

ADVANCE

SEVERN ADVANCED MOTORCYCLISTS



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May 2010

The Official Journal of

SAM

Journal

of the Severn Advanced Motorcyclists

May 2010

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Journal of the Severn Advanced Motorcyclists

Chairman's Chat

Pete Craddock, Chairman

For once I am able to say that I am sat in the sunshine typing my usual waffle to you. This edition there is quite a lot to report on.

March club night saw us introduce you to something a little bit different in the form of our very own "Little Chef" or as he is more commonly known as Geoff Pollard. What a compere...I have heard that the London Palladium have been in contact and see Geoff as the new younger Bruce Forsythe...we can only dream. At the meeting the British Legion – Riders Branch gave an introduction into what they are about. I'm sure you will agree that they raise a great deal of money for all our present and ex Services personnel and work extremely hard. Now I have it on good authority that a couple of SAMMER's (and indeed one rider accompanied by a pillion) may be taking on the 1000mile ride in 24hours challenge.

Certificate and Club Polo Shirt were presented to Paul Guerrier and Clinton King for passing their Advanced Test well done to you both. The evening progressed with Lloyd and Geoff handing out questionnaires as to what members wanted from the club with regards to ride outs and trips away. Following a discussion it was agreed that members should fill in the form and also that an e-mailed version would be sent to other members for their attention. Once the questionnaires were returned the club would analyse the results and make decisions accordingly.

The following day after the Club night 10 March 2010, I had an e-mail from Simon Charters informing me that his wife Karen had lost her battle against Cancer and had sadly died during the night. Various members within the club knew that Simon's wife had been seriously ill and had been liaising with him on your behalf. Budge, Geoff and I attended a "Service of Thanksgiving"

for Karen's Life at Pershore Abbey on Tuesday 23 March 2010 as both friends and also representing all the members of SAM. Afterwards we met Simon and his family and in particular his little 3 year old daughter Annabelle. The committee had discussed trying to help Simon in some way through this very tragic and difficult time. It was decided that we as a club should have a collection and try and raise some money to send Annabelle to Disney Land Paris so that she would have something happy to think about. Simon was totally unaware of this but we had discussed it with his mum. Well you SAMMER's have done it again. The call went out at 4.18pm on Monday 29th March and within 30 minutes I had received £435 in pledges. Annabelle's Fund was set up at a local Bank and our aim was to raise £1000. At the time of writing this report YOU have raised a staggering £1115 in the bank and a further £85 in pledges. Arrangements have been made to visit First Choice travel agents on Tuesday 20th April 2010 to

book the trip. Words cannot express the respect and gratitude that I as Chairman have towards you all, once again you have shown exactly what kind of people you are. Heartfelt thanks to you all.

On Sunday 14th March the Treasurer Mr Gary Shellard decided to spend some of his own money by leading a ride out to Henley on Thames. I have known Gary for some considerable time 30 years in fact. When he was approached to become treasurer a member who shall remain nameless said, "What will he be like as Treasurer?" My reply was "Don't worry he has difficulty spending his own money so the club's will be in very safe hands" - says it all really!

I am aware that one of the SAM-PALS (Severn Advanced Motorcyclists Pillions and Ladies - Sampals) was required to ride pillion on several machines at different times. I am also informed that she felt that all involved could do with some riding remedial work...only

joking Gary. Read the write up it tells you all.

On Sunday 4th April saw Budge do the usual Easter egg run. I am told that this went extremely well. His write up will undoubtedly tell a tale or two.

Monday 5th April saw the group raising the awareness of the club at the Coleford Transport carnival. There was a lot of interest in a couple of old "relics", by this I mean an old Honda CB750 and Honda 400/4 not Budge and Les Stewart. My thanks must go to Lloyd and Yvonne Sandall for getting the equipment to the event and for also co-ordinating the SAM side of the day. Thank you also to all the other members who helped staff the gazebo for the day.

So finally we come to the AGM on Tuesday 13 April 2010. Once again an excellent turn out. Thank you for electing me once again as your Chairman, although I didn't see a lot of competition, I did hear that Jen

voted against me. A big thanks to Lloyd who is standing down from the committee, for your efforts during a difficult year, your views and ideas will be missed. Welcome to Les Stewart as the new Secretary and Clinton King onto the committee as Events and diary co-ordinator. I look forward to working with the new committee and once again we will all be striving to take the club forward.

John Lane presented Steve Carter with his Advanced Certificate and Club Polo Shirt-well done Steve. Finally our very own "Witch way Jen" was presented with a bouquet of flowers by the club for all her hard work behind the scenes, she received the flowers but remarked that" it was a team effort by all the girlies"-well done Jen.

Finally-make sure that you check out the Diary of Events there are quite a few social events arranged.

Kind regards

Pete C

Words from The "Ed"

Simon Charters

Wow. It feels like ever time I use this column to offer thanks for the contributions that come together to make the journal. This time though, I'm going to have to ask our contributors to take those thanks as read, because I have a much bigger thank you to offer. I guess most of you will already know the sad news that, after a brave and determined fight, my wife Karen lost her battle with cancer in early March. It meant a lot to me that Budge, Geoff and Pete turned out to represent SAM at her memorial service. I was also really pleased when Pete and Budge arranged to ride over to see Annabelle and me; in true SAM style, they ate a months worth of Bacon and Sausage butties, but they made up for it completely with the news they brought. I need to express my sincerest thanks to all of you who donated to 'Annabelle's fund' which is sending Bella and me to Euro Disney

at half term. I was blown away by your generosity. Many many thanks to you all.

Ultimately Annabelle and I will be well provided for, but as you can imagine the last thing on my mind at the moment has been booking a holiday, so this treat is very very welcome. Annabelle is a huge 'Buzz Lightyear' fan, and you may or may not know that there is a new Toy Story movie due out soon, so I guess eurodisney will be rammed full of Buzz and his pals. I'll be providing a write up of our trip in the next journal.

