



SAM Weekly Newsletter - 12th April 2024

Biking news for ALL our advanced riders, their family and friends

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Editorial

Sometimes, even the most well respected motorcycling commentators can say things that are just plain idiocy. This week it's the turn of [Ryan Kluffinger](#), fortnine on YouTube. In a well-crafted video he says that motorcyclists' body armour, shoulder, elbow, hip and knee pads, are not effective at their job. There was an immediate backlash from the motorcycling community and insurance companies, but the best comment I read was from a surgeon and a biker:

"@Felipechiota As an orthopaedic surgeon (and a motorcyclist) I can say that it's easier (and got better results) to fix lower Energy fractures than higher energy fractures... So, the benefit of using this gear may not protect you from having that fracture in the first place, but may shield you from months of rehabilitation and permanent pain and limitation."

...and a fellow biker:

"@paulh6591 No gear necessary at all, if you don't crash. If you do, you'll be grateful for every scrap of gear you're wearing, even if it's an extra bit of padding. My armour pieces are staying in!"

SAM advocates 'All-the-Gear-All-the-Time'. Despite his poor analysis of the value of motorcycle armour, Ryan didn't change our view at all! Ride safe, wear it!

Onto more productive updates and it involves YOU! There are 3 million licensed motorcycle riders in the UK. The last two UK Government petitions got signatures from less than 4.5%. In my experience, bikers generally hold strong opinions, but it is just hot air if you don't support the issues under discussion. The [latest consultation](#) is to, by default, allow motorcycle riders to use bus lanes. If you need convincing, then [read the article](#) later in this newsletter. There are less than 10 questions and you can show that your opinion counts, or is it just hot air?

Spring has arrived and it's very wet. It's a time when other road users seem to have developed even more '*motorcycle blindness*'. This tragic phenomenon happens throughout the year, but in Spring, perhaps because many bikers have been hibernating, there seem to be more biking accidents. Other road users, not having forgotten that bikers also use the roads, pull out or step out in front of the biker. It is often too late to stop, or take avoiding actions. The pile of biking bits and broken bodies doesn't look pretty. The blame game starts. Everybody denies they were at fault. What can we, as bikers, do about it? Recognise that it is more likely to happen and expect the unexpected. Easy to say and hard to do, but with all other problems we face perhaps we can be ready for these ones. Just a thought.

Some SAM members are having a really difficult time at present. Big Steve is still having treatment. Shirley Clayton is very poorly in hospital. John Sprigg is also still in hospital. There may be other SAM members having a difficult time. Please know that we are thinking of you and wishing you the best progress possible. Reach out if you need any help eating the grapes!

We hope that everyone knows that the SAM Club was very badly let down by the Spring Breakfast Meet sponsor. As agreed we provided a list of SAM members' choice of sandwich only to be told that the business 'was not a cafe' and could not honour the promises made. We rapidly looked for alternatives and are very pleased to tell you that the SAM Spring Breakfast will still take place on Saturday, 13th April 2024, at 9.30am at [The Moorlands](#). Complete the [booking form](#) so that we have an idea of numbers. Remember: **No membership paid = No Breakfast**, so make sure that you pay your SAM Club fees. Thank you for your continuing support. Let's make it the best Spring Breakfast Meet ever!

There is a lot more interesting information in this week's newsletter. Happy reading!

Ways to stay in touch with your Club!

It's really easy to stay in touch with your Club! We provide emails, a website and use social media accounts for you to contact us. All of which is free of any cost to the Club. If you are not getting the Club information circulated, or simply want to tell us something, ***just let us know*** at sam-editor@iam-sheffield.bike. We'll be happy to ensure that we stay in touch with you. You can also now sign up for Club emails on the [SAM website](#). Paul Conway
Editor & Webmaster, Sheffield Advanced Motorcyclists

Biking News Online

General News



[Bikesure to continue sponsoring British Superbike team, True Heroes Racing](#)

It's going to be an exciting year for the British Superbike Championships, and Bikesure is thrilled to be part of it.

We're proud to announce we'll be sponsoring True Heroes Racing this

year, a team of wounded, injured and sick UK service personnel.

