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SEVERN ADVANCED MOTORCYCLISTS



November 09

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The Official Journal of

SAM

Journal

of the Severn Advanced Motorcyclists

November 2009

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Publication Compiled by - Effective Documentation Service 07590 412834

Copy deadline for December Issue: 7th December 2009

Journal of the Severn Advanced Motorcyclists

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



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Journal of the Severn Advanced Motorcyclists

Chairman's Chat

What a busy few months the club has had!

During the weekend of 22nd and 23rd August the club attended the Motorcycle "Open day" run by Fraser's, Branson's and Gloucester City Council at Hempstead. The result of this weekend saw some 70 motorcyclists giving their details and showing a positive interest in the "Skills for Life" package. WOW- now that would be interesting if half of those actually sign up. My thanks to all of you who gave up your weekend to help at this event.

There was no speaker at September's club night. This enabled members to have a general chitchat and a quiet beer with each other. Due to the rather pleasant September evening (it really was hot) 25 members attended. Some how the raffle still managed to raise somewhere in the total of £50.

Saturday 12 September saw the Observers attending a "refresher Day" at the King's Head at Norton. The morning was "classroom orientated". Dave Shenton from the IAM gave a presentation on how the IAM see the structure for the Senior Observers and Observers as well as Briefing Techniques of Associates. Martyn Hillier (IAM Examiner) gave some advice on good practice for the Observers as well as answering some of their concerns. John Lane (SAM Chief Observer) gave an overview on how he wished to "raise the bar" in order to increase our level of test passes. In the afternoon it was a chance for the Observers to be examined in their briefing, debriefing of associates and their riding skills. The day was a total success with all who attended commenting on the need for this to be held annually.

Saturday 19th September (at the same venue) the club held an "Observers Assessment Day". This enabled members to be assessed to see if they were suitable to become an Observer. The day started with John Lane setting out the standard and commitment that would be required and also what the IAM proposed for the future. Geoff Pollard, Graham Bailey and Sally Charlton all gave an input as to what was required for the Briefing and De-briefing of Associates. In the afternoon it was out on the bikes to put the theory into practice. The standard was quite rightly set at a high level with the assessors all meeting up afterwards to discuss and make their decisions.

I am pleased to announce that we now have a new bank of Trainee Observers.

Congratulations to:

Les Stewart

Paul Kimpton

Lloyd Sandall

Simon Charters

Graham Read

Jim McPhail

Andi Holland

Robin Birkett

My thanks to all the Senior Observers and Observers who gave up their valued time on both the 12th and 19th September to make both days a total success.

Congratulations must also be given to Geoff Pollard recently passed his Senior Observer's Test –well done Geoff, totally deserved.

During Friday 9th and Sunday 11 October, Paul Cote, Mark Godsland, Lloyd Sandall and I attended an Observer Training Weekend in Wales. This enabled us to look at the new procedures that the IAM wish clubs to use for their Associates. The weekend was first class with all of us learning a great deal about the Training of New Associates.

Octobers Club night had the pleasure of our very own Mark Godsland giving a presentation on ways to keep your bike secure and how to make it very difficult for the thief. Forty members listened and were astounded at the staggering amount of 2 wheel thefts (26,000 plus). This really did get the point home .A really interesting talk-thanks Mark.

And finally (I know it is more of a book than a chat).....the club has been successful in obtaining Charity Status .HM Customs and Excise (the Tax Office) has agreed that we can claim back the tax that that has been paid on our membership fees. We should be able to do this for the past 6 years and have until April 2010 to do so Gary Shellard and Lawrence Morgan are still working on a process to achieve this aim. We will be in touch in due course, all you will need to do is fill in and sign a short form giving us permission to claim the money back.

Speak to you all again in January 2010

Kind regards to you all (oh and a Merry Xmas !)

