

# ADVANCE

SEVERN ADVANCED MOTORCYCLISTS



September 09



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The Official Journal of

**SAM**

# Journal

of the Severn Advanced Motorcyclists

September 2009

## INSIDE THIS ISSUE

<b>INTRO</b>	<b>1</b>	Chairman's Chat
	<b>3</b>	A Word from the Editor
<i>The views and opinions expressed in this Journal are not necessarily those of SAM or it's Committee.</i>	<b>5</b>	New Members
<i>All material is copyright© Severn Advanced Motorcyclists 2008</i>	<b>5</b>	Test Passes
<b>DIARY</b>	<b>6</b>	New Bikes
<b>SPECIALS</b>	<b>7</b>	Forthcoming Social & Rideout Calendar
<b>REFERENCE</b>	<b>10</b>	Rideouts
	<b>24</b>	News From IAM
	<b>28</b>	Motorcycling Magistrate
	<b>30</b>	How Do You Find Us?
	<b>32</b>	Ride Out Procedures
	<b>34</b>	The Drop Off System
	<b>36</b>	Regalia
	<b>37</b>	The Committee

**FRONT COVER** Elan Valley Run, Photo taken by Jen from the pillion perch of the battle tank (Pete Craddock's GL1800)

**BACK COVER** BSB Mallory Park, Photo by Simon Charters

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Journal of the Severn Advanced Motorcyclists

## Chairman's Chat

So here we are September, the usual wet summer is over and the Xmas Meal is looming -blimey. Still we have had a busy couple of months. July's club night saw Jon Hanson presenting Part 2 of the "Long Way to Somewhere ". An excellent night was had by all and I think it brought home that the cost of the border crossing from England into Wales isn't that expensive when you consider what Jon was having to pay out-and they say crime doesn't pay!! Thanks to both Jon Hanson and John Deal for the two part drama series, I'm sure we are all looking forward to the next part of the trilogy.

On Saturday 25<sup>th</sup> July the SAM Gazebo was up and flying at the 65<sup>th</sup> D-Day Anniversary at Hardwicke Court. It was a good day out but from the point of view of Severn Advanced Motorcyclists not a lot of interest was shown. Still thanks to all those who helped out on the day. On Sunday 9<sup>th</sup> August the club held our second Refresher Ride Day at Painswick

Rugby Club. A total of 22 members took their refresher ride on this day. This coupled with the June day and the 8 that Budge has been filling in during the evenings means that we are very close to having completed the 66 refresher rides .My thanks to all those who helped make these rides a success. If you haven't had your refresher ride yet, don't worry we will be in contact during the autumn months. At the time of writing there are plans in motion to have the club represented at Fraser's and Branson's open day on the 22<sup>nd</sup> and 23<sup>rd</sup> August 2009-more on that will be available on the website. As you are aware the club is going through a period of change with regards to both Observers and Senior Observers. John Lane, Gary Shellard, Geoff Pollard and Dave Preest have all taken on the "challenge" and have either applied or are in the process of applying for the Senior Observer Test. This obviously will leave a gap in Observer positions. With that in mind

an Observer Assessment Day has been arranged for Saturday 19 September 2009. There will be 12 members' assessed as to their suitability to become an Observer. This suitability is not just about riding ability but also Communication skills. If you have missed this date contact Geoff Pollard to get your name down for the next one in 2010. The club has purchased a small but efficient PA system to be used for club functions/meetings. No longer should you not be able to hear us and miss out on the golden opportunity of buying that raffle ticket!

Budge is looking for a couple of ride outs to fill his diary. How about a cultural visit where members could arrive at a destination and have a good look round (is the Eden Project too far-overnight stay?) Let Budge know.

And finally.....you may or may not be aware that 2010 is **SAM's 20<sup>th</sup> year** as a club. In order to celebrate this we would like to have various functions arranged. This takes

organising and will require members' involvement. To try and get things moving we are looking at setting up a small committee of about 5 members to look at options and make the necessary arrangements. Do any of you have any ideas? If you are interested then contact me via e-mail or telephone.

