

This Month:

1. Objects
2. Diary
3. AGM piccies
5. Micky's Meanderings
7. Acceleration
8. Big Gear Sale
9. April 1st is late
11. AGM minutes



Full details of SAM are available via www.sheffeldiambike.com.

The content of this newsletter may not conform with the views of the IAM, or SAM committee.

Objects in the mirror...

As I write I have lost the plot – the MAG is late, it is already the 28th April and it should be with you by now but Easter also looms. The old discs are playing up providing Sciatic pain so debilitating that strangely the only relief is to ride the bike. Sitting at my workstation is limited to ten minutes at a time. I am being grumpy with everyone and have run out of whippets to bite the heads off. Please send any live spares direct or deliver them on Saturday morning. It might therefore be a shortened edition this month, bringing relief to you and me alike.

Within are riding impressions from two sources of the new six pot beemer, more meanderings from Micky, and the final ramble on the remaining bit of IPSGA i.e. Acceleration. There is also a sizeable ad for bike clothing but as I have not yet found the best theme for taking the micky out of our new Chairman, an omission on this long established tradition is sadly evident... for the moment that is Peter. Any ideas would be welcome as long as a hint of affability co-exists. Then again we could transfer the honour to the Hon Sec's position..? Just a thought.

i2i Motorcycle Academy

website www.i2imca.com.

Please declare your interest with **Peter Harley**, either by email: p.harley@sheffield.ac.uk or... tel: 01142 301109.

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



ART – Advanced Riding Techniques

website www.art4bikes.co.uk

Please declare your interest with **Rob Gittins on Saturdays**

e-mail rob-gittins@copperstream.co.uk

or speak with Andy Marper at our Saturday meeting point

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





SAM 'Logo' Clothing.

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

Tel. Steve Dyson

07779 294149

Regular SAM Social events for 2011

- Candy Town – Meal - Sat 26th March 7.30pm
- Ride, Picnic - Carsinton Sun ??
- Autumn Boogie - Treeton??

2011 Club nights

Jan	10th	Free Buffet
Feb	7th	The Bensteads Abroad
Mar	7th	Pre AGM
Apr	4th.	AGM
May	9th.	??
June	7th.	??
July.	6th.	Malcolm Lonsdale IAM
Aug.	4th	??
Sept.	8th.	M Wheeler - examiner
Oct.	5th.	??
Nov.	7th	??
Dec	5 th	Christmas Buffet

Committee Dates for 2011

Month	Date	Month	Date
Jan	26th	Jul	27th
Feb	23rd	Aug	31st
Mar	30th	Sept	28th
Apr	27th	Oct	26th
May	4th	Nov	30th
Jun	29th	Dec	none

Congratulations



Your new Chairman and Hon Sec

Yes we have finally got rid of the old codgers Mike and Rob and traded them in for shiny new jobbies. Peter Harley, left, is our new Chair and John Foster is Hon Sec. Best wishes to both.

Any ideas as how to pull their legs a bit in future issues though will be warmly welcomed.

Sadly, disposal of the old Cap'n, right, came at a huge price... A genuine 'round tuit' and Hon Membership for services rendered... I ask you..? Worth it though. On reflection I suppose he did the odd bit of fussing and stomping around for us over the years and still remains as membership sec and a Senior Obs



Even more fitting, was the presentation by Peter of a bouquet for Shirley, suspiciously absent..? for making sure the old chap did not always make a hash of everything, and giving support in increasingly evident areas of too much static sag.



Another excessively worthy recipient of Hon Membership is Rob Gittins, retiring Hon Sec and previous ex Chair. A stylist both on the road and on his feet, contradicted somewhat on this photo occasion by the borrowing of one of Mike's shirts. Peter said of him, 'A man who truly believes in the adage 'why use one word... when two will do''. Still a gentleman though... unlike some...

Jo G also receives Bouquet for ably supporting Robert over the years. You know the sort of thing... picking up dropped motorcycles... reminding Rob which is the front end, rushing out with boots before he engages first in his slippers. A lady and a miracle worker.



Peter, bracketed centre, smiles at our hugely successful coup and promises to restore sanity to SAM at a gentlemanly pace.

AGM fun almost spoiled by serious moment as Kev Morley receives Snr Obs cert from Les. Well done Kev.



Micky's Meanderings

Micky Mansions are being sadly neglected of late. My dawg Molly thinks she's an orphan.

Last month I was in Ireland on the BMW G650 X Country for the Mini Thatch rally with good friend Tom, but already planning a trip to the battlefields of northern France and the Somme area in particular. My grandfather survived the 1914 – 1918 conflict and lived to a ripe old age ... he was lucky I guess. I know I was lucky to get to know him through the years. For WW2 he was in a reserved occupation and couldn't join up for a second time. He was a train driver and my father was his fireman on the footplate driving steam trains between London Doncaster and Newcastle.