[Read more](#)

[Is the Kawasaki Ninja still the most iconic bike of all time?](#)

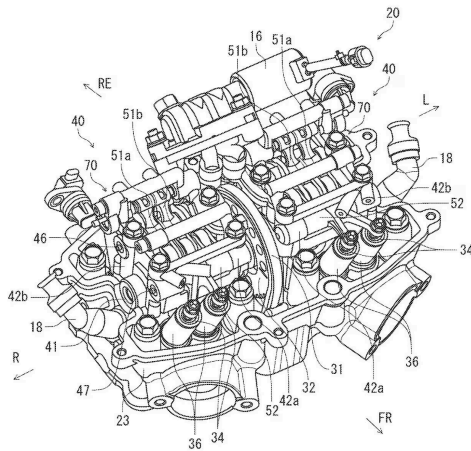
Since the 1980s every biker has wanted a Kawasaki Ninja, but what



[Sheffield Advanced Motorcyclists Newsle](#)

makes this iconic bike so desirable? We take a look at the history of this Japanese marvel. [Read more](#)

FIG. 2



Suzuki's New VVT Engine

Small variable valve timing twin-cylinder engine emerges in patent.

[Variable valve timing](#) and lift systems have had a slow start in motorcycles but their numbers have grown exponentially over the last couple of years as brands like [BMW](#) and most recent [KTM](#) jump onto the technology—showing that despite rumblings about the death of the internal combustion engine it's still getting improved year after year. Now [Suzuki](#) looks set to join the fray with a new small-capacity VVT twin following the publication of patent applications showing its design. [Read more](#)

Thousands of bikers met up in tribute to Hairy Bikers star Dave Myers. Bikers from across the country met up to raise money for cancer research in homage to Dave Myers, who died in February at the age of 66 after a battle with cancer.

Over 6,000 motorcyclists rode from Beverley to Whitby in tribute to the late star. [Read more](#)



Rider Safety



Campaigners in Dorset hope to cut motorcycle accident numbers with specialist new signs

Riders in the West Country are being given [road safety](#) messages on new sign posts as campaigners bid to cut down on [accident rates](#).

Dedicated warning signs have been produced in a tie-up between the [DocBike charity](#) and the Dorset Road Safe Partnership.

“The brain isn’t designed to see small objects travelling towards it at [speed](#), which puts motorcyclists at risk when other vehicles pull out unexpectedly in front of them at junctions,” said Intensive Care Consultant and Co-Founder of DocBike, Dr Ian Mew. [Read more](#)

Engine development experts Ricardo explain the challenges of Euro5+ emissions regulations

Back in February, it was announced that the [Yamaha R1 superbike](#) would be going track-only in Europe from 2025 – having made the decision not to update the 197bhp, 998cc four-cylinder engine to [meet tougher Euro5+ regulations](#). Arriving for 2024, Euro5+ is the latest in a long line of ever-increasing emissions rules that began back in 1999. Bikes already confirmed as conforming include the [BMW R1300GS](#) (pictured below), with more still to make the transition. [Read more](#)





Lane Splitting: So Exactly Where Is It And Isn't It Legal?

Lane splitting, lane sharing, lane filtering, shoulder surfing... there are as many laws as there are possible maneuvers and keeping track of everything can be a bit

dizzying. Especially since the laws greatly vary from state to state. Worry not, we're here to (try and) keep up on them and let you know where you can do what. We updated the map with the latest information about that so let's have a closer look. [Read more](#)

Touring & Adventure

The Call of the Wild is something I've harbored in my bones since a very young age. Great wilderness, vast expanses hardly touched by man, and living side-by-side with the creatures of the forest, are all ideals that speak to my soul. They must have spoken to Jack London



as well, for his book of that title drew its inspiration from the very place we are headed: The Yukon Territory. It's an overcast day as we set out, Edward on his 2004 KTM 950 Adventure and I on my trusty 2003 Twisted Throttle DR650. We're in synch as we set out from Idaho Falls. Soon on the high desert plains of central Idaho, however, it becomes clear that my fourteen tooth front sprocket is an impediment to running at KTM highway speeds. I beg indulgence from my better half, and continue at a pace I hope won't kill my much-overworked thumper's engine. [Read more](#)



Dream ride: Escape to the sun

Fancy experiencing the latest new models in a sun-drenched exotic landscape? It's time you did a Gran Canaria fly-ride... You know the feeling.

