

This Month:

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Published appx 28th of each month. Wheel to Wheel and full details of SAM are available via www.sheffielddiambike.com.

The content of this newsletter may be questionable and thus not conform with the views of the IAM, SAM, or anyone of a sound mind.

Objects in the mirror...

Another month of improving temperatures. This portent of Spring and Summer is enough to resurrect any frozen inclination. Sunshine, dazzle, summer gloves. Earlier dawns, later sunsets, a cold one outside the village pub. The plock of leather on Willow; Flies in the eyes... flying in the eye of winter? Custard yellow araldite bonding to the visor again. Balmy days for barmy rides. Aye...there's hard times ahead me hearties... hard indeed. Better loin your girds and get that bike out!

Objects in the foreground...

Hexham Trip: Watch out in April for route details on the forthcoming events page of our SAM site. Routes will be in both pdf printable form and as gpx files for your SatNavs etc. To remain on the site until we depart. Setting off details of the principal Friday group will also appear and be in our next Magazine. Mark is working on rather strange equipment lists but reminds that in the Bunkhouse there will be an inflatable aid inspection! Thus pillows must be 'Pillow' shaped so as to avoid confiscation. However, please do not switch to a tent, it's only three days. Oh, Mark and I might do a two day recce a couple of weeks before...Anyone Fancy coming?

Eiffel Trip: We're getting close to last orders for the June trip. Speak or e-mail **Mick Wheeler** if you want to join up – contact details on the SAM home page.

On any Sunday 1 Additional Picnic reminder: Wheel to Wheel is still looking for someone (or a small team) to sponsor an **additional and less formal picnic**. Could this be you? Time come out of hiding! The idea is that you nominate a picnic friendly site in the country or by the beach and detail a scenic route, of say 2 hours max? Attendees could group up for the ride out or make their own way. It would be a bring your own food and beverage affair. If the site allows the use of outdoor games equipment or Barbeque kit, it could be a useful bonus. It should be simple to organise and thus be capable of being delayed for a week if the forecast becomes iffy at the last minute. Wheel to Wheel will assist with publicity etc. Any sunny Sunday from May to September would do nicely. **Over to you dear readers.**

12th - 13th June 2010: South Yorkshire Police are hosting the **National Bikesafe Show** in 2010 at the Sheffield Arena. Entrance is free.

On any Sunday 2. Anyone interested in joining up for an informal Sunday ride-out **please contact the editor**. Of some duration I would think... maybe 9.30 start until 4.00 return with a half decent lunch stop. North coast, Lakes, deepest Lincs etc. or what have you. Will consider doing one every couple of weeks according to demand.

Live long...Plan for Summer

Dear Diary-
You'll never guess what
I FINALLY caught today...



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

Tel. Steve Dyson 0777 929 4149

Dates for 2010

Month	Club night	Committee
Jan	none	27th
Feb	1st	24th
Mar	1st	31st
Apr	12th	21st
May	10th	26th
Jun	7th	30th
Jul	5th	28th
Aug	2nd	25th
Sept	6th	29th
Oct	4th	27th
Nov	1st	24th
Dec	6th	none

SAM Social events for 2010

Candy Town – Meal -	Sat	Feb.	27
Ride, Picnic and games (Venue tbd)	Sun	July.	18
Autumn Boogie £7-50 per head	Sat	Nov.	??

Ladies rides (chaps also welcome!)

First evening ride- from McD's Meadow hall	Tbd
Second evening ride - ditto	Tbd
Second day ride - ditto	Tbd

Club night features

Feb	1st	2010	i2i motorcycle training.
Mar	1st.		??
Apr	12th.		AGM
May	10th.		??
June	7th.		Sheffield Road Safety Partnership
July.	5th.		??
Aug.	2nd.		??
Sept.	6th.		India on a Royal Enfield
Oct.	4 th .		??
Nov.	1 st .		??
Dec	?		??



February meeting:



Here left: is Muddasar Rawthore accepting his pass Certificate from Observer Peter Harley
Well done Sir.

