

This Month:

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

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

Objects in the mirror...

Another month of Chairmen and SAGA's turning up in cars, if at all. Long winter eh? To cap it all I found a website which claims that as a result of the ice-melt opposing the Gulf Stream we can look forward to gradually lengthening winters and huge rises in the cost of any imported fuels. But if it is a bit on the slippery side? **What you need is traction control...** Like Garlic Bread, it's the future... More later.

Objects in the foreground...

Hexham Trip: As at the 12th Feb, the bunkhouse is full. For a while it seemed that responses might be sluggish but confirmations stepped up

in early Feb. It's now up to Mark and I to make the rest of the trip work. As for the non bunkhouse types; i.e. the even more minimalist tentisti and alternatively, the more maximalist duvetisti at the 'Inn of Twice Happiness', these have made or are arranging their own bookings. Although we have over fifteen on board already the show is not over. **See the SAM site for booking details and updates.**

Eiffel Trip: Unless demand for the April trip arises, it may be doomed, obviously a bit early for some. The June trip has attracted about 6 SAM confirmations to date and places still remain for this high value event. As encouragement we can report that the risk of sharing a room with either the Editor or Sir Alan of Yates has safely passed. I.e. Due to mutual reassurances of heterosexuality, we have agreed to share a twin. In our younger days it might have been a pair of twins. Speak or e-mail **Mick Wheeler if you want to join up – contact details on the SAM home page.**

On any Sunday? Additional Picnic: SAM's annual picnic (see diary section) will be taking place as usual this year although Sue is currently researching an alternative venue.

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

12th - 13th June 2010: South Yorkshire Police are hosting the **National Bikesafe Show** in 2010 at the Sheffield Arena, the main sponsor this year is GETON the organisation dedicated to advancing motorcycling in general. Entrance is free.



SAM 'Logo' Clothing.

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

Tel. Steve Dyson 0777 929 4149

Dates for 2010

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

SAM Social events for 2010

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

Ladies rides (chaps also welcome!)

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

Club night features

Feb	1st	2010	i2i motorcycle training.
Mar	1st.		??
Apr	12th.		AGM?
May	10th.		??
June	7th.		??
July.	5th.		??
Aug.	2nd.		??
Sept.	6th.		??
Oct.	4 th .		??
Nov.	1 st .		??
Dec	?		??



January meeting:

At last we caught up on a few presentations!



Here left: is accomplished Road, Off road and Velodrome cyclist Alison Marsh accepting her Green Badge Certificate whilst giving Sir Alan of Yates a wee cuddle. Easier with an engine innit Alison?

Right: In the absence of Observer Dave Mawhood, the Chairman presents Pass Certificate to Malcolm Hayes



Left: Having left Louis Lane minding the paper, Superman's real identity is blown as Drew Lodge accepts his Pass Certificate from the Cap'n.

We've still to catch up with Julian Rawthore and Sean Whitehouse. Next month lads?

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

Welcome also to New Member - Chris Aldridge of Stocksbridge, Sheffield

A brief encounter: Traction control - it's the future.

Now and again, a mused response is triggered by a motorcycle tester writing; 'This is one heck of a bike'. Maybe another occasionally arises from the question; 'If I could have any bike I wanted, what would I pick.' Add to these, those resolved e.g. by someone having swapped their suspension units for something more sophisticated, or by adding lights or a hugger etc. and what you get; is evidence of people desperately wanting their bike to be perfect or, alternatively - desperately wanting the perfect bike. In my own case, similar thoughts recently brought on much indecision as to whether to upgrade a



5 year old 43K mile BMW's GS; *being the most comprehensively reliable and satisfying bike I have ever had*, to the new ohc model. Having pressed pause last month, on a somewhat gung ho pre announcement order placed last October, I was still drawn to the new demo at Rainbow. She was speaking sultrily to me... 'Do you want to have a peek at my new overhead cams?' Just as the girls say when the implants have settled down. They don't? That's a dream yet to break then. The drool brought on a test ride, taking place on a damp to soggy SAGA run, into the Hills and Valleys of Lincolnshire. Actually Lincs is in need of some implants if you ask me; double D's would do nicely.

