded me of Little & Large.

An hour later I pressed the start button on my new bike. In fact this was the first time I had ever been on an F800GS so I was praying I had made the right decision. It vibrates! Ahhhh,

I hate bikes that vibrate. A

tractor came to mind but then I do like tractors.

This Ahhhh soon changed to Ooooh as I warmed to the visibility offered

by the elevated riding position which made filtering not only easy but fun, Manhole covers that bumped the CB were hardly noticeable and I found myself aiming at them just for fun. Out on the open road, it all felt very relaxed and the vibes faded away. Stepping from the CB to the GS felt in car terms like going from a Porsche to a Land Rover Defender.



Now six weeks and 2500 miles on, I have no doubts that I made the right decision. Despite one hiccup when the drive chain snapped which took five days to get repaired (don't ask!), the bike has performed brilliantly. On the SAM Wales Rideout it seemed equally at home both on the

fast stretches and bumpy back lanes and I never felt it lacked for get up and go or

cornering stability. It even returned a very respectable 62mpg on the day. It does have one fault though. The seat. It's very uncomfortable after a 2-3 hours but standing up for a few minutes gets the circulation going again.

I have also completed three half day trail rides on it down rutted tracks, through water, mud sections and steep sections. Suffice to say, it

makes you look a better rider than you are. It's a very confidence inspiring bike, perhaps first gear is a bit high and the throttle response a bit snatchy, but you get used to it. Off road is fun too and the engine

protector bars have now been ordered as I'll be doing a lot more of it.

Would I recommend one? That's a very positive yes.

## A Pillion's Perspective

Recently I had the privilege of riding pillion with Geoff Pollard who, having offered to carry me through to Oxford to the BMW garage, picked me up from home (Churchdown) at 10:00 with the idea of a steady ride through to Oxford, via a welcomed breakfast stop at Burford.

On pulling in to the drive, Geoff did seem to be more apprehensive than I, which made me smile and consider for the first time the full implications of riding pillion. May be I should have asked Yvonne to take me across in the car! After all it is a rather large step of confidence, blind faith, desperation or stupidity, if you think about it. You are climbing on to the back of someone else's

motorbike, you may or may not know them that well, you may have been riding with them for some time and have managed to get from the start of a ride to the end without mishap, and as an outsider looking in they appear to have a professional style, but does this mean they are a good, safe rider? Oh well I was about to find out. What the hell I had survived Alton Towers some years ago so I was up for it.

After stowing away the obligatory rain gear in his top box and donning our helmets, we climbed aboard. Geoff first where he assumed the position that I know only too well, he braced himself, feet spread, arms and shoulders ridged while leaning

forward slightly to enable me to 'Climb on'. Once boarded, I made myself comfortable, placed my hands in my lap and relaxed. Geoff pulled away smoothly and confidently and negotiated the winding roads and parked cars down to the main roundabout and the A417/A40 to Oxford.

What a wonderful vantage point I had. I could see clearly over Geoff's helmet, and through the 30 – 40 mph areas it was great, comfortable and very smooth. Once we reached the dual carriageway towards Birdlip he accelerated gently and it was then that I realised I should have removed the peak from my off road style helmet as at about 70 plus, I found myself looking up at the sky ! I had to grab the peak of the helmet and pull my head down so I could look forward. Once I got the hang of this and found the appropriate angle at which to hold my head it was fine, although I must have looked like one of those nodding dogs for the first mile or so.

What did strike me immediately was the frequency that Geoff checked EVERYTHING: mirrors, shoulder, instruments etc.... By the way his head was moving he was scanning everything repeatedly every few seconds. I was getting dizzy watching his head move and I thought with a grin that he would soon get bored or fed-up with this, and start looking at the scenery or nosing at the occupants and interior conditions of the various cars as we made good progress along the A40 on our way to breakfast. I could hear the bacon, sausage, egg & fried bread calling us. Oops distractions. Stay focussed and objective, but then I didn't have to did I as I was a pillion ! Wow look at that view, I didn't know you could see that from here.



Progress was easy, progressive, smooth and above all Safe. The journey was a seamless fluid motion from start to finish, overtakes were not a separate manoeuvre, but a logical, planned progression as if planned on paper before we had pulled out of the drive. There was no fast/slow/fast..... It was smooth like Guinness, from start to end. In fact it was **Advanced Riding from a pillions perspective.**

I would like to thank Geoff for taking me safely through to Oxford, and for the Birds eye view of how an advanced rider rides.

I know that this experience has driven me even harder to up my game and take my riding to the next level.

**Lloyd S**



*Pete wonders whether he may have just failed his check ride.....*

*Enfield bring their bikes right up to date with a new navigation hardware*



## From the Quill Pen of the Motorcycling Magistrate

### Chainsaws and Cleavage

Power of plenty at the finger tips; makes a nice noise as it is rev'd up and that wonderful smell of hot oil on metal....