It's been raining for weeks and you're doomscrolling through weather apps in an effort to find one with a glimmer of optimism. For motorcyclists, the first four months of the year always seem to drag, and while many are stoic enough to endure the elements and get out with their mates for a spot of very fresh air, we're all united by the feeling that summer simply can't come soon enough. [Read more](#)

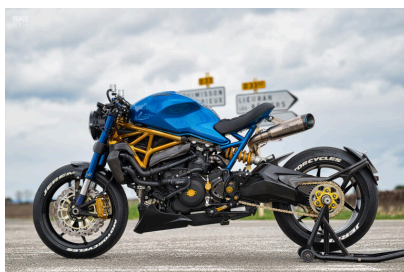
Merseyside bikers complete 14,700 mile ride through west Africa raising money for children's charity

Two Merseyside bikers, Derek Charlton and Paul Gee have reached the end of 14,700-mile motorcycle trip down the west coast of Africa, raising vital funds for a children's charity. Battling intense heat, sometimes terrible roads and the occasional corrupt cop, the pair tackled what is quite possibly the longest Easter egg run ever.



[Read more](#)

History & Custom



[ICON REMIXED: A CUSTOM DUCATI MONSTER 821 BY JEREM MOTORCYCLES](#)

Before Ducati took the Monster in a lamentable direction by removing its signature trellis frame and swathing it in

plastic, the Ducati Monster 821 was the best new Monster you could get. Stacked alongside the smaller, air-cooled Monster 797, and the totally bonkers, liquid-cooled Monster 1200, it was more refined than the former and more... [READ MORE](#)

The history of the National Chopper Club

Back in the early 1970s, the custom motorcycle scene was in its relative infancy but, following the success of the film Easy Rider, suddenly choppers were the new thing. The scene took a whole new direction, and like-minded people began building them which, in turn, lead to the establishment of a motorcycle club dedicated purely to riders and builders of custom. [Read more](#)



Watching This Monster Chopper Build Come Together Is So Satisfying

Here's the funny thing about visions: If you believe in them, and you keep working toward them, making them real is more

likely than not. Don't believe me? Check out what the guys at Grind Hard Plumbing Company have accomplished with their monster chopper build so far. [Read more](#)

SAM Meetings



**SAM Club Saturday Meetings, Meadowhall Retail Park
9am every Saturday throughout the year.
Come and join us - you know you want to ride!**



Next SAM Club night: **6th June 2024** meet at 7.30pm for an 8pm start at [Treeton Miners Welfare, Arundel St, Treeton, Rotherham S60 5PW, UK](#)



Always carry your **FREE Biker I.C.E. Card**. It gives emergency services staff vital information about the right treatment for you, should you be involved in an accident. Don't forget to update it if your health and/or social circumstances change. *SAM Club - dedicated to helping YOU to be a safer rider.*

What do we think?

Motorcycles in Bus Lanes - better safety for riders

It's a mess! The current situation of allowing Local Authorities to determine whether motorcycles should be allowed in bus lanes seems to be a full scale policy failure. Following the first road safety trials in 1994, when implementing the policy, it was assumed that Local Authorities were in the best place to assess its impact. In 2011, amended traffic signs could include motorcycles without Department for Transport (DfT) approval. What happened? Less than 50% of the available bus lane space was approved to accommodate motorcyclists. Motorcyclists are excluded from the remaining bus lane space. It is readily acknowledged that this policy reduces the safety of motorcycle riders. Arguments that allowing motorcycles to use bus lanes would bring them into conflict with cyclists and impede bus transport schedules have been shown to be totally false. If slower-moving cycles don't impede bus timetables, how can much quicker motorcycles disrupt the schedule? It doesn't make any sense. Where motorcycles can use bus lanes there hasn't been any increase in cycling accidents. Keeping motorcyclists in motoring lanes does increase the safety risk to riders AND increases congestion when motorcycles can't filter in the narrow lanes caused by allocating part of the available road space to bus lanes! There are many advantages to allowing motorcycles to use bus lanes:

1. **Less Traffic:** When motorcyclists can use bus lanes, it means there's less traffic in regular lanes for cars. This helps everyone move more smoothly.
2. **Safer for Motorcyclists:** Bus lanes are usually wider than regular lanes. Because they have more room to manoeuvre,

This extra space makes it *safer for motorcyclists* to ride.

