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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...

The ART assessment announced at the last Treeton meeting no doubt got a few thinking about how to continually improve.

Chatting later with our guest, IAM's Grahame Buxton revealed his opinion that the benefits of higher riding standards are worth making their pursuit continuous.

Many of us have witnessed that there are some really good riders in SAM, well beyond the IAM standard but because most keep their light under a bushel, unless you have ridden with them yourself will not have seen them in action.

You only have to read a test ride report in any popular bike magazine to understand what the gap is between where we generally are and what a really good rider can do with a bike. Then again, we are far more sensible but (*not necessarily as a consequence*) are probably less skillfull in using the capability of our machines. We're not thinking of pace here... more about how a motorcyclists confidence is developed and sustained. Hence, SAM supports two independent schemes to further improve the satisfaction derived from our hobby, as follows:

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 Mon Dec 6th meeting at Treeton – Free Buffet

Calling Gerry Brown... Come on down...



Honda's new CBR 600 F

You all know Gerry Brown, we showed him with his Honda CBR600F last month, just clicking over 52k on the clock. Well... last summer Gerry was bemoaning the deletion of his beloved bike from the Honda range. The problem being that when replacement time comes up... a new one is not available.

Worry no more Gerry... the 600F is back. All smartened up and made to look very Gerry-ish



Honda's neat
2011 - 800 VFR
Crosstingy

Or... he could go for the new 800 VFR replacement... the Cross-dresser or something it's called. Nothing implied Gerry. We like your summer shorts. Smart though and a bit more sit up and beg than the Tony Gittins version. Too stylish for Tony anyway... By far.

Either way

It could be time to get the old debit card out Gerry.



Honda's forthcoming 1200 V4 Adv.
Shaft, Wires – needs colouring in.

As for the GS crew, we found an Andrew Preview of what might be the most credible GS competitor yet... the 1200 'Cross me and you're curtains' or something. But does it look brutish enough to attract Beemer owners..? dunno meself... there is a touch of Tottenham Court road about it, as opposed to Derbyshire Dales. You once met the nicest people on a Honda... You might still.

Rejoice... Dunlops 'Roadsmarts' return

Stuart at National tyres... 'They've been on order for six weeks and I still can't tell you when they'll be in'. Weariness of spirit descends on our hero, enfolds like the exhaust from a third class chippy, invisible yet invasive, lingering.

'Have you got standard Tourances then..? is asked. ' I'll check' he says. Twenty minutes later, they're on, money paid and the newly shod wheels are taken home. Happy then but not ecstatic. But what if tyres perform just as you expect them to..? i.e. you never get more than you expect..? E.g. Harry, who swears by brand A can melt 'em on every ride whilst Fred on a similar bike, swears 'at' them and stiffens up at the merest glimpse of damp.

Some think tyres might be sentient... maybe more... can read your mind and commit to playing off any lack of confidence, or... alternatively submit to rewarding your devotion..?

Later at the counter... 'Tourances will warn you ages before they slide', *So they slide then do they..?* Re assurance helps the listener take him at his word and after fitting at least pretend to trust them... ' Well, wha'dya know he says.. They've mistaken this pretence for confidence and rewarded accordingly, not let him down, not once. Despite this success, the need for this two way confidence trick is wearing though, it won't slip in to the subconscious.

4000 miles later, they're at 2 mm. Roadsmarts are back in stock at National Tyres and there's almost a semi in anticipation. Thus re-rubbered, our man heads home, with another pair for stock. He Scotchbrates em (Say's 'It's all in the mind... look under wuss') fits em on the bike.

The bike tips reassuringly, the tyres are gingered for five miles then incrementally shown more lean. After twenty they're perfect, like a good wife; an angel in the kitchen and a whore in the bedroom. 'There's no mischief', he says, 'Just a desire to please. 'If they were male and you were not, they would find your G spot on every ride'. *Steady on lad, family show this... Ed.*

Extracts; from a pre- assessment ride and chat over breakfast.

It's the 10 th. of November, Wednesday and late last night a personal *pre-assessment* ride out with Andy Marper of ART was booked. Not actually the real thing then.