Pete C



Lloyd explained the benefits of SAM membership at the Hempsted Show



Committed SAMMERS ignore distractions while working hard on the SAM stand



Pete & Yvonne celebrated birthdays at the club night

A Word from the Editor

They say nothing lasts for ever. As more and more of us have embraced the era of digital TV and its numerous advantages, the time has arrived for traditional analogue transmissions to end. The switch off has been carefully planned. Provision has been made to support those who will find the transition more complicated than others, and an extended period of format overlap has gone a long way to smooth the transition.

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From our group's point of view, the journal in its current form clearly has a limited life expectancy. Computers and in particular the internet are no longer the sole preserve of geeks and early adopters. Just like other technologies that came before, telephones, motorcars, radios and more, the early days have been characterised by unreliable and expensive hardware, operated by enthusiasts who didn't mind getting their hands dirty to make things work. But now computers, email

and other forms of digital communication have become affordable everyday tools for life.

In my role as journal editor, I collate contributions from group members over a period of two months. It takes a further month for these contributions to be typeset, printed and to reach you. By the time you get to read group news, it is of little but historical interest.

Contrast this with a recent experience. A number of our members were lucky enough to visit the Isle of Man to see the Manx GP. While they were away, they sent me a couple of picture messages via mobile phone and telephoned me to report what they were up to. Within 24 hours, an article had appeared on the SAM homepage.

Which is of more interest, or more engaging to a potential new recruit, a dusty copy of the journal featuring reports on what we were up to months ago, or a busy and lively

website that is regularly updated to reflect our current activities?

I'd be interested to hear how you feel about the journal and the website as our two principle communications devices. Which do you favour? How long should the journal continue in printed form? Is it an expensive to maintain intensive care patient whose ventilator should be switched off, or an endangered species that should be nurtured and protected?

Last month I shared some thoughts about how my journey into Advanced Riding had altered my perspective of other road users. Recent SAM recruit Ian Pincott was kind enough to share his response to this ramble, and has agreed to me printing it for your consideration.....

I have to disagree, Simon: all those idiots who used to get in your way haven't retired from driving since your involvement in advanced

motorcycling; they still pull out at roundabouts, or overtake using the 'violent-manoevre/no-signal/no-mirror/oh-sh**- where-did-that-f***in'-bike-come-from?' technique. It's just that they've slowed down, I reckon. Wouldn't it be great if they had all been superannuated, though?

To be fair, I have noticed of late there is an increasing number of drivers out there who do seem to be more aware of us, who pull over to invite us to overtake on A-roads or when we're filtering (even when it's not really necessary, or if we've already decided there isn't enough room) or who give way to let us

through gaps. Maybe I've mellowed, but — coincidentally since I've advanced my motorcycling — there seems to be more time for eye contact, time for those other non-Highway Code-approved gestures: the nod, smile, or wave, to acknowledge a courtesy. Time to be more relaxed, forgiving, tolerant... Before you think he's lost the plot, that's not to say I've forgotten or exonerated the feckless, antisocial and downright stupid out there (on two wheels alas, as well as four). I don't need to be paranoid to know they're all out to get me, and I ride accordingly

Simon

Test passes:-

We are pleased to announce that the following associate member has been accepted as a full member of the group and of the IAM having passed his advanced motorcycle test. Congratulations Tim and Dave.

Member

Tim Dennis

Observed by

Dave Bainbridge

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We Welcome New Members

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

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.

New Bikes

A couple of new additions to the SAM fleet have reached my attention. Most notably, it seems our very own Red Leader Craddock has decided to take the load off his trusty Routemaster (Goldwing) by adding a BMW R1200GS to his garage.

Red Leader's Silver Arrow?



Brian Charlton has also swapped his much love KTM for a R1200GS.

It seems that our march towards re-launching as the BMW owners club continues apace!

