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

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

Objects in the mirror...

As I write we are enjoying the fifth consecutive day of warm sunny weather. A few more preceded these but were less connected, even so the number of times the wheels have kissed tarmac for all of us this last three weeks seems to have shot up. Hence we have had successive SAGA rides, good Saturdays, trips to Ireland and Wales by Micky, see within, and a full car park at Rainbow. Trips are being planned by all manner of folk, we're on the brink of seasonal madness it seems. Why only the other day I was sat at a table with some other old gits peering at maps and cooking up routes for a forthcoming sortie to a secret place

way up North. It seems I have been accepted at last as being sufficiently withered to warrant an invite. A mixed blessing indeed. The trusty GS has also become one of eight SAM machines to have its fuelling properly sorted out by Hilltop Motorcycles near Mallory Park. The day after this featured a full day of i2i MC3 shenanigans at Sheffield Airport with thirteen other SAM members and with Tom Killeen in typical top stuff form making sure all concerned went home safer, wiser and more skillfull.

Add to this a fresh season of Superbike and GP action returning to the Telly and it's almost like being born again, again. **P.S. Don't miss the AGM on the 4th.**

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.	??
Aug.	4th	??
Sept.	8th.	??
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

Reminder.... Spring Bank Holiday trip to Alston 27 – 30 May 2011

Alston is a small market town which sits close to the borders of Cumbria, Durham and Northumberland. The Lake District, Scottish borders and the Durham moor roads are all on the doorstep and for those who have ridden in that area, you will know there is plenty of good riding, scenery and culture (Roman, Buddhist, Geordie etc.) to be had. *Why...Aye me bonnie lads.*

Accommodation: is on a 'book for yourself' basis. **Best early due to Bank Holiday demand**

There is a camping site in the village... £5 per person per night. The site has showers and hot water. There are 15 pitches listed which, we have optimistically pre- booked, but they have also said that they will not turn anyone away. Tel: 01434 382515 and mention SAM

There are also three hotels in Alston, two of which are also pubs. They are:

Low Byer Manor. Tel: 01434 381230. It has 9 posh rooms £33 - £43 pp pn b&b

www.lowbyer.com

Cumberland Hotel Tel: 0 1434 381 875. It has 5 rooms £35 pp pn b&b

www.alstoncumberlandhotel.co.uk

Victoria Inn. Tel: 01434 381 875. 8 rooms, but only roadside parking, approx £25 pp pn b&b

For more details; Contact Dev Hall (07710 933669 / 0114 268 7654) or Paul Henderson (0114 267 8840) [If you are 'thinking' of coming please keep give us a call](#)

Adages sent in by old duffer:

When you're riding the lead, don't spit.

A friend is someone who'll get out of bed at 2 am to drive his trailer to

The middle of nowhere to get you when you're broken down.

Zip failing on a yellow jacket in your shirt at 70 mph can double your vocabulary.

If you want to get somewhere before sundown, you can't stop at every pub.

There's something ugly about a NEW bike on a trailer.

Don't lead the pack if you don't know where you're going.

Everyone crashes. Some get back on. Some don't. Some can't.

Don't argue with an 18-wheeler.

Never be ashamed to unlearn an old habit.

A good long ride can clear your mind, restore your faith, and use up a lot of fuel.

If you can't get it going with bungee cords and electrician's tape, it's serious.

If you ride like there's no tomorrow, there won't be.

Gray-haired riders don't get that way from pure luck.

Thin leather looks good in the bar, but it won't save your arse from "gravel rash" if you go down.

The best modifications cannot be seen from the outside.

Congratulations



No new Certificate Holders this month but Alan Says ... to our Associate cadre, c'mon chaps and chapesses, get those machines out of the Garage, give them a good check over and get yourselves down to McD's on Saturday Mornings. Our Observers are raring to go, keen to get you up to test standard so that you can have one of these to frame up and stick on the wall.

Err... Old photo Alan..? Ed

Micky's Meanderings



By gum, doesn't time fly! Back from the Dragon Rally last month and just enough time to get the 'bike scrubbed up and turned round ready for a week in Ireland at the end of February. Ten days of great riding, almost 2,000 miles, in good weather, in perhaps one of the most friendly of motorcycle touring destinations. If you haven't been to Ireland yet on your motorcycle you really should make it

a 'must do'. The roads are superb where the EEC money has reached, but where the money has run out they degenerate in to really super gravel tracks and 'Oirish Dual Carriageways' i.e. tracks with grass growing down the middle!