Particular thanks must go to Pete who has done the leg work of setting the whole thing up, to the extent that all I've had to do is phone the travel agent to confirm our half term dates. Thanks also to Budge, who invited those who attended his retirement do to donate to Annabelle's fund, and of course

thanks to all his friends and well wishers who put their hands in their pockets! Congratulations on your retirement mate. As is so often the case, it looks like Budge is struggling to imagine how he ever had time to fit work in!

Obviously we are coming to terms with our recent loss, but I'd just like to end by saying that I've been really well supported by friends, family and

by my work, and both Annabelle and I are coping far more well than I ever imagined we would.

Later in the year, I hope to arrange a BBQ at my place to thank you all for your friendship, care and support over the last few difficult months. Details next time!

Simon

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

Clive Rowberry
Steve Carter

Observed by

Mark Godsland
Tim Rodway

Regulars

To save printing cost and to allow more editorial space in the journal, no longer print the 'ride out procedures' and 'drop off system' pages when there are changes made to these arrangements. Should you wish to remind yourself of the details of these instructions, please consult an old copy of the journal, or read the Welcome Pack provided to new members. This Pack can be found at www.iamsam.org.uk/welcomepack If you do not have internet access, please ask a committee member for a printed copy. We have also omitted details of our available regalia. Please contact Mike Barrett if you want details of our available products. Thanks.

Forthcoming Social Events

Social & Rideout calendar:

May – Dec '10

Please note: Your committee requests that we gather from 19.30, 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.

11th May 1930-2200	Clubnight Gary Shellard gives a talk of his trip with Vanessa to the Arctic Circle (Originally planned for January, but the arctic weather intervened!)
9th May	Slow Riding Course The event will be held between 0900 – 1200 at Berkeley Power Station, Berkeley, GL13 9PB in the Lower Car Park. (To access the lower car park after leaving the village of Berkeley continue along the road until you approach the Berkeley site. At the first roundabout you come to take the first exit and follow this

	<p>approach road (watching out for the pot holes) until you approach the Berkeley Centre gatehouse. Take the left turn through the upper car park and continue until you see the cones in the lower car park.) The morning will consist of slow riding and braking exercises and will provide riders with a safe environment to explore the slow speed handling and braking performance of their bikes. Tutors will on hand to offer instruction and encouragement throughout each of the exercises!</p>
16th May 0800-1800 Gary Shellard	<p>Rideout East of England Show, Peterborough. 250 miles round trip. Cracking show ground full of traders stalls, clothing, bikes, parts, food. Bigger than the NEC. £16.00 on day. See: www.bmf.co.uk for further details (Progressive) Start at BEWSC.</p>
23rd May 0900 prompt Pete Wood	<p>Rideout 5 Lakes and 2 Mountains. Intriguing! Must be Wales, must be Pete Wood. Approx 165 miles. Start at BEWSC.</p>
6th June 0900-1600 Les Stewart	<p>Rideout Fish And Chips Anyone? Les plans to take us down to Weston by a picturesque route. Chill on the sea front (you never know, we could be lucky and the tide will be in). (Medium) Start at BEWSC.</p>
8th June 1930-2200	<p>Clubnight Mark Harris will be travelling all the way from Scotland to give us yet another talk on what to do if you are "first on scene".</p>
12-13th June	<p>National Bikesafe This years National Bikesafe will be held at the Sheffield Arena between 10am and 5pm each day. Hopefully you will have seen a leaflet by now detailing everything that is organised for the weekend.</p>
20th June 1000-1700	<p>20th Anniversary Celebrations SAM Open Day. Painswick Rugby Club. The day will consist of a Celebration of 20yrs of the club, with a members bar b and other attractions. Open to the public offering - 20mins assessed ride - 20min de-brief - 20p cup of tea Sponsors and other stalls being attracted as we speak. Come and support our recruitment drive and if we all bring a biking mate it will be a success. A day not to be missed.</p>

27th June	<p>Rideout TBA Start at BEWSC.</p>
4th July 0830-1600 Budge	<p>Rideout As its American Independence Day how about starting with a rideout to the American Diner at Leominster, and then doing something from there. I'll sort something. (Progressive) Start at BEWSC.</p>
13th July 1930-2200	<p>Clubnight I have no doubt that you have all seen reports of the excellent work that RAPID RESPONSE UK does all over the world when any disaster strikes. Well now's your chance to hear about some of their work first hand.</p>
25th July 0900-1600 Geoff Brookes	<p>Rideout Roads to Ride for - Mid Wales, Lunch at Builth Wells, tea at other places, probably not more than 190 miles (Gentle/Medium/Progressive – or a combination of all depending on the roads) Start at BEWSC.</p>
8th August 0900-1700 Gary Shellard	<p>Rideout A trip to Zig Zag Hill in the lovely county of Dorset where you can enjoy good views and no doubt some refreshments. 200miles approx. (Progressive) Start at BEWSC.</p>
22nd Aug 0800-1700 Budge	<p>Rideout RAF Digby Museum. This museum is housed in an original bunker and shows the history of how the base was used during the 2nd WW, plus there is a fully displayed ops room as it would have been when the Spitfires and Hurricanes were defending our shores. It will be a long day – mileage will be around the 300 mark so it will be an early start and back a little later than normal. Please let me know if you intend to go as will need to inform our hosts of numbers. Start at BEWSC.</p>
2-6th Sept	<p>Camping Fancy a few days Camping In Beddgelert known locally as, "Dead Dog City" (North Wales)? The aim is to have some excellent ride outs and also a bit of "ginn -gann- gooly" in the evenings. The possibility of poor weather may put the ladies off and this could turn out to be a gents only trip-we should be so lucky!! This is in the early planning stages, if you wish to go and have no camping kit I'm sure between us we can help. Please forward your names Gary Shellard (treasurer@iamsam.org.uk)</p>

