

**defeated again by the tiny screens on their sat navs, the long sighted SAMMERS decided a large format map could help them find their way home.**



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January 2010

The Official Journal of

**Samm**

# Journal

of the Severn Advanced Motorcyclists

January 2010

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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](mailto:committee@iamsam.org.uk)



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Journal of the Severn Advanced Motorcyclists

## Chairman's Chat

**Pete Craddock, Chairman**

So it's all over for another year. Christmas lights and decorations put away and New Year's resolutions already broken? Did Santa bring you that something special-new titanium exhaust pipe perhaps, anyway all joking aside; I hope you had a "good one" and ready to start 2010.

Looking back to Novembers' club night saw Richard English from the Highways Agency visit us. He was able to throw some light into what the 4x4's in yellow and black do on our main arterial routes (you know the one's that make everyone slow down on the motorway for about 10 seconds until they realise it isn't a Police vehicle). Richard's talk was informative and he was able to answer the majority of the questions asked, those he couldn't he e-mailed the answers to Budge the following day.

John Lane (Chief Observer) later presented Observer Certificates to; Pete Wood, Paul Cote, Graham Shaw, Mark Godsland and Wayne Hanson.

Advanced Certificates and Club Polo Shirts were presented to:

John Sturgess by Pete Wood (Observer)

Philip Caterer by Andy Tinsley (Observer)

Congratulations to all concerned.



No club night in December just the infamous SAM Xmas dinner once again held at the Kings Head Public House, Norton. Forty- Six of us braved the cold to sample some of Carols' fine cooking. she didn't disappoint us. WELL WHAT A NIGHT! This one even surpassed the 2008 Duck and lamb evening. So many SAMMERS enjoying the social side of the club. Excellent company with the "Master of Ceremony" Mr Steve Mason getting the vote for the best dressed gentleman of the night (Survey carried out my "Witch magazine !). Numerous new club members mingling with the "old stagers" resulted in a brilliant night ... Thanks to Budge for sorting this one – ready for Xmas 2010 yet?

I know you would also like me to thank on behalf of you all the lovely ladies on the door each club night who badger you for your cash so that you have the chance to win one (or more) of the raffle prizes on display. Thank you ladies it really is appreciated –I think!

So what's happening in the back ground for 2010?

By now I would hope that the majority of you will have filled in your Gift Aid Form and sent it back to Gary Shellard, if you haven't and you want to ,come and see me on club night or e-mail me and I will send you a copy([chairman@iamsam.org.uk](mailto:chairman@iamsam.org.uk)) . Sorry to keep going on about this one but it is a real one off opportunity to actually claim something back from the Government .We are also trying to claim some more money back from the IAM with which we may purchase some radio equipment for each observer to use with their associates.

The associates "Welcome Package" is coming to its final stages thanks to a lot of work by Eric Bush and Lawrence Morgan. The idea is that every new Associate will receive a booklet, which will introduce him/her to the club and really give

guidelines on what is expected from them by the Club, their Observer, the Examiner and also our ride out procedures. There are other items but I won't bore you with them all.

The diary is starting to fill up with ride outs and visitors for Club nights. Don't forget the French Trip to the Loire Valley in April-May 2010-there are still places-have a look on the website for details or come and speak to me.

Andy Tinsley our webmaster supreme has asked me to request that if you have anything for the SAM website please send it to him as soon as you have it .He will then get it on the web ASAP. This way the information and news is continually updated.

The committee are looking at celebration ideas in order to celebrate 20 years of SAM, if you have any you wish us to consider let us know. Already in the pipeline is a summer BBQ.

Eric Bush has decided to leave the Committee due to his extremely busy work life as well as his new chosen hobby-"Motor-homing". I personally would like to thank both Eric and Gill for their commitment to the club and hard work over the years.

And finally.....

In March's Journal we will be including Voting Slips and Information about the AGM (Tuesday 13 APRIL 2010). If any of you are interested in being on the committee or getting more involved in helping with the organisation of the club, please let us know-more about that later.

Well that's enough from me...remember, be careful out there.

