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Full details of SAM are available via www.sheffieldiambike.com.

The content of this newsletter may not conform with the views of the IAM, or SAM committee.

Objects in the mirror...

Mixed reports from the NEC. Smaller than in years past but lots of new machines. Views vary on the new six pot Beemers; some worry about the fate of the outer pots in the event of mishap.

Others, at the 'point' of the new model. Like all BMW's, the final opinion may evolve from a test ride. Will the super smooth feel of a six and the forecasted handling ability seduce anyone at SAM..? Not if a dodgy hip brings fear of a dropping when wheeling out of the garage eh Rob..?

Higher than expected interest surfaced in Ducatis Diavel. Dealers report advance bookings for test rides. The result of a Cruiser having had a dirty weekend with a Streetfighter, this new take on motorcycling brings another possibility that the final verdict will be subject to the riding experience. Same with the Honda VFR 800 Crossblade, their new 600F, etc. Add to this the new take on scooters from both Honda and BMW and it seems that manufacturers are attempting a partial re-invention of motorcycling hardware.

At the time of writing, Dev Hall reports a healthy take up of test ride bookings for the Triumph 800 range. If you want to book one for yourself. see last months edition for details. As for the rest of you, expect a test ride report in these very pages from Mick Wheeler. Ooer..!

i2i Motorcycle Academy

website www.i2imca.com.

Please declare your interest with **Peter Harley**, either by email: p.harley@sheffield.ac.uk or... tel: 01142 301109.

The cost of MC1 is £75-00

NB. Peter is still working on arranging an MC3 course and He'll let you know about that as soon as I have more information.

ART – Advanced Riding Techniques

website www.art4bikes.co.uk

Please declare your interest with **Rob Gittins on Saturdays**

e-mail rob-gittins@copperstream.co.uk

or speak with Andy Marper at our Saturday meeting point

The cost of the ART assessment and DVD is £60-00



Objects in the foreground...

Don't miss... the Jan 10th meeting at Treeton – Free Buffet

Yes. T was moved from Dec 6th due to snow and such. Apparently, the Chairman was placed between a rock and a hard place having received a call from Pat and Roger to explain that getting the food delivered would score highly on the riskometer. Also, fears of the likes of you and me being put off by the uncleared lane adjacent delivered as chance of poor turnout. All in all a good decision to postpone then. Any hoo... don't miss Jan 10, Micky is speaking.

A wintry turnout.

Getting to McD's on the first Saturday in December was a challenge. Merely pointing the wheels up the drive was tricky enough in itself. Much digging and wondering if using the wife's old Vitara. might have been a wiser choice. It turned out that the digging out was a mixed blessing as the drive was still virgin snow and grippier than the stuff compressed by boots and welly's. The road was similarly, virtually untouched by any vehicle.

Tee hee, there was a bit of fishtailing setting off, well you've got to have a bit of a play... but keeping things pointed in approximately the desired direction restored more delicate use of throttle. Better to keep ABS and traction control switched on ..? Different answer for each..?

Gingering to Meadowhall Retail... grip comes and goes, TC comes in here and there, brakes brake and then don't, steering, if you can call it such, is best if co-ordinated with throttle. We don't get enough practice to be mega confident. Even so there are people about on four wheels who get things so pear shaped that you wonder if their capacity to think has flown south for the winter in search of another Spanish Donkey. Give em room to get it wrong then.

At McD's finally, it's nine fifteen and SAM's piece of the car park has seen almost no traffic since the whitefall. No bikes about, bloody wimps. I'll give it fifteen and suck on a Marlborough. Then a text... 'Where are you..?' 'At McD's waiting for folk' is replied. 'Give me fifteen minutes and I'll come down' says David A. Another Marlborough turns to ash, before he appears, with just a hint of opposite steering and wheel spin. Nothing too showy. 'Are your Dunlops any good in this..?' he asks. 'Not as good as some decent knobblies would be.'

'Much snow about at your end..? say I.' 'My drives a bit of a pig but I managed in the end' he says. Well it would be a pig... being quite snake like, about sixty metres long and sloping down to the road at almost twenty degrees.