11th Sept	Observer Day Annual Refresher for all current / active observers. Kings Head, Norton from 0900 onwards, hope to be finished by 1700.
14th Sept 1930-2200	Clubnight Just a social gathering tonight so that you can all exchange tales and show each other photo's of your hol's.
18th Sept	New Observer Day For anyone who wants to put something back into the club by becoming an observer then here is your chance. The morning will consist of various talks followed by an assessment ride in the afternoon. Kings Head, Norton from 0900 onwards, hope to finish by 1700.
19th Sept	Rideout TBA Start at BEWSC.
24-26th Sept	DI's Memorial Run My annual trip back to Cumbria. I will be going and if anyone would like to come with me then great. Please let me know if you intend to go that way I can arrange everything with Andrea and Kevin at the Lymehurst.
12th Oct 1930-2200	Clubnight Our speaker tonight will be David Harrison from the County Air Ambulance.
17th Oct	Rideout TBA Start at BEWSC.
28th Oct - 1st Nov	Long weekend away in a caravan? 5 caravans have been booked on a campsite in Hamble, Hampshire for 4 nights. The caravans are really modern and have central heating etc. We have booked 5 caravans with the idea of putting 4 persons in each (loads of space) - total of 20 places available. Now this is the brilliant bit....the cost. It is £50 per person (£12.50 per night per person). Are you interested....please contact Pete Craddock asap as I have to confirm and pay deposits by 29 April 2010.
9th Nov 1930-2200	Clubnight Who has ever gotten lost whilst out on a ride? Well our very own Simon Charters has volunteered to give a talk on the pro's and con's of using Sat Nav, me - I prefer to stay lost its more fun finding my way out.
21st Nov	Rideout TBA Start at BEWSC.

Friday December	10th	It's Christmas! It will no doubt be at the Kings Head in Norton again - unless anyone else has any better suggestions, if you do please let me know. Will update everyone with more details a little closer to the time.
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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.



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I Used To Be Lethargic But Can't Be Bothered With That Now.

Where would we be – If only – should I???

I'll bet we have all asked ourselves these questions in the past and no doubt will continue to do so into the future as none of us has a crystal ball.

But have any of you stopped and considered the one of the many issues we all wrestle with before it's too late and the moment has passed forever? I wonder.

There is just one such opportunity going begging right now – and it is directly linked to something you all enjoy and hopefully will continue to do so – that is your club.

Many people - it seems – are quite content with the way the club has progressed over recent months and with how it continues to be run, being

more than happy to sit back and go with the flow.

However how many of you have really stopped to think about why and how things happen in your club? It's not by magic you know, rather its is entirely due to a strong and vibrant committee who willingly give up some of their free time to ensure that things continue to run as smoothly as possible for the benefit of us all. Putting a lot of effort into such matters as trying to improve road safety and enhancing our 'advanced riding skills', which is after all what we are all about – isn't it?

So you may have worked out that lethargy doesn't work for me but I appreciate that not everyone is the

same unfortunately however for the club and its many and varied activities to continue and to improve further, we need new and enthusiastic volunteers to step up to the plate to help not only yourselves but the whole club to move forward.

Our present committee is a fully committed, enthusiastic and extremely hardworking group of individuals but you cannot expect the same 'reliable few' to keep this up forever. We, as with all voluntary organisations, need a regular supply of willing volunteers to help out and to maintain progress.

Please consider what you could offer towards the smooth running of the club, it need not necessarily mean

joining the committee, as there are other issues needing help, such as organising or co-organising a rideout, helping with a slow riding course, inviting a speaker to one of our club nights, volunteering to man our SAM stand at the various events we attend trying to recruit new members, - the list goes on.

All you need to do is to spend a little time thinking about the points raised above and considering whether you could dedicate a small amount of time and enthusiasm towards the benefit of your club.

If you can help please do not hesitate to contact any one of the committee members who will be only too willing to listen!



Rideouts

Easter Egg Run 2010

Runners and riders of the Gloucester contingent were:

Budge & Janette	Blackbird
Paul Cote	BMW R1200RT
Nige Hallins	Yamaha YT03
Tim Rodway	Yamaha Fazer1000
Geoff Pollard	Honda CBF1000
Steve Reeves	Honda PanEuro1300
Lawrence & Annette Morgan	Kawasaki ZZR1400GT
Dave & Lorraine Butcher	Honda VFR1200 (Very nice)
Wayne Hanson	Honda CBR1000 Fireblade
Ian Pincott	Triumph 955i

Cheltenham crowd:

Steve Mason	Yamaha TDM900
Martin & Mackenzie Clarke	Yamaha YZF600 Thundercat
Mike Barrett	BMW GS1200 Adventure (Very BIG)
Tom & L-A Stevens	Kawasaki ZZR1400
Graham Read	Yamaha Fazer600 (The alternate)
Nick Clark	(Sorry Nick, forgot to make a note of your bike)
Dave Mayhuw	Honda CBF1000
Phil Cork	Yamaha TDM900
Carl & Nina Morris	Triumph Tiger
Clint & Lin King	Honda PanEuro1300

Brilliant turnout yet again and on such a fine and sunny (albeit chilly) morning for our annual run to the Acorns Children's Hospices' in Selly Oak and Worcester, good to see some new faces as well, hope you enjoyed it folks.

Rolling out of Birds Eye Walls with another 9 bikes in tow gave me the feeling that this was going to be a good day, and when we arrived in the Lower High Street in Cheltenham to eventually have another 10 bikes join the merry throng I new I was right. It was also magic to see 'young' Mr Graham Bailey who turned up for a chat and to wish us all well – get yourself a decent bike mate, one that will be able to make the trip without needing oil and join us next year!! So with one and all heavily laden with Easter Eggs we set off at 9:30 to begin our trip, nothing spectacular about the route it is the same one as every year, but at least by following one that is tried and tested I know I can get everyone to the Selly Oak on time. And so it was, at exactly 11we

arrived to be greeted by Pauline and Sue (who I have a feeling would come back off holiday just to meet up with us all). Loads of chocolate was handed over on the understanding that the staff would leave well alone – I know what that lot are like, I also gave Pauline an envelope which contained half the money raised at the auction and seeing as the majority was in cash this will be used for days out for the kids. Lots of Tea, Coffee and biskwits soon disappeared (and yes, TOM did eat all the custard creams – sorry mate but it had to be said) before everyone took the advantage of having a look around the new gardens which are absolutely brilliant, and to have a chat with everyone who was there on the day, oh and for Messer's Mason and Morgan to take a chip full of photo's each, that's another thing that can be said about the members of SAM – they ain't shy!