Kind regards

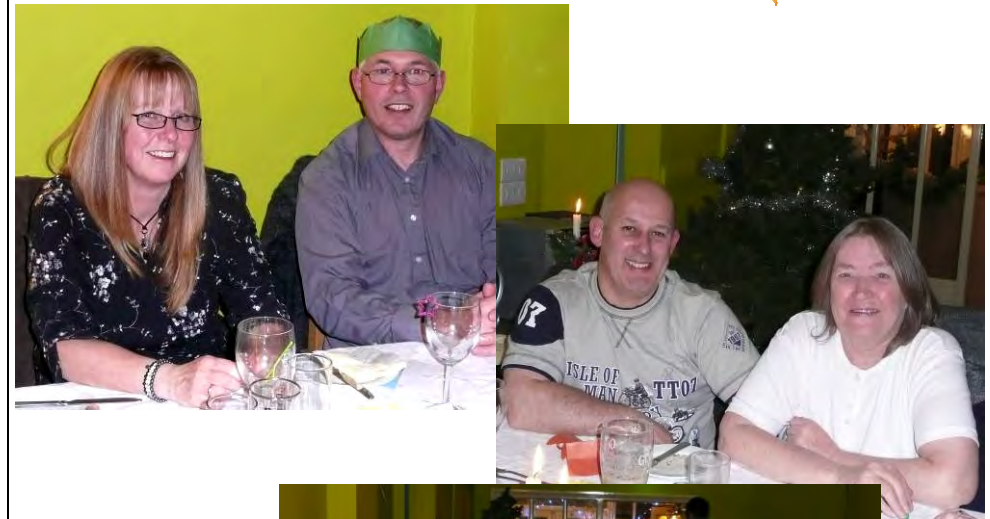
**Pete C**



## SAM XMAS DINNER



SAMMERS enjoying the social side of the club



## Words From The 'Temporary' "Ed"

**Pete Craddock**

Sorry to say it's me again standing in as Temporary Editor. Unfortunately Simon's wife, Karen, is very ill at the moment and therefore I have taken over the role on a temporary basis until Karen is better. Simon is obviously putting all his time and effort into helping Karen and looking after their little girl Annabelle. A card has already been sent to them on your

behalf and a bouquet of flowers will be sent when circumstances allow for Karen to receive them.

I know that you will all join me in wishing both Karen and Simon well. We look forward to seeing Simon's smiling face back at club nights and ride outs.

Please forward any Journal items to me until further notice. I will keep you updated.

Kind regards

**Pete C**

## Words From The "Ed"

Technology, who'd have thought it would come in handy?

If you've read Pete's update you'll have learnt about the difficult time that my family have been

experiencing over the past few months. We're hoping that the worst of this episode has passed and that the remaining four Chemotherapy sessions will pass without too many complications and that Karen will be able to enjoy some quality time at home with Annabelle (our two year

old daughter) and me after a long period of time in hospital.

One of the most difficult things we've had to face is the tricky balancing act between keeping everyone informed of progress, and protecting ourselves from the intrusion of a thousand phone calls every night. Karen came up with the genius idea of setting up a 'Twitter' account. I've never really understood the appeal of Twitter until now. If you don't know, Twitter allows you to keep a live diary of your trivial and not so trivial activities online in the form of short messages. Famously Stephen Fry keeps a legion of fans informed of his every move, and 'followers' can post reactions in real time. One time he wanted a coffee, and was bombarded with a wealth of recommendations about where he

should go for a good brew. All very pointless and nerdy; until you find yourself confined to a hospital bed with a large number of family and well wishers keen to know how you are doing. Karen has posted regular updates or 'tweets' as text messages to a small band of followers, and in doing so has done a great job of keeping me sane and protected from the barrage of phone calls.

Pete has been a great help and support to me at this difficult time, and many SAM members have passed on their best wishes and kind thoughts either through him or via email.

Kind regards

**Simon**

*sorry officer I was in a hurry,  
I needed my nappy changing*



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## Test Passes

The Club are pleased to announce that the following associate members have been accepted as full members of the group and as members of the IAM having passed their advanced motorcycle test.

### Member

Paul Cudmore  
Adrian Arnold

### Observer

Dave Preest  
Paul Cote

Congratulations to you both

Gary Shellard has been successful in passing his Senior Observers Test- congratulations (any chance of buying a beer?)

## 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](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.

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## Forthcoming Social Events

### Social & Rideout calendar:

#### January – April '10

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](http://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.

12 January	Club night	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	Ride out	09:30am- GLOUCESTER OLD SPOT- ride out, a medium ride lead by "Red Leader" himself -Yes you've guessed it a ride around sunny South Gloucestershire and then back to Stroud for "Bacon Butties" and Coffee, (provided we are not frozen on the bikes) prepared by our very own "Witch-way Jen". Start at BEWSC
9 February	Club night	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	Ride out	Ride out times and details to follow-watch out for this intrepid voyage, who knows where Lloyd Sandall will take us. Start at BEWSC

9 March	Club night	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	Ride out	This one will be lead by the Treasurer himself Mr Gary Shellard. Details to follow
4 April	Ride out 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	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.
The meeting will start at 8.00pm sharp		
18 April	Ride out	Another ride out organised by Mr Lloyd Sandall- more details to follow.

Keep an eye out on the website and SAM forum for details ahead of the dates. Got an interesting idea? Fancy planning and leading a route? If so email the editor.

*Mr Shellard continues his busking career...*



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## My Bike

### Low Life – My 1999 Triumph Legend TT

I bought this bike new, discounted list price back then was about the same as a new Street Triple today. The

The low seat and wide bars means that the Legend hides its considerable weight well. At 473lb it's heavier than a modern Speed Triple but with roughly half the power. The low centre of gravity inspires confidence, which made it ideal for IAM observed rides and the test.

The engine is the original big Hinckley 885 cc triple, detuned from Trident and Trophy spec. The pair of reverse-cone silencers look just right but the twittering, whiffling exhaust note is rather disappointing. Docile power delivery all the way through the rev range is fine if you're not in too much of a hurry. Acceleration isn't exactly hang-on-for-your-life stuff, nor will it wrench your arms off — though, due to the riding position, the headwind will if you like to travel at much over 80mph — but performance is mettlesome enough.