That's enough from me.....(and yes it's started raining **again**)

Kind Regards to one and all

**Pete C**

*Retirement had not been kind to Ms Vorderman....*



*Sorry, that should be Pete chalking up the scores at the SAM vs ROSPA skittles meeting*

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## A Word from the Editor

I was reflecting for a moment recently on what effect preparing for and taking the IAM test has had on me. As with anything that changes incrementally, it is so often difficult to notice just how significant the change has been. Eventually I realised that one of the big differences is that I used to find myself waving all manner of signals not endorsed by the Highway code at numerous drivers almost every time I took my bike out. Amazingly it seems, all those idiots who used to threaten my safety and get in my way seem to have retired from driving at about the same time that I got involved in advanced motorcycling.....

Again this month, I need to thank sincerely all those who have contributed content. More and more

people seem to be producing digital cameras on club runs, which certainly makes this job easier. The photo on the front cover provided by Jen, taken over Pete's shoulder on the recent run through the Elan valley is a worthy cover picture. Anyone fancy a day out where capturing some nice photos of our bikes in action is part of the 'focus' (lousy pun, sorry)? If you've got any ideas for good locations, or if you're a budding photographer, let me know.

Finally, I'd like to draw your attention to the rouges gallery at the back of this issue. As you know, we've kitted out the committee members with 'corporate' colours so that you can spot them at club night. If you don't know who everyone on the committee is, then this should help you get to know us. If you do already know us, then consider this a cut out and keep supplement that you can enjoy using for target practice!

**Simon**

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## We Welcome As New Members

And with great pleasure introduce

**Tim Dennis** from Wotton who rides a Honda Fireblade

A warm welcome to you. 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.

Member	Observed by
Phillip Caterer	Andrew Tinsley
John Sturgess	Pete Wood
Paul Guerrier	Geoff Pollard

## New Bikes

This issue, I can report three more bikes finding welcoming homes. An email from IAM Examiner, SAM Honorary Chief Observer, Motorcycle Cop, Better Biking Guru and Food Critic PC Martyn Hillier, regarding his newly acquired GS1200 A reads as follows..... "It's big, it's red, It's living in my shed!"

Jim McPhail has swapped his trusty VFR750 for a Fazer 1000, again big and red. Photo shows Jim and his new



steed preparing to set off on the SAM run to the Elan Valley. He's also been exploring the potential of his new toy around Cadwell Park this month, let's just say he and the editor managed to get plenty of opportunity to develop their wet weather confidence!

Finally, doing nothing to reassure us that he isn't misusing SAM funds, our treasurer Garry Shellard has taken delivery of a shiny new BMW 1200, but I think there is something wrong with this one, Gary. There are bits of engine poking out of the fairing??



## Forthcoming Social & Rideout Calendar:

### September – December '09

8 Sept	Clubnight	Just a social gathering tonight so that you can all exchange tales and show each other photo's of your hol's.
12 Sept	Observer Training Day	All Observers are requested to make every effort to attend. It will be held at the Gala Club, Longford between 0900 – 1630. There will be a small charge for the buffet but the tea / coffee will be free.
13 Sept 0900 - 1500	Rideout Pete Wood	"Hidden Monmouthshire" a trip around one of our neighbouring counties with a lunch time stop at South Wales Super Bikes, where you will be able to partake of the on site Burger Van delicacies.
<b>25 – 27 Sept</b>	<b>Di's memorial run</b>	<b>Budge will be in Grange over Sands again over this weekend and if there is anyone who would like to join him then they will be most welcome. Accommodation will be in the Lymehurst Hotel again and Andrea and Kevin are very much looking forward to seeing us all.</b>
13 October	Clubnight	Those who have attended the NEC bike show and have listened to Mark Godslan's talk on just how easy it is for you to 'lose' your bike will know that there are very simple, inexpensive ways of preventing this happening, but for those who have not heard him – this is your chance.
18 October	Rideout	Looking for suggestions for this one please, if you have any idea's just let Budge know, or if you would like to organise and lead it yourself then please feel free.
10 Nov	Clubnight	Richard English will be giving us an insight into the daily work of a Highways Agency Traffic Officer (or womble for short). Richard is also a motorcyclists so the talk will have the correct edge to it.

15 Nov	Rideout	Looking for suggestions for this one please, if you have any idea's just let Budge know, or if you would like to organise and lead it yourself then please feel free.
<b>Friday 11 December</b>	<b>It's Christmas (said very loudly)!!</b>	<b>Yet another year gone so its time for our Christmas Meal again. Last year last year we had a great meal at the Kings Head, Norton, so lets go for that again. They can cater for 60. This number of places has been provisionally booked and we can all be accommodated in one room. Please let me know as soon as possible if you would like to go. (Budge)</b>

Note that the as yet unplanned Runs will happen. Keep an eye out on the website for details ahead of the dates.