In comparison, the new GS starts with an unfamiliar snarl, settling to a rapid Roppa Doppa Doppa Doppa. The older ones go Riffa Diffa Diffa Diffa and when hot add a slight Clitter Clitter Clitter. But as they say in Royston Vasey... there's no clittering here. That'll be The silence of the cams then?

On the bars are, Traction control, ABS, Automatic suspension setting, and a dash computer scroller giving fuel range, mpg, tyre pressures, short skirt ahead alert etc.

Riding down to the lights, produced a Braaaaaaap; snick; Braaaap; roppa doppa pop pop... No no no... from the bike I mean. Hmm, similarly intrusive though. After the lights; same again; a crisp and flatulent response. With the baby oil warmed, a half decent effort on the way home revealed even more.

Could've been me this time... With noticeably more of both horsepower and torque. What's not to like?

Thursday morning brought a text ; early frosts mean we're meeting later than usual. One o'clock at the Trent Port Inn near Gainsborough. Make your own way. So it's a play on the way and at 10 o'clock the bike heads east. The traction control is on and the suspension is on 'Solo –Comfort'. More later. All through Rotherham, and out on the Bawtry road, the bike feels familiar. The slightly higher bars and the lower standard screen feel odder than mine, but the difference passes as more miles move to the rear.

As the Nationals come up, the absence of traffic brings the notion of teasing the traction control into life, but out of the next wet junction, instant half throttle only delivers cripes, grip and drive. Lots, particularly the cripes. Try harder then, about two thirds? Unexpectedly, the front lifts a little, maybe 3 or 4 inches, certainly no more, and without shutting off, the bike gently settles down within three bike lengths. A temporary softening of the exhaust note is all that accompanies copious rear wheel grip.

Being fearful of inelegant consequences, especially in the wet, you would habitually avoid inappropriate vigour, but BMW's system prevents any unwanted effects. Must try harder then, but almost full throttle merely delivers the same thing, the front gently lifts, the engine note softens, the front gently falls. The drive temporarily capped to about the same level as two thirds. It appears that, as soon as fractional elevation causes the front rim to spin more slowly than the rear, the TC switches in. There's no squirming or detectable loss of drive. How abso-blooming-lutely clever, and so subtle; no sudden cut off, no deceleration, no unsettlement, just a shaving of enough torque to prevent drama.

This brings a question to mind. Whilst we so called Advanced riders are generally more decisive and opportunistic, does our equally developed sense of self preservation consolidate ignorance as to how much usable grip is safely available?

Meanwhile, as another committed effort reinforces confidence, it also asks; what about corners?

Spirited cornering in the wet tends to encourage attention to the forward road surface, and heighten the sense of self preservation. But within advisable constraints, the wet and twisty road still offered

opportunities. Preferably... rather than a smidge of front wheel loft, any reaction this time would more likely come from a brief step-out or slight rear wheel spin. Whilst increments remained the safest way, respect meant that it needed several attempts before the TC finally magicked into life. I only achieved two further repeats due to unexpectedly high grip. It wasn't consistently wet enough, and the need to try almost ridiculously hard was a disincentive. It was more than enough though to convince that TC really is a brilliant thing. To reinforce the point, here are the words of Bike's tester Simon Hargreaves on riding the new and far hairier 190 HP BMW S1000RR.

'You cannot get past it. It's there, like a million quid in your bank account – you can't pretend you haven't got it, you just have to keep dipping in when you feel like spoiling yourself. On every corner – brake, steer, lean, hit the apex, wind on the power and watch out for the orange light. It's pure genius. The resulting confidence makes a mockery of any bike that hasn't got it.

There you are then. Like ABS though, in normal riding though you may prefer to call on its engagement inadvertently, you can still enjoy the safety benefits before activation. How?, Because you are insured against any foolish overestimation of rear wheel grip. Obviously, it does not protect from going in too hot and losing the front, but following a smooth entry, you can drive out of any wet corner as confidently as you would have done if it were dry. Any tendency to over fixate on the road surface or to 'stiffen up' on the way out in fear of slipperiness is replaced by the much better prospect of remaining more widely attentive. Very soon, all this electronic magic replaced the expectation that the torquier engine would appeal most, and whilst it does impress, the TC seduces more.

