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The contents of this newsletter my not conform with the views of the SAM committee or of the IAM.

Objects in the Mirror

About eight or nine folk joined up for the first ultimate Saturday ride and as it was raining there were a few expectant faces. To simplify the start we made the approach to the Strines a more direct affair, before heading out along it to the Yonderman for breakfast. Thereafter, for the ride proper, we worked at keeping up a very sprightly dry road pace despite the wet. The chuckles in evidence at Flagg Farm cafe an hour and a half later however confirmed that we'd had a cracker. Quote of the day from GP. We've all just proved that there's as much grip in the wet as you think you have in the dry...

Try the Ultimate Saturday Ride – Wet or Dry..!

Assembled from bits and pieces supplied over time by Mark Dunstan, Dev Hall and latterly by David Anderson. David has knitted their best B roads together securing applause from all early samplers. Two groups will depart, initially to breakfast at the Yonderman then off we go on this roller coaster route – there's another wee stop at Flagg Farm Cafe before returning towards Sheffield or thereabouts or even Rainbow motorcycles... at about 2 ish.

It's a proper good do – see me or David A on Saturdays, we will take about 4 riders each – **Ron**.

i2i Motorcycle Academy Courses

www.i2imca.com

Declare your interest with Peter Harley, either by email:
p.harley@sheffield.ac.uk or....Telephone 01142 301109

The cost of MC1 Is £75-00, MC3 is £95-00



ART – Advanced Riding Techniques

Declare your interest with Rob Gittins

Email rob-gittins@coppersteam.co.uk

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





Sam Logo Clothing

Polo's shirts – Men's or
 Ladies fitting £17-50
 T shirts £14-50
 Sweat shirts £19-50
 Rugby shirts £23-50
 Woolly hats £ 8-00
 Tel Steve Grundy
 07717 6613422

2011 Social events

Candytown – Meal – Sat 26th March 7.30pm.
 Ride, Picnic – Sherwood Pines – Sun 3rd Sept.
Autumn Boogie – moved to Jan 2012 tbc.

2011 Treeton Meetings

Jan 10 Free Buffet
 Feb 7 The Bensteads
 Mar 7 Pre AGM
 May 9 ??
 Jun 7 ??
 Jul 6 Malcolm Lonsdale
 Aug 4 Bring & Buy
 Sep 8 Mick Wheeler
 Oct 5 ??
Nov 7 ??
Dec 5 Christmas Buffet

Members are invited to suggest speakers
 for any vacant ?? dates.
 Please contact John Foster

Committee dates for 2011

Month	Date	Month	Date
Jan	26	Jul	27
Feb	23	Aug	31
Mar	30	Sep	28
May	4	Oct	26
May	25	Nov	30
Jun	29	Dec	---

Committee members are reminded that a prior apology is required for non attendance

Should there be Club Members interested in joining the Committee or assisting on an ad hoc basis.. please contact the Chairman or Hon Sec.

The end of motorcycling as we know it.

As reluctant guardians of the status quo, young grasshoppers, we oldies at SAM are usually alert to any changes which risk the future of motorcycling. It seems that proposed legislation from the EU and one or two of its member states is about to deliver some potentially fatal twists.

Ireland, it's reported, have already capitulated to fully sleeved reflective Hi Vis enforcement and hint at similar acceptance to anti-tamper proposals. Perhaps their bail out funds could be at risk..? Quid pro quo, is appreciated apparently. What if your Hi Vis is dirty though..? Will there be a roadside test of reflectivity..? Will you say to the officer 'The fact that you stopped me rather proves that I was conspicuous enough, don't you think..?' I thought not. Should the UK conform then..? Or with yet another paradox, band together as a resistance group ? become a 'contradiction' of non conformists ?

But what is this extremely worrying anti-tampering all about..? Emissions control, conformity and safety it seems. But it is a very far reaching proposal, potentially affecting all aspects of the drive system, braking, suspension, wheels, tyres, lighting and possibly more.