An hour soon passes when you're enjoying yourself (well the tea and coffee just kept flowing) and so at

12 we said our farewell's and started the second leg of the trip back down to Worcester. At this point I have to add, Birmingham did not let us down and we were treated to a couple of dozen drops of rain just as we were kitting up, never failed us yet. It was at this point that Carl and Nina made their way back home, nice to see you guys and we all hope that you can make it again next year. The trouble with having the run on Easter Sunday is that there is nowhere which has enough room come midday to seat us all for something to eat, so we had to forego the usual SAMMER's 'fuel' stop and head straight for Worcester. We arrived at around 1ish to be met by Sue, (its ok Sue, I'm not going to put in what Luke told me to call you), who promptly organised more tea, coffee and shed loads of beautiful home made muffins of every flavour, and by god were they big – Steve?



The remainder of the eggs were stacked on the settee just inside the main door and this was followed by yet more photos.

All good things must come to an end, and at around 2ish everyone started to make their own way home. At this point I must thank Clint and Lin for doing an excellent job as “tail end Charlie” – many thanks to you both. Janette and I hung around for a little while after everyone had gone so that we could meet up with Sue Currie and hand over their share of the auctions proceeds which again was very gratefully received.

Many thanks, yet again, to all who came along and remember it will be on again next year, April 24th 2011 – get in your diary now.

Rigar





Coleford Festival of Transport

5 April 2010

Easter Monday had 7 SAMers, Lloyd & Yvonne, Les Stewart, Budge, Ian Pincott, Pete Wood and later in the day Steve Reeves, present at the Coleford Transport festival.

The weather was not that brilliant especially in the morning when there was a light drizzle, this may have been what kept the majority of people away until after lunch, and I have to admit there was a very chilly wind, (ask Yvonne who must have been wearing about 6 layers – a sight to behold!) So with this in mind the morning was not what you might call 'busy', but this gave us all the chance to have a look around for ourselves

and there was some interesting bits of kit there – bikes, cars and trucks.

Visitors to the club gazebo picked up quite a bit in the afternoon, but I think that was down to the immaculate examples of a Honda's finest a CB750 Four and a CB400 Four (what do you think Les?) (See back cover).

Plenty of leaflets were taken and some very positive interest shown, so hopefully we may see some new members come out of it, lets hope so.

Rigar

Henley On Thames

Sunday 14 March

Role call

Gary Shellard

RT

Les & Fi Stewart

FJR

Geoff Brooks	ZZR 1200
Nick Handley	ZZR 1400
Daniel Davies	DL650
Lawrence & Annette Morgan	GTR
Clinton King	Pan
Geoff Pollard & Janette	CBF
Ian Harrison	Bandit
Derek James	CBF
Pete Wood	Speed Triple
Lloyd & Yvonne Sandall	GS
Robin Birkett	GS

"It wasn't my birthday and I had the bumps." said a GS rider to the Treasurer on his ride out to Henley today "some of the B roads were bumpy and demanding "said Gary who added" it was a cracking day warmest and sunniest so far, beat that Craddock!"

13 bikes met at BEWSC at 10.00 for there trip to the Thames today .Having pre-planned the occasion (most unusual for this ride leader) The group split in to two along the lines of where your were stood, close to Geoff P or Gary. Geoff P led one group with Lloyd being back

marker and Gary's group was chaperoned by Geoff Brooks (who is doing an excellent ride to Wales on 25th July) picking up Robin at Cirencester and being reunited with Nick Handley who had taken a diversion. Both groups we well aware of the 10,000 +bikes going to Wotton Bassett. for the first of what should be an annual call to bikers to show support to our armed services in foreign lands .We had the opportunity of setting a decoy drop off on Greasy Joe's roundabout as there were over 100 Harley's being guided around by there own drop off's The

temptation was averted by the thought of the first coffee stop. The route went via Swindon Or Highworth depending on the group but both used the B4507 Ashbury to Wantage road , which gave splendid views of the plains towards Farringdon Leachlade and Whitney Potholes and Gravel being an unwelcome view for most." How can you have so much fun without breaking the speed limit" an anonymous person was heard to say. Clint was sure his Pan tried to leave earth's gravity at one point. Posh coffee was the order of the day at Wantage. "No greasy spoon for the ladies on my ride out" Gary was heard to say in Costa Coffee as he tried in vain to scrap together the amount required for one cup . Already the group had tried to disown him. Geoff's group having already been encamped at the stop squeezed in to allow more bums on seats. It was then fast A roads to Henley with the ever thrilling sight of Red Kites to count on the way .The Two

groups met again in the Rec car park where parking unfortunately was at a premium., with the posh group led by Lloyd going in to town for lunch and Gary's group eating at the burger bar at the rec ground next to the Thames. What did I say about posh , Jeanette stayed with the boys and burgers and when it was time to leave her group abandoned her to the mercies of Gary's group .Stating they were still waiting for their Quail egg starter. So the group swollen with Derek on his CBF and Jeannette on Gary's RT left for Farringdon and back to Cirencester where a pleasant stop was had at Coot's Cafe in South Cerney. Having woken up Jeanette at Coot's she commented on the smoothness of the ride and then dumped Gary for Geoff B for a lift to Gloucester. The 2nd group landed about 30 minutes later and a good day it would appear was had by all. After much discussion at the recent club meeting about what is a progressive ride hopefully everyone was happy with the progress made without excessive

speed. Certainly the 'B' roads across the downs were challenging at 60 mph. Gary's thanks go to that small band of bikers who put the work in to make a ride out a success and on this occasion were Geoff Pollard , Geoff Brooks and Lloyd Sandall.