Leaving Meadowhall McD's to take a mixed route towards Goole and Howden. It's so long since many of us had the benefit of being assessed by anyone that we might forget the psychological effects; the ones which we nonchalantly tell Associates to ignore when out on their IAM test; which nevertheless few manage to instantly overcome. There was a reminder today.

Normally... eyes see, brain absorbs, filters and prioritises, decides and then we act. All being more or less an automatic process, Right..? Hmm, not necessarily during a test or when under super critical observation. Now and again, an unfamiliar or unsettling pause arises because a 'How will this look' review is being added. Rarely does this bring on a beneficial change of plan, most times none is necessary but... the time taken by the review has introduced an appearance of indecisiveness and maybe the words in your headset ... ' I would have gone earlier '. Worse still, you could miss an overtake which was 'on' until you did this double think. Remedy..? Plan sooner and ... " *Go with the force Luke..*"

This is why the first few minutes of the IAM test is used to let the unfortunate victim settle down. The jitters do wear off , the *force* returns and they get back to normal.

Later, in conversation over breakfast, Andy explains that one of the most common sins, even amongst Advanced motorcyclists is being 'sweepy swoopy'. I know, but there's no better way of describing it. It's also a Micky'ism and everyone can understand what it means. Most who commit this sin appear to do so unconsciously, and have no idea of how 'naff' it looks to the

world at large. It often brackets an overtake or is used before a bend. 'Yeah, seen 'em do it' say's Andy... it looks like they've planned the start of the overtake but not paid the same attention to how or where its going to finish.

Response... Some riders believe it shows a rare degree of skill and perform a two wheeled version of the 'Scandinavian flick' as proof ... like rally drivers when setting up a corner on the loose stuff. Are any SAM members typically sweepy swoopy then ..? If so, by the end of a chat with Andy they would be so aware of the 'naff' factor that it wouldn't happen again.

He talks about another thing we might not see coming; 'not looking far enough ahead'. This prevents early sight of potential Hazards and Opportunities, leads to poor planning. We've got to 'clock' these as early as possible, monitor their development, plan accordingly. We're buying time.

He reinforces... 'We need to be in the right position to get the earliest and longest view. In traffic, this means using a following distance greater than the 'two second rule'. The right positioning allows sight of what the second, third, or even fourth vehicle in front has to contend with and aids anticipation. ' Micky once said... ' *I could tell what he was goin' to have to do before even the thought that there might be summat up popped into his 'ead . Bless...*'

Say's Andy... ' The same goes for planning your line through a string of bends. A standard line doesn't automatically mean you've got the best approach or best view through the second and so on... a one at a time plan won't work, you've got to decide how to connect 'em and... if there's traffic, coming or going, stay properly positioned to deal with it and any hazards. From where I ride, he says... 'I can tell when someone's got it right because they're safe and smooth... they adjust everything so as to arrive at the best time, place, and pace for a fluid overtake, if it's there. As I'm following... I'm expecting every adjustment to be smooth... braking is mostly a plan B thing '

So, It's worth renewing our vows to the IPSGA system. Particularly the dependency between the 'I' and the 'P'. When an assessment proper takes place, there'll be no gold certificate without getting this relationship consistently right. So much else depends, and every bit of SGA untidiness or last minute adjustment usually confirms, that for one reason or another, enough information wasn't sucked up soon enough and properly processed. Again.. frequent brake lights evidence poor planning.

This ride with Andy was asked for, for two reasons: Firstly, to give us at SAM a better understanding of what he will be looking for and, secondly, to get a fix on weaknesses.

In the first instance, whereas on the IAM test we are expected to continuously get the basics right and make few significant errors, the ART assessment expects us to add clearly noticeable refinement, finesse and flair. To avoid being out of position, to see hazards and opportunities asap, to demonstrate greater anticipation and to plan our intentions and contingencies sooner and better. A super smooth and tidy ride should be the aim and the result.

In my case, It's not 'spot on' enough of the time. A Gold will need refinement in the areas explained above. Disappointed..? Not in the slightest... just better informed and motivated.

Speak to Andy, join one of his Saturday pre-assessment rides or book a personal one.

Ron.

Group of the day Sir..?