Less responsible journalists are having a field day, but worryingly, the responsible seem equally concerned. Such is the muddle at the moment however that I cannot fully vouch for the eventual interpretation of any of the following :

- The Anti tampering Regulation: Specifically Article 18 will prevent modification to any part of the complete power train, i.e. from airbox to the rear tyre profile.
- Compulsory ABS. Safety driven. Without a switch off option though it's use in difficult conditions where it is not fully understood that ABS doesn't function well could be dangerous.
- Automatic 'headlights on' provision... already in common use.
- On Board Diagnostics log - allowing roadside checks of emissions and readouts of other engine performance data. 'Has your log been interfered with recently sir..?', the policewoman asked.
- Repair and Maintenance Information. Manufacturers may be forced to provide ECU codes etc for a fee. There is no explanation of how this fits with other proposals.
- Article 52: If any systems, components or technical units listed in a Delegated Act subordinate to this regulation have a dual use, e.g. for both racing use and on public roads, they may not be sold direct to consumers. So, for example, if a power train item is listed, and can fit both a CBR race bike and a CBR road bike, seemingly it will be illegal to offer it for sale in the EU. These subordinate Delegated Acts and any lists therein may be drawn up, added to or modified without consultation after the main Regulation has been passed. Lummy..!
- France have declared an interest in banning all motorcycles over 7 years old from urban areas.
- Full sleeve day-glo clothing both for riders and passengers is proposed (now seemingly accepted by the Irish Parliament).

These and similar edicts are part of a blanket of laws affecting all motorcyclists, presumably, to functionally manacle the majority so as to catch the extremely tiny minority who meddle or behave irresponsibly. i.e. those who by the flip side of their nature will inventively perpetuate the means to do so and thus escape from the chains.

The probability is, as it came to pass with the recent UK interpretations of EU learner licensing directives, that even further complications will be added within the UK. It's what we do sir.

Contrary to the current German system of regulation, which allows the fitment of all TUV approved items and which seems eminently sensible in comparison, interpretations and fears also extend to the possibility that home servicing may become impossible due to tamper proof sealing of power train items and the outlawing of non standard components whether superior / safer or not.

The proposals have the potential to close down huge sections of the after market industry, discourage the purchase of new machines in favour of currently registered models 'grandfathered' out of the legislation, prevent the building of specials and custom motorcycles, burden Police forces with low yield compliance activities, and drive the biggest nail yet into the future of motorcycling.

Heady stuff eh and lots of protest groups, rides and petitions are now in full swing.

Even if this act is substantially emasculated before it passes into law, we must ask how much energy, time and expense will those on both sides of the arguments have wasted..? and, how has it come to pass that the power crazy nitwits of the World have risen to such a mighty position of influence.

We live in extremely over managed times my young grasshoppers.

If you have an enquiring and analytical mind... try these links :

http://ec.europa.eu/enterprise/newsroom/cf/getdocument.cfm?doc_id=4483

<http://assets.dft.gov.uk/consultations/dft-2011-26/dft-2011-26-euproposal.pdf>

www.dft.gov.uk/consultations

then find the on line petition... and sign up... to save the sanity of the next generation.

P.S I wonder what the head of capitulation at the IAM is doing today ?

Off Piste 1 - Did you know..?

There are now at least a dozed SAM members who can

Perform a rolling burnout for at least ten metres i.e. continuously spin the back wheel whilst maintaining a straightish line - forward speed being controlled and limited by the front brake.

Maintain forward momentum and control in a straight line with a fully locked front wheel.

Leap their machines through the air for up to twenty five feet. (distance not height !)

Exit a turn with the back wheel drifting out and spinning merrily away.

Ascend and descend forty five degree slopes under full control.

Perform most of the above in either a sitting or standing position.

All these skills and more were learned and accomplished at the hands of Tom Killeen and friends at the recent i2i Off road skills course near Thirsk. A full days hilarity on KTM 400cc racing off road bikes, with all the necessary, impeccably clean protective gear supplied. The coaching was exemplary, the

venue, at other times used for off road racing, perfect and the weather, whilst mostly dry was made even more suitable by a couple of perfectly timed showers.

More photographs would have removed any scepticism but we were too busy and, in the interests of safety thought better of littering the course with a camera wielding pedestrian hazard.

Of course, we all fell off, at least once but did not injure ourselves... well not to speak of eh Geoff..? and such was the joy of the day that one lady had to virtually pin down her husband to prevent him instantly heading off to the KTM dealership with debit card in hand.. didn't she Sharron..? Is it safe to let him up yet..? She very nearly had to similarly deputise for three other absent wives.



