

## This Month:

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Published appx 28<sup>th</sup> of each month. Wheel to Wheel and full details of SAM are available via [www.sheffdiambike.com](http://www.sheffdiambike.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...

**Who did you vote for?** Yes we're venturing into Politics now ... Heady stuff and bound to upset a few. See inside for a note of thanks from an increasingly successful Party leader.

And... another month featuring fresh faces... That's err... lots this year! Are you spreading the word about the benefits of joining SAM? Someone (probably a plurality) certainly is. Welcomes inside.

And a reflection.. Five years ago a fill up cost me about £11-00 when the computer showed about 25 miles left. Last week a similar top up cost £20-00.

Also, those who dared did indeed win and are fresh back from Marks Hexham Trip. **The trip is the reason we're a bit late publishing this month. Sorry.** Counting two secret guests who just dropped in to the TB Inn to eat and be sociable on the Saturday ( or was it Sunday? Hic...! ) we had about 20 souls in total. There's more inside but suffice to say that apart from a light shower or two on the Sunday we had perfect motorcycling weather; not too hot; added a fair few bobs worth of rubber to the local and Scots tarmac; donated a Kings ransom to the till behind the bar, and eased BP's clean up budget to a fair degree. Apologies to Morrisons.

### Objects in the foreground...

**Firstly; Don't miss the June 7<sup>th</sup> Meeting at Treeton** We need to find out from the Road Safety Partnership if the rationale behind all these new 50 limits is being **consistently applied and tested** by each local County. In places I think they undermine both the credibility and the likelihood of general compliance required in those places where they do make proper sense. I'm hoping to find a way of phrasing the question that does not give the wrong impression, eek!

**On any Sunday: I expected a response by now** to the **additional and less formal picnic idea**. But guess what? No-one seems to be interested. See last months Mag. Shall I mention it more widely at the next meet? Or not? It takes little more effort than throwing a dart at a map and telling folk where it landed... well almost!

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

**On any Sunday 2!** Once more a nil response... we did one, reported on it last month! So this is the last invitation...so there.

**Live long... Join in... you can't have too much fun!**



### SAM 'Logo' Clothing.

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
<b>May</b>	<b>10th</b>	<b>26th</b>
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 - Carsinton**

**Sun July. 18th – 3pm**

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.

Increase your Visibility

**June 7th.**

**Sheffield Road Safety Partnership**

July. 5th.

??

Aug. 2nd.

??

**Sept. 6th.**

**India? on a Royal Enfield?**

Oct. 4<sup>th</sup>.

??

Nov. 1<sup>st</sup>.

??

Dec ?

??



# Congratulations



## May meeting Awards:



Here left: Fran accepting her Obs pass Certificate from CSO Les.

Not so long since she picked up her green badge – One of the quickest transitions to Observer for some time.

Way to go Fran!

An outdoor job here as Johnathan Cobb receives his pass Certificate from driveshaft terminator Chris Holland. Pick someone with a reliable bike Johnathan if you intend to go further and take Observer training.



if



Here's the wide shot – By the way; the err... Chairman is the one nearest the camera





And...Kevin also receives his Green Badge Certificate from err... just a minute... oh yes.... the Chairman again.

Well done Kevin

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### **A warm welcome to our latest New Members:**

Dr. David Polkinghorn - Wath upon Dearne

Erik Baxendale - Bolsover

Teresa (Tas) Taylor - Woodhouse, Sheffield

David Fehlely – Halfway, Sheffield

James Burton - Chesterfield

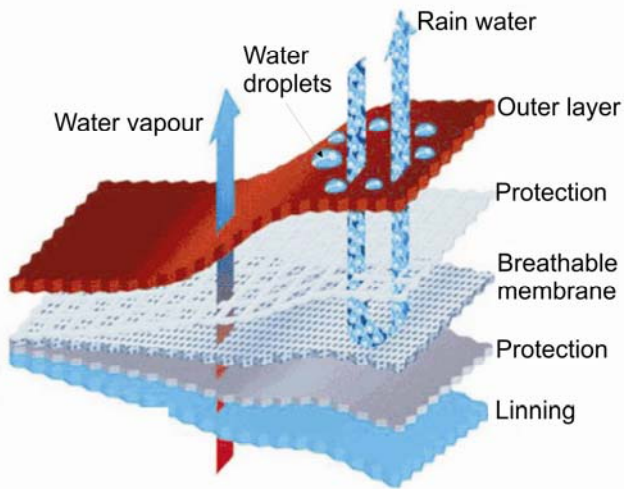
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### **A look at visibility by Brian Wilkinson.** From his club night presentation.