Whether solo or loaded up for touring, a realistic maximum of about 110mph is attainable, for as long as you can bear the windblast. Steering

is light and neutral, while handling is predictable and forgiving. Bumpy roads will find the limit of the rear suspension, and the front will nosedive under heavy braking\* if loaded up with tank bag, panniers, camping gear and a wife. (\* Remember heavy braking? It's what you used to do before you became an advanced motorcyclist.) The combination of low-down torque, a willingness to rev and impressive engine braking allows you to roll around on the throttle rather than banging up and down the typically-Triumph clunky gearbox. It doesn't seem to make a lot of difference if you're in 3rd, 4th or 5th, a fact that got me into trouble with my Observer for not changing down when entering 30 mph zones.

Low-tech and rather Spartan, the Legend has been a competent, and unpretentious machine. Whether pottering about or making more enthusiastic progress, weekends away or even (short -ish) tours, living with it has been a pleasure.

After fourteen thousand miles there have been a couple of issues: an intermittent low-speed misfire was only finally cured after all the leads, coils and pick-ups were replaced; and shortly after this, (and I know who changed the plugs last but can't prove they cross-threaded it) it spat out a spark plug on the M4. Performance Triumph in Cheltenham repaired the stripped thread with a Time-Sert bush.

I had the seat reupholstered and re-profiled by Dave Harding at Digger Seats in Newport (he made the seat for Billy Connolly's tour of New

Zealand trike). That raised the seat height and improved the comfort, but there's still a lot of weight straight down through the tailbone.

I am very fond of this bike and don't intend to part with it, so I shall soon be looking for another donor bike to keep me in spares. I might go for the Thunderbird Sport and then I can see what my old Legend is like with up-rated suspension and a taller sub-frame at the rear.

**Ian Pincott**



## Rideouts

### Caerphilly Castle

15th November 2009

#### Role Call:

Pete Wood	Kawasaki ER-6F
Robert Cater	Honda CB500
Paul Hazell	Yamaha Faser 1000
Pete & Jenny Craddock	BMW
Clinton & Lynn King	Honda Pan European
Lawrence & Annette Morgan	Honda Varadero
Graham Read	Triumph Tiger 1050
Derek James	Honda CBF1000
Stephen Reeves	Honda Pan European
Gary Shellard	BMW 1200 RT
Chris Wash	BMW GS1150
Steve Carter	Suzuki B-King
Tim Rodway	Yamaha Faser 1000

We really couldn't ask for a better, sunnier start to our Sunday out on the roads of England and Wales. Just, but only just, all sixteen of the group (mounted on thirteen bikes) left BEWSC headed for first stop, somewhere deep "In the Forest".

The plan was to split the run into chunks just shorter than the 90 minute maximum that IAM guide lines suggest and so we headed for something completely different – a unique Geo Map (that cost £107,200) located at New Fancy in The Forest. This intriguingly named site was a commercially worked coal

mine until the 1960s. What was the mine's spoil heap now provides spectacular views across the Forest and is a favourite spot for birdwatchers. Birds of prey, Goshawks in particular – can be seen soaring above the woodland.

Library shot of New Fancy Geomap on the site of an old coal mine



There was almost universal call for hot coffee from the Sammers, so being democratic and fancying one myself, we headed for South Wales Super Bikes, Newport via the picturesque town of Chepstow and the old bridge across the River Wye and so into Wales.

Once refreshed the group headed west towards Caerphilly along the

Southern Distributor Road, past Newport's Transporter Bridge and once past M4 J28 more into more open Country once we had left sun soaked Newport in our rear view mirrors.

(Another library shot as the Newport Transporter Bridge with it's dangling platform is closed for de-rusting currently).



We took to the hills and the lanes and this really helped to start to get all our motorcycles dirty, just as it should be.....



Swooping down from open heath land into the “Van” area of Caerphilly we negotiated the one way system that Caerphilly boasts and parked up in the free on Sunday Municipal Car Park, just a few metres from the grounds of Caerphilly Castle.

This is when the refreshing rain started and stayed with us most of the time we remained at Caerphilly.

This shot I did take, it proves that the sun really does shine on Caerphilly !

Those with Bus passes had concessionary rates, one person blagged his way in for free ! More power to the English Heritage pass working in Wales (CADW) – well done !

Almost as soon as we left Caerphilly we left the rain and the statue of Tommy Cooper behind....