3. **Reduced Risk of Accidents:** With fewer vehicles in regular lanes, there's *less chance of motorcyclists getting into accidents* caused by crowded traffic conditions.
4. **Better Visibility:** Bus lanes often have *clearer lines of sight* because there are fewer vehicles blocking the view. This helps motorcyclists see what's ahead and stay safe. Motorcyclists, unlike other, unlicensed road users, are trained to *ride defensively*. They are more likely to be aware of the hazards in their field of view.
5. **Shorter Travel Times:** Since bus lanes are designed to move traffic more quickly, motorcyclists can reach their destinations more quickly, reducing both overall travel times and pollution from sitting in queues of traffic.
6. **Encourages Sustainable Transport:** Allowing motorcyclists to use bus lanes promotes the use of more environmentally friendly modes of transport. Motorcycles are cheaper to manufacture, easier to maintain, generally produce fewer emissions than cars and up to 90% of their components can be reused or recycled.
7. **Promotes Motorcycle Use:** Making bus lanes accessible to motorcyclists encourages more people to choose motorcycles as a mode of transport. This can help reduce congestion on roads. It also puts affordable transport within the financial reach of people who cannot afford the rapidly increasing costs of owning a car. It also reduces social exclusion through more affordable travel costs. It improves social mobility, allowing people to take advantage of employment and social opportunities further away from their homes.

8. **Easier Lane Filtering:** Bus lanes often allow lane filtering, which means motorcyclists can move between lanes of slow or stopped traffic. This helps them avoid being stuck, with idling engines, in traffic jams.
9. **Less Stressful Commutes:** With the option to use bus lanes, motorcyclists can enjoy smoother and less stressful commutes, as they don't have to constantly navigate through heavy traffic. There is less need to change speed and position on the journey making it easier for other road users to identify the approach of a motorcycle. A greater, less cluttered, field of view for the rider also means more time and a clearer view for other road users to identify and take account of the motorcyclists position and speed.
10. **Improves Road Safety:** By segregating motorcyclists into bus lanes, it reduces the chance of accidents caused by interactions between motorcycles and larger vehicles, making the roads safer for everyone.
11. **Encourages Legal Riding:** As evidenced by the amount of revenue that bus lane violations generate from Number Plate Recognition systems that are already in place. Allowing motorcyclists to use bus lanes reduces the likelihood of them resorting to illegal manoeuvres. It makes law enforcement easier by quicker identification of unroadworthy or unlicensed motorcycles; or, riders without a helmet.
12. **Supports Public Transport:** By sharing bus lanes with buses, motorcyclists contribute to the efficiency of public transportation systems, which benefits the community as a whole.

This is a list of ready-made points that you can use in the DfT's consultation on motorcycles using bus lanes. [The consultation](#)

[closes on the 9th June 2024](#). It's time to have your say about the future of motorcycling. Don't waste it by leaving it to others.

Whiteknights Blood Bikers

Whiteknights Yorkshire Blood Bikes would like to hear from people who are able to become volunteer fundraisers for this vital charity that benefits patients in Yorkshire.



Please get In touch. Even if you can only spare an hour to volunteer for us - we really need people to help us. Hope to hear from you soon.

Message us through Facebook or email:

[fundraising@whiteknights.org.Uk](mailto:fundraising@whiteknights.org.uk)

Whiteknights Yorkshire Blood Bikes would like to thank Wath upon Dearne WI for their donation today. Pictured are ,Ingrid the treasurer of Wath upon Dearne WI and Roy Clark, Regional Manager from Whiteknight's South Yorkshire. Along with the ladies of St Aelreds' Friendship Group, Harrogate, they have raised £100 to support us today. Thank you everyone.



Whiteknights Yorkshire Blood Bikes would like to thank the members and guests of the Inner Wheel club of Aireborough for hosting an Afternoon Tea event in aid of our charity. Pictured are club President, Annie Parker with Whiteknights North Yorkshire Regional

Manager, Andy Richardson. Thank you to everyone attending.

South Yorkshire Safer Roads Partnership



BetheBest – we have created a generic logo to encourage all riders to take additional training in one format or another; such as IAM, BikeSafe or ERS. The new logo and #BetheBest tagline has been printed on promotional snoods to promote the campaign (available at SAM Club Nights). The snoods have been produced in a series of different motorbike brand colours, (Red, Orange, Green and Blue), to test if this approach is more appealing to riders.

Why speed matters...