We slither off on foot for coffee and sausage and egg meal deals. There's hardly anyone else in McD's apart from a few four wheeled shoppers. No-one else from SAM is going to show and it's pointless heading out into Derbyshire. There's more talk about whether to tyre cars differently for the winter or whether it's too much of an arse. David's read about winter compounds being quite different and less subject to the effects of cold... seems it not just the tread pattern.

Back to the car park then, and another play on the way home. It's getting colder already, about four below, still it's warm enough behind the wheel.



SAM 'Logo' Clothing.

Polo Shirt	£17.50
Ladies fit	£17.50
T-Shirt	£14.00
Sweat Shirt	£19.60
Rugby Shirt	£23.60
Woolly Hats IAM	£8.00

Tel. Steve Dyson

07779 294149

Regular SAM Social events for 2011

Candy Town – Meal - Sat ??

Ride, Picnic - Carsinton Sun ??

Autumn Boogie - Treeton??

2010 Club nights - 2011

Jan	10th	Free Buffet + M Wheeler
Feb	7th	The Bensteads Abroad
Mar	7th	Pre AGM
Apr	4th.	AGM
May	9th.	??
June	7th.	??
July.	6th.	??
Aug.	4th	??
Sept.	8th.	??
Oct.	5th.	??
Nov.	7th	??
Dec	5th	Christmas Buffet

Committee Dates for 2011

Month	Date	Month	Date
Jan	26th	Jul	27th
Feb	23rd	Aug	31st
Mar	30th	Sept	28th
Apr	27th	Oct	26th
May	25th	Nov	30th
Jun	29th	Dec	none

Another WikiLeak - M's Christmas mission for Bond.



'Money Penny..? Ask Bond to step in would you.

'Ah Bond, take a seat would you. Look, before we get down to business, please desist from hurling your Skid lid across the outer office. The hat stand is for Trilby's and Coke's if you don't mind and Money Penny almost suffered a mild concussion last time... it just won't do Bond.'

'Sorry M, I was trying Q's new Carbon fibre surveillance lid with fold away heli-rotors, high definition camera and laser guided micro rockets. Pity Money Penny ducked sir, I was bang on target for a deep cleavage shot.'

'Yes, well, that man Odd Job has a lot to answer for... Q has more silly hats down there than Lady's day at Ascot. We'll have no more of it Bond d'you hear..?'

'Yes sir'

'Good enough 007... Right, how are you getting along with the new motorcycle..?'

'Fine Sir, I contacted the IAM and they sent me up to spend a few days with their finest group, SAM it's called. They have some exceptionally skilled lady Observers. Brought my timing on a treat sir. When to press on... when to hold back... that sort of thing.

'Look here 007, I sent you up to refine your motorcycling skills, not to dally with the local totty. All I need to know is, did you get your green badge..?'

'With bar sir.'

'Quite, Bond, that's settled then, I'm assigning you to a very sensitive mission. You are to go back up north and deliver the departments Christmas presents to SAM's SAGA group. There's a years supply of diclofenac and a Haynes manual for their Zimmers. Damned arthritis, they're rife with it. At least, that's how the mission will appear to the world at large Bond, in reality it's a camouflage. What you will actually be doing is hand delivering some instructions and a sensitive parcel to their chairman, a certain Clayton, he's one of our sleepers, better known as double oh five foot four and a half. You'll take everything up using the GS Adventure with the big aluminium panniers. Q has found room for a message compartment under the seat and the gifts will be under a false bottom in the offside pannier. You are not to hand these over to anyone except agent Clayton, is that understood..?'

'Quite Sir'

'Good. We come now to the matter of the rendezvous and means of mutual identification. This pink Carnation and copy of the Times business is old hat, I think you'll agree Bond. So... in keeping with the season of goodwill... *he points across the room*, in your left hand pannier will be this Santa Claus outfit complete with white beard and big shiny black belt. However, I've two other things to say Bond... the first concerns Money Penny. On your way out, for goodness sake don't let her see the belt... anything resembling black latex going through her office seems to go missing, particularly when you're about due back from a mission. Get my drift 007..?'

'But Sir'..

'Never mind 'but Sir', Bond... Listen to my second point... don't wear the Santa outfit until you're about to make contact with double oh five foot four and a half. We don't want you trying to earn a few extra bob by sitting kiddies on your knee and frightening them to death. Is that clear Bond.'