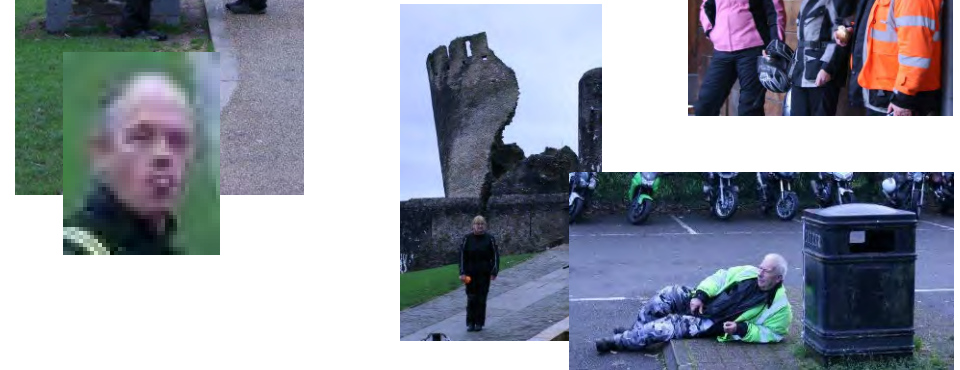
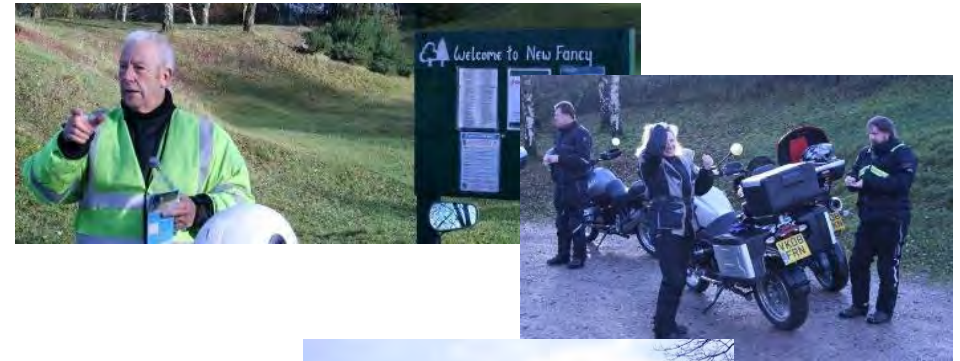
Working our way back home we dropped into Sainsbury’s Supermarket & Café at Newport for a hot cuppa. The ride split into three groups and all was well.

I hope to see and ride with you all in the New Year, I’ve started to work on grand day out of “Five Lakes and a Two Mountains” for May 2010, that’s Bluebell time here deep in the Forest.

Merry Christmas and a Happy New Year to you all

Ride Safe & Prosper

**Pete Wood**



## Round Britain Rally 2009

Hello, my name is Andy Tinsley, I am a mapaholic.

Phew, got that out in the open at last!

Okay, you don't have to be a mapaholic to do the Round Britain Rally, but it helps. So what is the Round Britain Rally? In a nutshell, it is a challenge to locate 90 or so

landmarks across mainland Britain from a list, photograph it along with your motorbike and control card between the 1st April (or Easter if earlier) and 31st October and submit your collection for adjudication. These landmarks could be anything, a gravestone, sculpture, memorial or a dramatic collapsed sea cave. (That one wasn't hard to miss!)

Roughly two weeks before the start date, the list of landmarks are released and RBRers the length and breadth of the country put up "Do Not

Disturb" signs, Google is bombarded with new search terms and sleep.....

who needs sleep, I've got to the next landmark to find! It becomes an obsession, you get stuck, you become an expert in the history of the area around the landmark, you know every lane or byway, you know where Mrs Miggin's cat goes every night, you find a commemorative tree marking the spot where someone lost their car keys, but you still can't find that darn landmark. This year, for me it was the hamlet of Akbar in Yorkshire. The landmark was Nicholl's Stone, Akbar, Yorkshire. The hours I spent on it, frustration growing and eventually after many gigabytes of surfing I found it: a small stone on the side of the road just outside the hamlet recording the



murder of a local drover. Although the research and rechecking will continue throughout the challenge, the first landmark on the list is crucial if you want to attend ARSE, a gathering of ralliers at the start of the rally season.



ARSE or Annual Rally Start Event is probably the only landmark where you will meet other and have a bike meet in the middle of nowhere! It is quite rare to meet another RBRer otherwise. For the next 6 months it is route planning and riding.

My cunning plan was to get the Scottish landmarks out of the way before the midge season starts in June. Route planned, 2,500 miles in 6 days, 32 landmarks and loads of

points. (The more distant landmarks or more difficult ones have higher number of points awarded, e.g. The Pole at Staxigoe, not too far from Wick was 50 points). All was going well, despite the best efforts of the Scottish weather, until I hit a cow pat down a little lane somewhere in the Borders region; do you think I could find a puddle to splash through to clean the bike and boots? The smell of that dung on the exhaust had a familiar aroma, now what was it? Ah yes, McDonalds. The low point of this run was heading out across to the western tip of the Isle of Skye with the rain lashing down in a gale, water had got through the seams of my jacket and trousers, and the only consolation was that the waterfalls and rivers were spectacular! Back across Scotland and up to Wick. I'd never been this far North before so as I was there, I thought John O'Groats would be worth a visit. Well may be not. Perhaps the most Northerly point, Dunnet Head would be more interesting. An empty car park and horizontal rain, perhaps if I

head South, I might find the sun. In Aberdeenshire the Haar was horrible. (Haar is the local name for North Sea fog, probably Viking in origin). I'd arranged to meet Mrs. T at her cousins in Aberdeen, she flew up and later wished she had flown back, I couldn't possibly comment, more later! The relatives had kindly just re-gravelled their 40 metre shared drive to a depth of 6 to 8 inches! A slight miscalculation on weight to volume when they ordered, made getting up that drive extremely interesting, the front wheel just dug in, the rear shot gravel back down the drive.

Missing landmarks is easy. The tales of RBRers going round and round in circles trying to find that elusive landmark are common place. And don't try and ask a local, they will undoubtedly have less idea than you, that is until later in the season. By then the locals are wise to bikers stopping and you can't get away. But having said that, I did have to ask a couple of chaps where the Bum Well was. And this was not too far from

Glasgow! Neither had a clue what I was talking about, but one said he would 'phone his brother as he would know. And sure enough I'd ridden right past it a 100 yards back up the road.