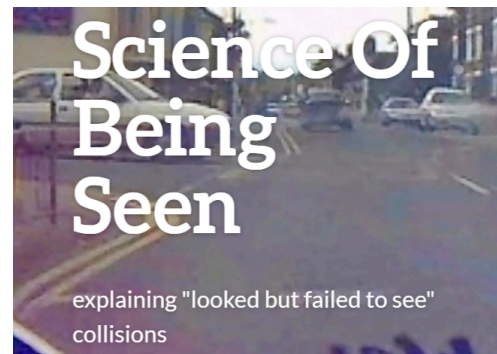
Speed can be the difference between life and death. The speed a vehicle is travelling dictates whether or not a driver will be able to stop in time to avoid a crash and, if they can't stop, the force of the impact when they crash. Breaking the speed limit (or travelling too fast for conditions) is recorded by police at crash scenes as a contributory factor in around a third of all fatal crashes and a quarter of crashes resulting in serious injury.



However, it is important to remember that speed is always a contributory factor to a road crash. Whether or not a vehicle is judged to have been speeding, the fact it was involved in a collision means it was going too fast to have stopped in time. [#barnsley](#) [#Doncaster](#) [#rotherham](#) [#sheffield](#)

Kevin Williams

For many years road safety experts, police and motorcyclists have known that the most common collision between a motorcycle and another vehicle happens when the motorcyclist has right-of-way and another driver turns into the rider's path. All the way back in 1977, US researcher Harry Hurt stated:



"The most likely comment of an automobile driver involved in a traffic collision with a motorcycle is that he, or she, did not SEE the motorcycle..." [Read more...](#) Also, see all Kevin's posts at ko-fi.com/survivalskills.

LAST WEEK'S ROUND-UP



Turning uncertainty to advantage

My trainee had taken a five day basic training course. She'd ridden around 400 miles and had performed at least fifty practice emergency stops - probably more. We had practised them in the dry and I had soaked the training area

so she could practise them in the wet. We'd even carried out half a dozen practice e-stops on the road to ensure she was familiar with the different surfaces. So I knew she could perform an emergency stop to a good level perfectly good enough to pass the bike test. [Read more](#)

Elevenes 416 Sun 31 Mar -
motorcycle news, tips & views

in today's show... riders in Punjab
urged to install 'wire antenna' to
counter the kite string menace...

MAG encourages riders to quiz
Police & Crime Commissioner

candidates on bike theft... Ashford Classic Bike Show tomorrow...

Pierer Mobility gain majority stake in MV Agusta... Honda's new
300cc adventure... Thai brand Felo shows off heavyweight electric

touring bike... in-depth today - it's Easter so it's time for the
latest round of Roads Crime Units on active patrol 'engaging' with
bikers... [Watch more](#)



Safety campaigns? Or better-designed
training?

It's Easter and along with the bunnies,
chicks and chocolate eggs, it's time for
the annual round of what many riders
see as 'bash the biker' safety
campaigns.

For example, Cleveland Police say they
will be patrolling in a bid to prevent
motorcycle crashes, and Operation
Darwen is now underway across North
Wales. The local police in the province
are never backward in coming forward
with the latest shock-horror stats

implying more bikers are injuring and
killing themselves than ever, and there are dire warnings that the
Roads Crime Unit will be on active patrol across the region and
'engaging' with riders. [Read more](#)

Newbie Mistakes #18 Skittled by surfaces Pt 1

Almost twenty years ago to the day, I wrote for the March 2004 edition of Streetbiker an article entitled 'Surface Attraction'. It was a response to a research paper that examined where road users actually look.



Guess what? Motorcyclists looked at the road surface more than drivers.

That surprised the researchers but was - at least to a motorcyclist - entirely predictable because cars balance on four wheels, whilst it is ONLY the friction between tyres and road surface that imparts us with the ability to keep our bikes Shiny Side Up. Take away grip, and motorcycles are inherently unstable. A loss-of-control resulting from a poor surface is known as a capsize crash, by the way. [Read more](#)



Elevenses 417 Wed 3 Apr - motorcycle news, tips & views

in today's show... F1 promoter buys rights to MotoGP... DfT to commission research into headlight glare... Asphalt Industry