**Lets start** with the point that your bike needs to be reflective, the best reflection is achieved when your bike is clean and polished.

**Riding with your lights on** is a must. If your bike was made after 2005 your lights will come on when you turn the key, so if made earlier remember to turn them on. You can improve your lighting, and your ability to be seen in several ways. Changing to an H.I.D. will improve night vision and the ability to be seen, but if you only have a single head light you would be advised to have a spare bulb as the H.I.D. has a single light source for dip and main beam so... if it failed, you would loose all forward light. Adding extra lights can increase your apparent size to other road users, but make sure that you bikes alternator can supply the power to run them. Extra lights for this purpose can be L.E.D's or driving lamps, but make sure they don't dazzle, and are mounted symmetrically. Rule 236 of the highway code says: "You **MUST NOT** use front or rear fog lights unless visibility is seriously reduced (see Rule 226) as they dazzle other road users and can obscure your brake lights. You **MUST** switch them off when visibility improves", however when the use of these lights is on a motorbike I am told that the Police will overlook this in the interest of road safety... as long as it looks right!

**What colour is your bike** and can it be seen easily. Some bikes are brightly coloured and of course some aren't so if it can't be seen consider adding a contrasting colour to make it easier to be seen.



**Clothing.** Looking through bike gear catalogues seems to reveal that the most popular colour is black and whilst looking good it can't always be seen. Adding some hi-vis to the jacket improves things. Hi-vis colours are yellow, orange and pink and when mixed with black give an outstandingly visible result. However, keeping it clean can be a problem. If your hi-vis is removable then it's easy but when the jacket and its hi-vis are all-in-one then there's a problem. The dirt is mostly oil based traffic emissions which normally requires high temperatures and detergent to

remove, but the washing instructions on your jacket say no. I washed my jacket in a pure soap and found it didn't come clean, did it again and the front was still dirty, so I called Nikwax with the problem. The advice given was to first wash the jacket in a non biological detergent and give it as many rinses as possible, then wash it again in pure soap such as Nikwax to remove trace detergents. Finally, treat the outer shell with a water repellent. The detergent used initially, if not removed will prevent the water repellent coating from working and it's the water repellent that enables the jacket to breath when it's raining. The principle is shown in the drawing .

**See you next time..!** but will the other road users?. Brian.

**Very useful and informative presentation Brian... and thanks for going to print**

### **View From A Different Car Park**

**Saturday 10 April** saw SAM at Rainbow offering free ride assessments to anyone who turned up on a bike ready to rock – as MCN offered. The observers and members there for the day had a relaxing day with only a handful of bikers taking us up on the ride assessments with a few more taking away literature to help them make the decision to become a better rider.

A little disappointing from my point of view as there had been a good publicity campaign with ads in the Star & Telegraph, Rotherham Advertiser, MCN and brochure handouts in and around the area. Maybe it was too soon after Easter with a lot of folk still away. Thanks to all who made it a good day, especially Rainbow for their hospitality – the doughnuts went down a treat.

The good news is that associate numbers are creeping up again keeping observers on their toes and we have had a couple of passes to start the new year. As well as the new faces there has been a good turn out down at Meadowhall recently, good to see everyone again.

Did many of you get to Aldi for their biker gear offers? The range is not top quality but the price you pay certainly is excellent value. I bought some bikers underwear – much warmer than the silk/cotton garments I normally wear, gloves – as warm as the ones I normally pay 3x the price for, and boots, all for less than £60.

As far as boots go, I back up Tony Gittins' praise for Altberg boots (see last month's W to W) as I have had similar experience with their superb quality and excellent repair and after sales service from the Richmond company. The Aldi boots will be worn through the summer and I'll take the Altbergs back for their 2<sup>nd</sup> refurbishment. in 12 years of use.