No, not my first motorcycle but my first chainsaw !

Having moved to "The Country" in last couple of years after having "enjoyed" Town and City life previously, I hadn't realised just how much fun a machine can be that doesn't romp down the road on two wheels with alarming acceleration, frightening both horses and the Post lady.

I have observed these similarities between motorcycles and chainsaws –

- Be careful about being too enthusiastic in the rain
- The right protective clothing helps survival and a serious loss of blood
- A nice colour photo on the office desk doesn't go amiss
- Maiden Aunts tend to give both a wide berth
- The bigger and more powerful - the better !
- Both need cleaning and maintenance on a regular basis
- Neither appreciate coming into close contact with the ground, rocks or grass
- Neighbours don't appreciate either being started up early on a Sunday morning

But enough of my new hobby, back to the Court Room and keeping with the chainsaw theme for the moment -

## A true story – not for the squeamish....

There were gasps of horror in a Magistrate's Court recently when animal rights activists heard graphic details of how a defendant beheaded his Husky with a chainsaw.

Magistrates sentenced the defendant to 12 months in prison and a big fine.

The defendant, a marketing consultant (which proves that one of the three big lies in life is, "Hi, I'm from Marketing and I'm here to help"), admitted in a packed court that he had committed the gruesome "murder" and said through his lawyer that he had sawn the dog's head off with the petrol-driven chainsaw in a fit of anger.

He committed the crime in February after his four-month-old Husky chewed through a cable running to his security fencing and killing an exotic parrot. The defendant said in his admission of guilt that he had been suffering from jet-lag after returning from London that morning.

**Staying in Court** but turning to a lighter note – that of cleavage.

As Magistrates we see and hear many things in Court.... especially as The Bench usually sits in an elevated position so that we get a good view of what's going on in the Well of the Court as well as being able to clearly see things that sometimes get thrown in our direction by "the disgruntled", before being led away to make new set of friends courtesy of Her Majesty's Prison Service.

One of our, how shall I say, "More senior and traditional female Magistrates" complained recently that not only were the Ladies from the Probation Service dressed more for a weekend "coming out" party than a day in Court but that one of the female defence solicitors was showing so much boob and cleavage

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that one could see her shoes down the front of her top when she leant forward to address the Bench when mitigating for her luckless client. I am fully cognisant of the approach taken by many young female dentists when trying to subdue male patients in the agony chair – however, with training and a certain amount of fortitude we are not usually swayed by clever words and big knockers whilst in Court. Keep trying is what I say !

**Ride Safe ! and don't try and ride the chainsaw by mistake.....**

## Another true story?.....

An ageing biker had owned and ridden a classic Harley Davidson for years, now as age and arthritis was creeping up on him he decided that a sidecar could very probably give him an extra ten years in the saddle.

He contacted HD in the UK who couldn't really help but that did give him the name, e-mail address & 'phone number of the HD Product Manager back in the good ol' US of A.

First he sent an e-mail asking about a left hand sidecar fitment (rather the usual American right hand fitting).

After a couple of days he received an e-mail reply from H.D. H.Q. in Milwaukee asking for details of the 'bike, age and the frame number. So off he went to the garage, found the original frame number, etc. and e-mailed it back to HD HQ.

Just after lunch (UK time) the next day the 'phone rings and it's H.D. H.Q. calling him to check the frame number. He does this and the phone call ends with a nice thank you.

Just after lunch the very next day the 'phone rings again and it's the Production Manager from H.D. H.Q., just checking details of the 'bike and especially the frame number. The owner assures the guy from HD HQ that he has got the frame number correct and receives another nice thank you, "Have a Nice Day" etc

Just before lunch the next day again, the 'phone rings and it's the CEO of H.D. on the blower..... Hey Man, is this your frame number ? Asks the CEO. "Yes, I can assure you that it is", says the owner.

"OK", says the CEO, could you just remove the saddle and see if there is a metal plate under it please and I'll call you right back".

The owner goes back to the garage, finds his A/F spanners and removes the saddle and yes there is a metal plate, covered in dirt.

After a quick clean the owner can see the writing on the plate; it says -

***"To Elvis on your 21st Birthday, love Jonny Cash"***

The owner, the ageing biker, never did get his sidecar; he did get \$3.6M for the Harley at auction!