'Perfectly Sir.'

'As for our sleeper, he will arrive on an old beat up red BMW, it's called a brick or some such. Apparently, he looks rather like a Santa himself... one who's been on short rations mind. You are to meet just outside the Treeton Miners Welfare, it's a regular drop point for deep cover operatives. You're expected at nineteen thirty hours, tonight. Get there five minutes early to give yourself time to change. Your password is IPSGA, his response will be TUG, got that..?'

'IPSGA and TUG sir'

'Right 007, you can cut along now, go and pick up the motorcycle from Q downstairs, it should be ready by now.'

Bond steps out through Money Penny's office.

'James..? she says... grinning. 'Look, I've put a lovely shine on your helmet, Don't worry, it didn't go off. If you have another hidden away somewhere you must let me give it the same treatment. Then, with a less playful expression... 'I hear you're off to see agent double oh five foot four and a half ?'

'It would seem so', replies Bond

'Well, James, see if you can stop him sending those smutty text messages to me will you? Tell him I'm definitely not that sort of girl. Even my last reply didn't put him off.'

'Really..? What did you say to him Money Penny..?'

'I texted that I'd seen his picture in Wheel to Wheel and that I prefer the sort of men who more convincingly fill out their trousers... both the front and the back.'

'Let me see the picture Money Penny... Yes I see what you mean... but your reply didn't shake him off you say..?'

'It didn't even stir him James.'

'Hmm... neither shaken nor stirred... I'll see what I can do but a leopard can't change its spots overnight. He might be the sort who never gives up... will try anything.'

'Please don't let me down James... I'm desperate... You'll think of something, you always do.'

Bond leaves to visit Q in the basement

Sweeping up the ignition key from the de-activated pillion ejector seat, Bond calls out. 'Hello Q, everything tickety boo old bean..?'

'Now look here 007, Your main concern is the special item for our sleeper, he requested it personally and confidentially, you mustn't let it get into the wrong hands. The instructions for use are in the compartment under the seat, the item itself is in the right hand pannier as M explained. The other packages are for the SAGA group. Our sleeper will see to the local distribution.'

'Got it Q, now let me get kitted up and I'll be on my way.'

Bond starts the bike. Q calls out over the Roppa Doppa of the engine... 'And no more speeding 007..!'

Blasting out of the over and under doors, Bond hoiks the front wheel and tears along the embankment.

007's Green Badge skills are in full play as he heads north. He negotiates the hazards like an experienced hand beneath the tantalising folds of a silk negligee... each bend explored as he would the curved thigh of a world class model, his positioning and sightline unshakeably focussed on the vanishing point. As the SAM girls taught him, he's not going in too early, and he's not coming out too soon.

Typically, many miles later, his arrival is perfectly timed and the Miners Welfare comes into view. Though spent, his prodigious reserves could soon allow a repeat performance.

Equally typically, double oh five foot four and a half has obviously come early. Money Penny's suspicions about the man were probably right.

Un- noticed, Bond switches off his engine and silently glides out of view. He dismounts, opens his left pannier and takes out the Santa suit. He slips it on, secures the beard and black shiny belt then takes the packages from their hiding places. He walks over, looking at the vastly over patinated, rusty, red excuse for a machine owned by double oh five foot four and a half. He approaches its rider.

'Fine evening for the IPSGA system,' says Bond.

'I never known what it stood for,' replied double oh five foot four and a half. 'but it's certainly a fine night for a TUG. Have you got the packages for the SAGA group..?'

'It's all here' says 007. 'Safe and sound, and so is the other thing.'

'Other thing..?'

'Your secret is out Clayton... the false bottom in the pannier was a good try at a double bluff... but trust me, stuffing the damn thing down the back of your trousers won't win Money Penny over, even with a cricket box up front to complete the illusion.'

'I don't see why not 007, I'm just an old man... with dreams and desires.'

'Well, there both wasted on Money Penny Clayton, I'll let you into a secret... underneath all that allure, she's one hundred percent bloke... very convincing I know but there's a full helping of meat and two veg where the vanishing point should be.'

'It can't be true Bond.'