Chris Holland spinning up back tyre

The big bonus of the day was discovering via explanation, coaching and riding that the skills learned transfer readily and beneficially to the road, particularly in the wet. Not recommended in extremis of course, so no Saturday morning burnouts then, but knowing much more about front and rear grip, what happens when you lose either, how to restore it, what NOT to do; more about bike balance and how best to employ it allows you to ride your machine in a less tense physical state, i.e. to ride 'loose' and thus avoid the significant disadvantages

of not doing so.

Those below will tell you more and recommend the best day's motorcycling this year ?

Mark and Sharron Glossop – Ian Cairns – Geoff Fisher – David Anderson – Dave Craxton

Chris Holland – Richard Lean – Peter Harley – Avril McCarthy.

Speak to Peter Harley about signing up, no really !

80 on the Motorway... Whatever next..?

I have been reading the Yorkshire Post readers letters page for years and thus can confirm that the World is not only full of idiots but that they are multiplying. I do not contribute myself you understand, just in case the point is proven further. Yorkshire is not unique in this respect though and casting the net wider brings up even more of the breed.

A recent national topic has been the question of whether our Motorway limit should be raised to 80 mph. You should see the number of loonies this has brought out of the woodwork. There is a worryingly large number of folk who think that as a result, the World will come to an instant end. Within seconds we will all die or be severely maimed. Windscreens will shatter, wing mirrors and wiper blades will be blown off... shattering even more windscreens and, cases of facial acne will multiply exponentially. Our fuel economy will halve, leading to a World shortage and the Arabs will get so rich that they could buy Greece and bolster up the Euro without even batting an acne ridden eyelid.

There is a chap who is going to give up his job and go into the bonnet strap business, he will be on Dragons Den next week. Mrs. Green from Billericay, says we will need to put traffic lights at the bottom

of slip roads to stop people from joining lane one too quickly. Apparently she always stops anyway and waits until a huge gap appears, one as big as the space in her head probably..! I have seen people do this though and believe Sheffield Council are still experimenting with slip road lights at peak flow times at junction 35. There are still bits of bumpers and broken glass next to the bottom section.

Then there are those who think everyone will now assume that 90 is ok and, to stop this happening want a minimum one month ban given to those caught doing more than 85. They also want average speed cameras along the full length of all motorways. Others want the limit to be reduced to 60 or even 50 mph on the grounds that less concentration will be needed to stay safe. Anything that lowers concentration being a wonderful thing apparently. Does they think that those doing a mischievous 85 will be concentrating too hard then..? 'I find you guilty of over-concentrating young man, and sentence you to view 20 hours of mind numbing television on the Community Service Channel'.

I am not going to join in the 'for or against' debate... never argue with a fool... only a bigger fool can win. I am going to buy shares in Autoglass though... just in case.

What is a ~~Mum~~ SAGA Lout..?

Firstly, one of many who survived being born to mothers who probably smoked and drank Sherry during pregnancy and happily lived in an asbestos polluted house. They took aspirin, ate blue cheese, bread and dripping, raw egg products, dry cured bacon and processed meat, canned tuna, and didn't get weight related diabetes or cervical cancer. Meanwhile, we youngsters chewed on cots and prams painted with lead-based paints. There were no childproof lids on medicine bottles, doors or cabinets and we rode our bikes without helmets. Children, would ride in cars without seat belts or air bags. We drank water from the garden hose and not from a bottle. Take away food was limited to Fish and Chips; no Pizza shops, McDonalds , KFC, or Chinese. Teenagers we hitch hiked.

Shops closed at six and didn't open on a Sunday, but somehow we didn't starve to death! We shared a Tizer with friends, drinking from the same bottle and didn't catch anything. We collected or pinched old drink bottles to cash in at the corner shop and buy Toffees, Gobstoppers and Bubble Gum. We ate chocolate and cakes, white bread and real butter, drank unpasteurised milk, and sugary drinks, but weren't overweight (well not then..!) Why ? because we were always outside playing, burning energy and calories. We would leave home in the morning, play out all day until the streetlights came on and then go scrumping apples. No one was able to find us all day. And we were ok.