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Forthcoming Social & Rideout Calendar:

November – April '10

10 November	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 motorcyclist so the talk will have the correct edge to it.
15 November	Rideout	The Leaning Tower of Caerphilly Castle (Ride Caerphilly) Pete Wood leading on another adventure. Should be a good ride, but not sure about the jokes! Details on the SAM forum.
Friday 11 December	It's Christmas (said very loudly)!!	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 let's 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)
12 January	Clubnight	Whilst it is still cold, dark and maybe snowing Gary Shellard has offered to give us a talk on the trip he and Vanessa did to the Arctic Circle in 2009.
17 January	Rideout	Simon leads his first ride. Details to follow. Weather almost certainly naff.

9 February	Clubnight	Auction in aid of the Acorns Children's Hospice Trust, sell your old and maybe not so old gear and donate £1 of the proceeds to your clubs chosen charity. Please arrive early to register your sale items. There will be the usual hot buffet where we request a £2.50 per head donation.
21 February	Rideout	
9 March	Clubnight	This is different, a talk by a representative from the Royal British Legion – Riders Branch on the work that they do to support our men and women who are still serving or are ex members of the Forces.
14 March	Rideout	
4 April	Rideout Budge	The Annual Charity Easter Egg run to the Acorns hospices in Selly Oak and Worcester. Please note that we are leaving at 0845 from BEW and 0930 from the Acorns Charity Shop on Lower High Street Cheltenham. (Medium)
13 April The meeting will start at 8.00pm sharp	AGM	Come along, have your say, hear all about what your committee has done in the past year and what they would like to do for you in the coming one and of course there's the Cheese & Biscuits to look forward to.
18 April	Rideout	

Note that the as yet unplanned Runs will happen. Keep an eye out on the website for details ahead of the dates. Got an interesting idea? Fancy planning and leading a route? If so email the editor.

Please note: Your committee requests that we gather from 1930, our speaker(s) entertaining us between 2000 & 2100ish, club business will be dealt with after this. Please check the website www.iamsam.org.uk for more information and updates

All rides will start from BEWSC unless otherwise stated and will be graded so that you will be able to judge the pace that will be set.

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

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

Dear Members



"The SAM Christmas Meal has been arranged for Friday 11 December 2009 at the Kings Head Public House, Norton (on the A38 approximately 2.5 miles out of Gloucester towards Tewkesbury) .Budge has provisionally booked 60 places. The cost will be in the region of £15 each. For those of you who remember last year, I'm sure you will agree it was good value. If you want to go contact Budge asap by e-mail at vicechair@iamsam.org.uk letting him know how many places you require."





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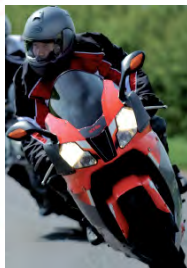
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Rideouts

Hidden Monmouthshire

by Pete Wood

Those participating –

Pete Wood	Kawasaki ER6F
Steve Reeves	Honda Pan European
Les Stewart	Kawasaki FJR
Budge & Janette	Honda CBR (the big one)
Lawrence & Chris	Honda Varadero
Ian Harrison	Kawasaki Versys
Loz Mummery-Smith	Suzuki V Strom
Lloyd & Yvonne	BMW 1200 GS

A slightly misty start to an otherwise fine & sunny day lane bashing & scratching around Monmouthshire and surrounding areas.



Start of Run

We entered Monmouthshire taking the old road into Chepstow & across the old green bridge with Chepstow Castle on our right. A quick tour of lower Chepstow's one way system and we arrived at our first stop at Chepstow Castle car park and emerged into warm sunshine.

At Chepstow we had a special request from Budge for an unscheduled stop in the pursuit of caffeine. And so up Mouton Road to quite a good Burger Van & Coffee Stall in the car park of Chepstow Race Course where the world famous Market & Boot sale happens every Sunday.