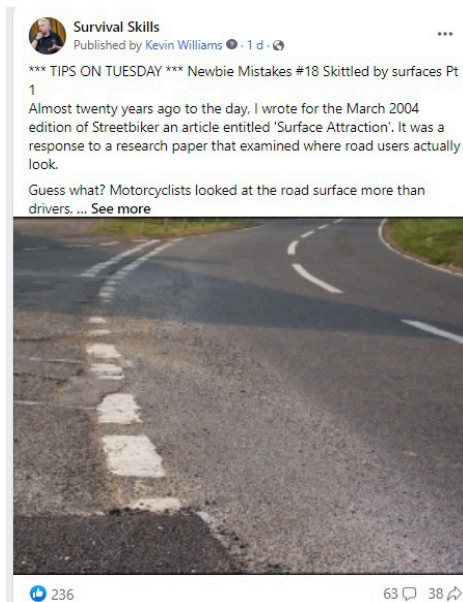
Alliance warns roads on brink of collapse... Essex pays out £220k in pothole damage... repairs to Welsh green lane anger walkers... e-Rokit is a road-legal 60 mph pedal-assisted e-cycle... CFMoto working on electric version of their CF450RR... in-depth today... Ryan F9 says body armour is useless - is he right? [Watch here](#)

Side space is part of the Safety Bubble

Something I talk about regularly is the need to maintain a buffer zone of empty space all around us as we ride. Why? Because it's a 'crash avoidance space'.



All too often I see riders following far too close to the vehicle ahead of them. I accept that on busy roads leaving a safe following distance is often very tricky since someone else just fills it, but riders often close up too tight when there are options to follow further back, such as when looking for an overtake. If the car ahead stops unexpectedly suddenly - and it happens - we absolutely need room to come to a safe halt ourselves. [Watch here](#)



On Tuesday I published the latest in the 'Tips on Tuesday' series about 'Newbie Mistakes'. It was #18 in the series entitled 'Skittled by surfaces Pt 1'.

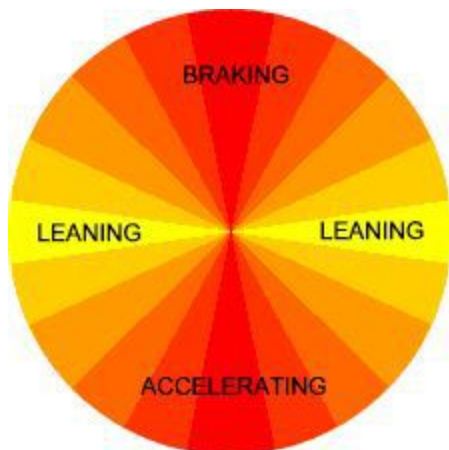
OK, I'll admit that it's often a surprise which posts actually get picked up by a lot of riders on Facebook, and to my surprise by this morning this particular post about dealing with failing surfaces had been delivered to almost 60,000 FB accounts, and had managed well over 2000 interactions, including over 230 likes and almost 60 shares. [Read more](#)

Same data, different interpretation

Previously, I've explained that beginning with an answerable question is the starting point for deciding what data we need to collect. But then we move into the subsequent stages of analysis and interpretation, and finally the drawing of meaningful conclusions, all based on the data that the researcher has obtained.



That's basically how a research project runs but we're not out of the woods yet. We have to be certain our conclusions are correct, and that if we're going to use the results and conclusions of a study to inform us on a course of action, we use the information wisely. [Read more](#)

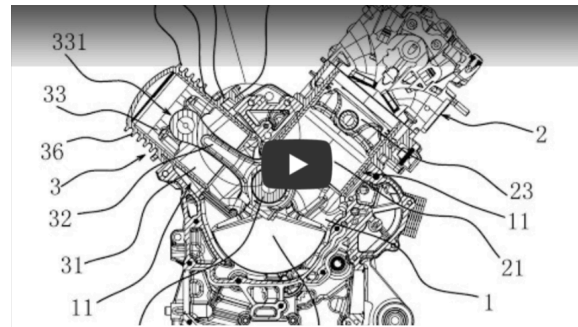


The Limit of Grip and how to operate within it

Watching a video on YouTube, I was recently reminded that I had forgotten about the '100 Points of Grip'. This is a concept from the US former racer and current riding coach Nick Ienatsch. He's relatively less-known here in the UK (certainly compared with his fellow coach Keith Code) but his book 'Sport Riding Techniques' has contributed to my own training and thinking. I've certainly also talked about his essays on what he calls 'The Pace', which is all about a more relaxed way of riding than the 'on it' approach favoured by some. [Read more](#)