'It's true alright, but... if you ever tell anyone else... you know what I'll have to do don't you..?'

'You mean you'll have to kill me 007..?'

'No Clayton, killings far too good for you... I've dreamed up something far worse.'

'What can be worse than that, I can't imagine.'

Bond leans over and whispers in double oh five foot four and a half's ear. Instantly, Claytons features turn deathly pale. Recovering, but fearful of being overheard, he looks around before pointing at Bonds waist... then sheepishly whispers his reply.

'Throw in that black shiny belt and you can tell her... or... him... that I'll back off.'

The next morning, with a spring in his step, Bond enters MI5 headquarters. Money Penny greets him...

'Glad to see you safely back James, but tell me, have you got that Clayton chap off my back ..?'

'Nothing could be more certain Money Penny, you'll hear no more from him, guaranteed.'

'Oh James, you're absolutely wonderful... what on earth did you say to him..?'

'Merely that if he doesn't leave you alone with immediate effect... I'll make him clean his bike..!'



Take it steady with the belt Mike... Shampoo on its way.

Spring Bank Holiday trip to Alston 27 – 30 May 2011

Alston is a small market town which sits close to the borders of Cumbria, Durham and Northumberland. The Lake District, Scottish borders and the Durham moor roads are all on the doorstep and for those who have ridden in that area, you will know there is plenty of good riding, scenery and culture (Roman, Buddhist, Geordie etc.) to be had. *Why...Aye me bonnie lads.*

Accommodation: is on a 'book for yourself' basis. **Best early due to Bank Holiday demand**

There is a camping site in the village... £5 per person per night. The site has showers and hot water. There are 15 pitches listed which, we have optimistically pre- booked, but they have also said that they will not turn anyone away. Tel: 01434 382515 and mention SAM

There are also three hotels in Alston, two of which are also pubs. They are:

Low Byer Manor. Tel: 01434 381230. It has 9 posh rooms £33 - £43 pp pn b&b

www.lowbyer.com

Cumberland Hotel Tel: 0 1434 381 875. It has 5 rooms £35 pp pn b&b

www.alstoncumberlandhotel.co.uk

Victoria Inn. Tel: 01434 381 875. 8 rooms, but only roadside parking, approx £25 pp pn b&b

For more details; Contact Dev Hall (07710 933669 / 0114 268 7654) or Paul Henderson (0114 267 8840) [If you are 'thinking' of coming please keep give us a call](#)

Safer doesn't necessarily mean slower, says IAM

Advanced Training & Rider Performance, a new report launched today by the IAM, has shown that the organisation's advanced system of riding really does deliver sustainable benefits in anticipation, better road positioning and swift but safe progress in a wide range of road environments.

One of the first systematic motorcycle simulator studies into rider behaviour, the research was undertaken by the Centre for Motorcycle Ergonomics & Rider Human Factors at the University of Nottingham. The study was designed to ascertain whether or not riders who have passed the IAM (Institute of Advanced Motorists) Advanced Riding Test, ride differently to those that haven't taken this further training.

The findings demonstrated clearly that IAM riders took up safer road positions and kept to urban speed limits, but actually made better progress through bends than non IAM-trained riders and beginners.

Neil Greig, IAM Director of Policy and Research, said: "We work to promote safer riding, and we educate riders to maintain momentum and progress where possible. So we were pleased to learn that IAM-trained riders adopted the safest road position to deal with hazards while still managing to achieve the quickest time through tight and medium bends. The evidence shows that it was due to their approach and positioning up to and through the bends. Non IAM-trained riders tended to approach faster but then had to overcompensate for the error, slowing while in the bend itself, where the machine is at its least stable.

The IAM riders also rode closer to the centre line on the left hand bend than the other two groups, and further away from the centre line on right hand bends. This positioning extends the riders' line of vision as far as possible around the bend, giving earlier awareness of hazards that could be lurking around the corner, as well as making them more visible to oncoming traffic."

'Road-side furniture' near to the side of the road on bends caused a big psychological effect. The average speed of all riders reduced when barriers or trees were in close proximity to the road. When there was road-side furniture adjacent to the right side of the road on a left-hand bend all rider groups rode further away from the centre line, thus moving away from the perceived danger. Even so, IAM-trained riders positioned themselves significantly closer to the centre line. This demonstrates that they didn't give up too much of their position to the apparent threat of a solid object, but maintained a good riding style to tackle the bend.