Well I've been well and truly rumbled. SWMBO has found out about the new scooter. I told her I'd just bought a top box hoping she wouldn't notice the new Burgman underneath it. Well it is the same colour as the old one. She'll never notice the new number plate, as I reverse it into the garage (no it doesn't have a reverse gear, I push it) keeping said plate out of sight. Of course she'll never notice the extra buttons for the left hand to operate, one for heated grips and one for heated seats (when the latter is switched on it feels a little like I've wet my pants).

"Do you think I'm that stupid?" she asked.

Well..... It was a short time after my reply that the lump appeared on my head!

SWMBO now wants a box with some jewellery in it. Will I never learn?

The new "Ingrid" in my life feels smoother and more planted than the old one. I can't wait for it to be run in and ready for the Hexham trip. It will then be all systems go for the Eifel trip with MW and co. Retirement certainly has advantages over the old routine of getting up in a morning and going to work wasting away the hours 'til it was time to commute back home with only the weekends to look forward to. Ho hum.

*Alan*

Guidance Coordinator (Now not so underworked)

Brain cells come and brain cells go, but FAT cells live forever.

**Oh and whilst I have my chalk and slate in hand Mr. Editor:**

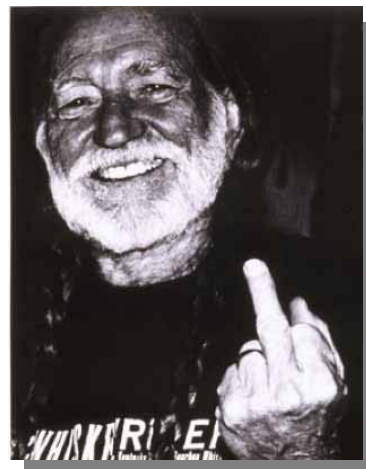
**Ingrid was most upset** at you last month for referring to her to as "Twingo". Also to reveal the secrets of her "private places" to the masses was most ungentlemanly and hurt her deeply. To be described as a receptacle for paraphernalia for the ailing dismayed her greatly as she prefers to be thought of as an "elderly gentleman's plaything." As a consequence she will no longer allow me to twiddle her "thingies" that during the cooler weather allow riding enjoyment to be extended. Hopefully she will relent and I will be able to enjoy a little more warmth from below into the nether regions and into the finger tips and coax her into a more pleasurable and prolonged ride once again. **Err. What's French for double entendre?**

As for my personal circumstances? The revelations about my past as a Hell's Angel has brought about a conflict to my life. It stirred up memories of rebel rousing drunken binges and womanising. Lee Marvin's character in "The Wild One" was based on me you know! Oh Yes. Well I was taller back in the day!

Should I revert to my old ways?

No, I don't have the strength to get my leg over – a Harley that is (the very thought of it fills me with dread). And eyeing up the grannies playing bingo at Treton Miners Welfare doesn't carry the same romance as the bar room brawls once enjoyed. And for any future womanising, I'll need to take someone younger along with some jump leads. Anyway, nicotine patches just don't project the same glamour and pulling power as having a big drag on a Camel.

For a quieter life I think I'll continue my new existence helping others fulfil their dreams of attaining the coveted Green Badge? It is a more peaceful existence. Where would I be without the hassle of Saturday mornings and abuse from the Newsletter Editor, or are you?



Weren't you this fellow in a parallel universe?

or was it this one?

**And you can keep your Bratwurst to yourself thank you all the same!**

*Alan* or is it *Sonny*? You choose!

**Ah well, live by the sword...**

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## **IAM Rider Skills Days: Final Reminders**

### **Knockhill – 21<sup>st</sup> 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](http://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!**

## Did you vote for our 'I'm in the right' party?

Reginald and Ruby Right here; We would like to thank all the motorists who voted for our 'I'm in the right' party. Judging by the increasing number who are using the road as we do... we had a good result at the election. We're going from strength to strength thanks to all of you who stolidly stick to our '**Code for the Road**'. If not; Enrol now and get a free '*Little Princess on Board*' rear window sign!