Elevenes 418 Sun 7 Apr -
motorcycle news, tips & views

in today's show... government
consults on bikes in bus lanes in
England and Wales (again)...
parking charges proposed for
bikes in Bath... Medway threatens
nuisance riders and drivers... lane splitting signed into Colorado
law... Pierer Mobility - sales up, operating profit down... Suzuki to
run factory-backed 'sustainable' GSX-R1000R at Suzuka... QJ
Motor patent V-twin with dummy rear piston... new budget
cruiser for A2 licence holders from CFMoto... in-depth today -
Ryan FortNine and body armour - the experts strike back...[Read
more](#)



IAM RoadSmart & Other News

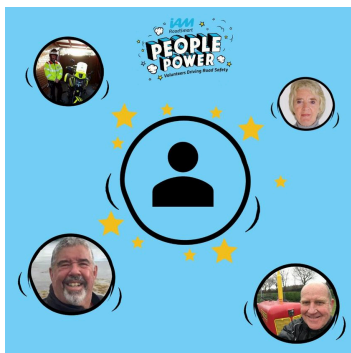


A third of advanced drivers support confiscation of mobile phones for offenders behind the wheel.

- Survey shows opinion is split on whether current penalties are sufficient

- Distraction caused by illegal phone use at the wheel seen as a bigger problem than three-years ago and a quarter want it to be a top-three roads policing priority [Read more](#)

Joe's Journey to IAM RoadSmart success. 28-year-old Joe Allenby, who hails from Lincoln, is a member of the [Lincolnshire Advanced Motorcyclists](#) and has recently passed his IAM RoadSmart Advanced Rider Test. Having ridden motorbikes on the road aged 16 and 17, Joe went on to pass his driving test and was keen to get his motorbike licence. However, life took over, and after getting married and raising a family, Joe was ready again for two wheels. [Read more](#)



Our Hall of Fame showcases some of the wonderful volunteers we have within our community, which we regularly update with new faces! ✨ Read their stories and nominate a fantastic volunteer who you think deserves to be in [our Hall of Fame](#)

We understand how important it is to feel the freedom and confidence of driving, even after many years on the road.

It is so positive to hear that individuals find their experiences beneficial and constructive when undertaking the Mature Driver Review. ★★★★★

[Explore the Mature Driver Review](#)



The NMC has today issued the second edition of its 2022 position on motorcycle licensing, testing and training, which sets out updated proposals for change to the current regime. It also reinforces its existing call, plus those of others, for government to undertake a fundamental

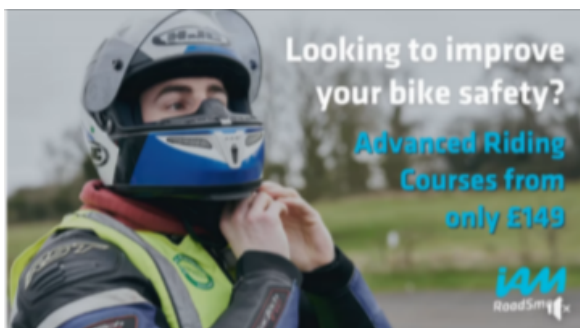
review of the current regime.

The NMC's position in '[A Fresh Approach to The Motorcycle Licence](#)' is based on the following principle: To make the licensing regime easier to understand and access, while maintaining appropriate road safety standards in training. The NMC does not propose a dilution of standards, but it does propose the creation of a system which is more understandable, with less cost, bureaucracy and repetition - while maintaining the UK's high training standards. What is clear from a simple analysis of headline safety statistics, is that the current licensing regime is not fit for purpose – rider deaths have risen since it was introduced between 2009 and 2013. [Read more](#)

The National Motorcyclists Council (NMC) has strongly welcomed a new consultation by the Department for Transport (DfT) which seeks views on making motorcycle access to bus lanes a default position in regulations in England.



In his introduction to the consultation, Transport Minister Guy Opperman MP said “Motorcycles are an important but sometimes overlooked mode of transport, not just by drivers who fail to spot bikers, but occasionally by government too. Their size and nature make them a dynamic and affordable option for road users, and with that it’s only right that our roads become as dynamic as those using them.” Mr Opperman’s remarks are welcomed and reflect the positive dialogue the NMC and its member organisations are having with the DfT on motorcycling matters. The consultation fulfils ministerial commitments made directly to the NMC last year. [Read more](#)



Want to become a better rider? Our Advanced Riding Course can help. The roads can be a dangerous place, even for the most alert and cautious riders. While you can never be 100% safe, becoming an

advanced rider will equip you with the skills to correctly anticipate, and plan for, the hazards you encounter on your rides. [Find out more](#)

SAM members have you got some news to share? Send it to sam-editor@iam-sheffield.bike and share it with all your SAM Club friends...