I never knew until a few years ago, that while my grandfather was fighting in the trenches of the Somme, his father in law (my great grandfather) and his brother in law (my Nan's brother) were both killed across there. So the scene was set, April I was to take my two sons to visit their lost ancestors. This time I would be on the F800GS.

Martin Peglar is a BMW riding historian, the curator of the Royal Armouries for ten years or so, and now runs a rather nice farmhouse B&B (evening meals available) at Orchard Farm, Combles, France. He has written several books on WW1, is a firearms expert and along with his wife Kate has a warm welcome waiting. He also happens to have a German Maxim and a British Vickers machine gun behind the sofa, huge shells on the fireplace, guns on the wall and grenades on the sideboard.

In all, seven of us stayed with Martin and Kate and on the second day of our visit we had an escorted motorcycle tour of the area. At Serre Road Cemetery No 3 Martin read a very moving account from a German machine gunner where he, the German machine gunner, was surprised and moved by the tenacity, the bravery and sheer guts of the British Tommy who just walked, as ordered, in to the cutting scything hail of bullets from the German machine gun post. Later that day we visited Bernafay Wood where my grandmother's brother was resting.



Thiepval Memorial stands high on the skyline, clearly seen from miles around, it was here that the Germans had a huge advantage ... and a clear testament to that, and the history of the Somme, are the 73,000 names on the sixteen huge pillars of the memorial for those lost in battle in the area with no known grave.



Menin Gate just on the outskirts of Ypres is where every night at 8pm the traffic is halted while a member of the local fire brigade plays the Last Post, on the bugle. It is also at Menin Gate where my great grandfather is at rest. Youngest son Martyn and his great great grandfather were to meet for the first time!

I managed to get to the Menin Gate 8pm ceremony a few years ago. I expected there to be maybe fifty or sixty people, maybe a hundred? Oh no, the road was closed;



there must have been several hundred visitors from all over the world. We must never forget. Was it all in vain? Unfortunately it probably was. The politicians start the wars and good young men have to sort it all out for them, for us!

From northern France we went on to have a couple of days in the Eifel region of Germany, a favourite haunt of mine, to include a razz round der Nürburgring!

The Easter Weekend was a total success in the Scottish Borders, with quite a few of our SAM members taking part in what was to be some great riding in great scenery, in mixed weather, with great

craic. Thanks to everyone. [Top do.. Ed](#)

No tests of late ... where has everyone gone? C'mon ... the sun's shining, it's spring, nay, almost summer ... Martin and Kate Peglar can be seen at www.martinpegler.com no connections other than as a satisfied customer.

Micky - Examiner

"Don't argue with a fool, they will drag you down to their level and then beat you by experience"

Ed says.... See Mick'y Tours opportunities at http://web.me.com/mick_wheeler/Adventure.GS/Tours

i2i MCA have managed to book 15 dates at Sheffield Airport for courses that will, most probably, be open to the public as well as SAM members. At the moment, most are likely to be MC1 courses but this may change if there is sufficient demand. Keep your eye on their website – www.i2imca.com – for information on these dates:

February	12, 13, 19 and 20	June	29
March	16, 23 and 30	July	27
April	6, 10, 13 and 27	Aug	17
May	4		

Peter Harley

CSO's riding tips on our Website

There are many new Associates with the view that at first glance the content of Roadcraft and Be a Better Rider can be somewhat overwhelming in sheer quantity. It's all good stuff but can be a little daunting at outset.

What Les has done is put together his own take on the core necessities and produced an easy to read couple of pages to get you started.

He says... It is not an encyclopaedia of all you need to know by any means, but then again that was not the point. It does however give you a good foundation and covers the things which many novice riders need to get an early grip of.

Go to our Website and download your own copy.

Acceleration – the last bit of IPSGA

Another few words for those starting their preparation for test

The first time you come across the explanation of the IPSGA acronym you might think there's something inappropriate about the 'A'... i.e. the sequence may not actually end in 'acceleration'. Well I suppose you are right, often enough it does not, but... if your intention is that it should... then the G 'gear' phase which we touched on last month and which precedes A is critical. i.e. if acceleration is your aim, getting the right gear beforehand is very important.

But, back to Acceleration... by all means substitute 'Deceleration' or more abstractly 'Manoeuvre' or 'Execute' if you wish... either way what the System is intending is that only when the IPSP phases have been properly addressed is it safe to get on with the imminent bit of your riding plan.