Tom and myself had ridden across for the Mini Thatch Rally at Castle Connell, Limerick. Run by the Irish Section of the BMW club, it's a low-key affair but a great event where we meet up with some old pals. It made I larf when one small group, all ready for riding off, everyone of them in dayglo, helmets on, gloves on, looked up at the sky when a tiny shower started, and scurried back in to the hotel all getting jammed in the doorway in their hurry to escape the shower! I guessed they were made of sugar. Tom and myself rode off north to the Dingle Peninsular, over and round the Connor Gap ... and dodged the rain all day.



Back from Ireland and Ron and Andy met us at the ferry at Fishguard, for a couple of nights at Llanbister, with some good riding around the Elan Valley and mid Wales thrown in for good measure. Again we had the roads to ourselves.

No tests this month so not much to report there. It's a shame that most motorcyclists put their 'bike's away for the winter, or only bring them out on really really nice days. I'm just

back from an overnight wild camping up at Tan Hill with my two sons and a few of the Rainbow crowd. It was terrible weather riding up, a full pea souper and drizzle as we climbed up over Upper Wharfedale and down in to Wensleydale. We had the roads to ourselves and the ride home the next day in glorious weather was not to be missed. We really get some great motorcycling opportunities in winter what with the quiet roads; the beautiful countryside ... and we have the roads and café's to ourselves. Get some good gear, the correct frame of mind ... and enjoy.

North Yorkshire has already had a couple of motorcycling fatalities, the nice weather bringing the bikers out of their winter hibernation. We need to get our 'bike's checked out, serviced and a wee bit of TLC (Tender Loving Care) extended to them before we start the season, and whilst we all know that, or should know that, we also need to get ourselves back in to the correct mental attitude and take it gently. BUT having said that we are 'advanced motorcyclists' and like swimming we should never forget how to do it!

On several occasions over the last few years I have 'phoned an associate to arrange a test and been told "Errrr I'm not ready just yet, I've not been on my 'bike for a few weeks and so need time to get back in to it" Well yes, I understand that, and the time it takes to get your 'bike out and kit yourself up should be sufficient time to 'get back in to it!" We cannot go out on the road without our mind being up to it and on the job! So be let's be careful out there. When you're enjoying that sunny ride out and all is at peace with the world, and you're nicely on form ... when that motorcycle comes towards you quite briskly from round a what is to him a left hand bend, for you a right hander ... just be aware that his mate might be close behind playing catch up and run wide on to your side of the road. It's part of my teachings, my training, to get riders to think, to work out for themselves ... "How Can I get hurt here?"

Just time now to turn the 'bikes round, check out the F800GS and wrap the X-Country up for a while. I'm afraid I shan't be able to make the AGM Monday 4th April, I'll be in northern France. My grandfather fought at the Battle of the Somme in 1914 – 1918. He was lucky for he was able to return home and lived to a ripe old age. I was lucky too for I got to know him well and now have his medals on my wall. He never spoke of the war, never mentioned that his father in law and brother in law were both killed across there. I have visited my great grandfather and his son's graves, both called Jack Taylor, on a previous occasion but next month I'm taking my two sons on a Somme Battlefield Tour. They have never been ... it's time to complete their education methinks.

Never forget, you're not fully dressed until you're wearing a smile!

Micky

Examiner

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

i2i MC3 course

All those who have taken the MC1 course seem to agree with Tom's overall principle, i.e. that (mechanical gremlins etc. excluded) if anything goes wrong with bike stability, it's invariably the rider that has introduced the issue. I.e. by itself, your machine will not lead you into trouble. Most of us already accepted this, but only up to a point, but after the MC1 course, we understood also that our machines can actually lead us out of trouble, using their inbuilt capacity to recover lost stability with greater certainty and aplomb than if interfered with. The exception being only when additional input is needed so as to avoid an imminent additional hazard. I.e. the bike cannot 'see' where it's headed.