For those of you who are 'undecided' Please try our '**Code for the road**' – here's a reminder:

- o Stay between 5 or 10 mph under all limits whatever the conditions.
- o Keep to the mid or outer part of the carriageway to deter would be overtakers.
- o Remember its, manoeuvre, signal, mirror.
- o Double flash all overtakers coming from the opposite direction.
- o Triple flash or hoot at those who have insisted on overtaking you.
- o Try your brakes several times throughout the negotiation of a bend or corner.
- o Use indicators sparingly - save your bulbs – in an emergency use your wipers instead.
- o To keep followers at distance? Try my jumbo size 'If you can read this you're too close sign'.
- o To keep followers awake? brakes frequently on the approach to every hazard.
- o If a car is waiting to join from a junction, slow down so neither can predict the others intentions.
- o Do not leave from a junction yourself unless the road is clear for 100 yards on both sides.
- o If there are two exit lanes at a cross roads or T junction – bridge them to encourage patience.
- o STOP at least once on the entry of every empty roundabout.
- o When entering a roundabout - start off - then brake or stop - then go again.
- o Middle lane only on motorways please! – and keep to a nifty 50.
- o In the country - find a Caravan or large vehicle keep left and follow it closely. Start a convoy.
- o When a bus is stopping, or a van or lorry is parking up, close up tight and stop behind it.
- o Get a car with side air bags – if a motorcycle hit you as you pull out it will not hurt.
- o Do not overtake cyclists or horses – all over-takers are impatient and dangerous.
- o In fact, best not to overtake at all... unless waved past. You will be told when it is safe.
- o Join my urban 'Twenty is Plenty' speed campaign. – higher speeds are dangerous.
- o ALWAYS switch on your rear fog lights and main beams at night or at the first sign of rain.
- o Remember – Lights are an aid to communication – your flasher is there for a reason.
- o React to all events SLOWLY and CAUTIOUSLY – Hesitation saves lives!
- o Driving unpredictably keeps the dangerous people on their toes – Keep them guessing.
- o Only park at the roadside in an emergency – it is very difficult to do.
- o When setting off uphill use maximum revs and let the clutch out several times.

Lets hope we get even more seats at the next election

**Yours, Reg and Ruby.**

## **The Hexham Trip...** A brief encounter and even briefer report.

From the beginning... the whole point about this trip was that it about the roads. Just as well really as in other minor respects we could have done even better.

Be that as it may... the roads made sure the majority came back a better rider; a tested rider; maybe a humbler rider and.. in all cases a more reflective rider. Job done then. Most have declared a wish to return... to do certain elements at a lesser or greater pace.

The ride up gains interest from Wetherby on and if you knew the roads well you could not resist to test every competence of self and machine to a whisker short of the limit. If you don't know them it is only the self that is tested. Every combination of twist, turn, gradient, rise and fall is provided in plenty; often in combination and in single track form. Occasionally, in places you have onlookers; a jittery roadside audience who's more usual purpose in life i.e. the manufacturing of undoubtedly fine lamb chops and the makings for fairisle sweaters is momentarily displaced by a convincing demonstration of directional unpredictability. Thankfully, no end product was actually manufactured by any of us, but the threat was kindled often enough. In one case the following day, it was an escapee from a venison farm which attempted to mount the rear pillion.

The next two days provided similarly with three figure ( mileage..! ) trips both NE and NW. Saturday showered a little or was it Sunday. Because it didn't matter, I can't remember. Mick Wheeler took a small group to a northerly Monastery, to join a friend for an additional excursion. Some came back a little slimmer.

In the evenings? We camped or bunk-barned and three woosers stayed at the Inn. We ate far too well, we drank far too... Oops, I mean merely sufficient to explore new heights of alcoholic sensibility. The Ales caused the usual exchanges; tales of skill, of stupidity, of luck and past experiences. Advice was given whether needed or not, opinions were proffered, some clearly grounded on research, others clearly based on fresh air. Most of us gave and received both. Good ale then. All were in form, all were in stitches. All were in good company. Later though, some snored... very loudly indeed... and may not be invited again. Adjacents wisely inserted ear-plugs before retiring. It was a tough choice, your own ears or, the providers nostrils. The latter would have brought relief to a larger number but selfishness won the night.

Those in tents possessed an aloofness of self-sufficiency, an air of round the world competence. Their panniers were obviously made of Tardis - ite, containing an astonishing collection of gadgetry whose combined volume far exceeded the space from whence they came. Thus, complex breakfasts were conjured , one brewed fresh coffee fer gawds sake. Mark produced and erected a canopy large enough to house at least half a dozen motorcycles and then promptly equipped same with a huge folding camp chair. A case of beer appeared from within the bowels of a certain persons scooter... a case mind you!