As for the adjustable suspension? According to Ian at Rainbow, it includes a quality and plushness upgrade from Showa to WP units. It also insures against the laziness of not bothering with advised adjustments. Perhaps one day it will finesse the job by making the tyre pressure readouts load related. Meanwhile, whilst stationary, having chosen the setting off mode, Solo, or, + Pillion and + or – luggage etc. it actually weighs the load and chooses an appropriate base setting. Thereafter and whilst on the move you can cycle between the supplementary preferences of Comfort, Normal, or Sport. Bavarian white magic.

80 circuitous miles passed quickly and, at the lunch stop, the expected questions arose; the answers being much as reported. Will I be ordering one then? was another. I think so, was the answer. Has the answer sustained? At the spec I would go for, it would mean that my current bike has depreciated over 5 years at less than £15 per week. That's cracking value.

From Bikes to Boots: Tony Gittins recommends

A considerable number of years ago I called in at Altberg Boot makers in Richmond. I had heard good comments about their products (they hand-make all sorts of boots). They measured my feet , I chose a style and a fortnight later they arrived through the post . They cost me £120 at the time and would be about £170 now. These boots have never let in water and I've never had cold feet. I cannot not fault them . However after all these years the reinforcing patch for the gear lever had worn right through and the soles were showing signs of wear. We were passing by Richmond so I decided to call in and see if

they could do some sort of repair job. A young man looked the boots over and proclaimed they would do a " rebuild" of both boots at the huge cost of £61 !!! The downside is that they are quite busy and it would mean I would be without them for 5 or 6 weeks. Due to my enforced break from biking this was not a problem.

Last week the "new " boots arrived through the post and what a rebuild. New soles, lining, zips, Velcro and both boots had a large new gear lever pad. They look and feel like new, they even returned my neck tube which must have been pushed down inside the boot at hospital. This type of service is something we no longer expect to find, and when we do it's such a pleasant surprise . So if anyone in the club is due for some new boots? Give them a try .

Tony Gittins

IAM Rider Skills Days:

Knockhill – 21st June 2010

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

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

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

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

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

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

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

Let us know if you book!

Pain in the Saddle:

... reserves the right to assure the (Underworked) Guidance Secretary that no disparagement of his text or that of his 44 year old R.D Pocket Dictionary was intended in my Core versus Corps piece earlier.

The e-dicts presented by Spellcheck cannot possibly apply in this case as my comment was merely on the use of the correct word in the context. The correct definition of a number of Observers, shall we say the Collective Noun for such a quantity, would be Corps rather than Core. I submit my comment with

due deference to Mr G.S. u/w. but suppose that a 44 year old dictionary of pocket size is unlikely to define Corps with a capital and more likely to define corps as something slightly dead.

An end **please gents.** Anyone out there with a more descriptive term? A 'Followership' perhaps?

Moving on: I was both amused and confused to read the piece from the Manager, H.O.G. & Rider Services. What a glorious title for a lady seemingly licensed to advise Harley riders on their application of speed limits when riding in a group. Somewhat axiomatic really as when I have seen them, they seem rarely to achieve the Nationals and are always in a group. I love the idea of never passing a Road Captain unless he is flying his 'pass me now' flags and would probably lapse into a coma if I was never allowed to pass a participant in a group ride. As the Editor commented, that's why sensible groups use the drop off system and thus free riders to overtake as frequently as they wish.

MUFF ing on: What a pleasure to learn that the nearly extinct species, the Muff, has been saved for posterity. Congratulations to Messrs Dunstan and Tate on their recent gene research and transfer successes. With such a long history and variety of applications down the centuries, these latest manifestations deserve our recognition and appreciation. As to the future? Who knows, if the pressure effects on the ears at the depths involved can be successfully overcome, perhaps the aquatic strain could be brought to the surface? Anything is possible, given today's prospect of climate change.

Notwithstanding currently recognized breeds, I have become concerned about the interbreeding risks in pursuing further development of the Bum Muff. May I also remind; that this has previously occurred in history during a period when much emphasis was placed upon the visionary profile of the female bottom. Though the objective this time may be to raise the wearers temperature rather than that of any admirer, if this strain re-emerges I caution that when in use by the larger female, it may expire from the effects of pressure induced suffocation or, alternatively, if deployed by gentlemen, particularly of senior years, the spontaneous displacement of breathable air by gases less able to sustain life, may bring about the same effect. Thus, gentlemen, it may be a muff too far. A heated saddle might be preferred?