Now with pillion on board, my high daily mileage was not going down well with her knees. It is at times like these when I wished that Mr. Autocom hadn't got out of bed when he had the idea for a rider/pillion communication system for a bike. There is no escape. Even when I said 'one more landmark on the way home' and the voice came back, 'why are we heading to Peterborough when home is the opposite way?'

The rest of the landmarks after the Scottish trip were all achievable on day trips admittedly some long day trips. Lands End, 545 miles, Lake District and Yorkshire, 582 miles, South Wales loop, 452 miles, North Wales loop, 488 miles! It was on the road to Barmouth, just off the A470 where I had a conversation with an Officer of the Law that started with 'and what speed were you doing?' I was heading South and turned right me what speed I was doing, though checking the GPS log later, his hair drier hadn't lied! Observation! Posted limits! (I was glad to see that

at the roundabout to head towards Barmouth and I caught sight of the black skies to my right and thought it was about to lash it down. I'd already clocked the 30mph sign before checking the meteorology but when I scanned ahead again a gentleman in a fluorescent green jacket was pointing at me. Instinctively, I sat bolt upright, pointed at myself in a gesture that said, "Who? Me?" He never did tell the driver of a car that had cut me up earlier on the A470 was filling out forms with the other officer!)

Some landmarks disappear. Restored medieval preaching cross, Aymestry, Herefordshire did just that. In the churchyard where the cross was meant to be, was orange fencing. Apparently it was time to be restored again!



Having got off to a good start with the rally, plans went a bit awry. School holidays, out patient surgery and the football season starting meant that

with just 3 days to go I had 11 landmarks yet to do. It was time for desperate planning. It was going to be a case of doing Hertfordshire, Norfolk, Suffolk, Essex, Sussex, Surrey and Hampshire in one trip, the clocks had gone back to GMT, daylight would be in short supply. There was one landmark that I would need to walk to as I knew there was no bike access and that was Pooh sticks bridge, so as long as I got there before dark I would be home and dry. (The last landmarks would be easy to find and as long as the flash on the



camera worked). Leaving home at 4:30 am I got to the first LM before dawn and tried taking a photo. Now have you ever tried to take a flash photo in the mist? I hadn't. All I could

see on the digital camera was mist! After many attempts, the only way to capture it was to turn off the flash and use a long exposure. Phew. The rest of the daylight riding was fine apart from the fog and getting in the non manned barrier on the QE2 M25 toll bridge and then getting a few cross words from an attendant who had to come and open it for me. But I got to the car park near Pooh Sticks Bridge as it got dark. A quick photo of the bike in the car park, I set off on foot following the first and only sign to the bridge down through some trees. I came out on a road, but as I was still going down hill, basic geography told me that there should be a stream at the bottom and with luck a bridge. Wrong. By now it was pitch black, no moon, no torch and cursing. I retraced my steps back to the bike and by chance another family were getting into their car, perhaps they knew. Yes, just after where the path joined the road there was another path to the right. Another half mile walk

back down a track and eventually found that bridge. I couldn't find a stick to throw; mind you, I couldn't see the water. The second part to this landmark was the Milne/Shepard memorial on the ridge above the bridge. Back on the bike, up the road to the next car park, spotted a memorial that looked like the one I was looking for in the headlights, but alas it wasn't. There was nothing for it but to try off roading on a touring bike along the ridge in a desperate bid to locate the memorial with the headlights. I didn't know that pine needles were so slippery! Interesting handling. Several sweeps up and down part of the ridge where I thought it should be drew a blank. Time to abandon the bike and take to peering through the trees. Frustration was mounting; the thought of missing a 100% all rounder award by 15 points was painful. Could use photoshop and drop a picture of the bike into the picture I'd found on the internet? Could I come back tomorrow in daylight, though I should be in work? Then I stumbled on the

trig point and I knew from my research that the memorial was off to the right, in an area I hadn't searched. Down through some more trees and there it was. The elation and relief was fantastic. The rest of the trip, although in the dark was really enjoyable especially with the last click on the last landmark in Portsmouth. Home by 11:00pm, 744 miles.

The next evening was spent compiling all the photos into order and submitting them for adjudication by email. Within a few hours, I'd got a confirmation email, well done all 100% correct.

The great thing about the Round Britain Rally is that it takes you to places you probably would never go or just ride by. You can break it down into small chunks and not have to do the silly daily high mileage, you don't have to do it all either, do as many or as few as you can and there are different awards for the number of point you achieve. In 2008 I

achieved a Bronze award and I didn't venture as far north as Yorkshire. The slogan for the rally is "the ultimate excuse for a ride out".



At the end of the day, it is not just the riding; it is the research as well. I love maps and I am not going to give up my addiction. Visit [www.roundbritainrally.co.uk](http://www.roundbritainrally.co.uk) for more information. Incidentally, one of the RBR family, Shelia, spent an hour on the fourth plinth in Trafalgar Square,

## Grumpy's Corner

### *"Hello"*

Please allow me to introduce my self; I am a woman of wealth and means. To my friends I am Mrs G; to my husband I am GOD.

to promote the spirit of motorcycling through the RBR as a living example.