We built box-carts out of old prams and tore down the hills without brakes. We built tree houses and dens and swam in filthy rivers. We did not have Playstations, Nintendo's, Wii's , or X-boxes, no multi channel SKY, no video/dvd films, or colour TV, no mobile phones, no personal computers, no Internet or chat rooms or tweets. We had real friends, not virtual and went out to find more. We fell out of trees, accumulated cuts, bruises and grazes, broke the occasional bone or tooth and there were no resulting health and safety lawsuits.

You could only buy Easter Eggs and Hot Cross Buns at Easter time... We were given air guns and catapults for our 10th birthdays. We rode bikes or walked to a friend's house and knocked on the door

or rang the bell, or just yelled for them! Mums didn't go to work to help dad make ends meet because we didn't need to keep up with the Jones's.

Not everyone made the school rugby / football / cricket / netball team. Those who didn't had to learn to deal with disappointment. Getting into a team was based on merit.

Our teachers used to cane us, or hit us with rulers and gym shoes or throw a blackboard rubber at us if they thought we weren't concentrating. Consequently, we can actually spell and string sentences together and engage in proper conversations, all because of a solid three R's education. Our parents would tell us to ask a stranger to help us cross a busy road. The idea of a parent covering for us if we broke the law was unheard of. If the local Bobby gave us a thick ear they gave us another one

We had freedom, failure, success and responsibility, and we're still here..!

The Ducati 1200 Multistrada

I have just returned from three hours riding on a favourite mix of Derbyshire roads on a Ducati Multistrada. Les Skinner of SAGA renown and a full spec (more later) Multistrada owner was kind enough to come along. The plan being that as I hadn't the time to learn how to access them all, he would help me scroll through the myriad options available. It was a plan which was not to be needed. The reason was that my test mule had the cheaper, un-adjustable without a screwdriver suspension, a disappointment which was to severely cramp an otherwise great bike.

It was the electronically adjustable 'Ohlins' which had initially attracted me to try this bike, that and the chance to get into Ducati mode.

Having had three Ducati's over the years, I was rather taking the engine for granted. In my experience they have always been smooth but visceral, tapping deep into your innards, where such things are noticed. I remember well the snarls from the airbox and exhaust from my last one, how they combined to produce a wonderful bass mix which hinted at what was actually being transmitted to the road. A sort of 'what you hear is what you get' thing.

On leaving SMC though, these lusty tones for which I had been err... lusting, were lacking the familiar depth and the fully 'catted' pressed steel exhaust emitted a 'tinnier' sound. Also, the motor itself felt more sanitised than I remember, somehow less Italian. Possibly, the decision to put more horse power at the top end had required the theft of torque from the bottom..? . Best reserve further judgement and get off to Derbyshire.

Getting there, also brought the first taste of the bike feeling too firmly sprung and / or over damped, particularly at the back but not having the means to make adjustments with me was going to prevent any remedial twiddling. Having a dodgy back myself has taught me more about how suspension should work than any textbook, and being properly suspended has added far more to my average speed than any horsepower uplift. Its job of keeping the rubber properly in contact with the road means you can safely apply more driving, braking and cornering forces.

After a bacon sarnie at the Yonderman the route becomes even more of the sort which needs proper suspension, and with Les in tow, who has it in spades... off we went into the twisty roller coaster sections. Almost instantly, lots of small and quite a few big kicks were coming up through the chassis

and the more poorly surfaced bends were producing bump steer and skips from both ends. In 'sport mode' these antics were adding unwanted inputs to the fly by wire throttle and a change to the less sensitive touring mode was quickly needed. Smooth sections were better, but the ride was still far too hard. Les, suffering no issues at all was happily following behind and proving the point.

As the bike was not yet run in, I was limited to staying below seven thousand revs, which was not a problem. In second or third, whilst approaching any half decent rise in the tarmac, a whiff of gas would cause the front wheel to float for a couple of dozen yards. Just enough to amuse but avoid unwanted attention or risk. At higher revs, there would easily be sufficient power to outpace a 1200 GS, though you would need the Ohlins kit to achieve it in the places some of us favour. You get a lot of potential from a Ducati, what you don't get though, is the imperiousness a GS brings to your riding nor its silkier boxer engine. If on the tall side you might also miss the long distance comfort provided by its spaciousness.

After about fifty miles or so, I was getting serious messages that enough was enough and the other potentially annoying things, which you might otherwise discount, started to annoy more forcefully.