Stay healthy and ride safe

Paul Conway (on behalf of the SAM Committee) Sheffield
Advanced Motorcyclists

Charity no. 1089671 IAM Group no. 4152



Saturday Meetings are for club members, observers, associates and ANY biker interested in taking an advanced rider course. Meetings are usually for one of these purposes:

- members take the opportunity to catch up with each other and generally socialise
- observers will be taking their associates out as part of their preparation for the advanced test
- other members will form smaller groups and ride out usually for breakfast somewhere
- Bikers who want to learn about how to become an advanced motorcyclist

If you'd like to find out more about us, join us at 9am any Saturday throughout the year, at Meadowhall Retail Park, Sheffield S9 2YZ, just off J34, M1.

Being a member of the SAM Club

To be a member of the SAM Club we encourage you to also be a current member of IAM RoadSmart. As a registered UK charity the SAM Club has charitable objectives to encourage and support the wider use of powered-two-wheeled transport in the UK. We provide advanced motorcycle education and training to help all bikers ride more safely. Our charity has to abide by the national standards, testing and liability insurance cover to continue these activities. Liability insurance ensures that, within the events covered, both the SAM Club, its Trustees and members are safeguarded against most untoward events. This includes all formal training and social events. Also, the SAM Club is dedicated to promoting the education and training of bikers in advanced riding knowledge and skills, both locally and nationally. At a total cost of £55/year, i.e. £1.06p/week, you help ALL your fellow bikers to improve their riding knowledge and skills. Thank you.

Associates: SAM's highly trained, dedicated, self-funding, volunteer Observers, meet all their own expenditure in providing your training. When you go out on observed rides with your Observer, we are asking you to donate £10 to offset a little of their running costs in helping you to become an advanced motorcycle rider. Thank you.

Extra bits

- Next SAM Committee Meeting: **24th April 2024**
- Next SAM Club Night: **6th June 2024 meet at 7.30pm for an 8pm start Treeton Miners Welfare, Arundel St, Treeton, Rotherham S60 5PW, UK**
- **Gift Aid Form:** Gift Aid allows UK charities to claim back the basic rate tax already paid on donations. This means we can claim back from the government on your behalf 25p for

every £1 donated, boosting the value of the donation by a quarter. Use this link to fill in the form on the SAM website and send it to treasurer@iam-sheffield.bike.

- **Not getting your SAM emails?** If any member is NOT getting SAM Club emails, first check your junk folder, then send a request to social-media@iam-sheffield.bike . Pass on this message to any members who are complaining about not getting their SAM Club emails.
- **Changing your email address:** If you change your email address then let the Social Media Secretary - social-media@iam-sheffield.bike - know so that we can keep you informed of all the exciting things
- happening in your club.
- **IAM RoadSmart member discounts:** SAM members, are you making the most of your IAM RoadSmart membership? There are lots of discount savings that can offset your IAM RoadSmart and SAM membership fees, so grab a bargain TODAY!
- **Share with your friends:** Know someone who is interested in biking? Why not share this SAM Update and help them to be an advanced rider.
- **Follow us on** [Facebook](#), [Twitter](#) & [Instagram](#).

What are we about...

The Sheffield and District Advanced Motorcyclists (SAM) are an independent charity that provides public education and training in advanced motorcycling skills. Its aims are to increase public awareness and understanding of motorcycling and the advanced knowledge and skills required to ride safely on public roads. It is an affiliate group of the Institute of Advanced Motorists (IAM RoadSmart) and works closely with statutory and non-statutory organisations in promoting public information and education on motorcyclists and motorcycling in its designated region. SAM's volunteer motorcyclists are all trained to and maintain national

standards of advanced motorcycle riding. They provide ongoing guidance and support to prepare motorcyclists for UK nationally recognised advanced motorcycling tests. SAM works closely with other charitable groups who require advanced motorcyclists to support public events, NHS dispatch rider services and many other socially responsible activities. SAM provides an essential public service in encouraging, promoting and marketing improved safety on public roads in the UK and internationally through IAM RoadSmart. SAM also has a very active social events programme that encourages its members, family, friends and the public, to both support the charity's socially responsible objectives and enjoy the camaraderie and support provided by the club.

Club Merchandise

"YOU can proudly support YOUR Club"



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