**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.**



*Listen, kid, this ultraseal is just what you need. How many bottles should I put you down for?*



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were getting too small*



## Rideouts

### Elan Valley Wales

**Sunday 2 August 2009**

**Weather:** Sunny, 22 degrees. Roads Dry.

**Mileage:** 225 depending in which group you were in.

#### Runners and riders.

That Blackbird	Budge and Janette
Honda Fireblade	Simon Charters
Yamaha Fazer	Jim McPhail
Suzuki B King	Steve Carter
Suzuki v-Strom	Lawrence Mumery-Smith
Yamaha 250 Dragstar	Rob Watson
Honda Fireblade	Paul Beard
Kawasaki "The new bird"	Tom and Lesley-Anne Stevens
Yamaha Fazer	Tim Rodway (Tail-end Charlie)
Goldwing	Pete and Jenny "witch way" Craddock
BMW K1200s	Lloyd and Yvonne "Lucky woman" Sandall
Honda VFR 800	Dave and Lorraine Butcher
Honda CBRF1000	Derek "Jesse" James
Honda Varedero	Lawrence and Annette Morgan
Kawasaki Versys	Ian Hudson
Triumph Tiger 1050	Graham Read
Bmw GS 1200	Mike Barrett (Tail end Charlie)

Unfortunately due to a double booking at BEWS you could hear the cheer  
Graham was unable to lead the trip to go up "Hooray no turn a rounds"-  
Pistyll Rhaeadr Waterfall. As we met well Graham you will be really

pleased to know that I dint let you down....more of that later.

Due to the turnout we split into two groups. Budge leading one and the other being lead by yours truly. So in true fashion Budge briefed me with “Just get to Herefore, turn towards Brecon and head for Crossgates. I’ll see you there for about 11.15am”. Great I thought that sounds simple – straight onto “Sally satnavin”- Crossgates 63 miles. Unfortunately for me a bit of a lesson, never forget a map for the totally reliable “Witchway Jen”.

Off we set the sun on our backs down through Staunton towards “The Trumpet” and straight to Hereford. Blimey thinks I this leading lark ain’t too bad. We then went into Wales- now over the years Wales has caused me a lot of trouble. Being kicked on the rugby field and then being sent off for retaliating (but harder than his kick) and today this beautiful country wasn’t going to disappoint me. Sallysatnav had been doing really

well. Then she started “turn left” onto the B40... something.” Look at the wonderful scenery I remark to “Witch way Jen”. Something I was to regret saying later on. On we continue over mountains, sheep a plenty, back onto good lanes. Suddenly we are told to turn off right. We continue along this narrow lane, the Goldwing cutting through the grass and making a pathway for the jubilant “sheep” (aka SAM members) that followed. Now we knew that we had gone far enough when we arrived at a five bar gate across the road. “Witch way Jen “ “Shall I open the gate?” Now I hear the comments “Hey Pete have you been briefed by Graham, he likes opening gates?” “Well Pete, we’ve done 63 miles and it’s our first turnaround”

After completing an 8-point turn around we back tracked and eventually got back onto a “suitable road”. The satnav was showing 9 miles to Crossgates for our rvp with Budge and his group. Another

“green lane” another turn around, more comments and now not only do I have “Sally satnav “ in my ear but ...yes you’ve guessed it “Witch way Jen”. So there it was nothing more to do but to just get on an A road and get there. Eventually we find the café and arrive about 40 minutes after Budge and his group. Now you can imagine the comments once helmets were removed true to form SAMMERS didn’t let me down.

After a large breakfast and a mug of tea it was off to the ELAN Valley. This place never ceases to amaze me. Wonderful winding lanes across a vast wilderness absolutely stunning. (Plus **the added bonus of being able to see the other group in the distance so knowing we were going in the right direction!**)

More tea and coffee was purchased oh and a mug of hot chocolate for Janette and the “luckiest woman in the world” Yvonne saw us all refreshed. A discussion then took place as to what the group wanted to

do next. Time was getting on as it was about 2.30pm and my group were worried about staying out after midnight. It was decided that a trip to Abergavenny for another cup of tea seemed like a good idea. Off we set in two groups, Budge leading off a couple of minutes before my group.