Hells teeth, wheeled explorer extraordinaire John Bell becomes an Observer. Fair enoughski and well done... but watch out you Associates... long ride outs are sure to be in prospect. So, take your passport, get the injections booked, sign off work for at least 8 weeks and learn the language of every country ending in 'stan' Bye eee.



Well done all, why not mail in and tell us all about the journey?

Welcome also to New Members –

- | | | | | |
|------------------|--------------|---|----------------|----------------------|
| Richard Snape | Sheffield | - | Mark Glossop | Rotherham |
| David Anderson | Oughtibridge | | | |
| New Full members | | | | |
| Andy Marper | Sheffield | | Annette Parker | Sheffield (Rejoined) |
-

Look Mum, No hands.....

Last Sunday 28th Feb I, together with Mrs Dickerson's little lad Ron, and as it turned out Pete and Avril, I went to a training event held on the now closed runway of Sheffield Airport. The event had been organised by Sheffield City Council Road Safety Dept and the training was being delivered by Tom from i2i Motor Cycle Training. You'll recall we saw a presentation from i2i at the February Club night. The course was called MC1 and was funded by Sheffield Council - a freebie!!



Look mum, no hands...How many can remember saying these words whilst riding your cycle as a child. If you can you'll recall the ending, if you never used this phrase then I can't give you the answer as it would give too much away about the i2i training.

What I can say is that Ron and myself were 2 out of 12 participants, Pete and Avril were there to assist the trainer, Tom, both of them have attended several training events with i2i and so were familiar with the techniques we were to be shown. The other 'students' came from all walks of life, there were 2 other SAM associates there were even some older than me!! A Police Advanced Motorcyclist was also present, doing, I believe an evaluation of the course from a Bikesafe perspective

The training was very well structured and very interesting too. Tom gave us an introduction to each technique, followed by what I can only call 'the science behind it all', you'll have to go on the course to find out what I'm referring to.

Tom's set up was virtually self contained. He had brought with him a hundred or so little plastic cones to mark out a course. A seat for everyone, tea, coffee, cold water (boiling water provided by South Yorkshire Police) and a small number of 'props' in the shape of a lump of wood, a motorcycle tyre, a very large plastic traffic cone and a pedal cycle wheel minus its tyre. To round things off, his van had a canopy on the side that kept off the worst of the weather.

We did an 'Ice Breaker' (that's trainer speak for getting to know who everyone is, what they do, why are they here etc) it was clear that others were feeling like me, a little apprehensive about what we would be doing during the day but above all this created a brilliant atmosphere and as the group came together we had a good laugh into the process.

The training itself was reasonably laid back but Tom left everyone in no doubt that they would not be asked to do anything they didn't want to do, or didn't feel safe doing, Tom was light-hearted but made sure we had understood the principles being discussed. We learned to do things that we would not normally have done, we learned things that were eye openers believe me, in several instances we need to re-educate ourselves, to un-learn what nature tells us to do and then re-learn those things in a different way.

For me personally I was amazed at what I achieved during the day as did others, you could tell from their faces and body language that their confidence and riding ability had been boosted by the training that had been delivered. I can't say much more without giving away the secrets but what I will say is that both Ron and myself both understand far more about the nature and abilities of a motor cycle in motion and how to safely call upon them as an aid to safer riding.

The MC1 course normally cost £75 per person for the full day, cheap at twice the price if you ask me. I'll close by saying a big THANK YOU to Tom from i2i, Mike Stanley from Sheffield Council, South Yorkshire Police and all of the other participants who helped to make this a fantastic day.

John Foster

Another i2i endorsement: Extracts from a response by non IAM participant Madeline Smith

A big thank you to Sheffield for organising the i2i motorcycle safety course. A brilliant day.

My conclusion is that this should be made part of the CBT training for every rider. Formal training on how to follow the rules of the road when you apply for a full licence is necessary and the Institute of Advanced Motoring (IAM) train Road craft skills but this course goes a step further. It actually gives you the confidence to tackle situations which occur before you have time to think about them. The confidence it instils in your bike is unparalleled.