Things like the noisy the screen and the gradually worsening discomfort of the seat, though BMW's GS similarly struggles. An ache from the left wrist also questioned the positioning of the bars and finally, though curable, the rear brake pedal was irritatingly out of usable position. All were now conspiring with my back ache to make me want to get back.



The question is whether or not to go back and have another go or, wait another year and see what BMW's water-cooled GS turns out to be like. Apparently, it is to have yet another new and major variation of its engine, a new integrated gearbox and a wet multi-plate clutch. There is talk of a few more horsepower and no change in overall weight. Lets hope there are more colours available than shown here eh ?

The Multistrada is such a pretty bike though, particularly the Pikes Peak, and Les Skinner and Richard Lowe both speak highly of their sport and touring variations of the top model. What possessed SMC to put this standard bike up as their only test bike or... not to adjust its suspension to a more compliant state I cannot fathom. With a seasonal £1400 discount in prospect, when I set off to see them I was probably within a decent salesman's reach of changing allegiance. A good test ride and a playful kick might have done it, the problem was, I didn't get the first and got far too many of the second.

Ron.



Off Piste 2 - Feeling a bit bumpy – Tony Thompson writes in.

Last year I wandered down to the Bike Show at the NEC with Kev Morley and Eric Baxendale. We went to see Eric presented with his 'rider of the year' award and the keys to his new bike, which was nice. It also involved meeting Vicki Butler-Henderson from 5th gear who presented the prize, which was again nice.

Whilst Kev and I were wandering about before the presentation I got talking to a young girl who was a volunteer at bumpy.org, a charitable organisation, based near Leeds, which amongst other things does trials training for kids, and as it turned out, big kids. I enquired about bringing a group up to have a play on their trials bikes and she said it might well be possible. I filed the information and promptly forgot about it. Having said that, months later I found the brochure I'd been given and after identifying some 'volunteers', rang up Julian, one of their trainers, who proved to be very helpful, if slightly inclined to 'lose' e-mails.

To cut a long story short (er), on editors instruction, I arranged a three hour taster session for five of us one Saturday afternoon in September. So Peter, Avril, Stan, Fran and I found ourselves standing outside their office clad in some very worn looking overalls and nice green welly's. It was wonder they had any to fit Stan, but they did. John Sprigg showed up to kindly share some of his expertise with us and marvel at our costumes.

In fairness to Bumpy and me, I had asked whether we needed to bring any kit and Julian had said that all was provided.



They have also since said that the overalls and wellingtons were for the kids groups and we should have been offered some 'wulf' kit, but we weren't on the day. It was a bit of a shock at first but didn't detract from the experience. It might even have added to it in a perverse way.

In addition to the basic kit we were given some decent trials helmets, but no gloves. Julian explained that some riders didn't wear gloves because it affected the 'feel' on the clutch in particular. My source of trials information tells me

that isn't really true unless you're hard and from Yorkshire. So we pretended to be hard. The Yorkshire bit coming quite naturally to some of us.

The session started with an introduction to our fairly battered looking steeds, Yamaha engined 125's with kick starts, which I hadn't seen for a while. After a bit of a battle they all started, although one then promptly stopped again and had to be taken away and spoken to strongly.

What followed then is best described as a 'standing up' CBT, with the usual circuits and weaving between cones which we managed to accomplish quite well with the odd fit of giggling, foot dabs, and one graceful shoulder roll - no names, no pack drill.

After a much needed drink break, and before we were allowed onto the trials track we had to prove we could change gear which is not as easy as you might first assume, given that you're standing up. To add to the complications the gear lever proved to be far further away from the foot peg than on a standard road bike, ostensibly to stop it getting damaged, a design which wasn't exactly perfect as all the gear levers looked like they'd had a good kicking, no pun intended. So standing up became standing on one foot, and waving the other one about in order to devise a heel or toe gear changing technique while riding round cones. Simple.

In truth it was achieved quite quickly, as the only gears really needed on the day were first and second, and so we were off to the track, which was laid out in quite a small area but skilfully designed to snake back and forth with some ruts, rocks, and sneaky little corners. The trick appears to be to let the considerable engine braking do the slowing down for you and be frugal with the front brake in particular 'cos it's a bit sharp. This was all good fun although if you got a bit giddy while avoiding using the brakes it was possible to overcook the sharper corners - that was me, I'll 'cough'.