Quite a few folk are of the view that we insufficiently promote the person who for many has done much to help polish their post GB riding and help take it to a more developed level.



I.e. Mark Dunstan. Mark skilfully takes small groups of both fresh and ripened Green Badge riders out from McD's on most Saturdays. He was also the organiser of the acclaimed Hexham three day trip earlier this year.

The first time you ride with Mark you get at least two surprises. One... he knows Derbyshire like no other. Derbyshire is Marks riding manor. If he were canine, the trees would bear his scent and the local pups would sport a stylish moustache. The second is that he usually takes you on routes previously unknown to you which take real skill to master..

These routes totally defy the claim that riding within the limits will not give you the opportunity to widen the envelope of your capabilities or, put yourself under safe development pressure.

They are also free of significant traffic and offer every opportunity to refine your 'system' skills. Plus, if you'll forgive a bacon and egg moment, he also knows every decent breakfast halt within our bailiwick. Marks rides are a totally unofficial personal 'foc' service, but if you somewhat heavily press he will occasionally accept a vegi breakfast or cream bun.

The pace and route are carefully adjusted to suit the group of the day, '*Ah, waiter, I'll have the group of the day please...*' and he will attempt to ensure that each have had a spell devoted to their particular preferences. David Anderson rode with Mark, a month or so **before his test** and later summed up the experience as being one of the most beneficial and enjoyable rides so far. David had been dubbed 'test ready' for a week or two and decided to sample one of these Derbyshire work outs. He couldn't resist doing a few more before his test and still does.

Whilst a valued Committee member, with no official 'Observing' duties within SAM, it's widely held that Mark would make a cracking Observer. Many hope however, that he remains tied to his cause of bringing people on, just before or more commonly, after the Badge.

He's a bit of a 'character' both on and off the bike but don't let this put you off saying hello any Saturday. You'll get a welcoming response and if there's space in the pack, a cracking ride.

In fact, if you want to 'prep up' for taking an ART assessment, consider putting a ride or two with Mark in your programme.

Just one thing... don't get him talking about recumbent bicycles or tricycles. There isn't enough time in the day... trust us.



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

SAM Social events for 2010

Candy Town – Meal - Sat Feb. 27
 Ride, Picnic - Carsinton Sun July. 18th – 3pm

Autumn Boogie - Treeton Sat Nov. 13th

2010 Club nights - 2011 dates next month

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

Dec. 6th Free Buffet

Committee Dates for 2010. - 2011 dates coming next month

Month	Date	Month	Date
Jan	27 th	Jul	28th
Feb	24 th	Aug	25th
Mar	31 st	Sept	29th
Apr	21 st	Oct	27th
May	26 th	Nov	24th
Jun	30 th	Dec	none



Congratulations



Nov. Meeting Awards:



<<<< Mark Glossop (Eiffel tripper) receives his Advanced Certificate from Dave Mawhood



Cris Kendall receives his from Kevin Hood >>>>



<<< Konny Scotthorne receives hers from Stan ... thanks the 'many' who also helped.

Taz Taylor gets her certificate from >>> Brian Wilkinson,



Well done all..!

A warm welcome to our latest New Members:

Malcolm Bollands Chesterfield. (Full member transferring from Derby Group)

Wise words from Tony Gittins:

What is it that makes me dislike biking journalists so much ? Is it that they get their bikes for free ? They all seem to have long term loan bikes either from the manufacturers or major dealers and therefore have little idea about the real costs of biking . Not for them the cost of servicing, tyres, depreciation etc. The bike goes back and they move onto their next loan bike. On the other hand, we all have to work within a budget and this will govern the bike, how long you keep it, how many miles you clock up and so on . It's partly this that makes me dislike them.