I would recommend this to both mature and new motorcyclists. The average age of this pilot group was probably about 45 and as such we were all eager to learn. However, if the course was delivered to a younger audience it would be equally appealing as there was no hint of stuffiness, bureaucracy or school treatment. This was mainly due to Tom the trainer. (**Step aside, Bob the builder then?**) Everything was delivered in a fun and engaging way (And I am sure the younger members of the community would class him as cool!!). It is difficult to explain but his approach enabled him to deliver to both the conscious and unconscious mind which helped to instil a complete awareness of the impact the rider has on the bike.

My objective was to gain more confidence on the road on a bike which I have previously never felt comfortable. Although I have experience of off road riding I have never felt in control of my road bike. When I rode home it felt like riding a new bike, completely unbelievable. The confidence I now have will mean that I am able to ride much more safely. I am not afraid to ride positively and have a real belief in the bike. It has transformed my riding experience on the road.

The exercises which were of particular use to me were as follows:

Braking - reading the Highway Code is no substitute for actually seeing and visualising how quickly you can stop at various speeds. Also an awareness of which brakes you naturally go for enabled me to really see how I react in quick response situations. Again helping to understand the subconscious.

Bike stability - Tom's clear, concise and entertaining explanation of the inherent stability a bike has through teaching aids and on bike demonstrations was fantastic. Never seen physics made so simple or understandable. The exercises which followed reinforced this and enabled us to actually experience how stable a bike is.

IAM Observers - There were a couple there who were on hand to advise and encourage. Although the group was relatively small they reinforced what Tom had said and were always on hand to review what was happening when Tom was advising others. Avril was particularly helpful on the final exercise. Also they were a friendly face of the IAM and available for questions on becoming a member throughout the day. Whilst much more subtle it is imperative to adopt the IAM observation and planning techniques as well as this the more glamorous side of biking.

Off road - It is very rare that we get an opportunity to ride road bikes off the public road and actually experiment with techniques and exercises in safety. This was a major part of the confidence building process for me.

The airfield was a perfect venue from my point of view as there were no spectators, visitors or distractions from the job in hand. Finally I can safely say that I would have paid £150 for this course and been happy at the end of it. I think it is important that all bikers have the best training possible. We are

all different and whether you are lacking confidence or are a boy racer, these skills will enable you to raise the game when you need to get out of that challenging situation.

A big thank you to Tom, Avril and Pete. I am happy for you to forward this email to them or use any parts of it to support your case for rolling out this course.

Madeline Smith.

IAM Rider Skills Days: Reminders

Knockhill – 21st June 2010

This skills day has been planned to attract riders who want to improve their road skills. It is not intended to be a free for all track day so if you are simply looking to put you and your bike through its paces then we recommend you try one of the many commercial 'track-day' packages available on the market.

The content is intended to improve your road skills at a venue which provides a controlled environment free from two way traffic, junctions, pedestrians, and street furniture.

Each group of up to 5 riders will have a dedicated instructor who will deliver a set of core competencies for rider development. We will run a morning and an afternoon session to ensure continuity of a training programme which includes 3 hours open circuit time.

Also at Mallory Park –15th April and 21st October - 2010

If you want to take part in either: please contact: Lyn Francis **Tel. 020 8996 9668**

To learn more or purchase on line go to www.iam.org.uk and click on Motorcyclist on the top bar then onto events diary.

You will need to log on with your membership number and go to the events diary.

Let us know if you book!

Reminder - Assessment Rides for non IAM Motorcyclists:

Courtesy of Rainbow Motorcycles - Sheffield and District Advanced Motorcyclists will be offering "Assessment Rides for the Public" – at Rainbows showroom Carpark on Saturday 10 April from 10:00 to 16:00

We will be bringing along the usual SAM and IAM paraphernalia and Rainbow will supply free tea and coffee on the day.

We plan to place a notice in MCN and contact Radio Sheffield regarding an ad. and maybe a feature. Our website will carry full information and Shaun has also agreed to put details on Rainbows own site.

Thus... Call to Observers:

Naturally we will need a good turn out of Senior and other Observers on the day and thus we ask that wherever possible, they modify their normal plans accordingly and take part in this important SAM promotion.

We extend our thanks to Rainbow who will also endeavour to provide brief test rides of the BMW range subject to availability.