Wotton Bassett Sunday 14th March

Afghan Heroes Ride Out

As Ex-Forces with strong links (Tanketytank) on Sunday 14th March 2010 'Mothering Sunday' Sue and I with Ex-Samers John and Ann Hartley rode up through the lanes from Wotton-under-Edge via Sherston to Hullavington airfield. We did not see another bike until we got there and then **WOW**. We were filtered off the main road onto the airfield. There were about 12 abreast ticket collectors with a lot of bikes, but little queuing this was due to the pre-registration and good organisation. Next we were funnelled into two lines did a right wheel and

Don't forget the club encourages anyone to plan a ride out and help will be given to you .It's not a daunting task and is enjoyable

Gary Shellard

Coor Blimey! What already just gone 9 am and there are two double columns with over 500 bikes in each row. We stopped halfway down the third row with a constant roar of bikes coming in behind and beside us.

Taking care to note where the bikes were with our GS sporting the Union Jack which accompanies us usually abroad. We set off towards the scoff wagons, past all sorts of Bikes and Trikes. The whole atmosphere was great, and feeling in awe of the amount of bikes and bikers, good organisation and what a fantastic

way to support out troops in Afghan and their families.

Finding the bikes again proved a little harder, with so many bikes with flags. We were then off in double rows all following Police outriders. We made our way to 'Wotton Bassett' passing many people waving, cheering outside their houses and farms. It gave one a good feeling inside. Then we rode up the hill into the town and it hit you. The masses of people welcoming us into the town was fantastic, they clapped cheered and gave us high fives. Some so vigorous it nearly took Sue off the back. The joy and emotion was obvious for all, when you consider who they usually have to welcome home!

Once through the town we peeled off and headed home with bikes going in all directions.

Next a coffee stop so we could reflect on such a wonderful experience. The feeling of humbleness and pride gave us a big high and thankful for the opportunity to support a great cause. Also to show our appreciation to Wootton Bassett. 15,000 bikes took part on this special day raising over £100,000.

My only regret was that we all did not ride to London with troops out flags. Maybe next year eh??

Chris & Sue Nash.



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26 April 2010

Cycle training “more important than helmets”, says IAM poll

Cycle training would have a more positive impact on cycle safety than the compulsory wearing of cycle helmets, according to an IAM (Institute of Advanced Motorists) survey.

The online poll of over 6,000 IAM members and non-members found that only 1.29 per cent of respondents supported the compulsory wearing of cycle helmets.

The further introduction of cycle lanes would make the biggest difference to cyclists, according to respondents to the poll.

Duncan Pickering, IAM Cycling Development Manager, said: “It is encouraging that people see additional public money – by extension further training and improved infrastructure – as the most important factor affecting cyclist’s safety.

“While we would never discourage cyclists from wearing helmets, we would stress that cyclist behaviour, awareness of other road users and visibility are the factors that would make a bigger difference to cycle safety.”

95.58 per cent of respondents to the poll would approve of additional public money to be made available to make cycling safer in the UK.

The IAM has called for funding to be allocated to cycle training as well as better cycle lanes.

“Government, employers and individuals all have a part to play in making cycling a safe and easy way of getting around for everybody, through education and by encouraging a mutual awareness and respect amongst cyclists and other road users,” said Mr Pickering.

“As a voice for motorists, bikers and cyclists the IAM looks forward to encouraging better communication and cooperation between every type of road user to make the UK’s roads safer for all.”

ENDS

Notes to Editors:

- Attached: IAM member, non-IAM member and IAM associate member splits.
- When asked what was the most important consideration to help cyclists in the UK:
 - 21.49 per cent suggested further introduction and enforcement of 20 mph zones (33.87 per cent of members, 29.28 per cent of non-members).
 - 30.1% suggested further introduction of physically separate cycle lanes (33.87 per cent of members, 29.28 per cent non-members).
 - 40.24 per cent thought additional police resources should be made available to ensure cyclists adhere to the rules of the road (65.7 per cent of members, 35.25 per cent of non-members).
 - 82.46 per cent thought the introduction of a licence or registration process for cyclists was a bad idea. (53.82 per cent of members, 88.23 per cent of non-members).

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press.office@iam.org.uk

ISDN broadcast lines available

iam.org.uk

My Bike

Honda V.F.R 1200 F

Originally after reading Honda's spec sheet and considering I am vertically challenged I'd convinced myself I didn't want this bike, seat height to high, small tank (18.5L's) and a wheel base longer than the Pan!

Then came Bransons' open weekend, we went along to see the bike and it looked quite good in the flesh very comparable to my V-tech in size, just slightly wider, the build quality is typically Honda and my feet reached the floor, surely the spec sheet was wrong! Then Lorraine uttered those fatal words.... "go on then book a test ride", so I did and for a couple of days nearly cancelled, because the spec sheet said so!!

Finally test day came and as I left Bransons taking a right at the lights heading for the A38 it felt strangely familiar to my old C.B.R 600 F, it turned in quickly and held a good line through roundabouts, where was all

the weight? (17kg on the V-tech) the spec sheet's got to be wrong!! The step up in power was amazing my left foot has never been so relaxed on a ride, after an hour I was convinced the 1200 was my new bike.

When I arrived home, once more proclaiming my love for a piece of machinery, I persuaded Lorraine to come for a test ride the following Saturday. The weather man promised it was going to be nice and it was when we left home! Arrival in Gloucester coincided with the monsoon season, it was abysmal, she's gonna hate me and, even worse, detest the bike but it behaved impeccably every bit as good in the wet as in the dry.

We arrived back at the showroom soaking and cold. After a couple of hours with Richard the salesman

(nice bloke, always got time for a chat) THE BIKE WAS MINE!

So what are the Pros?

Great build quality finally a manufacturer has routed the wiring loom and cables through the frame (a small opening just below the headstock) avoiding that awful birds nest of wiring wrapped around the fork tops.

The tank, yes it's small but returns a healthy 170 miles with pillion, luggage and spirited riding comparable to BMW's KS range. Shaft drive is great, no more chain lobbing in Etap car parks for me! Pin sharp mirrors at all speeds, phenomenal braking power and all this with 8,000 mile service intervals, 3 years warranty, 3 years U.K and

European breakdown cover, I think I'll stop there the list goes on.

What about the Cons?