A few statistics: Landmarks found, 90; points awarded, 2,000; total miles travelled, about 6,500; Number of people finding all 90 landmarks was 26 out of 233 who entered. Average point scored by all the RBRers who submitted photos was 961 out of a maximum of 2,000. Bike used, Kawasaki GTR1400. Would I do it again? Can't wait, withdrawal symptoms setting in already. To see all my entry photos go to [www.iamsam.org.uk](http://www.iamsam.org.uk) and follow the link on the home page.

**Andy Tinsley**

Normally, he would be writing this column but due to his hand being caught in a door while getting ready for a barn dance in support of our local school he is unable to put finger to keyboard. So ladies this month's column will cover the general things like, how the use of an onion will remove unwanted smells from our hands after unblocking the sink and do we really expect an honest answer to "does my bum look big in this".

Firstly, why the hell are we unblocking the sink anyway, it was the remains of his late night curry that blocked it in the first place. When you mention it you get the reply "I will do it later", later my arse, if it was left to them things would never get done. As for taking them shopping with you to get an outfit for that really special occasion, I would sooner lie on a row of upturned jimmy choo's with heels sharpened to a point than put up with the sulky behaviour of a grown man. All right, I know we always seem to end up back at the shop we started with but it's a woman thing and they have to get over it. I will be the first to admit that the female shape is variable and does alter with mood and age and when the two come together, hell will never freeze over. So when we do find that perfect little black dress and there may be some zero's on the end of the price, the answer to how does it look should be "Perfect dear, is it comfortable" and not "Is that the right size for your shape". So, this is how I come to be writing this month's column, Grumpy gave the wrong answer to the question "how do I look". Door met hand with some force and grown man crumples to the floor in agony. I went to the dance and he went to casualty.

Thank you ladies for all your help and input with this column.

## **MEN YOU HAVE BEEN WARNED**

Au revoir

..... **G**

## From the Quill Pen of the Motorcycling Magistrate

### There are a Million Motorcycles in Marrakesh

We have just returned from a well earned break in Marrakesh.

Marrakesh is madness, Marrakesh is magical and Marrakesh has a Million Motorcycles....

Motorcycles, mopeds, scooters absolutely everywhere. Even here, inside a Souk (or market) where one can buy absolutely anything ! A good Haggle is mandatory.



This time in Marrakesh, instead of staying in a plastic Euro style hotel we went for a Riad (or Garden) accommodation. While ethnically

quaint, four nights in a Riad were quite enough for us. Riads are built around a small open central square, usually with a water feature in the centre and a cobbled public area with a few green plants. The rooms are arranged two to three storeys high around this central garden area this means no outward facing windows, so no views from the rooms.

Many Riads have roof garden eating area for the simple breakfast that is usually included. No great views from the roof garden either, we did have sight of a stork's nest on top of the nearest Mosque. One day I will have a serious word with the person who introduced Mosque owners to powerful loud speaker and amplifier systems that call the faithful to prayer at 4am, and 5am and 6am every morning....

Our Riad was a good five minutes walk though a maze of alleys too narrow for even the local taxi drivers to attempt. The man on a push bike selling fresh fish (loudly) did however find our Riad, every morning around

6.30am just after the Mosque had finished broadcasting to the world.



Great queues and lines of small motorcycles are often to be seen near cafés, especially close to the main Square or Plaza in Marrakesh. These are either for hire or simply (a number chalked on the saddle) or just parking spaces.



As a Magistrate I often ponder on the differences on rules and regulations in different parts of the world and what really matters.

The only motorcycle that I saw in Marrakesh with a number plate was a Police 'bike. No other motorcycle, scooter or moped had a number plate. I guess "Sharia Law" has little to say on the topic of bothering to register motorcycles.

Ergo, no number plate – no insurance. Not all the good people of Marrakesh & Morocco are Muslim, there are many Christians and Burbas; the common consensus seems to be is not to bother with number plates on motorbikes.

It's a little like the case of the invisible trade plate that popped up locally recently. The roadside VOSA camera had caught the number plate on back of a 4x4 and its computer had recognised that no tax was paid and the vehicle was not on SORN. In fact trade plates were being carried, front and rear but the rear one was on the parcel shelf behind

the slightly reflective rear windscreen.

The rear trade plate would have been entirely visible to PC Vigilant but not to VOSA's camera. Oops, this case did take much time and produce much paperwork..... Tip of the week if you use trade plates, put them on the outside where the cameras can see them.

Back to the plot -

We did take time out for a day trip to the seaside from land locked Marrakesh. We had freshly caught fish and shell fish, cooked right in front of us by one of the many street stalls. All in all - A grand day out Gromit !

This is the main Square, Djemaa el-Fna, in Marrekesh where one can find story tellers, snake charmers, sea food –snails – well, almost every food, monkeys on long pieces of string, medicine men, acrobats, food stalls and even more motorcycles....



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## How Do You Find Us?

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

Birds Eye Walls Club  
Hammond Way,  
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**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.



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.



*Don't ever challenge me to blow your house down!*

## News

### Sat Nav, beyond the basics



What do you do with your Sat Nav? Probably like me you've come to rely on it for easily finding your way to unfamiliar destinations. If you are a serious adventure bike rider, you may be used to studying maps, picking a route and then programming it into your GPS to follow, rather than accepting blindly the route calculated by the machine. But have you thought about downloading routes that others have produced, or even sharing your own routes online?