Call Sir Alan of Yates or check our website for updates.

Shock return of Blue Shrimp to Scarborough

I swear it was the same wall they were sat on as last time, there aren't that many to choose from opposite the cafe atop Oliver's Mount and, and when you age you'll settle for the nearest. Brian (Tate) was speaking on the pain relieving benefits of exercise. Rob (Gittins) having disc related reason, was listening attentively; the pills had worn off an hour ago. So had mine. Gerry, pack leader (Brown) was listening on, customary ice cream cornet in hand. He'd polished off whale and chips only 20 minutes before, the only one of us to clear his plate, but hunger had him by the throat again.

Pain then; the second most common topic of the day. It was starting to sound like a Doctors waiting room. 'I have a friend who swears by....' You've heard it before. But, after 10 minutes, the eyebrows on the youngsters had skyward elevation, scouring the cloudless blue for matter of greater interest. Though barren of feature, desperation brought persistence if not reward.

Time to re-mount and take the previously untaken grid snap right. But summats amiss... the Hon Sec has misplaced an ear slider. Another sign of decrepitus inevitus? Rob, fumbling and patting now, followed with a careful standing and a slow revolve. A time honoured sequence this, you could see it amid the introductory steps to a Senior Square Dance at the Village Hall. Oh for a Fiddle and bow...



His eyes were earthward, brow furrowed, and with Blue Shrimp in waving hand. '*It's the twin of this!*', he illustrated that for which we must search. Right ... better join in, adopt the stance... synchronise the shuffling. 'Flies in the Buttermilk two by two, Clap your hands and Doh ...Zee ...Doh'. Then... one of the crew, with the assured wisdom of a geriatric nurse, asked just the right question... 'It couldn't already be in your ear could it Rob?

But, throw a rope and pulley over the nearest branch and hoist the armoured Sec aboard his steed; make sure he pushes the correct button, and watch him go. Even if skilled enough to follow at similar pace, you will find no sensible opportunity to overtake. It's all there, the skill, the style, the anticipation, the cocktail of verve and finesse. You will struggle to match but be wise to aspire. Ahem... that's a pint then Robert!

It was the years finest day, no rain, a weak early frost had yielded to the sun well before 8 O'clock. Lots of dry and unavoidable dust on the country roads though, the finings of long dried mud. Not slippery, but producing impressive rear wheel plumes.

Scarborough then, the lengthiest Thursday trip of the year so far, and the best. At each un- helmetting, a mutual nodding, a silent agreement, the 'glad to be alive' grins were back. 'That's a cracking stretch from So and so to So and so...etc...' We went home happy... better riders.

But... unless you can do this <http://www.youtube.com/watch?v=BwBRWbubTbM> don't claim you've got the hang of your GS jut yet!



If you happen to be stopped by this chap...tell him you're a member of SAM

Point being that Gary 'Indiana' Garner was once one of us. Earned his green badge about 5 years ago. And look where it got him!

He got in touch with the Chairman last month, sent this piccy and best wishes to SAM group.

Way to go Gary.



You want to patent what !!!

Of course the real reason for this innovation from Honda is so that a certain person can cart his infernal recumbent tricycle around behind his bike.

It's refreshing to see, that deep in the recesses of every designers mind, is a project so off the wall that you have to admire the result.

More from the camera:



Spoken by the rearcat

Of course your not adopted, whatever gave you that idea?

It's easy, When I let go just flap like buggery.



'Sorry Vicar, a job's a job... you'll have to ring the compound.'

Joking apart...look at the strap hanger damage to the front wing - over the tyre... Some folk couldn't give a monkeys.

If you're looking for a fresh copy of Road-Craft

This is definitely the....



Sent in courtesy of new member David Anderson... Thanks David
Counterfeit Authorised Vehicle stickers available from Wheeltowheel.

Sheffield City Council - Bus Priority Order



What are 'Permitted vehicles'?

'Permitted vehicles' are Buses, Taxis, Pedal Cycles, Motorcycles and "Authorised vehicles". These terms are defined as follows:

'Bus' has the same meaning as in Regulation 22 of Section 3, Part I of The Traffic Signs and General Directions 2002, which is: "a motor vehicle constructed or adapted to carry more than 8 passengers (exclusive of driver) and a local bus not so constructed or adapted".