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## **Grumpy's Corner**

### **Greetings from** an Internet café

You may ask why this is coming to you from an Internet café, yours truly is in the middle of Italy 70kms from my hotel room where my laptop is. I am 1500 miles from my home computer where this edition's instalment is. The instalment that I forgot to send to the editor before I left was about dealing with the change from being employed one day and being retired the next. Change of any sort isn't easy after years of a similar routine. Over the years people around you come and go but the job always gets done. Then one day you find it's not the people around you that have gone but it's you, retirement is measured on how much you are missed but more so on how much you miss them. Things have changed here in Italy since the last time I was here, the small family hotel I used to stay at is no more and where it once stood is the car park of a supermarket. I am here in Italy looking at some small apartments trying to find something

that we can retire too. It is time for us to change not only our lifestyle but also our way of life, after too many years of being up before the milkman and going to bed very late come rain shine and blizzard it's time to change. I am here in an Internet café because when I boarded the train I missed the announcement to sit in the front half of the train, when the train duly arrived at the station I wanted there was no platform outside my carriage door and by the time I managed to get to a door by the platform, the platform had gone. Next station 70kms away, get to next station only to find out that the return train isn't for another 4 hours. So after some sight seeing and window-shopping in the Italian equivalent of our estate agent windows I came across this Internet café so I decided to catch up on my mail and found a very nice e-mail from the Ed enquiring if I was submitting anything if so where the

b##### hell was it. VERY SORRY Mr EDITOR but as girlfriend said to boy friend I GOT MY DATES WRONG. My train is due in to the station in about an hour and that gives me just enough time to grab something to eat before I catch it, also I have been getting some very strange looks from other users. It could have something to do with the fact that I am typing this wearing latex gloves, as I have not got a clue what has been spilt over this keyboard but it's very sticky.

Ciao

**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.

## News

Our very own 'miniStig' Geoff Pollard has been having a few electrical problems with his beloved GSXR 1000. The dealer's advice...

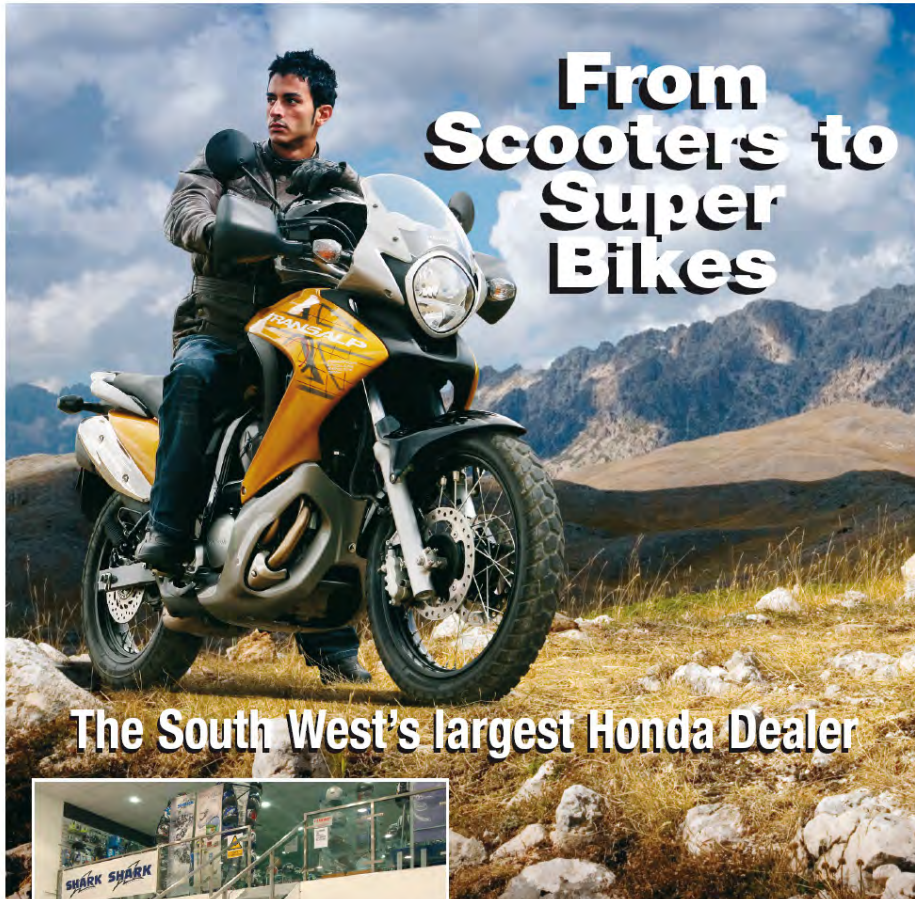
"...do not ride all year or in the wet and do not clean as this can fry the fuse box resulting in a dead bike...."



the result? a roadside wait to be recovered! "After three hours not one but two flat bed AA vehicles arrived both the same time and I had to watch whilst one AA man trained the other on how to load a bike onto the truck. Priceless!"

The wonders of the interweb have helped locate a high tech solution...





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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
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 be very useful if he/she knows if this is your first group ride.
5. All participants will be briefed about the system of riding that will be used. Please listen to the briefing (See summary overleaf –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.



## 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.

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	for full and associate members	£17.00
	(this includes ladies sizes)	
	Sweat shirts Black/red	£19.00
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	Full zip	£26.00
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	IAM cloth badge	£2.50
	IAM badge(sticky)	£1.50
	IAM screen sticker	£2.00
<b>And finally</b>	<b>ULTRA SEAL</b> - per bottle	£17.00