Everytrail.com is a web site with a large 'community' of GPS fans who share routes. You can record routes as log files on most GPS equipment, but by far the easiest hardware to use is the modern phone based kit. Applications can be downloaded from the Everytrail website which run on your mobile phone, whether it is the ubiquitous Apple iPhone, a windows mobile, android or a Blackberry. All that is required is the necessary GPS

receiver built in to the phone. The applications themselves are free to download. The big advantage of using a GPS mobile rather than a traditional Sat Nav is that you already have access to the internet (without having to go to your PC), and that most GPS equipped phones also have cameras built in.

When you are ready to start your route, you click on a button on the phone. It will start recording your location against time. If you take a photo, your current location is tagged to the picture, so that you can see the location of the picture on a map later. The log of your journey, notes that you choose to add about the weather, what you were doing and so on, together with the 'geo-tagged' photos can all be uploaded either directly from your phone or when you plug it into your computer. A web page is automatically generated containing a map of your

route, which you can zoom in and out of to see more details of where you've been, photos you've taken en route, and statistics of your speed, altitude etc throughout the day. You can use it as a sort of diary of your walks, cycle rides or in our case motorcycle rides. Best of all, others can download the route and follow it themselves. The possibilities are almost endless. If it sounds interesting to you, then go and have a look at the site: [www.everytrail.com](http://www.everytrail.com) If you search for the user 'scwirral' you'll find a couple of the SAM rideouts that I was part of last year. You can print out maps of the routes, view the photographs, and if you are really adventurous and clever with your technology, you should be able to download the routes into your own equipment. (If you manage to do this, please report back to me!)

Just a couple of words of warning. As said, you CAN choose to show graphs of your speed against time. Most Sat Navs will log this data. Do think about who may wish to review the content of

these logs if you are involved in an accident, or who may be reading the web pages if you publish this data! Similarly, think about where you start and end your routes if you are going to make them public. I try to always start SAM runs that I am part of from BEWSC and end them from where we all disperse for our respective homes. I did stumble upon a couple of routes uploaded by a guy who doing the full 'Ewan and Charlie' had purchased a brand new GS1200, complete with thousands of pounds worth of touratech equipment. Looked great on his photographs, and all his routes started and ended from the same double garage attached to an expensive looking house. Poor chap was advertising exactly where his bike could be stolen from. Clearly a proper Charlie!

Simon



## “Numpty Scud Rides a Bike”

by Clinton King

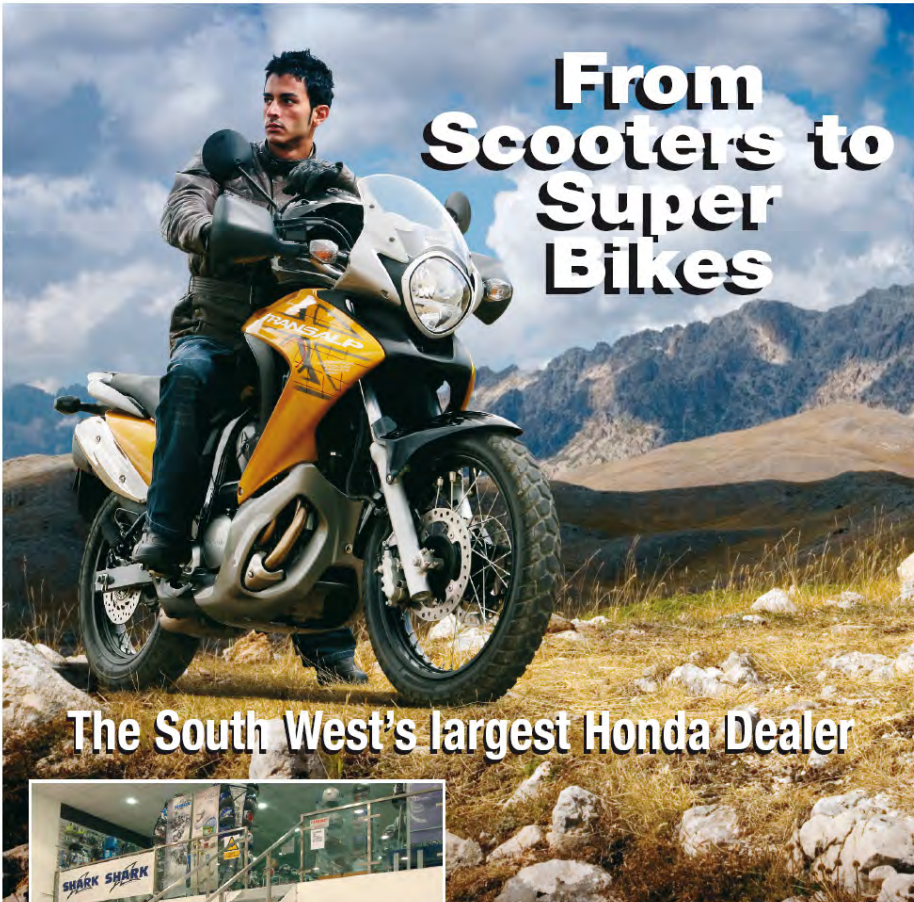
Being totally new to biking, as a few of you are aware. I had not realised that what I have done in a short time is not the norm. On a few occasions members have mentioned that it would be of interest to other members and especially associates, dare I say those who are contemplating becoming a member as well as myself.