Once again satnav was set “Abergavenny”. Now without boring you with even more details of what went wrong we ended up drinking a nice cold drink in a pub in Hereford. Even more remarks about “I thought Abergavenny was in Wales” “How can you loose Abergavenny?” were heard, was I disheartened- na, just got on with it, after all I had taken some of the group in the past to some of the most beautiful places in the world (well France). So that was it back to Gloucester and dispersal. I learnt 3 lessons that day, take a map, listen to “Witch way jen” and be in another group. In truth a good day was had by all on what can only be described as challenging roads.

### Now Budge's take on the day

God, am I glad that I don't have a Sally in my life, I would never get anywhere (except possibly even more lost that I usually do – but NOT on this occasion).

Well my group set off from BEW at approximately 0910 for a leisurely 2 hour ride to Crosssgates where we would have a brunch stop and wait, and wait, and wait for 'el presidente's' group – and what a wait

it was but he will have told you all about that in his tale no doubt.

The route took us via Ledbury, Hereford then onto the Brecon road before eventually picking up the A44 into Crosssgates where we arrived at 11ish and then thoroughly enjoyed a diet breakfast in one form or another and several cups of tea and or coffee and then continued to wait for the remainder to arrive which they did at about 1215, (how did you manage to hang on so long Lorraine? and even more worryingly, upon her return from the



ladies was heard to say "*that was better than sex*" – over to you Dave). Some of the photo's that were taken of 'el Presidente's' route which just went to prove that Sally was having a very bad day, (probably been on the vin rouge with the 'First Lady' on the previous Wednesday – but that's another story).

After all were fed and watered, it was ever onwards towards Rhayader and the road around the Elan Valley (taken at a very leisurely pace just so that the other group would not get lost again). It's a pity that the weather conditions were a little overcast at this point or the scenery would have been better than ever, but there were still some cracking views all the same. We ended up (as you do) in the visitor's centre where more food and drink were consumed (eh Steve!!).

After a quick chat it was decided that we would head for Abergavenny (except for Rob who decided to make his own way home at this point – good

### Shropshire Run

to have had you with us again mate) via Builth Wells and Brecon, a nice easy route. Unfortunately it was not until some of us were refuelling in Abergavenny that my phone rang and 'el presidente' just happened to mention that he would not be meeting us at the Bus Stop as he and the rest of his group were in Hereford – Hhhmmm. Apparently Sally was trying to direct them up some of the same lanes that they had already encountered and that was not going to happen a second time. Those of us who had made it had yet another cup of tea / coffee – oh and ice cream – and then made out respective ways home.

But hey, what the hell, we all had a brilliant day, the weather was kind to us, excellent company as always and it makes a change for someone else to get a ribbing instead of me.

**Rigar**

**Sunday 28<sup>th</sup> June 2009**

**Tom Stevens**

**Weather:** Dry and sunny

**Pilot / Pillion**

Geoff Pollard	CBF1000
Lawrence/Annette	Varadero
Steve Carter	1250 Bandit
Les Stewart	FJR 1300
Budge/Janette	Bird
Steve Reeves	Pan
Tom/ L-A Stevens	ZZR 1400
Derek James	CBF 1000
Mike Barrett	GS 1200
Loz Mummery-Smith	VStrom
Lloyd/Yvonne	GS 1200
Dave/Lorraine Butcher	VFR 800
Jim McPhail	VFR 750
Mike Ludwell	Harley Soft Tail Classic Custom

**Progressive, with some challenges.**

My first 'run' so we approached BEW with some trepidation – we'd decided that 4 bikes would be good – more would be even better. Bit shocked to find that there were 14 !

The weather forecast was good the night before for the 'off', but pretty dire for the Midlands / Shropshire, but SAMers are a hardy bunch ! Anyway the forecast was wrong yet again and the weather was brilliant all day.

So, after a briefing, summarized as

Adopted roads, but upkeep not recent 2 – 3 miles 'green lane'ing'  
Low fords, steep narrow downhill 2 way roads, with gravel sides (think Hardknott Pass)

.....we set off on our Mystery Tour!