Well no bike is 100% perfect even in my biased opinion. Would have liked a 200 mile tank range but it never proved a problem on the V-tech. Pillion seat can be a bit slippy under heavy braking and rough roads etc but fitting some rubber webbing cured the problem. (suggested Velcro and got into an odd conversation about a place where the sun doesn't shine!!) Small niggles I know but I can live with them. That's my new bike and I love it. As for the spec sheet.... ill just give up reading them.

Dave-Lorraine Butcher.



Slippy

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Editorials

Sam's Media Star

Well da-hlings where do I start? I was busy preening one Friday afternoon, in anticipation of my next public appearance, when, at around 2pm, the phone rang, it was my agent; bless him, all excited and unable to speak. There was no way I could understand him until he had regained control of his faculties and was able to speak more clearly. I have a booking for you, he exclaimed, all out of breath, so another puff on the inhaler was called for before he could give me any further details. At least I think it was an inhaler, could have been the gin bottle again I suppose.

Anyway it eventually became apparent that my presence was required again on national radio, BBC radio Gloucestershire actually, (well Gloucestershire is national coverage isn't it)? I must consult my diary, I exclaimed, and after leafing through

the usual sheaf of empty pages confirmed I was available sometime in the near future.

Da-haling agent then informs me "you are wanted on air at 4.0pm this afternoon. Crisis – how could I possibly get my hair and make up done at such short notice, then there was the car and flowers to organise, my agent's job I know but he was still flustered about the booking.

So we agreed that the car would pick me up at 2.30pm, actually I picked up my agent as his van was full of steel off-cuts, which would have ruined my outfit, some agent I remember thinking.

Our journey to the studios was somewhat disrupted by my agent's desire to visit the BMW dealership to view the new R10000000RRRR, a motorcycle of some sort I found out

on arrival, and very entertaining it was as I sat on it swinging my legs trying not to worry about whether we would ever reach the studios in time. Eventually the nice salesperson came to my rescue with a step ladder and I managed to get back down to terra firma without laddering anything else and off we went.

At the radio studios I was delayed awhile posing for the cameras, until da-hling agent pointed out that it was only the door entry system and that it was not being transmitted on-air, apparently the red light meant the door was opening, oh well did not want to miss an opportunity.

Once the receptionist realised who I was the door swung open as if by magic, and in we went. Da-hling agent then had a touch of nerves which severely affected his bladder and I was left on my own to wait for the radio presenter and to explain my agent's untimely absence. On his return there was no unexpected laughter so clearly he had

remembered to do up his flies this time.

Fortunately the BBC presenter turned out to be very understanding and invited us into his studio, not an unfamiliar experience for one so well versed in public appearances. After a brief chat and when I had finally managed to reach the microphone we suddenly went on-air to talk about road safety and the difficulties we bikers experience in staying safe.

The whole interview was linked to the new government initiative to draw motorists attention to the plight of motorcyclists and, as you may have seen on television, they have chosen to move away from previous themes of trying to shock motorists into realising the damage they can do, if they do not look, by utilising a softer approach that tries to give each motorcyclist a recognisable image as the person behind the visor. Let us all hope that this latest attempt to make motorcycling safer is a resounding success.

That was it all over in a flash and on listening to my performance the next morning I realised that all the plugging of SAM and its wonderful membership was left on the cutting room floor. So after much grovelling by da-haling agent the door was left

open for follow-up interviews with the BBC.

Must dash have to get back to the hairdressers ready for my next show.

Sincerely - your one and only radio star.

PMR Radio / Walkie Talkies

Private Mobile Radio – 446 MHz

On a ride out recently, several members had different radios, and could not all communicate together. (Could be a good thing depending on who's on the other end!). These are readily available radios used by observers and others for bike to bike communication. It should not be that difficult to sort out, so some research into radios and frequencies was carried out. The following is a bit technical, but once you understand how Chart 1 works, it should be straight forward. This is only meant to be a guide as to how the channels

match up or don't. Hopefully this is not too mind numbing, and is fairly easy to understand. It would probably be easier to explain it with a couple of radios and do a demo! There is much information on the web, just type 'PMR 446' into your search engine for many more hours lost to your computer!

PMR446 (Private Mobile Radio, 446 MHz) is a part of the UHF radio frequency range that is open without licensing for personal usage in most countries of the European Union. Depending on

surrounding terrain, range can vary from a few hundred yards (in a city) to a few miles (flat countryside). PMR 446 is primarily used in consumer-grade walkie-talkies. Business versions are available, but a licence is required. PMR versions must be portable, have a fixed antenna and maximum RF power output (or ERP - effective radiated power) of 500mW. There are many makes of radio, but it is important to ensure that it is compatible with your other communications equipment (bike to bike etc); hence the reference to Kenwood and Motorola.

Some techy stuff – some terms found in the manual

CTCSS stands for "continuous tone code squelch system". (This is also known as PL for Private Line, QT for Quiet Talk, DQT for Digital Quiet Talk, also just Tone, dependant on the manufacturer). If a CTCSS is selected, a sub-audible tone is transmitted along with the regular voice audio by the transmitting radio.

The receiving radio, set to the same CTCSS, will only receive audio if it contains that tone. Interference from other users on the same frequency is therefore rejected (unless they are also on the same sub-tone).