I have been asked to put my history for all to read in the journal on how I went about my bike riding. This is the cropped and short, actually very short version of events (not that you would think reading it).

Following a debate with my wife, yes it was a debate, I had no intention of riding a bike in April 09.

Later on that month I started on the road of becoming a bike rider. On 30 April I managed to sit my Theory and pass, with this in hand I signed up with Rob Willy and his good lady

Bev who runs Back2Bikes in Tewkesbury (one of my sons, hence the debate) was already booked with him, other son had already passed unknown to me). On 09 May 09 I took my CBT, Rob was very good in his delivery of the bike information and how to control it, we spent the morning getting confidence (no I did not fall off and get back on) using the rear brake to slow ride etc. The bikes were all new Yamaha 125 jobbies (my knowledge of bikes at the time). Rob also kitted us out with Helmets, Inner silk Head cover (keep our pets to ourselves), Jackets, and gloves. Come the afternoon I was let loose on the main roads to put into action all that I had learnt. Come the end of the day, Rob shook my hand and congratulated me on a fine ride, Clint was a L plate rider. That was the first bit, booked full DSA course (to late had to do the New 2 Module course) again with Back2Bikes. I went



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straight onto a Yamaha 600 XJ6(a bit more knowledge now), what a difference, much easier to change gears and better balance I felt. Rob took us, yes there was one other, all around Gloucester and into the rural landscape of Gloucestershire over a couple of days to learn all that I needed to pass the tests. Test day came for Module 1, the slow riding , figure of eight, cones and the dreaded swerve test. Swerve Test, since when do you swerve into on.....sorry sore point, must let it go.

Anyway, the lad who was with me went first, we had been riding in very good weather all the time, and today it was cloudy, very cloudy, the cloud that clouds your vision and ability to see. Well he was out there for half hour, did it all, had 2 goes at the swerve test, later found out had not got up to speed on first attempt. He Passed.

I went out, started my slow riding, nailed it. Went on run for emergency stop, came around top corner,

speed good, emergency stop.....perfect.

Then it started, splat.....splat, splat,.....splat, splat, splat, yep, in was raining, Here I am first time on Bike test First time in rain, and it was getting worse.

Got the u turn out the way then came the swerve test, all going well so I set the bike up had it on kilometres as European say that you have to be going more than 50k (33mph), coming round top sweeping corner, rain moderate, line up perfect, throttle still open, getting speed(trying, those who know me, would feel sorry for bike) hit the speed trap, quick shift on handle bars to swerve around cone, set up for cone square to stop in, perfect.

Not so perfect, was out on speed 47kph.

Ok second chance. It opened, the clouds that is. I could not see out of visor, so had to lift it going round corner one handed, leaning bike, full throttle, determined to get speed. As I finished the corner wind was driving rain horizontal, I was determined to

meet it right, gritted teeth focused on speed trap then cone to swerve around, passed thru speed trap rounded cone saw cone square to stop in, hit the brakes, locked released, hit the brakes again this time held on as there was no way I was going to get another chance, a ten meter straight slide into box, stopped, front wheel half of it was out of box I got failed for that, as skid was in total control and apparently one of the longest if not the longest. "hang on a minute I say, In the highway code it states that I should double my distance when wet". "Sorry but rules are rules you went out of the box". "Einstein states that a moving mass, and this is a mega moving mass at speed in wet is impossible to stop in the given distance, I am not a lightweight, are all bikes, with varying size people able to stop in that exact given distance", I was wasting my time. He Failed me anyway. Following week I had rebooked my test, went thru it all with better

weather and passed, unfortunately, my partner in crime failed his second part for not getting up to speed on duel carriage way, yet he was always told to beware of his speed, amazing what test conditions do to people. My ride was spot on , I was given my DSA pass on 21May09. Got home, straight onto Ebay to see what bikes were available for Honda Pan European ST1300, BMW 1159RT, Yamaha FJR 1300. The reason for these bikes was I had no idea of what I required to take a pillion and loads of luggage as I intend to tour, so touring bike was the criteria. Why not start on a small bike I hear some say, answer don't waste or loose money getting to what you need. Two weeks later 06June09 The Pan European was bought. Richmond was the journey to pick the bike up, took a train trip, extra £10 got me first class(free drink and eats was worth about £30). With leathers, boots, gloves from brother-in-law, new helmet I was ready for the first proper solo ride of my life, what a ride it was. To Scotch

Corner from Richmond then onto the A66 over the Pennines, stunning, to the M6 welcome to motorway riding, onto M5, I survived but I need to learn to ride a bike. On computer, typed advanced riding, looked at Rospa then I.A.M. I looked at the local home sites for both, The SAM site looked more appealing and informative, mug shots were good, loads of smiles. I Joined I.A.M after speaking to Peter Craddock, happy bloke, informative and enthusiastic,

liked his approach felt welcome. I.A.M Associate 17 June 09.

Will continue if interested in next month Journal, tasters in Observer rides, broke bike, met sammers for first time, bike safe etc. and met youtubes' Advanced biker.

Criticized and partial edited, verbally slapped, and GBH of ear by Pillion Lynn

Regards

**Clinton King**



*This is taking trust just too far...*



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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
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	IAM badge(sticky)	£1.50
	IAM screen sticker	£2.00
<b>And finally</b>	<b>ULTRA SEAL</b> - per bottle	£17.00