IAM riders again appeared to have the greatest awareness of the risks in a more urban environment. In the 40mph zone their riding style was more defensive than the other groups; they rode closer to the centre line when approaching a side road on the left than the Novice riders, and more slowly than the Experienced riders. This placed them as far from potential hazards as possible and better prepared them to stop if necessary. IAM riders also tended to display lower speeds and applied greater brake pressure than the other groups.

Mr Greig continued: "IAM riders also appear to have a more responsible attitude towards their riding. Participants in the study took a hazard perception task, and the IAM riders were quicker to identify hazards and were more likely to blame poor rider behaviour for the situation than non-IAM riders, strongly suggesting that their riding attitude is more defensive."



California Dreamin'

A Geoff Fisher escapade



Zero day, Friday 16th September 2010... this is it, after 7 months planning, preparation and anticipation the mobile phone sounds at 5:00 a.m. Up! Shower, shave; oh no, forgot the toothbrush, never mind buy at the airport. Breakfast, muesli from the farm next door, then the doorbell rings, It's Paddy Hog, one of the 5 'Mild Hogs' due to set off on the adventure of a lifetime.

The idea of riding around California on a Harley had first come up about 2 ½ years ago when following the death of another biking colleague from cancer, a group of middle aged, biking, work colleagues felt the need to do something special. A combination of imminent, and in some cases post, 50th birthdays caused the dream to become reality. So back in February, flights booked and bikes hired, it was now to be a happening. The film 'Wild Hogs' was now to be sequel-ised as the 'Mild Hogs' names were given, Boss Hog, Daddy Hog, Ginger Hog, Paddy Hog and Dumpy Hog.

The route finally planned, we were ready to go:

- I: Baldwin Park, Los Angeles
- D: Las Vegas
- C: Boulder City
- E: Bishop
- F: San Francisco
- G: Pismo Beach
- H: Santa Monica

Random lettering courtesy of Google Maps.



Having spent the night at the Boss' house it was into the car with Paddy & Boss to drive the Northamptonshire lanes to pick up Ginger & Dumpy. A couple of hours later, after a proper breakfast and the purchase of a toothbrush we were ready to board our Virgin Atlantic flight to Los Angeles, already dreamin of California.

Full story on the SAM website.

Cracking read Geoff..!





Steve Grundy's Alarming New Year Project

The UK's first ever 'No Budget CUP' was a huge success in 2010. So for 2011, we're back with more nineties action, with two races and more track time for everyone, all at a cheaper price than ever before! All competing NBC bikes must be based on production models, built between 1990 and 2000 inclusive. There will be 3 sub divisions:

1. 600cc Class
2. Over 600cc Class
3. Megabike Class

Points from first until 16th place are: 25, 22, 19, 16, 13, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2 and 1.

The NBC is an entry level endurance championship for people who want to do something more than just track-days. A cheap step up to racing, a track-day with a hint of competition, more about having fun than achieving results and it doesn't cost a fortune. Only year 1990 to 2000 bikes are allowed to compete, they're cheap to buy but still pretty good. Each team races with one bike but is allowed two or three riders per race. Thus all the costs can be shared proportionately.

You get a whole day on track at each event. Each day starting with an open pit lane then 3 hours of practice and qualifying for the registered NBC riders to set up their shared bike. The actual race starts after lunch and for 2011, rather than sticking to the 2010 three hour formula, it's been extended it to give a four hours on track race time.

If you fancy coming to poke fun - Provisional dates and locations:

July 17th 2011 - Anglesey Circuit - Ty Croes, Anglesey, Wales, LL63 5TF

August 7th 2011 - Cadwell Park Circuit - Louth, Lincolnshire LN11 9SE

I have been lured into racing a 1999 ZX6R or a ZX750R, one of 3 riders in our team with two of us being complete novices, One has never raced, one has never even done a track day! Our aim is to finish in the top 20, hoping that our endurance mantra 'steady away' wins the day.

Our team is CFC racing who are entering 2 bikes, the ZX6R and a TT race prepared ZX750R. The choice of who rides what will be made on the weekend (size of coholes!)