(Rob, whilst external posterior enhancement may have died out, the Chairman has recently noticed an increase in the number of less naturally blessed 'top shelf magazine' models who are additionally investing in surgical implants to the seating area as well as to the headlamps.) Please, similarly keep up to date dear chap!

Whatever the eventual outcome of this complex work, I cannot bring myself to consider adopting them for my bars. Having the collective advantage of 'in glove' heater pads, wrist circlets and heated grips, I have little enthusiasm to appear to advancing motorists as resembling a pair of Gatsos separated by a headlight... but continued good luck to the development team.

Note to self: Must visit Muff, County Donegal and wear my yellow codpiece.

Hobby ing on. And finally.... In answer to the Editor's request, my secret hobby must be to join the Riverdance back wheel leaping team using the Honda 90 technique and wearing withal full muffulae. It's got to be done.

RPG. (whose wife has yet another application for the muff!!) i.e. To muffle any further outpourings from yours truly. I think her comment was appropriate. So, Nuff of this, it's just guff and I'm in a huff'

**NOTICE IS HEREBY GIVEN BY ORDER OF THE S.A.M. GROUP COMMITTEE
THAT THE ANNUAL GENERAL MEETING OF THE SHEFFIELD AND DISTRICT ADVANCED
MOTORCYCLISTS WILL BE HELD ON MONDAY 12 APRIL 2010**

AT 8pm AT TREETON M.W.C.

**IN ORDER TO PRESENT THEIR ANNUAL REPORT AND ACCOUNTS FOR THE YEAR ENDING MARCH
2010-- FOR THE APPROVAL OF MEMBERS AND TO CONDUCT ANY NECESSARY ELECTIONS OF
OFFICERS.**

March 2010.

Hon Secretary: Rob Gittins, 92, Tapton Cres. Rd. Sheffield S10 5DD.

Members and Associates are invited to attend this meeting but only full Members in good standing may vote on any resolutions.

ELECTION OF OFFICERS.

All Officers retire annually and may offer themselves for re-election (Group Rule 3.3)

Chairman. (name)	Mike Clayton	Offers to stand for re-election.
Secretary. (name)	Rob Gittins	Offers to stand for re-election.
Treasurer. (name)	Chris Holland	Offers to stand for re-election.

ELECTION OF COMMITTEE MEMBERS.

One third of the Committee Members total number must retire annually and may offer themselves for re-election. (Group Rule 3.3)

- A. Members retiring by rotation and standing for re-election are:
Les Hadfield, Alan Yates.
- B. Members retiring by rotation and not standing for re-election are:
Sue Winterburn, Sharon Sutcliffe.
- C. Committee members not retiring:
Ron Dickerson, Chris Holland, Steve Grundy, Mark Dunstan.
- D. Co-opted member to be confirmed:
John Foster.

Note: Any full member wishing to stand for office or committee membership should indicate their intention by completing a Nomination Form which is available from the Chairman and Secretary upon request.

Note: The total number of Committee Members including Officers must not exceed twenty.



SHEFFIELD AND DISTRICT ADVANCED MOTORCYCLISTS.

(REGISTERED CHARITY No. 1089671)

ANNUAL GENERAL MEETING.

To be held on Monday 12th April 2010 at Treeton Miners' Welfare Club from 8pm.

AGENDA.