The lessons? Expectations vary and to meet them all would consume a greater provision of documented riding options than was provided. But, it was a brilliant trip and we will add improvements next time.

**If you came... thanks for supporting the trip and for being great company.**

**Ron.**

## **Two out of three people couldn't save a life.** From this month's IAM magazine.

The majority of us don't feel we could save a life in an emergency, with a quarter saying we'd helplessly do nothing while a life is on the line. And those of us who would attempt first aid, our efforts are likely to be in vain as in many cases we would administer the wrong procedure.

Leading first aid charity St John Ambulance commissioned the research\* to determine how many people could be the difference between a life lost and a life saved.

### **Key results show that:**

Nearly two-thirds (59%) wouldn't feel confident trying to save a life

A quarter (24%) would do nothing and wait for an ambulance to arrive or hope that a passer-by knows first aid

Around a third (39%) would try and do first aid even though they are not sure what to do

Just over a quarter (28%) say they'd know what first aid to do – but sadly their confidence is misplaced, as the survey results show many would do the wrong thing and may even make the situation worse.

Armed with this knowledge we can all be the difference between a life lost and a life saved

### **Sue Killen**

#### **CEO, St John Ambulance**

#### **Be the difference**

The charity is launching a hard-hitting campaign depicting 5 common scenarios\*\* in which first aid could have been the difference between a life lost and a life saved. It is offering a free pocket-sized guide featuring first aid skills that can help in these life-threatening situations. The public are also encouraged to donate to the charity to help others become 'the difference'.

Sue Killen, CEO, St John Ambulance comments: 'We believe that anyone who needs first aid should receive it and yet, as our latest research shows, that's not happening. This highlights that we can't rely on other people to have the skills - everyone should take the responsibility to learn first aid themselves. Armed with this knowledge we can all be the difference between a life lost and a life saved.'

#### **Time lost equals lives lost**

An ambulance responding to a call for a life-threatening situation can take up to 8 minutes to arrive but a friend or loved one can die from any of the 5 conditions, and many others, in this time. Knowing this, it's clear that first aid can make the difference between life and death.

While the majority of us (98%) agree that first aid saves lives, worrying numbers wouldn't have the correct basic knowledge to do this if confronted with a common emergency.

If faced with a man thrown off his motorbike and not breathing, over two-fifths (42%) wrongly say they'd know what to do. However, of these people, 43% would make the mistake of not moving him for fear of spinal injury, yet if he's not breathing and CPR\*\*\* is not given, he'll die.

Other scenarios showed people who thought they knew what to do didn't always get it right:

If someone was choking, only half (53%) would intervene with back blows – the correct procedure. Worryingly 1 in 10 (9%) would stick their fingers down his or her throat which could push the obstruction further down

For a middle-aged man with chest pains, 1 in 10 (9%) would put him in the recovery position, while waiting for an ambulance, which would not relieve the strain on the heart and may aggravate the condition. Instead they should sit him in a comfortable position.

### Hitting home

When queried on what would motivate people to learn first aid, half of us (50%) cited the fear of emergency services not arriving on time, as well as being a witness to an accident. Interestingly, 64% of us felt that a loved one being in an emergency would give us the impetus to equip ourselves with first aid skills. Unfortunately for many people, by the time they realise this, it's too late to assist those needing it.

### Act now

**St John Ambulance** is committed to ensuring everyone has the basic first aid knowledge that could save someone's life. To get your free pocket sized guide, just text LIFE to 85010 or click here for more information on the campaign. You can also get advice on your i-Phone with the St John Ambulance first aid app, available through iTunes.

\*Research conducted by ICM, February 2010, using a weighted sample of 2045 adults aged 18+. ICM is a member of the British Polling Council and abides by its rules. Further information at [www.icmresearch.co.uk](http://www.icmresearch.co.uk)

\*\*The five common scenarios tackled in the adverts and in the free first aid guide are: Choking, heart attack, severe bleeding, unconscious person who is breathing and one who is not breathing.

\*\*\* CPR stands for cardiopulmonary resuscitation – chest compressions and rescue breaths.