We split into two Groups, as some 'town work' before the fun part – Geoff Pollard leading the first group, and myself the second (after all Geoff knew the way !).

First the boring 'getting there' bit – so up the A38 via Norton, onto Tewkesbury to Worcester. A Comfort Break and regroup at On The Run Service Station to stretch legs and refuel if necessary, then on to the A449 to Kidderminster, and A442 to Quattford

Our first stop was for coffee, tea and bacon butties at The Food Stop Café, a Bikers caff – it's a bit of an experience, with Bikers from all over the Midlands and further afield. We

didn't count, but there must have been 100+ bikes there – mine was best of course, although I did notice the Harley getting some attention !

We decided to travel as a single group from here as we were only a couple of hundred yards apart when traveling in two groups along. This took us on the A458 through Much Wenlock, and finally to the fun part – some tricky narrow roads, and green lane'ing with spectacular views of the Shropshire Hills, riding towards Church Stretton, where we refueled.



On to lunch at Cardingmill Valley, a beautiful National Trust owned Valley, where the sheep became increasingly nervous, as some SAMers seemed far too interested in them (you know who you are....).

....Then ..over the Burway – a challenging ride, up over the Shropshire Hills, looking back down on to Cardingmill, with spectacular 360 degree uninterrupted views. Then a 1 in 4 descent down a narrow road, with a hill one side, and a sheer drop the other ( and yes it is 2 way, although mercifully we met nothing coming up !)

More narrow roads, with added sheep, then a stop for a coffee and chat



## BSB Mallory Park

19th July 2009

Simon Charters

Honda CBR900RR

Well there can't have ever been a smaller ride out that still went ahead!

before the turn to Gloucester, and a star burst home.

Thanks Geoff and Budge for our previous 'scouting missions', and my 'Tail End Charlies' for keeping us all on track, and to all the SAMers who turned up – thanks for being gentle with me !

Would I do it again?.....hmm

Yup, it was just me that turned up! Budge phoned me in the week to ask whether I'd take responsibility

for leading because he had to work, I think that everyone else who might have come along probably had the sense not to bother spending the entry fee for what was likely to be a very wet day...

I enjoyed the run up the Fosse way to get to Mallory; although I've done a track day there, I've never been to see the big boys do things properly. Mallory is a funny little circuit. Fun for track days because it is small and easy to learn but somewhat inadequate for superbike racing. If you watched on the TV, you'd have seen that the bikes do two sighting laps because the circuit is too short for the riders to get enough heat into their tyres in a single lap. One of the good things though is that there are plenty of good vantage points from which most of the lap can be seen. One very interesting fact for those who insist that they must have a 1000cc bike is that the 600c super sport bikes which run on road legal tyres are very very close to the lap times of the full bore

superbikes (on slicks). In fact, the guy who qualified on pole in the 600cc class would have got on the second row of the superbike grid!

The first superbike race was developing into one of the best races of the season, but we were robbed of the expected nail biting finish after the now infamous 7 bike pile up at the bus stop which red flagged the race. After this, the rain that had threatened to affect the proceedings intervened. It did make for an interesting second superbike race though, as the riders opted for a range of different tyre choices, which produced some interesting battles as the conditions changed during the race.

Despite the rain, it was a fun day, and I managed to get some quality time playing with my camera (see the back cover!)

**Simon**



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## **Keepers Pond & Beyond**

**5<sup>th</sup> July 2009**

Pete Wood	Kawasaki ER6F
Les Stewart	Yamaha FJR
Graham Read	Triumph Tiger 1050
Lawrence Morgan	Honda Varado
Annette Morgan	
Jim McPhail	Honda FJR
Tim Rodway	Yamaha Faser 1000

On Sunday 5<sup>th</sup> July 2009 seven intrepid Sammers on six motorcycles left Gloucester at 10.05 in search of Keepers Pond & Beyond.

Passing through "The Forest" on the A4136 we skirted Monmouth and passed by the world famous Rockfield Studios where Queen cut many of their tracks and albums. Riding along the B roads we were rewarded with sunshine all the way to Abergavenny.

After a brief "T&P" break at the Oasis/Abergavenny Bus Station, along with 500 other bikers, we tried to reach Keepers Pond via Llanfoist

but we hadn't reckoned with Monmouthshire Highways (road menders) who had closed off the road leading to the hairpin that heralds the climb up the hill, through the open heath land that leads to Keepers Pond.