In Roadcraft you are wisely encouraged to take heed of the road surface and traffic conditions during any significant + or - change in your pace, but this monitoring should also occur throughout all phases of the System. You are also encouraged to be smooth with your controls, but equally this also applies to every manoeuvre, thus, in Chapter 4 you will read of the 'Tyre Grip' trade off factor and about the effects of Weight transfer during acceleration and braking. To be honest though, unless conditions are slippery you have to be pretty brutal to upset a modern well engineered motorcycle which is in good condition. So... on the right road, in the right conditions it is advisable (up to a point) to **incrementally** explore your machines ability to change pace by accelerating rapidly or braking strongly.

We all need to understand the scope of the capabilities of our machines so as not to be afraid of calling upon them when it's the safest way to get us out of previously unforeseen trouble. We cannot expect these machine control skills to appear as a sudden gift from heaven when a crisis arises. Additionally and thankfully... because these crises arrive extremely infrequently, we can't expect them to be sufficient to deliver the opportunity to beneficially practise. Skills have to be developed and if unused for long periods have a habit of disappearing. React and hope is a poor substitute for knowledge. Perhaps consider an i2i Machine Controls course..?

The intention of these last few articles was to encourage you to read 'Roadcraft' and 'Be a Better Rider' and, in particular to encourage 'Rolling' use of the System. E.g. the System is not necessarily completed sequentially. Often you may need to flick back and forth between phases, combine them, overlap them or even have two System sequences running at the same time before deciding your immediate intentions.. This is only possible though when the need and value of the System has been anchored into your riding practice. No one has yet discovered a better substitute, the sooner it becomes the backbone of your riding, the sooner your riding will shine.

As ever, Discuss with your Observer.

Welcome to New members

Daniel Moore Dronfield

Andrew Frith Full member from the Nottingham Group (free transfer)

Liz Kenyon, Mike's widow, wonders if we can help as she is just getting round to sorting through Mike's biking gear. She is hoping to sell it so that others may benefit from its generally very good condition, though the odd one may be less so. member.

Happy to Oblige Liz: Her descriptions and photos follow:

FOR SALE



Ashman leather salopettes, £30

Size 32, and jacket, size 42. Scuffed but all zips and fasteners still in good order.



Hein Gericke suit £100

Goretex suit, pants/jacket, may be zipped together. Good condition, complete with winter liners. Size M.

Atlas Motoline suit £70

Aerotex suit, pants XXL, jacket M. Good condition, complete with winter liners.



Swift subzero gloves/gauntlets £20

Aerotex size XL/11 *



Schoeller leather gloves £5

Keprotec, size L/10



Alpinestars boots £50

Very good condition, size 42



Leather boots

£ 5* no longer waterproof – size 42



Caberg Helmet £40

Full face helmet, internal visor.

Complete with bag. Good condition. Size Small



KBC Helmet

£60

Full face helmet, excellent condition, used only twice. Size XS. £90 new.

*** Any donation into club funds instead.**

For further info' etc please phone Liz Kenyon on 07774 179297.

The new BMW K1600 GT

Every so often I like to try the new machines on the market and thus greatly enjoyed the Team Roberts Triumph day organised by young Dev the other month. They did seem a little sporty to me though, so when I got the chance to ride David's (my apprentice) BMW RT at the recent I2I course, I thought, "Well why not, what I've got to lose?" Well: not the comfort, the wind protection, or the sophistication of a tourer, and it actually handled reasonably, but not quite as well as my trusty GS. So overall, not bad, I can see why some of the youngsters use them, but it was lacking something. Not sure what. It was then I remembered the words of our retiring Chairman; something about multi-cylinder engines. Hmm. If 2 cylinders are good, and 4 are better, then 6 must be out of this world? Doesn't that new BMW have 6 ?



So, the GS is at Rainbow for another service

and the new K1600 GT is free; it would be churlish not to go out. April 1st finds me blasting towards the Flouch on Mark D's back roads, to Dunford Bridge and over to Glossop past the sailing club (mind those 50 mphs), then over the Snake and down through Strines to Bradfield.

What's the K16 like ? Everything the reviewers have said – turbine smooth with mountains of torque, pulls away in any gear (could be you only need top?), yet it snarls and wails like a flat 6 Porsche; it handles like it's on rails, similar to the K1300S; but best of all, it is just so darn comfortable with oceans of room, much more comfy than the apprentice's RT; just right for a chap of my years and standing.