After coffee we followed the A466 to Tintern Abbey, Landogo and so to Monmouth town. After a quick tour of some of the narrow side streets of Monmouth we headed back in the general direction of Chepstow via a couple a hair pins bends to Trellech, then down back past the Race Course and hung a right just after the roundabout and through the twisty lanes to Shirenewton, diving

downwards taking in the views of the Bristol Channel, through Crick and Portskewett to Black Rock picnic and view point. Here we stopped and had a good look at the two Severn Bridges, old to the left and new to the right. The Black Rock itself with its warning light is about ¼ mile (at high tide) across the Bristol Channel where the second highest tides in the world builds twice a day.



Black Rock

After Black Rock we headed for Wentwood, up a narrow twisty hill past the reservoir on the left and up through the woods, passing Father Christmas's winter hangout on the right dropping down through the marvellous Monmouthshire country side to the small town of Usk with its decorated clock tower situated in the middle of the town square. We

left Usk across the bridge over the River Usk then onto the old Roman town of Caerleon and on to Magor, again passing through the town square. This time over the railway bridge and through the lovely lanes that form part of the Caldicot Levels into the back of Newport via Nash. We stopped (but only just as I nearly missed the left turn into Estuary Road) into South Wales Super Bikes car park where we did lunch courtesy of another Burger Van.....



*South Wales
Burger Van
Lunch Stop*



Next stop was Llandegfedd Reservoir and watched the dingy sailing and enjoyed soft ice creams and 99s in the warm late summer sunshine.



Sits and Thinks

We headed for home via Raglan, Mitchell Troy, Monmouth and the newly resurfaced (95% complete) A4136 up to "The Forrest" and finished the run at Five Acres Garage.

Hopefully everyone enjoyed the mix of roads, variation in scenery and a good mix of rural and urban riding; and not a spot of rain !

Ride Safe and Prosper

Pete Wood



How much is this one?



*Honda
Dream*



*Coffee stop at Chepstow
Race Course*



*I'd have an
ice cream
but I can't
get my
helmet off!!*



Food Again!



Llandegfedd rest



*Does my bun look big in
this?*



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Fazer to me for about 120 miles. I really didn't want to give it back, despite the driving rain and lack of weather protection - a fair bit less than the Viffer's. The riding position was much more upright, with a lot more leg room and a lot less weight on the wrists. The seat was much plusher too. It was like a giant (compared to the svelte VFR), comfy, hyperspeed scooter. "You can be really lazy," said Tim, "and just leave it in 6th gear if you want" - and he was right, not that we SAMers ride that way, of course! 0-160 mph in one gear is totally possible - and 50+ mpg too, even when "making progress"!

After swapping bikes back - Ow, ouch, the pain, the pain! - I vowed to myself that I would get a Fazer ASAP. At the end of August I found a very reasonably priced, '02 plate, low-mileage, pimped-up example, complete with all the bits I would've wanted to put on - hugger, aftermarket end can, taller Vario screen, custom comfy seat, new

tyres, etc. After a few thousand miles and another Cadwell track day on it (in very wet conditions, and accompanied by SAM journal editor, Simon, on his 'blade), the only two minor criticisms I can even begin to find are the slight lack of weather protection - but, hey, that's why I own Goretex as well as leather - and slightly lumpy power delivery at low revs. And, even then, the latter is being sorted very soon...

In October, I'm having my bike "Ivanized", to completely smooth out the revs and add another 10 bhp and another 10 ft-lbs of torque at the rear wheel. This involves the installation of a carb kit, designed in the U.S. by a chap named - yes, you've got it - "Ivan", to the Fazer's '98 R1-derived engine, which was factory de-tuned for better low to mid-range grunt. Once that's done, it becomes rev 'n' go, and I'm seriously going to be wondering what on earth I'll ever be able to replace my bike with when the time eventually arrives - just like I know Tim does.

Mere words can't express enough how pleased I am with my Fazer. In my mind, at least, it's like, "Why do they even make other bikes?"

The '01-'05 Yamaha FZS 1000 Fazer. The best bike in the world? I'll bet you can guess my answer...