Or is it that they all seem to be addicted to power..? They seem to think that they must be the biking world's answer to Jeremy Clarkson. Real word riders who ride all year do not want the fastest exotic superbike . As the man who had the most unreliable bike to come out of the "fatherland", trust me, the first requirement of a road bike is reliability. It needs to start each time you press the button, and not repeatedly break down . It's so embarrassing when you ring the AA and they say "Hello Mr Gittins, where are you this time ". These Journo's routinely dismiss bikes as "boring" or as having no character . What do they mean ? The Honda Deauville has been nicknamed the Honda 'Dullville' . On the Saga rides we regularly see two of these bikes, one ridden by Dave from Leeds and the other, Steve from Maltby. Dull they are not ! A few months ago we had Malcolm from Thorne on a CB500 . A basic honest bike, he did all his own servicing to keep costs down, but you should see him go . There is no such thing as a boring bike then. So it's also partly this that makes me dislike them.

But... the thing that clinched it for me happened when the latest copy of Bike magazine dropped through the letter box . A double page spread telling the world about the wonderful roads from Boston to Caistor, the very roads that Gerry Brown had led us along the day before !

We have seen what happened to the Cat and Fiddle or, closer to home, the Bawtry to Gainsborough or Retford to Gainsborough roads . So I can visualise new speed limit signs going up and vast amounts off white lines totally ruining yet another splendid series of roads . There was a time when white lines were used as you approached a blind crest or a bend or some other feature which made it dangerous to be in the opposing lane, but now..? you can now see strings of solid white lines stretching as far as the eye can see. The golden rule..? If you have a favourite road, ride it, enjoy it, but most of all keep QUIET about it. You can tell me though...

Tony Gittins

Protect your bike this winter

Apparently four types of corrosion are relevant to Vehicles, including Motorcycles:

Crevice corrosion arises from stagnant solution or electrolyte trapped in crevices or joints.

Pitting corrosion is another localized attack, usually caused by chlorides (salts) making the pits form. Both types can eventually lead to perforation and premature functional failures.

Galvanic corrosion occurs when dissimilar metals are in close contact, e.g. steel in contact with aluminium will cause the latter to corrode or sacrifice itself, to protect the steel component.

Cosmetic corrosion initiates in nicks or scratches perforating a coating. It is usually just an appearance issue but can lead to further damage including perforation of the underlying material. Different corrosion types may initiate another and thus combine.

Source: <http://www.a-sp.org/database/custom/cprotection/CorrosionProtection.pdf>

So, there we have it...but here are two easy to use products to help stave off the attacks.



ACF- 50 (Anti-Corrosion Formula) was originally designed to protect aircraft from further or new corrosion. Aviation products have to meet rigorously high standards and this product has been awarded Aviation approvals - MIL-SPEC 81309 types II & III which means it is 'approved for ferrous and non-ferrous metals, electrical systems and electronic components'.

The US Navy carried out tests using it on the Aircraft on their Carriers and found that it reduced corrosion *so significantly* they now use it all the time.

It is effective for up to TWO YEARS..!

Excellent lubricant and penetrant

Approved for use on electrics and engines

Contains no wax, silicon, Teflon or water

Used by the Editor for 6 years and praised by loads of GS'ers – Best spray it into a brush and er... brush it on to all vulnerable areas. Truly wonderful stuff.

From Rainbow Motorcycles, Nippy Normans and other outlets – About £15-00



Scottoiler FS 365

Presumably the 365 equates to it being an all year product.

It is a water based corrosion inhibitor, the water apparently carries it to all the hard to reach places on the bike then evaporates leaving a film of protection. It is formulated using mild alkalis and PH buffers that neutralise acid. Continued use makes cleaning the bike easier and builds up a layer of protection.

Safe to use on all materials, plastic, metal, engine components, hoses, carbon fibre, anodised surfaces. It leaves a thin layer of protection which can be buffed up to a nice shine. It says **Do not** (Doh..!) spray on brake discs, callipers or

tyres, although if you do, don't panic, it will hose off with water without damage.

Hmm.. if it hoses off so easily...how does it work..?

Try Halfords

SAM's Xmas special offer

Fresh off their drawing board our inventive pair announce: The Wallace and Gromit two wheeled motorcycle 'Corner o'matic' at £3-17/6p

No longer will you be afraid of corners on your machine. No more heeby jeebies as you see those bends looming. By employing a bifurcated counter-steering cutlerator, the Corner o'matic allows the forks to actuate in spoonation to create knife-like cornering precision. 'Uddersfield dialect' voice recognition allows a totally hands free experience.