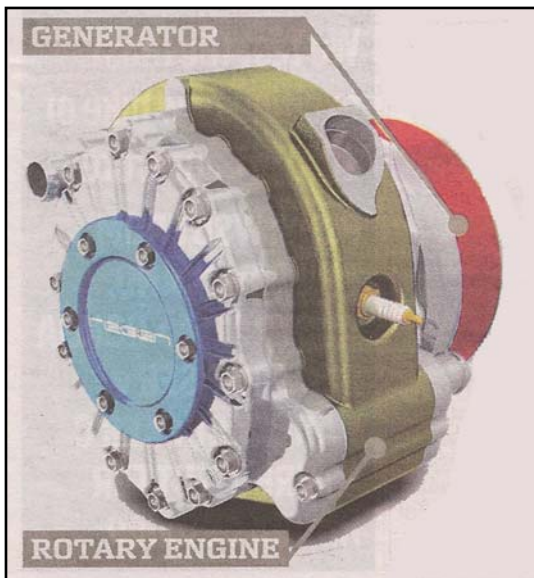
1. CHAIRMAN'S OPENING REMARKS.
2. TO TAKE APOLOGIES FOR ABSENCE.
3. TO APPROVE THE MINUTES OF THE PREVIOUS AGM – 2009. (Circulated)
4. ANY MATTERS ARISING FROM THE PREVIOUS MINUTES.
5. TO RECEIVE THE CHAIRMAN'S REPORT.
6. TO RECEIVE THE TREASURER'S REPORT AND TO ADOPT THE ACCOUNTS.
7. TO ELECT THE OFFICERS. (All officers retire annually.)
8. TO ELECT THE COMMITTEE. (One third of committee members retire annually.)
9. TO ELECT THE AUDITORS. (Auditors are selected from the membership)
10. PRESENTATION OF THE AWARDS.
11. ANY OTHER PERMITTED BUSINESS.

Notes: Voting is allowed only by full Group Members.

Proposers, seconders and approval of Item 3 are required from the floor.

Proposers, seconders and approval of Item 6 are required from the floor.

Hon Sec.



Well, looky here... This unit on the left features a 350 cc rotary engine driving a leccy generator. Weighing 25 kg less than a typical 1000cc motor... when linked via a pack of presumably Lithium ion cells to the proposed electric motor, the result is a tasty 160 hp and 150 ft lbs of torque.

The company doing this is called Re:Gen and their first proposal is a Superbike. The motor will run in its peak efficiency range and thus overcome the economy challenges normally associated with rotary engines.

Originally associated with Rotary development at the new Norton concern, Re:Gen are now a stand alone company.

Other companies are working on turbine or high efficiency two-stroke driven generators. Just think, no gearbox, no

chains or shaft drives, no need for lardy frames, full torque from standstill. Well over 70 mpg. At least 10 miles in battery mode. 2 wheel drive options. Surely it won't be long before we're riding such bikes. Anyone take a bet on 5 years?



Roight, dats de last bollard in Paddy

In the Key of C

These are the chaps that mend our roads, mend our roads, mend our roads. These are the chaps that mend our roads, on a Saturday morning.

Their bosses are those that plan our roads, plan our roads, plan our roads. Their bosses are those that plan our roads, on a Saturday morning.

You pay your tax an' wha'dya get, wha'dya get, wha'dya get.

You pay your tax an' wha'dya get...? All your Saturdays Mourning!

MCN reports: Fifty thousand fewer riders took their test in the last eight months of 2009 than in the same period the previous year. The figure signals there has been no recovery from the impact of a new test introduced last April. Eighty-one thousand riders took the test in the last eight months of 2008. But in 2009 the figure was just 31,000, a fall of 62%. The number of riders to pass is just as worrying. In the last eight months of 2008 the figure was 53,000. In 2009 the number was 22,000, a fall of 58%.

Nick Brown, spokesman for rider lobbyists the Motorcycle Action Group (MAG), said: "The DSA has been saying that test bookings are back to normal. We have been saying we don't believe it. This shows we were right.

"If this carries on long-term then we will see motorcycling shrink."

Assessment Rides for the Public:

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

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

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

Call to Observers:

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

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

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

Attention Associates:

There will be a Classroom Session related to The IAM Advanced Motorcycle Test at

Treeton Miners Welfare Club – Arundel Road – Treeton, on:

Monday 22nd March 2010 at 8-00 pm.

Please bring your books along. There will be a DVD presentation on good riding practice – followed by a Q and A session and a finger buffet.

Observers are also welcome as are any interested members or prospective Associates.



Lack of clutter reduces clutter

Ooh look, radial Valves and little finger thingy's between the cams and valve stems. These finger thingy's pop off in a mini mo by releasing a circlip, thus the shims pocketed within can be swapped in a trice to restore proper clearances at the service intervals. Fast and neat then. Better than a spanner in one hand, a screwdriver in the other, whilst biting on a feeler gauge which keeps dropping onto the floor.