Some stats (claimed stock figures):

Honda VFR750F-S - 100 bhp, 749cc, V4, 209kg, 152 mph, 0-60: 3.9 s, 53.4 ft-lbs torque

Yamaha FZS1000 Fazer - 143 bhp, 998cc, in-line four, 208kg, 160 mph, 0-60: 3.1 s, 77.9 ft-lbs torque



Old faithful vfr



The Beast



You may recall from the last journal a rant about the fact that the IAM had negotiated a discount on Garmin Sat Nav systems excluding the oh so relevant motorcycle specific models. We were not the only group to make our concerns felt, and I'm happy to report that

'IAM members can now take advantage of the latest offering from sat nav specialists Garmin - the Garmin Zumo 660 motorbike sat-nav unit, which is available to members for £429.99 – a saving of £120 on the normal retail price.'

I am amazed but chuffed that for once, moaning and causing a fuss has led to action further up the chain. Hopefully this turn around demonstrates that HQ really are interested in nurturing its motorcycle members, who after all are the fastest growing section of the organisation, and the most active at group level.

Check out the IAM web site for details of this deal.

Sat Nav on your Phone?

Do you have a contract mobile phone? which could be of direct interest to If so, do you know when you are you as a biker, and to other hobbies eligible for a handset upgrade? I ask and interests that you may pursue. because there are an awful lot of The days of being wowed by genuinely exciting prospects out there secondary functions such as being

able to send text messages or play car park so I could wander away safe 'snake' are long past. The latest in the knowledge that it would phones are truly integrated electronic remember where the car park was devices, combining all the 'traditional' and be able to find the way back phone functions with those of music there at the end of the day! players, personal organisers, cameras and of particular interest to us, satellite I always fancied buying a sat nav but navigation. Even if, unlike me, you are could never justify the expense. This blessed with fantastic navigation skills, one came 'free', well without me there is still a great deal to benefit paying any more than I was already from using electronic digital mapping, spending on my existing phone especially when the device itself goes contract. Sure there are significant with you everywhere. disadvantages over bike specific tools like Tom Tom Rider if you want to use

I downloaded European map data before my recent trip to Holland. When on your bike. The main one being that we realised we were going to need to the screen is small and the interface find a cash point, I fired up the is too fiddly to operate while riding, TomTom application on my phone and but I wouldn't have been able to was directed to the nearest machine; easily use a car or bike sat nav to do 500 yards away, but it could have any of the useful impromptu stuff taken me ages to find it! while in pedestrian mode. And what

Also when I needed to park the car in expensive electronic device than Amsterdam, not only was I able to slipping it into a pocket rather than consult the database in the software to leaving it locked to its mount or in a locate the nearest facility, but it pannier? When you look at the price directed me there by the quickest of Garmins and TomToms designed route, AND it saved the location of the for bikes (£450 for a Garmin Zummo

550 on Amazon), you could consider the contract for something like my O2 Xda Orbit 2 as being payment over 18 months including 600mins of phone calls / 100 text messages and unlimited internet for free each month while you pay £30 per month to buy the hardware.....

biking, get in touch and we'll feature them soon too!



Simon

There are a number of really exciting facilities that I'm making use of with my phone. I plan to share these with you over the next few editions of the journal. In the mean time, if you use any high tech gizmos to enhance your

Editor Simon Charters Writes: Tim, the only test pass, of whom I was aware, was kind enough to send me a brief introduction to himself and his ride:

Tim Dennis

An Introduction

I only got into bikes in 2002, did my couple of years before changing to CBT, followed by direct access my current bike, a Fireblade RRY. scheme which I really enjoyed. Even after riding it for 5 years, it still started with a Bandit 600, rode it for a feels ridiculously powerful!! I recently changed jobs and now work hour traffic, but when faced with a in Bristol, so I've started commuting by long queue of stationary cars, it bike. I don't particularly enjoy the rush seems a whole lot better.