<< Simply mount the Corner o'matic brain box to your handlebar clamps, connect it up, pop on the colour coded skid lid and she's ready to go... and so are you.

At the first sign of a bend the bulb will flash and you will hear a beep to prompt you to call out... 'LEFT ' or 'RIGHT' or in the event of an 'S' bend... 'LEFT then RIGHT' as the case may be. The Corner o'matic will auto-matically do the rest.

NB: Not suitable for older riders or those with a stammer.

Oo'er I nearly forgot, Gromit says 'Under no circumstances should you attach the Corner o'matic to your Dog'

Wallace and Gromit want you to e-mail in to W2W and tell them what motorcycling aids you would like them to invent next. Well, there's a challenge.



Boogie... Big thanks to Gerry Brown – see all the pics in site gallery

On behalf of the Club, thank you so much Gerry for your efforts in organising our Boogie once again. The collections have been rounded up from the Social Fund (the only source from which a Charity may donate to another) to provide £100 each to the charities you suggested : Clic Sargent, who specialise in helping children suffering Cystic Fibrosis and, Yorkshire Air Ambulance. Thanks also to our hosts, Pat and Roger, for the excellent Pie and pea supper and of course to everyone who so generously donated to the boxes.

A good night for all.

Rob Gittins - Hon Sec.



2011

Crumbs, we've not finished planning Christmas yet and here we are tempting you to map out some biking activities for 2011.

Firstly : Go look at Adventure GS at: http://web.me.com/mick_wheeler/Adventure.GS/Tours.html and book something before the limited places are filled. You deserve it. Never mind the excuses, you're an enthusiast. Get yourself over the water and join in the fun. Some SAM members have committed already. Its almost definitely Slovenia for me and maybe the Eiffel as well. It will be amongst the best few bob you have ever spent on yourself and your hobby.

Secondly : Discover camping with your bike. Even if you have not done this before. It's a hoot. Ok, so it's back to basics but you will be amongst friends, you will re-discover your youth, your sense of humour and adventure. For a hundred quid you can equip yourself in style by buying a decent 3 man tent, a decent and really comfortable self inflating sleeping pad and all that is needed to get a decent nights sleep. Lot of 'decents' in this section. And why not..? You will not need to cook or wash up as we are always within a short walk of a good place to dine and sup. Later over a hot toddy or two outside your tent... *We have a secret recipe, 30% Scotch, 30% fresh orange juice, 40% boiling water,* you will regale, laugh, and comprehensively wet yourself by sharing tales or hopes past present and future with like minded folk. It will remind you that you are actually alive. Don't waste the opportunity... Join in.!

Thirdly: Dev Hall and Paul Henderson inc. already have something for your diary:

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](#)

PS. We'll be heading off in small groups – Routes and Ride out choices will be pre-printed and handed to all riders, and will show all coffee and lunch stops.

Stuff on the Web

A great source of information is the Web, here's a couple of places to get you started

<http://www.mikewaite.co.uk/front/>

There's lots of stuff here, training tips, videos, factsheets etc. Mike is a trainer of some renown and has obviously gone to a lot of effort to put his business and site together. Although dated now there are some pdf links which explain the facts behind speed and accidents and the spurious claims made about the benefits of speed cameras. A very well researched read with astonishing detail.

<http://www.ukgser.com/forums/forumdisplay.php?f=251>

Some will be familiar with the ukgser site but even if you are not a beemer fan, this section has some interesting items, views and links to do with training. Opinions about the IAM, ROSPA and other sources of training are there, not all flattering, not all disparaging. It will while away a good half hour and if you chase all the links more like half a day. Also click on 'The Thin Black Line' for another string of very readable stuff.

In both cases, start with those threads which have attracted the greatest number of replies, i.e. have attracted the greatest interest.

You don't have to be a member to get access though a small number of the photos will require membership login. It's easy enough to become a member. Go to join, dream up an 'on line' name for yourself, most do not use their own name, decide on a password and you will get a response no later than the next day,



A Rainbow mechanic had just removed a cylinder-head from a GS when he spotted a cardiologist customer of theirs in the workshop who was waiting for the service manager.