Out came the Year 2000, £1.97p road Atlas (I don't have Sat Nav) and even though the Heads of the Valley Road had been rebuilt into dual carriageway we quickly found an alternative route via Gofilon up the B4246 to the hairpin bend and the climb up to Keepers Pond itself. The views across the counties of Gloucestershire,

Herefordshire, Powys & Monmouthshire were gorgeous.

Many photos were taken but the old Gentlemen that I asked to take a group shot of us all with my cell phone was completely defeated by the technology and dropped the 'phone into the sheep poo instead. The phone made a soft landing and happily still works even after a good wash.....

We descended from Keepers Pond down a long wiggly tarmac'd sheep track that Monmouthshire Highways hadn't visited for years. Stunning views down to the left and across the Clydach Gorge rewarded us and I remembered the last time that I passed this way in a hail storm with Rod Gardner.

A quick squirt Eastwards along the A465 back to Abergavenny and we headed North, still on the A465 and turned left and headed in the general direction of Llanthony, Llanthony Priory Cwmyoy, and passing through

beautiful Capel-y-ffin (blink once & you'd miss it).

A group of 50 or so pony trekkers, that we caught up, provided some entertainment as we trickled slowly past. Oh yes ! The Bus coming the other way caused a few muttered words as front tyres and broken road surface struggled to keep fully engaged.....

Finally, we emerged from the leafy lane onto the sunshine and wide open landscape leading to the top of Hay Bluff. Casting our eyes to the left (while trying to stay on the narrow strip of tarmac that passes for a road) the wonderful vista of Lord Hereford's Knob greeted us at 690 metres (or just under 2,010 feet in old money). It is at this point that we stopped and one of our number played roly-poly helmet down the steep but soft grassy bank and startled two walkers who did ultimately save the helmet from making a complete break for freedom and from the stream.

A search was made for the tea/ice cream wagon but to no avail. So we watched a lone para-glider pack up this chute and head for home instead (see photos).

It is then that the rain/hail started, well we were quite high, and then we rolled gently into Hay-on -Wye, back into the sunshine and pulled into the main car park for more "T & P".

Back on the road again, this time on the nice but wet (as in rain storm) B4348 until we reached the cross roads with the A465. Here I have to admit to a mistake (that resulted in 20 bonus miles) as we headed South West on the A465 towards Abergavenny (again) but we did have a really good view of "The Skirrid" on the left as the rain stopped and we

began to dry out (the full drying out process was eventually completed at home).

Then the home run, East on the lanes to Monmouth then dual carriageway (nice to get back into top gear) up to Ross Fire Station where finally said our goodbyes.

So many thanks to Les Stewart for Sweeping and thanks Lawrence Morgan for the excellent photos.

As this was the first time that I had led an IAM rideout I was quite please how it all went and more importantly I trust everyone enjoyed themselves.

**Cheers Pete Wood & Ride Safe !**



*What is he doing?!*

*Looking for Tea*



*Keepers Pond Group*



*Black Mountains Group*



*Para*



## News from the IAM



### Motorcycle Test Chaos - New Inquiry and Call for Evidence

#### New European motorcycle test

In January 2009 the Driving Standards Agency (DSA) announced that the motorcycle test would be split into two parts: Module 1 contains the specified manoeuvres element of the test including exercises designed to assess the rider's ability to control their machine safely, including avoidance and emergency stop exercises; and Module 2 includes an eyesight test and at least 30 minutes of on-road riding, assessing the rider's ability to safely interact with other road users. This took effect in April 2009. The decision to split the test in two is the result of changes to the practical driving test for motorcyclists introduced this year as a consequence of the European Second Driving Licence Directive - though the decision to deliver the new test in two parts and via multi-purpose test centres was taken by the Government, following two rounds of consultation.

Concerns have been expressed that there are too few test centres and that some test candidates are now required to travel long distances to reach their nearest test centre. Concerns have also been raised about the safety of riders taking the off-road test, particularly the 'swerve and stop' test.

The Transport Committee will hold an inquiry into current motorcycle testing arrangements. In particular:

1. Has the DSA interpreted the EU Second Driving Licence Directive correctly and applied it appropriately?
2. Are the off-road motorcycle tests safe and appropriate?
3. Is the number of motorcycle test centres adequate and are the locations satisfactory?
4. What is the impact of the recent changes in motorcyclist testing?