Our first goal is get some track time, starting as soon as the weather permits; we have pencilled in Snetterton, Silverstone and Croft.

On the down side it means that I will have to get fit as we are looking at doing 30 min stints on race day and anyone who has done a 20min track session will understand the fitness required. So it's going to be on with the lycra (not a good look) and onto the push iron to get the miles in. Should anyone be available for the race days please give me a shout; all will be welcome. (No Ron you can't be my Brolly girl..!) **But I've just bought a skin tight body sock in gold lycra Steve..!**

MOROCCO... the nearest far away place.

For those who dream of travelling the world on two wheels, Morocco is often described as the nearest far away place. The meaning captures many different things; it's a separate continent, the African tectonic plate floats independent from our own, the rocks and geology forming its landscape and much of its weather. North Africa has a unique place in world history; a mystique conjured by place names such as Marrakech, Casablanca and Tangiers. Its customs are so very different from ours and those of our European neighbours, even the traditional dress of long robes is so distinct from the European style.



The Arabic language is difficult for a European tongue and the script more artwork than alphabet. Yet, Morocco is easy to reach, less than four days door to door, in which the romance of two ferry crossings add to the adventure. From riding onto the mini cruise ship at Plymouth, to landing at Ceuta, for anyone motivated to venture forth the Spanish enclave on Morocco's northern coast is sighted in less than 72 hours. Our plan, was to visit a country very different from those we had previously tasted and, to see how, on our own, without any pre-booking or detailed knowledge or aid, we could travel through a foreign land and deal with all that befell us, even the simple things such as buying food, fuel, and finding accommodation.

This was a first taste of what we hope to undertake repeatedly in the future and, of course, what other way than to do it on two wheels. In our case this was aboard two Yamaha XT600Es, which would hopefully allow us, not only to ride tarmac but venture onto plains and deserts and to sample high mountain tracks and trails. Including travelling there and back, we only had three weeks for our journey, merely a whistle stop tour of a country only slightly smaller than Spain. Morocco would be better described as more than one country; in the north the Rif mountains, green and mountainous and where cannabis is grown; the Middle Atlas with its high plains and rolling hills; the High Atlas, dividing the country with its snow topped Djebel Toubkal which at 4167m is the highest mountain in north Africa and taller than many Alpine peaks. Then the dry desert of the south, its rocky terrain leading out to the Saharan sands, whilst further south the disputed territory of the Western Sahara. Finally, the green and fertile lands to the north west with the capital, Rabat, on the Atlantic coast.



Our ride out covered 4728 miles including the 630 miles of the Ruta Plata across Spain. Many miles of new tarmac in Morocco lead to older gravel roads waiting for upgrades before reaching ancient high mountain trails in the clouds.



We made new friends; an Algerian nuclear scientist and his Parisian girlfriend; the Dutch expat making a living adventuring in the desert; a German, finally settling down with a Moroccan wife; the multitude of Mohammed's trying to make ends meet. Then, being 'kidnapped' by a Berber herdsman before meeting the British ex-firemen who had packed it all in to spend his days riding with his wife, seeking adventure. The Irishman, JJ to whom we owe so much, though I doubt he even knows.

Are we going back..? undoubtedly we are... yes on the same bikes, yes with less luggage and hopefully more time. As to when, we've already had a number of offers

but firstly, New Zealand calls, for different reasons and other friendships. Jane and I are nothing special, we have no superhuman powers. Motorcycling is relatively new to us and prior to this trip we had never ventured beyond Europe or North America. Anyone with the time, a bit of money, £2200 in all for both of us, can experience 90% of what we did, on any bike, even a C90 if the time and inclination is there. If you have the time and the inclination...

[You can read a fuller account on the SAM website.](#)

Steve Benstead.

View From Another Car Park + Ingrid's new friend.