The mechanic called across the garage 'Hi doc, come and take a look at this'.

Intrigued, the surgeon walked over. The mechanic straightened up and said, 'Look at this, it's just like heart surgery really, I open it up, replace a faulty valve, check for leaks, and then put everything back together like new. So... how is it chaps like me have to work really hard to make ends meet and you get £300,000 a year for doing basically the same thing?'

The surgeon paused, smiled and leaned over, then whispered to the mechanic...
'I have to do most of mine whilst the engine's running.'

Bryan Tate rode his antique Norton to the village garage to have it repaired. They couldn't do it while he waited, so he set off to walk home. On the way he stopped at a hardware shop to buy a new oil catching bucket and a heavy vice and again later at the local farm to pick up a couple of chickens and a Christmas Turkey. The problem now ... was how to carry all this stuff home.

Whilst thinking it through he was approached by a smart middle aged lady who had recently moved in a few houses away from where Bryan lived. She said, 'Can you tell me how to get back to our lane, I seem to have lost my bearings'. Bryan said, "Aye well, I was going back home myself but I'm struggling a bit with this lot. The lady said, "Why don't you put the vice in the bucket, carry the bucket in one hand, put a chicken under each arm and carry the turkey in the other hand? 'By crikey' he said 'Clever idea'. and so they set off.

Around the corner Bryan says, 'Come on lass, we'll take this shortcut down the bridle path, it'll save us a good ten minutes.' The lady looked him over then said, 'I'm a lonely widow without a husband to defend me... how do I know ... that when we get half way along you won't hold me up against a tree, pull up my skirt, and ravish me for the rest of the afternoon?'

'Nay, Come on lass'... Bryan says, 'I'm carrying this big bucket, a vice, two chickens and a blinkin' turkey, how in the world would I be able to hold you up against a tree and ravish you?'

She thought a moment, 'Why not put the turkey down on the floor, cover it with the bucket, put the vice on top to stop it escaping and I'll hold the chickens.' **Forgive me Bryan..!**

A rider was just setting off from his girlfriends house but his jacket wouldn't zip up. He said to his girlfriend 'I can't ride home with my jacket like this, the icy cold air will hit me in the chest.' 'Easy, put your jacket on backwards with your little rucksack in front to keep it pressed against you.' she replied. 'Brill idea', he said, arranged everything as suggested and set off. Unfortunately though, half way home our friend lost control on some leaves and crashed.

A wrestler who was following stopped his car, did what he could and then called 999. They asked him, 'Did you think to apply any first aid..?' 'Oh aye, the wrestler explained, 'As soon as I got there I turned his head round t'right way but I hadn't got to him soon enough'

Maxims

Well-trained reflexes are more reliable than luck.

Never be ashamed to unlearn an old habit

If you ride like there's no tomorrow - there won't be one

Only a motorcyclist understands why a dog sticks its head out of a car window.

Test Ride the new Triumph 800's



In conjunction with Team Roberts Motorcycles at Conisborough, Dev Hall has arranged that the new 800's will be available for you to test ride from mid December 2010. Hopefully both Tiger and Adventure versions will be available to try.

Dev has arranged for SAM members to be amongst the first to get a 2 hour ride. TR will also lay on refreshments.

Email or call Dev - contact details page 12 - to declare interest and arrange dates and timeslots.

Then again.... Cleanliness and simplicity can give you an itch that just won't go away...



No end to Fran's talent..?

You all know Fran Thompson and Tony for that matter but it's Fran we're on about here.

Wasn't so long ago we were telling you about Fran getting her IAM Observers ticket. But now she's gone at least one better...

Fran's been a Police Advanced Driver for 20 years and though more recently involved at the management end she felt that it would be appropriate to prove that she still has what it takes to those she works with on a daily basis.

So, we can happily report that she has just completed and passed the Home Office Approved Police Driving Instructors course. This involves dedicated and intensive assessments over a four week period which includes various tests of Advanced driving ability and instructional technique.



Fran with some of the cars typically used on the course

And a better shot with one of her favourite vehicles.

**Top Lass our Fran
No mistake.**



PS. Don't forget to be at Treeton

Mon 6th December – Christmas meet and free Buffet.