My longest trip so far was when I doing quite a lot of motorway miles, visited a friend in Geneva a couple of although I did do a fantastic mountain years ago. Somehow I managed to pass! pick the wettest week, so ended up



I remember when this was all fields...

From the Quill Pen of the Motorcycling Magistrate

Owls & Helicopters

This is all about things that fly – Owls & Helicopters.

The husband of a friend of my Wife had an interesting experience with an Owl whilst riding his motorcycle between Lydney and Whitecroft the other night. I don't have the photo but I'm assured that this is true –

While riding his motorcycle at a quite a reasonable speed through the twisties, an owl crashed into the Biker's chest, this of course was quite alarming for both the Owl & the Biker. The Owl then perched on the motorcycle's handlebars and wouldn't fly off even when gently encouraged....

The Biker is amazed and pulls up outside his local Pub and the Owl stays put perched on the

handlebars. The Biker call his friends out to look at the Owl and a photo is taken with a

Cell 'Phone and no one can really believe their eyes. Eventually they all go back inside the Pub and eventually the Owl flies off. If I can get a copy of the photo I'll send it into the Club.

Moving to a more serious note, this week in Youth Court we had a young man up before us for shining a green Laser pen into the cockpit of a slowly flying helicopter that had a crew of four people on board; two of which were Policemen. Everyone in the Helicopter had their eyesight affected for this was a sustained attack, not just a quick flash. Between them the crew pinpointed the Youth's position using GPS type

technology and radioed the information to Police HQ. A car full of Coppers soon pounced on the Youth, confiscated his Laser pen and a pocket full of spare batteries. The Helicopter and crew then quickly aborted their mission, returned to base for medical check ups. I'm no expert but if Laser damage is anything like "TIG Welding red Eye", then the full effects come out a few hours later and I know from personal experience can be quite debilitating for a few days....

Grumpy's Corner

Greetings from my humble abode

I am now on my second attempt to start, finish and submit an article for the magazine. I had only been back from Italy two days when I received a call from Hamish to say that our old friend Oscar was fading and I should come up to Scotland fairly soon. Oscar hadn't been in well since early

Turns out that the Youth in questions is "challenged" in many ways and although has a basic understanding of right from wrong certainly can't understand, in full, the consequences to shining a Laser into the eyes of a Pilot of a Helicopter that is flying over a densely populated areas, and right over his own Mum's house. We heard that the Youth, of previous good character, purchased the Laser from eBay for £15 for which we the Bench were invited to make an Order for Forfeiture & Destruction.

Spring when he developed a bit of a wheezy sounding chest that didn't seem to go, it just got worse and no amount of medication seemed to work. So, I packed a bag and dispatched my self northwards, arriving just in time to say my farewells to a good and trusted friend. Over several glasses of falling down water we all reminisced

about Oscar, how he just turned up one autumn and ensconced himself in the gatehouse at Hamish's place as gatekeeper and never left. The trouble we had trying to get past him in later years when his eyesight was going and it took him longer to recognise who it was, and the selective deafness, he never heard us calling but he always heard when there was food being put on the table. It was while I was recovering from the liquid nightcaps that I remembered that deadline time was imminent and I needed to pull my finger out and get it written, borrowing a laptop from Mrs Hamish I start button pushing when I am interrupted by a phone call from Gadget. Could I help him out by collecting a piece of equipment up from a firm in Leeds on my way back south and to give him a ring when I leave Leeds and he will arrange a meeting point. Nice one Gadget, just what I need with a hangover the size of Edinburgh. So I finish off the article and press send, job done. Equipment collected and Gadget is not answering his phone, out of Leeds and onto the

M62 and find a service area of some sort to phone Gadget again, success, he will meet me at Coventry services. We meet up, equipment is duly handed over, and I update him on events concerning Hamish and Oscar. Arriving home very late and extremely tired I fall a sleep in an armchair to be woken up six hours later by the phone, yes that's right it's the editor, I had missed the deadline for submission. On opening my e-mail, I find I had sent my article to myself and not the editor. I also have a email from Hamish after I left he found a photo that was taken a couple of months after Oscar arrived, we were out on the moor trail riding and had stopped for coffee. There we were Hamish an I sat on a large flat round boulder and Oscar led on the ground semi propped up against it, underneath was written "Oscar the best guard dog ever".