Interested parties are invited to submit evidence by Tuesday 22 September 2009.

More detailed guidance on giving evidence to a select committee is available on-line at: <http://www.parliament.uk/documents/upload/witnessguide.pdf>

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## Club Equipment

### TV/DVD

After a plea to members, we have managed to replace the 'dirty bed sheet' with a proper projector screen, kindly given to us on a long term loan by Steve Mason.



If anyone is upgrading to the latest flat screen digital ready TV and has something like this TV with built in DVD that they no longer need, we could put it to good use promoting the work of the group at events, showing photos and videos. If you've got something that could be of use, get in touch with any of the committee members. Thanks

### IAM Garmin Discounts



*'Garmin have just provided us with very attractive new discounts on four of their most popular units. Prices are valid through until Christmas and will be revised in the event that Garmin alter their own pricing in that time.'*

*If you are considering purchasing a satnav unit then take a look at the models and offer details by visiting [www.garmin.com/iam](http://www.garmin.com/iam) (you will need to create a simple Garmin account first if you have not already done so).'*

At first, this seems a really positive story. There is a new 'Membership Development Manager, Paul Woozley' who is tasked with negotiating juicy benefits for existing members, always a good thing! And the discounts are genuine. Upto 37% off RRP, and better than prices that I was able to find on the usual internet sites (Amazon, Ebay etc). BUT none of the bike specific hardware has been discounted. I was concerned about this oversight, and sent an email off to Mr Woozley, and also to our chairman, who in turn has been in touch with Dave Shenton, IAM Motorcycle Manager. It turns out that Garmin wont currently offer a discount on the bike specific Zumo gear, but noises have been made on your behalf, and I understand that the other bike groups are raising concerns about this too. Let's see what the future brings!

## Observer Training

### Potential Observers Assessment Day Saturday 19 September 2009

Due to a natural turn over in Observers (the last 6 Trainees having Qualified), the club is having an assessment day for Potential Observers on Saturday 19 September 2009 at the Kings Head Public House in Norton (A38 towards Tewkesbury) There are 6 positions left available. The day will consist of a mornings "classroom" input on the IAM's system of Observing followed by an afternoons practical assessment. It must be noted that the afternoons practical assessment is to establish whether you are suitable to become an observer. You should have been an Advanced rider for at least 1 year and not only have good riding skills but also good communication skills. If you believe that you have the necessary skills and time to devote to the training of associates then please contact:-

#### Geoff Pollard via e-mail

associate@iamsam.org.uk or

telephone Home 01452 731662 / Mobile 07890534960

It is intended that further dates will be planned for next year.



*Sam realised the Chinese quad bike  
had perhaps been a false economy*

## From the Quill Pen of the Motorcycling Magistrate

### GAS-GAS

I'm sitting in my garden, with a cold drink in bright sunshine, tapping away on my laptop and I notice that it is exactly 6 months to Christmas; this means just 182 ½ shop-lifting days before the big event..... Back to shop-lifting later -

There appears to be a new trend emerging in the criminal youth community. Thankfully knife carrying and knife crime seems to be reducing as the new "weapon of choice" - CS Gas Canisters to have arrived in some numbers.

GS Gas / Pepper Sprays are often sold legally on the Internet as dog repellent sprays along with a red gel alternative to provide the victims with a method of marking their attackers for later identification. One can purchase ex Police Gas spray holders and holsters on eBay quite cheaply, or so I am led to believe.

Personally I'm not sure is this is all a step in the right direction or not.... Glad to have the reduction in knives all the same.

Recently, we had a case where Young Person A found out that he had been sharing his girl friend with Young Person B. An exchange of quite nasty text messages hit the air waves and resulted in A and B setting up a meet in a deserted car park one evening.

B pulls a canister of CS Gas on A and threatens him with it. A is a bit quicker than B. A head butts B grabs the GS Gas and sprays B with his own CS Gas.

As a result A end up in Court in front of yours truly and pleads guilty to a low level assault (Section 39) charge. Interestingly enough it's not brought with use of a weapon; this would usually brings a much higher

level of charge; such as would happen in the case of a knife being used.