By now we were getting the hang of it and Julian moved us on to a more challenging environment, a dry-ish stream bed surrounded by trees. The idea was to ride down into the bottom, and up between the trees, over the tree roots, shutting off the throttle as you climbed. If you got it right the bike had just enough momentum to allow you to make a sharp turn at the top and descend back between two more trees into the dryish bed then through it to make a bit of a circuit up through even more trees and back to your start point. If you got the speed wrong, or bottled it slightly, it could get a bit awkward. It might have been even more of a challenge in wet conditions.

We all managed it by trial and error and by that point the three hours had flown by and we were handing the bikes back, with a degree of reluctance on my part.

I think it's fair to say we all enjoyed it and that the instruction was at a good standard. Julian brought us along at a pace to suit our skill, or lack of it, and was kind enough to say that we had got a lot further than some groups. He gave a particular mention to a team of sports bike riders. They had failed to even get off the training pad although I would guess they were an exception as anyone with a grip of the riding basics should do better than that. Perhaps he just makes that one up to make us feel good about our performance! Who knows.

I'm not sure how it improves your road riding other than I suspect, if you do it regularly, it will give you better confidence at low speed and on uneven surfaces. I'm off to Ireland with Micky, Stan and John the Rukka brothers and 'team imminently' so I'll maybe test the theory on those Irish dual carriageways, to be sure.

I'm also intending to go back to try to have another go on Bumpy's bikes in the near future. It has to be said that it is a charity, I suspect budgets are consequently very tight, and that does show. Having said that the kit and bikes are good enough for the job, the layout is adequate if compact, and the instruction is good. There is a cost, of course, but it's not prohibitive.

If anyone fancies trying it let me know. I've got a few brochures with contact details, or you can go direct to www.bumpy.org.uk if you prefer.

Tony Thompson

There is a cure for the summertime blues ?

The IAM is calling for the end of British summer time because accident rates increase when the clocks go back in October. Research shows that changing the system could save up to 80 lives each year on Britain's roads.

An IAM poll of more than 2000 motorists last winter found that 65 per cent would support a double summertime system - moving the clocks forward by one hour throughout the entire year, while still putting the clocks forward in spring and back in autumn.

There are 17 per cent more pedestrian road casualties in November than the monthly average. This sharp increase is likely to be partly attributed to the winter clock change*.

There is also an increase in the number of motorcycle accidents in November - 41.8 per cent higher than the normal monthly average and 73 per cent higher than in February*1. Numbers of casualties stay relatively constant but the rate per billion miles dramatically increases in autumn.

IAM chief executive Simon Best said: "Changing the current summertime system would save lives. Children especially are more likely to be out and about after school and an extra hour of daylight will make them more visible.

"We want to see a three-year trial of the new daylight system. If the trial period proves the new daylight hours to be a disadvantage, it is clear that the current system should be reinstated. However with convincing evidence of the potential benefits, it seems only right that we pilot a new system."

Sources: Department for Transport statistical release 'Reported Road Casualties in Great Britain' Tables RAS50001, RAS50005, RAS30020 (2010).

Broughton, J and Stone, M. Report 368, "A new assessment of the likely effects on road accidents of adopting a GMT+1/GMT+2 regime", Transport Research Laboratory, Crowthorne: 1998.

Taking the P*ss American style – Fran sends in a US Journo's take on Adventure bike riders:

By the laws of probability, you wouldn't expect many Timbuktu-bound motorcyclists to begin their world tours from your local Starbucks parking lot. But that's where you're likely to see their circumnavigation-ready machines, just about any weekend morning, in just about any blue-state suburb from Scituate, Mass., to Santa Monica, Calif.

Collectively known as adventure bikes, these motorcycles evince a Euro-butch aesthetic that slots somewhere between an espresso machine, an oil refinery and a mountain bike.

Square aluminium luggage boxes seem designed for foam-swaddled Hasselblads. Steel-tube crash guards run security for engines, headlights and taillights. And handlebars hold the latest in GPS tech, the better to find the next water source in a lonely trek across the Atacama desert.

These bikes look ready to powerslide the Siberian Road of Bones, ford Chile's Bio-Bio River or go mano-a-horn with an enraged Namibian rhino. In reality, their riders are probably lawyers, creative directors and investment bankers, headed out for nothing more exotic than a breakfast.