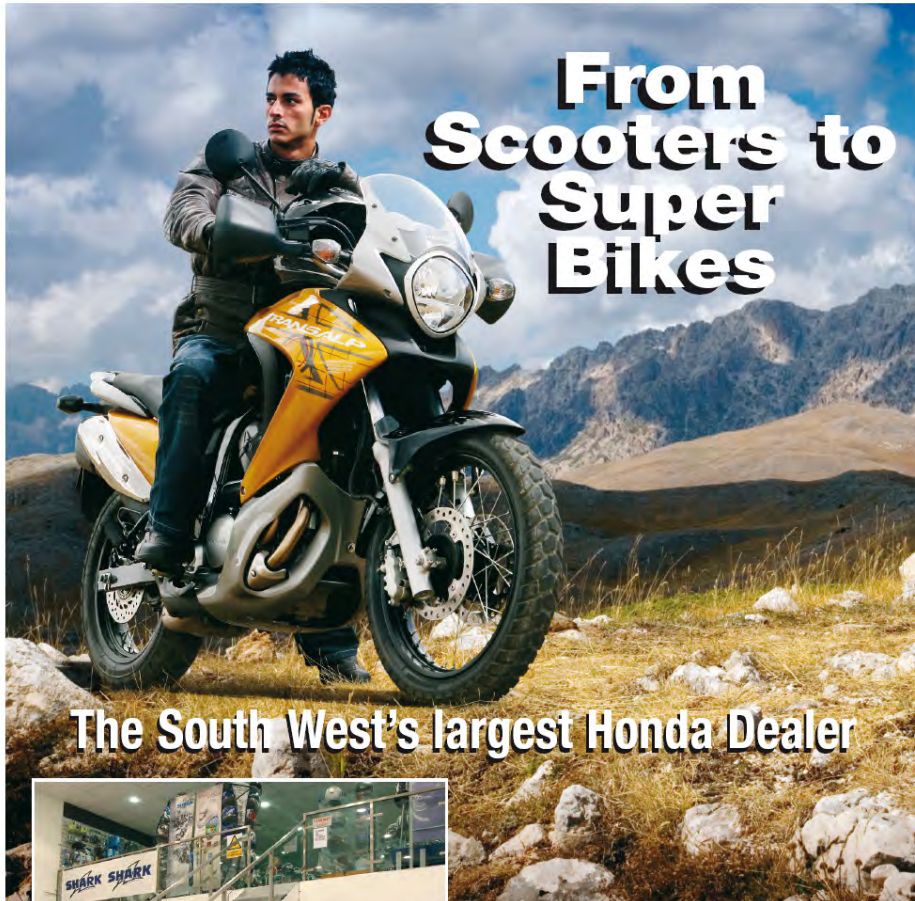
DCS (Digitally Coded Squelch) is a digital variation on CTCSS. DCS consists of 83 different codings, each created by a group of 23 bit encoded "words". If you had no squelch, your radio would give out a constant hiss of noise when on receive (think of a broadcast receiving radio that's not tuned into a station). Squelch gets rid of that noise by silencing the hiss and static noise and only allowing received audio to "break" through when it exceeds a certain level in volume. It's kinder on the ears not having to listen to constant hiss in between 'overs' (radio etiquette to signify to the other person you have finished transmitting). On 'ham' radios, this is generally adjustable with a rotary control

from zero to very high. The ideal setting is where you just get rid of the noise, but relatively quiet signals can still get through where they are genuine and not static hiss. On PMR 446 radios you usually get a setting from 1 to 3. In general, 1 is the lowest (ideal) setting. That will vary from radio to radio though. If you set your squelch too high, you won't hear distant weak signals. If you set your squelch too low, you'll get constant hiss, or intermittent static noise breaking through.

How it works

These radios are also called 'transceivers', meaning transmitter and receiver. They are also known as 'walkie talkies', or two way radios; (this is because they can only transmit or receive, not both at the same time). To create a radio signal with an audio component (talking), you need two things; a carrier wave and the original audio signal. The carrier wave is a radio wave on the frequency of choice and the audio component consists obviously of

audio frequencies. To send the audio by radio, you need to superimpose the audio signal onto the RF carrier. That's modulation. The RF carrier is "modulated" with the audio signal. There's several ways of doing this, the most common of which are probably FM (frequency modulation) and AM (amplitude modulation). With FM, the frequency of the RF carrier is varied by the audio signal. With AM, the amplitude of the RF signal is varied by the audio signal. PMR 446 uses FM. If you have your modulation set too high with FM, it "pushes" the RF carrier into neighbouring frequency channels. This is sometimes called "bleed through" or "over-deviation", and anyone using that neighbouring channel won't be too happy about it! For example if you're using your PMR 446 on channel 4 and it's over-modulating your signal (well, a distorted version of it) you might be heard on channels 3 and 5 and cause interference. If you have your modulation set too low, your



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signal will be very "quiet" and lack range. (This last bit refers to base stations).

Frequencies

There are only 8 frequencies in use in the PMR 446 MHz band. Basic radios use 4 or all 8 of these frequencies, but the 16 and 24 channel variants use 2 or 3 lots of 8; (i.e. $1 \times 8=8$, $2 \times 8=16$ or $3 \times 8=24$). These frequencies have a tone added to them so that they do not interfere with each other hence making more available channels.

For our purposes, there are basically two sorts of radio; ones with channels and 'preset' frequencies, i.e. 1-16 (in some cases only 8, or in others 1-15, 1-24) as above, and the others where you just select a channel in the order of frequencies from Chart 2.

For those Kenwood types with the channel selector 1- 16 etc, if you think of your TV, with buttons 1 – 10, generally, you have BBC1 on channel 1, BBC2 on channel 2, etc. What these radios have done is put BBC3 on channel 1, ITV1 on channel 2, etc.

so that adjacent channels do not have neighbouring frequencies on them. This helps to avoid 'breakthrough' as described earlier. These are preset usually by the manufacturer, but can be reprogrammed. See Chart 1.

The other type i.e. Motorola T5422 Talkabout etc., have a channel selector with channels 1 – 8, but these channels are not preset, you cannot change them and they run in sequence. These are the actual frequencies as in Chart 2. You can however add a 'tone' to each channel.

To increase the number of available 'sub' channels, CTCSS, (tones or some other name), are used. The main frequencies are in Chart 2, (and if you worked it out you would find they increase by 12.5 KHz from the previous). The CTCSS or tones are a bit more varied in frequency and are usually referred to as a number; i.e. 1 – 38 (and 39 or 0, which is 'no tone' to let you select the base frequency).

You can see that if there are 38

tones on 8 channels we have 304 additional channels.

Chart 1

Ch no:	Table*	Tone #	Frequency
1	1	10	446.00625 MHz
2	8	08	446.09375 MHz
3	3	13	446.03125 MHz
4	6	05	446.06875 MHz
5	4	17	446.04375 MHz
6	2	18	446.01875 MHz
7	7	19	446.08125 MHz
8	5	07	446.05625 MHz
9	1	14	446.00625 MHz
10	8	15	446.09375 MHz
11	3	16	446.03125 MHz
12	6	06	446.06875 MHz
13	4	27	446.04375 MHz
14	2	28	446.01875 MHz
15	5	29	446.05625 MHz
16	7	30	446.08125 MHz

Not found any 24 channel radios yet.