'Taxi' has the same meaning as in Regulation 4 of Section 1, Part I of The Traffic Signs and General Directions 2002, which is: "a vehicle licensed under the Town Police Clauses Act 1847".

'Pedal cycle' is as defined in The Sheffield City Council Bus Priority Order as: "a pedal bicycle or pedal tricycle not in either case a mechanically propelled vehicle".

'Motorcycle' is as defined in The Sheffield City Council Bus Priority Order as: "a two-wheeled vehicle propelled by mechanical power and not having a sidecar or trailer attached thereto".

'Authorised vehicles' is as defined in The Sheffield City Council Bus Priority Order as:

- Private Hire Vehicles with suitable side markings, as approved by Sheffield City Council, operating under a licence issued by a Local Authority;
- vehicles with suitable side markings, as approved by Sheffield City Council, carrying persons on behalf of the National Health Service for medical reasons; or
- vehicles with suitable side markings, as approved by Sheffield City Council, being operated on behalf of a Local Authority for educational or care reasons.

Which 'bus only' facilities can 'Permitted vehicles' use?

'Permitted vehicle' type	Bus lanes?	Bus or bus/tram gates?	Prescribed and Prohibited Turns?	*Exceptions
Bus	Yes	Yes	Yes	(None)
Taxis	Yes	Yes*	Yes	<ul style="list-style-type: none"> • NOT on Peaks Mount at Waterthorpe, adjacent to Crystal Peaks Bus Station. • NOT on Runways B, C & D within Sheffield Transport Interchange (STI). • NOT on STI Runway E (unless holding a PTE Pass)
Pedal cycles	Yes	Yes*	Yes	<ul style="list-style-type: none"> • NOT on the runways within Sheffield Transport Interchange.
Solo motorcycles	Yes	NO	NO	(None)
Authorised vehicles	Yes	Yes*	Yes	<ul style="list-style-type: none"> • NOT on Peaks Mount at Waterthorpe, adjacent to Crystal Peaks Bus Station. • NOT on the runways within Sheffield Transport Interchange.

NOTE: No vehicles other than trams can use any of the 'tram only' facilities.



Bike Test Centres ‘ Waste of Cash ‘

The Government wasted millions of pounds bringing in new, large motorcycling test centres and closing down small, convenient sites, says a report by MP's

The new multi-purpose centres were introduced in ‘an inept way’ by the slow and dogmatic DSA who added further unnecessary features and complications to European guidelines, further causing ‘significant cost and inconvenience to test candidates and trainers with little apparent gain’ added the report by the House of Commons Transport Committee.

‘If the new test brings financial ruin to the motorcycle training industry then we will have gone backwards’ said committee chairman Louise Hellman MP.

The new motorcycle test was implemented following European legislation but no other country in Europe found it necessary to build ‘super test centres’ the report said.

Smaller test sites could have been retained saving millions of pounds and the Driving Standards Agency was slow and dogmatic in its approach to test centres and failed to listen adequately to the motorcycle industry the MP's concluded.

Not all of the planned 66 centres are operational despite 11 months elapsing since the test was introduced.

Mrs. Ellman said, ‘Many candidates and trainers now have to travel too far to take the motorcycle test.

The controversial ‘swerve and stop’ manoeuvre which was co-incidentally introduced is also under review and due for debate. Meanwhile the Government will keep close tabs on casualty numbers and on those who choose to remain learners with ‘L’ plates in order to avoid taking the test.

All because ministers failed to capitalise on a negotiating opportunity which would have secured an exemption from a 31mph ruling.

Editors Comment:

Once again, a wilful suffocation of those with relevant knowledge, brought on by the arrogant opinion that the huge amount of intelligence necessary to properly respond to European dictat cannot possibly exist outside their own walls of Jericho.

When will these departments be lead by those with the ability to think things through? To imagine? To anticipate? To consult? To foretell consequences?

Meanwhile; Send these money wasting empire builders to sleep, wake them only when it is necessary to snatch defeat from the jaws of victory.