What a total load of wannabees – not a bit like us !

A life-threatening breakfast, to be sure, including eggs with actual yolks, caffeinated coffee and even pork-based cured meats. But any extraordinary riding skill or high-stakes route-finding will focus purely on getting back to the gated community in time for the 1:30 kickoff. Though these bikes are theoretically engineered for hard-hitting off-road exploration, only a tiny percentage will ever go more than a few miles off-piste. As any real dirt-bike rider knows, the *next-to-last* thing you want while traversing real mud, sand, rocks or water is a sharp-edged, \$20,000, 500-pound motorcycle. The *very last* thing you want is to find yourself alone, trapped underneath one.

As with divers' watches and submarine-launched thermonuclear devices, it is not necessarily what you do with what you have, it's what you and others imagine you could do that counts.

The adventure motorcycle industry, like the pornography ?? and military industry, owes its existence to the proposition that nobody ever went broke overestimating Americans' ability to value fantasy over reality.

Never said a truer word John, better than posing on a bl**dy Harley though.



RIP Marco #58

Marco Simoncelli (20 January 1987 – 23 October 2011)

As you are probably all aware, on Sunday 23rd October we lost a fellow motorcyclist, not one that any of us knew personally or would have ever met but one who many admired for his skill and bravery in the highest class of motorcycle racing.

I felt it appropriate to volunteer the following tribute to the hairy one #58 and for us all to remember him.

A top rider of the Italian Minimoto Championship from 1996 to 2000, Simoncelli moved to 125cc bikes after taking two consecutive titles in the aforementioned discipline. After a promising first season in the 125 Honda Trophy, Simoncelli took the European 125cc title in 2002 and had a first taste of Grand Prix racing the same year.

In 2003 he undertook his first full season in the World Championship with the Matteoni Racing team. A consistent point-scorer in his rookie season, he moved to the Rauch Bravo team in 2004 and scored his first Grand Prix win at a rain-soaked Jerez, but could only manage an eleventh place finish overall.

Another 125cc campaign in 2005, with the Nocable.it race team, was completed with an improvement in the final standings in fifth place, giving Simoncelli the opportunity to leap into the quarter-litre category. A steady season saw the Italian achieve 10th position in the championship representing Métis Gilera, with whom he continued in 2007 and 2008.

In 2008 Simoncelli achieved his first race victories in the 250cc class, his maiden triumph coming at his home race in Mugello, and was involved in some breathtaking battles with his rivals over the course of

the year. Emerging as the standout rider in the class, Gilera provided their newest star with a top-of-the-range RSA machine for the final races of the season.

The Italian secured his fifth win of the year at Phillip Island early in October and clinched the title with third place at Malaysia at the penultimate round of the year. He previously rode a Gilera in the 250cc World Championship, and has previously in the 125cc class. He has five race wins in the 250cc class, and two in the 125cc class.

He made a one-off appearance for Aprilia in the World Superbike round at Imola. He qualified on the second row and was one of three riders to crash out of race one at Tosa while running fifth, before fighting through to third in race two, making a forceful move to overtake team-mate Max Biaggi to get onto the podium.

On 25 June 2009, it was confirmed that Simoncelli would move up to premier class racing for 2010 MotoGP championship after agreeing to ride with the San Carlo Gresini Honda team.



Simoncelli died after losing control at speed after which both he and his machine continued into the unavoidable paths of Colin Edwards and Valentino Rossi.

Steve Grundy

For Sale – From ex SAM stalwart - Linda Jowett

Hi Ron!

Now that I have hung up my motorcycle boots, I wonder if I might sell them via the magazine ? I've traded biking in for a Springer Spaniel called Alfie who is equally rewarding and considerably more affectionate!! Oh yeah..?

For sale at £20 per item:

- 3 x BMW R1200 pannier liners
- Black Caberg flip front helmet with sun visor - size M
- Bronze Caberg flip front helmet with sun visor - size M
- Black Nolan flip front helmet with sun visor - size M
- Black leather mens armoured jacket - size L
- Spada Gortex armoured trousers + winter liners - 34-36 waist
- Oxford throw-over panniers, black
- Gerbring heated jacket - size M



Contact Linda for more details - 07942 345154

Hopefully that little lot will keep Alfie in bonios for a while!!