Cheeky Youth A, or at least his Solicitor, then asks for compensation for being sprayed with his own CS Gas – It's a funny old world..... Also, we were not invited by the CPS to make an order for forfeiture and destruction of the CS Gas as we would have been if a knife had been used.

Back to the ever present problem of shop lifting.

To put it in context several of our happy band of 327 Magistrates own and run their own shops. I'm regularly informed that retail prices would be 20% lower for us all if there were no more thefts (shop lifting). So, not only are we subsidising those in prison (exempt from Council Tax and National Insurance when in prison), we are subsidising shop lifting to the tune of 20% across the board.

Unusually, we had a 10 year old ethnic Indian female in Court this week as she had been caught for the third time shoplifting. After two Police warnings she ended up in Court, charged for the first time. We heard that she had exactly the right money in her purse and that her mother had given it her to go out and buy the item from a specific store. In fact the girl took exactly the right store branded plastic bag with her to put the stolen item in. She then purchased a very low value item so to get a till receipt to put into the bag. Where did she learn all that at the tender age of 10 ? Clearly not from her shocked and horrified parents.

The body language of the ten year old shouted, "Am I bothered", even though the words never left her lips..... Our children are our future and every child matters.

Time for another cold drink.

## 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**

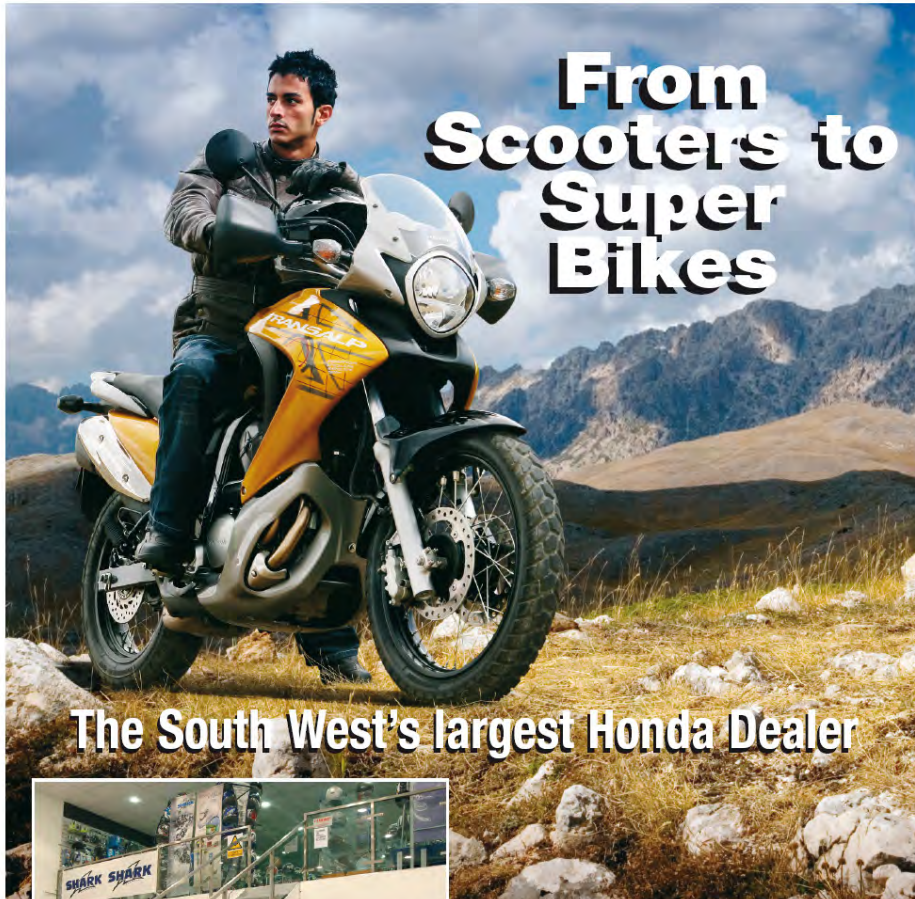
If you don't have satnav or any idea where this is then feel free to contact any committee member who will gladly help you.



*Red leader's ultimate accessory*



*Oops!*



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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.

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

## Sam Committee

To help you put names to faces, these are the current members of the SAM committee. Please talk to them, make them work for you and your group. Remember you can address the whole committee by sending an email to [committee@iamsam.org.uk](mailto:committee@iamsam.org.uk)



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