Chart 2

Table*	Set Channel
1	446.00625 MHz
2	446.01875 MHz
3	446.03125 MHz
4	446.04375 MHz
5	446.05625 MHz
6	446.06875 MHz
7	446.08125 MHz
8	446.09375 MHz

There are digital variations in use as well, as identified by the 'D'.

Chart 3

Tone #	QT/DQT	Tone #	QT/DQT	Tone #	QT/DQT
01	67.0 Hz	14	107.2 Hz	27	D132N
02	71.9 Hz	15	110.9 Hz	28	D155N
03	74.4 Hz	16	114.8 Hz	29	D134N
04	77.0 Hz	17	118.8 Hz	30	D243N
05	79.7 Hz	18	123.0 Hz	31	D311N
06	82.5 Hz	19	127.3 Hz	32	D346N
07	85.4 Hz	20	131.8 Hz	33	D315N
08	88.5 Hz	21	136.5 Hz	34	D351N
09	91.5 Hz	22	141.3 Hz	35	D423N
10	94.8 Hz	23	146.2 Hz	36	D664N
11	97.4 Hz	24	151.4 Hz	37	D431N
12	100.0 Hz	25	156.7 Hz	38	D723N
13	103.5 Hz	26	162.2 Hz	39	Off

We do not really need to worry about Chart 3, suffice to say that these are the frequencies for each tone or CTCSS, QT etc.

You will note that in Chart 1, against the 16 channel numbers are a table* of 1-8 for the first 8 channels and these 8 are repeated for the second 8 channels (9-16), but not in quite the same order. Some manufacturers refer to the frequency as a table* (most confusing, but it is a table of frequencies), but if you look at

Chart 1 you will see the 16 channels you have on the Kenwood type radios.

The table* refers to Chart 2. These are the 'set' frequencies, cannot be changed and run in sequence. These are what you would dial up in an 'ordinary' radio.

The frequency and tone are the preset values. If you or the previous user has not changed any of the settings, you will be able to talk to

similarly programmed radios, by selecting the same channel number.

Anyone with the other 'ordinary' type of radio will need to know these settings to be able to tune to the same channel. If the number in the display was 100, 200 etc, up to 800, you would have the basic frequency from Chart 2, but by adding one of the 38 tones we can match the preset values from other radios.

If you now look at Chart 1, their setting will be something like, 110, 218, 313, 417, 507, 605, 719 and 808. (Table plus tone #). This is fine for the first 8 channels, but the second 8 (or third 8) would need to be set, so frequencies need to be agreed beforehand.

Really the only information you need are the numbers from Chart 1, you do not need to know the frequency, just the first three columns.

How do I increase my range?

Possibly the most asked question? Radio waves at UHF (within which the 446MHz band lies) are not so hot at travelling through large objects. For this reason, communication using PMR 446 is limited, generally, to 'line of sight'. UHF will travel through solid objects. However, each time a signal has to pass through a building, vegetation etc. the signal is deteriorated slightly. Therefore, the best way to achieve long range communication on your PMR 446 radio is with height, height and more height! (Mainly for base stations, ham radios etc.) Any other method is illegal! There is plenty of information at the following links should anyone be interested, <http://en.wikipedia.org/wiki/PMR446> www.446user.co.uk/article_8.html

These charts will be available on a card for anyone who would like a copy.

Acknowledgements to Wikipedia and 446user forum.

Lawrence Morgan

Grumpy's Corner

Greetings from my humble abode

My loved one has informed me that I need something to occupy my idle hands in my spare time i.e. a project of some kind.

Firstly, I would dearly love to have a project of some description, be it finding a relic of a beast to restore or even take up the art of dry stonewall arranging.

No, what she really means is that the house needs decorating before the imminent arrival of a long forgotten relative, in search of a hand out.

Sad to say it, but I am inclined to agree with afore said loved one about the need for decoration. All the more reason then to find a project to keep me occupied in my spare time, that way I get peace and quiet and she gets somebody

in to do the decorating. Easier said than done.

To achieve the end product I must endure endless hours of 'trying to look interested' as we visit numerous DIY hypermarkets. Looking at all the same colour charts and paper sample books but with different store names at the top. Then comes the endless joy of going from room to room in the house and choosing the colour/design for each room, which, when completed, is re-done! because there was doubt whether the bathroom colours co-ordinated with the landing and entrance to the study.

By now, things start getting a bit fraught and that full container of a rare Scottish product, that Hamish sent me, is being opened. Loved

one is in a bit of a sulk and muttering to herself as she goes from room to room checking every thing yet again.

The big day has arrived and we are off to purchase the colour schemes and try not to end up "having a domestic" on the way round.

Talking of which, I nearly got caught up in a domestic while shopping in a hypermarket in France one year. Mrs G and I were meandering up and down when two couples in front started raising their voices, the next thing I am being pulled backwards by Mrs G just as the two couples start laying into one another, fists feet and trolleys all went flying!

We made it round the DIY store without "having a domestic". *That* happened when we got home. All I said was, "it shouldn't take you long to do all this dear". The next thing I know I am wearing a dust

sheet and nearly have a step ladder thrust in a very tender spot. My turn to sulk now! I retreat to the garage and ponder what project to acquire. On my return to the house, Mrs G has made a start on the decorating, I return to the garage faster than I emerged.

By day three Mrs G is beginning to realise it is going to take longer than originally planned. So out come the phone books and the search for a decorator is on.

Perfect result, all decorated in time for Uncle D (full name withheld for legal reasons), who has returned from Spain (where he has lived since the late sixties and needed a safe house for a short while). Shortly after his arrival, a company called Special Branch visited us and took Uncle D with them to an even safer house in London. Anybody know a good carpenter to re-hang the front door for me?

Good night all

Grump

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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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