So, we went away from MC1 in this or a similar state of understanding, with much greater confidence not only in the inherent stability of our machines but also in their benevolence... their inbuilt motivation to 'look after us.' We all performed perfectly explained exercises which 'proved' the point with ease... what we didn't do in MC1 though is explore these characteristics to a much greater extent. This is where MC3 comes in and why it is a requirement that you must have attended MC1 before taking part.

What MC3 explores is how these fundamentally benign characteristics of our machines disprove inaccurate beliefs... the ones that speak 'you must never do this... or that' on a motorcycle... cos if you do... everything will go wrong. Many of these mustn't do's and their consequences are proved to be nothing but myth. We did the mustn't do's, did the best not to do's. Once again, all is explained with typical thoroughness, demonstrated as surprisingly benign and beneficial and than explored by the attendees. Everything is incremental so as to build confidence by degrees and as a result it soon becomes clear that all the i2i techniques can be reliably employed to an even greater extent than we experienced on the day. The process causes you to unlearn the myths and then replace them by learning the truths.

Anyone who believes that a motorcycle is inherently unstable, dangerous, or capricious has a great deal to unlearn, many myths to explode, new truths to discover. Every motorcyclist owes it to themselves to go through this process, divorce themselves from the fantasy... discover how their machines actually work to get them out of unintended tricky situations in safety rubber side down every time. In short how to become a safer and better rider.

Ron.

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.



It late February and the frost is on the van windows, up early and drive the mile or so from the hotel to the brand new circuit, Snetterton 300. We arrive at 7.15 to be greeted by a car park full of vans, cars and trailers. The few garages available are full so we are relegated to car park. 180 bikes and riders have booked this trackday!

After unloading the bikes and the obligatory signing life away for a coloured band (in my case green for novice group) it's off to the briefing. Here we are cheerfully informed about the track surface is new and is still releasing it's oils combined with it being wet it's going to be slippery (no shit Sherlock !!). We are also told that if you go off track you will have to be dug out as the run off area is just wet mud. Just what you need to hear this time in the morning, new slippery circuit on an un-ridden bike that has been affectionately nicknamed "the axe murderer"

So its strip off in the car park and squeeze into as many layers of clothes plus back protector and leathers and wait for the yellow peril to be handed to me for my turn.

She arrives in the hands of her owner, Nigel, with the reassuring words "watch out it a proper animal keep it above 5 thou or it won't run" Bloody hell what I let myself in for. Throws leg over and snick 1st gear and bobble down pit lane waiting for the sign to go. All too soon the queue of bikes are thundering out onto the track 3 laps behind instructors thank god time to relax and try and get a grip of this thing. 2nd lap into tight left hander drop to 1st and give it a fist full out of bend oh my god, all hell lets loose the front wheel flapping in the air, rev counter hitting 14 thou and limiter, down comes the skyward wheel and snick into 2nd, repeat performance!!! No idea what kind of speed this thing was going before hitting the anchors but it pretty damn quick. All

too soon the flag is out and session over. Trundling down pit lane my foot slips off the foot rest a couple of times, strange, turns out my left boot is covered in oil!

After stripping the body work the oil appears to be coming from the breather system and we deduce that there is too much oil in the engine, a piece of pipe is appropriated and the excess oil is sucked out of the engine whilst someone else cleans the rest of the oil off the bike. All this took the best of 2 track sessions so by the time the bodywork is back on it's my turn again. Same again down pit lane and onto track this time no sighting laps straight on the power, throughout the session all I can think is has the oil problem been solved, is going onto the wheel. Pretty glad when the flag came out and it was someone else's turn but it wasn't to be the dreaded oil was all over the left hand side of the bike and for the sake of safety it was decided to call it a day and get the bike back up norff and the mechanic's to sort out why and where the oils is leaking from. Our only means of getting it back was a Ford Connect van I an now tell you that you can get a bike, 2 sets of riding gear, spare wheels, 80ltrs of fuel and all the stands and tools into the back of one of these surprisingly.

The bike was collected Tuesday morning from home and taken to Bennetts of Barnsley where it was found to need a catch tank for the oil coming out of the breather system, this was fitted and Nigel, the bikes owner, loaded the bike and set off for Silverstone our next track day.