Tempting

Massive thanks to Ian and Rainbow; also to young David for the RT play and the thoughts of a retiring Chairman

Fuller, and more professional reviews in Bike, MCN and from Kevin Ash at:

<http://www.ashonbikes.com/content/bmw-k1600gt-review>

1st April 2011

Stop Press -

It seems that that the first K1600 is to join our club later in April; not in the steady hands of Rocket, but with Will, (the tall chap who hails from down South Africa way, and of K1300GT and Goldwing persuasions). Given Will's liking for the larger bike, he'd had a sneak preview of Ron's K1600 article and in conversation is said to have given these views: "Golly, I was pretty pressed with this new bike anyway, but Ron's article just blew me away. I thought, if Ron's this impressed, it must be outstanding. So when I got the chance to change my K1300 following a little mechanical hiccup, (not my fault you understand), Ron's piece sealed the deal for me. And the K comes in my favourite colour, red. So thanks, Ron". We look forward to seeing the new red monster one Saturday very soon. Listen for that exhaust,

David Anderson (Ron's apprentice)

- NB. 1. The Editor is obliged to include all submissions whether a load of old bo**ocks or not.
2. Some people are just too good with Adobe Photoshop.

In order to comply with the requirements of the Group, the minutes of the recent AGM appear in full over the following two pages.

Any comments or related business should in the first instance be addressed to our new Hon Sec John Foster.



Sheffield & District Advanced Motorcyclists

Affiliated to the Institute of Advanced Motorists Group no. 4152

Registered Charity No. 1089671

ANNUAL GENERAL MEETING.

TREETON MINERS' WELFARE CLUB.

MONDAY 04 APRIL 2011.

MINUTES.

- 1) The Chairman opened the meeting and welcomed those present. He greeted our guest, RMA Malcolm Lonsdale.
- 2) Apologies were noted from Messrs Anderson, Lodge, Lowe, Newstead, Wheeler and White.
- 3) The Minutes of the previous AGM were proposed for approval by Gordon Pritchard, seconded by Kevin Hood and agreed from the floor.
- 4) There were no matters arising.
- 5) The Chairman advised that Full Membership currently numbered 178 and 30 Associates. There had been 18 test successes during the year.

This being his last meeting as Chairman he offered his thanks to officers and committee members for their help and support during his period of office and also to our hosts at Treeton, Roger and Pat. He once again expressed appreciation to Eric Baxendale for enhancing the Group's reputation. He drew our attention to the advancement of five Observers to Senior and looked forward to the Group's continued success in the hands of his successor.

- 6) The Treasurer, having circulated the consolidated accounts for the year, spoke to explain certain expenses. He pointed out that the Group's finances were sound and within budget. He emphasized that membership at Treeton greatly assisted costs and reminded members that their individual membership of the Club was necessary to ensure that the facility continued. Of further value to the Group was that members' subscriptions should be the subject of Gift Aid wherever practical. The Social Fund remained in surplus after funding various buffets and the annual Boogie subsidy. He offered his thanks to the Auditors and finally recommended that the annual subscription remain as now. He commended the accounts to the meeting and requested a proposal that they be adopted. Roy Hobson so proposed and Peter Wild seconded and the accounts were adopted unanimously.
- 7) The Election of Officers. The Officers having been recommended by the Committee are as listed.



Office.	Nominee.	Proposed.	Seconded.	Carried.
Chairman.	Peter Harley.	Rob Gittins	Alan Yates.	Yes.
Secretary.	John Foster	Peter Harley	Alan Yates	Yes.
Treasurer.	Chris Holland.	Mike Clayton.	Ron Dickerson	Yes.

- 8) The Election of the Committee. The Committee members standing for election are as listed.
- 9) Mike Clayton, Ron Dickerson, Mark Dunstan, Rob Gittins, Steve Grundy, Les Hadfield, Dev Hall, Fran Thompson, Brian Wilkinson and Alan Yates.
- 10) All were elected on show of hands from the floor. There were no dissentions.
- 11) The Election of Auditors. Messrs Griggs and Stalker having kindly signified their agreement, were re-elected to office.
- 12) The presentation of Awards.

The Burgum Shield awarded to the Observer with the highest number of test passes in the year was awarded to Alan Yates and the Vernon Bentley Award for services to the Group went to Peter Harley.

- 13) The retiring Chairman now handed the meeting to the new Chairman Peter Harley to continue with AOB.

At this point he invited Ron Dickerson to take the floor to acknowledge the retiring Chairman and to award Honorary Membership to Mike Clayton.

Thereafter he acknowledged the retiring Secretary and awarded Honorary Membership to Rob Gittins.

- 14) The time and date of the next meeting will be advised.

There being no further business the Chairman closed the meeting.



Burgum (Bergman..?) Shield goes to Sir Alan Yates



Vernon Bentley Award goes to Peter Harley >>>