Ciao

Grumpy

How Do You Find Us?

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

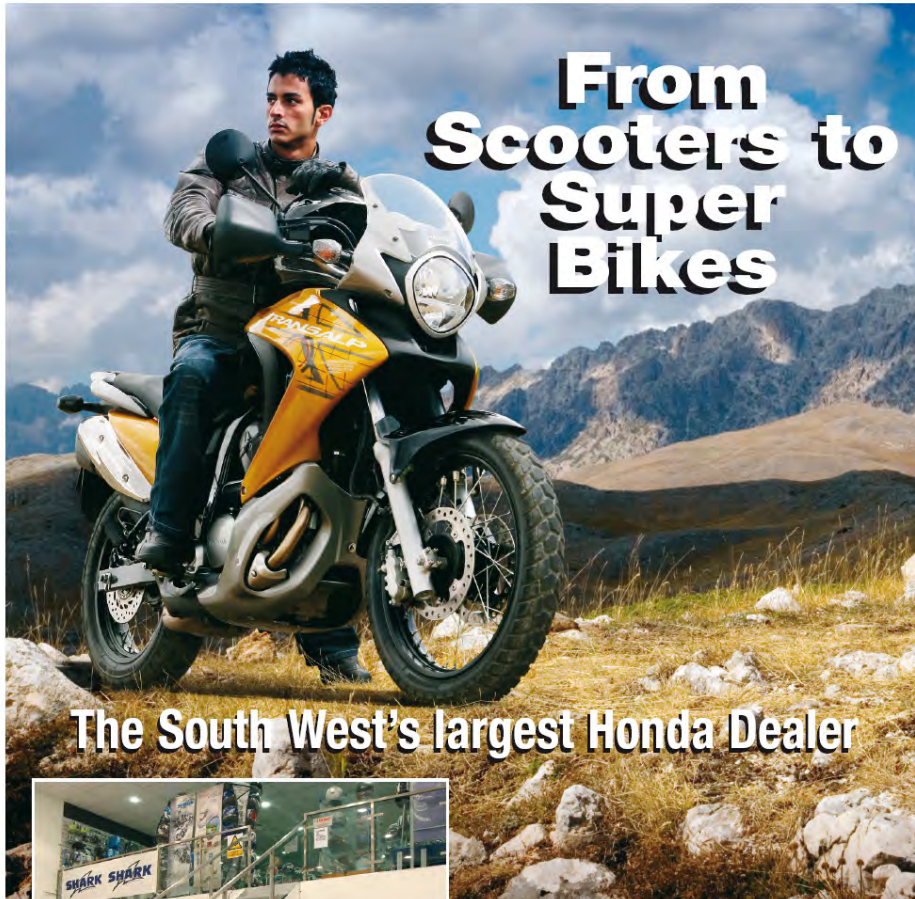
Birds Eye Walls Club
Hammond Way,
Gloucester
GL4 3HG

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.



'Man with wooden leg called Budge, what's the other one called?'



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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 very useful if he/she knows if this is your first group ride.
2. Each rider must endeavour to be in control at all times, to comply with the law and demonstrate a high standard of riding. Please note that **All** participants must be wearing suitably approved crash helmet, gloves, boots , protective jacket and trousers -all of these are mandatory .Persons not in possession of such clothing will not be allowed on the ride-out due to safety .Wet weather gear must be carried.
3. Please be ready with a full tank of petrol at the advertised start time and place.
4. The person who leads the ride will be in charge of the ride. It will be
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
	IAM badge(sticky)	£1.50
	IAM screen sticker	£2.00
And finally	ULTRA SEAL - per bottle	£17.00