Silverstone, Wednesday morning 7.15 and I'm sat waiting for Nigel and the bike to arrive. Although there is plenty of people about the atmosphere is more relaxed and chilled compared to the previous Sunday at Snetterton. Nigel, Dean and the "Axe Murder" arrive decked out in the new livery nice!!



Unload bike into the garage, tyre warmers on and kettle on, all nice and chilled. 8.30 off to briefing, the usual lecture about noise and over taking and gentle stroll back to garage. Dean fires up AM and heads off for his session 20 minutes later he's back smiling hands AM to Nigel and he's down pit lane for his session, in what seems no time at all I'm throwing my leg over AM and heading for pit lane. Once again 3 sighting laps behind instructors

after lap 3 is time to fly. All I can say about Silverstone is that it is magnificent wide as the M1 and smooth as the proverbial.

Session 2 and the dreaded oil situation has reappeared only this time it's a quick fix a pipe has come loose but again the guy's miss their sessions and I'm off again this time I have an Idea of where the track goes and start to relax and enjoy the beast giving full beans onto main straight and listening to her burble and bark as the gas is turned off. Dean and Nigel have there session and then lunch.

I'm out 1st after lunch and latch onto another rider who is going a similar pace to me so its cat and mouse for 3 laps then I under brake him into one of the bends and set off with him chasing

me. Round the final bend onto the start finish hanging off the side and on full chat in 4th wow this thing hangs on!! Into 5th and then a tug onto the AP Racing brakes drop 2 gears and throw it into the right hander, clink clunk grind, what the hell was that next second an instructor appears gesturing to get off the track, funny that was I was doing. The gearbox had decided to destroy itself and a chunk of the casing was in the belly pan and oil was everywhere, I'm beginning to feel like J R Ewing.

To say that our bike was not popular was an understatement, full circuit shutdown for recovery and oil on the track.

Game over load AM onto trailer and off back home, later examination it appears that a part of the 4th gear decide to become a piece of metal and escaped through the casing. Not too bad we have spare gears and the casing can be welded so its looking all good for the next outing Cadwell Park 13th April ☺ Lets hope this one goes better and we can get through a full track day without incident after all this beast has to run for 4 hours no stop come race day and a we haven't managed to brake the hour barrier yet. But that's what testing is about getting to know the bike and finding out these things before the race. Or that's what we keep telling ourselves.

More updates after Cadwell

Steve

Getting the right gear

Another few words for those starting their preparation for test

The question 'What gear should I be in..?' crops up more than you would think. To the misdirected it's a question which can only be answered by those who understand the technical workings of their gearbox and transmission system. To others the answer must have a number in it. Believe, the answer doesn't need a number, or a gear counter to find it. Some Guidance Secretaries even find the question so terrifying that they go all twist and go or push button (Eh Alan..?) *I'll be paying for that one.*

What a gearbox does is overcome the problem... that unlike a steam engine or a modern electric motor, supplementary gearing is necessary because your typical motorcycle or car engine cannot provide suitable power characteristics throughout its entire rev range, and is only really effective during its upper middle range. E.g. An engine which can rev to a 9000 red line might have its most effective range between 4000 to 7000 rpm. This is where the fattest part of the torque (turning force) typically is and, the lowest fuel consumption for the energy output provided. Yes, there will be horse power further up and some pull available lower down but in both cases there will be less torque and fuel efficiency. There are differences according to engine construction etc but each engine will have a range which, with the right gear, will satisfy all the situations you intend to be in throughout a wide variety of road speeds.

Choosing the right gear has little to do with numbers, but a great deal to do with this useful power band and its connection to anticipation and planning... in other words... it is influenced by what you intend or may be caused to do next *rather than what you are doing now*. You select the gear that suits your plan. Those riders who are very good at anticipating the *likely* opportunities, hazards and road characteristics immediately ahead are invariably 'better geared'

than those who are not. Note the use of the word 'likely'... this is the anticipation bit... the complete opposite of oops... an opportunity has cropped up or... crikey where did that (hazard) come from.