It's been a while since I put finger to keyboard to update you with how things are going on the guidance front. During the summer we had a steady influx of new associates and observers were quite busy for a time. As autumn crept up on us most associates stayed in bed on the cold Saturday mornings except for an intrepid few. Winter took an early grip and all associates and most observers went into hibernation, myself included although I did venture down to Meadowhall the week before Christmas. In the car of course. I was joined by Hon. Sec. Rob (and Jo), Newsletter Editor Ron and SAM member David Anderson. Their 4 x 4s dwarfing my little Fabia, that never puts a wheel wrong in all this white slippery stuff (that's tempting providence). After much complaining of the weather and general bonhomie we exchanged festive greetings and went our separate ways.

SAM had a better year than last with test passes with a couple in the pipeline when the weather improves. We now have Paul Edwards on board as a second examiner and any delays in arranging test date were mainly due to head office being less efficient than they could be. All the pass successes have meant that some observers have been underused. To compound this many associates have not been out for guidance, having bought their SFL package they are not getting the benefit of the guidance on offer. If you are missing out do come and join us when the weather improves, we are there for you.

Who knows you could be next year's IAM Rider Of The Year as Erik Baxendale was this year, one of 2 SAM new full members to be invited to demonstrate their riding skills at an event at Silverstone. He and 4 other "associates" progressed from this day to have a 2 hour ride individually with the IAM staff examiner. Well done Erik for giving what was the best ride and the only one in wet conditions.

The training committee is working on new initiatives which will be announced early in the new year along with observer training and Green Badge Plus which Rob has already outlined in WtoW and at club night. Some observers and members have already taken part in i2i skills days and over half the observers have attended a course designed to fine tune their observing skills. More courses are planned. SAM is moving forward to improve standards at all levels.

The publicity guys, Kevin Morley and John Foster, have done a superb job designing and producing posters and banners for promoting SAM at various venues around the area. Following our link up with Rainbow earlier in the year we now have a connection with SMC who will invite us to their "Events" and have also offered the use of their facilities should we need them at any time. Observers without associates are being encouraged to spend a couple of hours in SMC's car park any time they are free. Publicity is very important for SAM and further links will be developed.

So what of Ingrid? She still has the annoying pulsating at 3000 – 4000 rpm where she does most of her work when not on the open road. This is despite new transmission and many hours of effort from the Suzuki area engineer. He has promised to sort it?

I've been looking for a winter hack, or similar, to keep Ingrid in good order through the salty weather and help keep her mileage down. Trade-in values are not to BMW levels! I would also

like to get my leg over again if I can find suitable bike. I've tried a Bonneville, F650GS and a CB500 (used to have one). None were suitable so the search continued.

On a cold November morning Captain Mainwaring and I wandered into CMC for a warm and a chat. As we were talking to Ross one of the team wheeled in a Piaggio MP3.

Was it love at first sight?Not really but I asked "Any chance of a test ride on that?" "Certainly" was the swift reply.

So whilst they sorted it they gave us a coffee and then duly warmed off we set. Having read a few articles about the three wheelers it was in the back of my mind to try one if the opportunity arose. I had in fact given up on getting a test ride locally as no one had a demonstrator.

Would I be disappointed? Well give it a go. With Capt. M. riding interference over hill, down dale in and out of twisties we were soon at Budby where I stopped to get my breath. Capt. M. was greeted by a big grin. It was surprisingly entertaining.

Off we set back where at traffic lights I decided to test the no feet down stopping procedure. All I can say is it will take some getting used to.

Back at CMC following some haggling a deal was done and I arranged to collect on Dec. 1. Wrong. Weather 3 Biking 0. I had though collected the optional sledge – sorry the screen that came with it. (See photo). Just the job for the prevailing conditions. The screen had to be removed to fit it in their van???????



I am now waiting to give it a good run, having fitted a Givi screen, as the ice has prevented me from venturing out on 2 / 3 wheels. How can anything look so ugly (1200GS Adventure maybe) and be so entertaining? I hope to find out.

Why the worried look?

I didn't realise you had to tax a sledge!

CMC are moving some time soon to the premises vacated by Stratstone at Clay Cross and SAM may be involved in some way.

Have a Cool Yule and All the Best in 2011.

Alan

Guidance Coordinator

Nothing is impossible with the right attitude.....and a hammer



The Chairman and SAM Committee send all Members and Associates our very best wishes for the Festive Season and forthcoming New Year. Don't forget to join us at Treeton on the 10th Jan.



That's all folks..! Have a good one. Ed.