Common faults arising from poor anticipation : Being in too high a gear at the wrong time; selecting the appropriate gear far too late to execute the intended manoeuvre promptly and smoothly; changing down only when it is discovered that the current choice will not give the power needed to safely execute your intentions; changing gear mid manoeuvre. Overtakes are an example. Micky has seen many examples where someone has placed themselves in a good overtaking position, with everything sorted out then Bingo, off they go... or actually don't... wrong gear to squirt past, too high, not enough drive. Then waste valuable safety time, stabbing down a cog, or two , meanwhile oncoming traffic is closing, next bend or junction looming etc. Very untidy, potentially dangerous.

The right gear for the overtake should have been anticipated and selected well before leaving the following position, usually putting the engine revs no higher than the mid point of the fat medium range. When they first eyeballed the likely gap in the distance they should be thinking... when that gap gets to 'there' and everything else is confirmed as being safe, I'll select the right gear to squirt past - If it isn't on..? and another opportunity is not imminent they can always snick up to the next ratio and start the planning sequence all over again. No harm done.

Same with overtakes after bends; novice follows car round a bend on cruise, bend and long empty view opens up, throttle twisted for overtake and no go. Any biker behind and better prepared thinks... dipstick... and if space and safety permits pulls out extra wide and squirts past both. He had the right thinking, anticipation and right gear going in, was ready for any opportunity which presented itself.

Anticipation and expectation again Eg. When we get over that brow... what if an instant safe overtake is revealed..? so get equipped early, just in case. Mirror checks and right gear sorted early. Expect it to be there... no big deal if it isn't.

Engine braking and gears. There's very little tosh in Roadcraft but many advanced riders do take issue with its stance on Engine braking and 'Block changing' (changing down several gears in the most rapid succession possible after reaching your intended speed). *Always use your brakes to slow your machine it says...*

Hmm. By properly anticipating the place to begin many let their machines slow down at a natural pace, using the brake light as a signal if necessary. They effect down changes throughout in a fairly leisurely fashion to suit or adjust the rate of speed decay so as to arrive at the manoeuvre (bend, overtake, why.) at the correct speed and in the correct gear. Importantly, their engines remain in a flexible range throughout. The process is smooth and unhurried. This suits better than braking and leaving any gear changes to the last minute where a two or three ratio block change would be needed just at the point where concentration on initiating the planned manoeuvre is needed. They may also want the front brake covered at this late stage and not want to tie up their right hand, however dexterous it may be with simultaneous braking and throttle blipping work. The compound finesse needed to do this smoothly without abusing the gearbox is quite advanced and with good planning totally unnecessary.

One of our Observers once followed an Associate on a similar machine down a long B road with well spaced bends and traffic, maybe 5 or 6 miles in total. He'd noticed a very inactive left foot during the last few miles. He stopped the rider before this section and asked him to count the

number of gear changes from setting off to the end of the section. He didn't say... but planned to do his own count. He counted 27, the Associate counted 11. Good foundation for a chat eh..? Several overtakes were also missed, not entirely co-incidental you might be thinking.

Last month we touched on the vital link between **Information and Positioning**, as the base ingredients of our planning, get these in a muddle and there's little chance that our anticipation and planning will ever shine... and what chance of being in the right gear then... eh?

Meanwhile, the crux is... if you are in the wrong gear 99% it's bound to be one too high.

As ever, Discuss with your Observer.

Welcome to New members ---- March 2011.

Daniel Moore Dronfield

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

Romania Missions trip

Andrews update pdf is on our web site...

Hello

We are sending an update as to some of the things that we have been up to at the back end of last year, I know everyone sends out letter at Christmas, yet there is so many things to do during that time.

So as we are now preparing to make our third trip to Romania in May we thought we would send you information of the last trip in September 2010. There are great needs in the villages where we are going, we do not go to the big cities and to big church's, we want to be sure that all we take with us and send is going into the work of helping and ministering to the people.

On our next trip in May we are hoping to visit orphanages and hospital to see what we can do in the future and how we can best minister to the needs of the people in the nation.

I would that you pray for us and the team of people who will be working with us we have a team of 5 people who will be going out to minister among the people. Pray for safe travel, health, Godly wisdom, and that the anoint of the Lord would be strong on all the team members. All the team members are giving of there time and finance to go out to Romania.

If you feel you would like to be a part of this work and would want to donate a small gift to the work then please feel free to contact as us.

Every Blessing

Andrew & Grace Golba