

aamc



TREADS

The November 2009 Newsletter of AAMC

Editor's Bits

This is the last Treads for 2009 and another year has flown by. At the start of the year the Weather Forecasters were predicting a B.B.Q. summer. Well they got that wrong. I think I'll go and get some seaweed and send it to them. It couldn't be any less accurate!! Surprisingly when we look back, we just think of the rain but when we look at the Diary of Events only a couple of rides were actually rained off. Considering that there were 26 rides (excluding Club Bashes), this is very good. The Club Bash to North Wales was 50% rain and 50% sunshine. The latter certainly made up for the rain. I think Simon's Bash to Germany enjoyed reasonable weather too (once there).

On Nov. 12th four Club members, Simon, Nigel, Sue and I travelled to Oxford to attend Nick's Inquest. We met Karen (Nick's wife) there to give her some support from the Club. It was quite harrowing but all the statements were the same. The Coroner was very thorough and recorded a verdict of Accidental Death.

Karen has asked if we could run a fund-raising event and we are considering maybe a ride on the route Nick last did to Devon, making contributions to the Air Ambulance. There will be more details in Treads next year.

On a happier note I would like to wish you all a Merry Christmas and Happy New

Year. Don't get too drunk. (Oh hell, why not?!?)

Keith

View from the 'Saddle'

The end, or a new beginning?

We have just about come to the end of another motorcycling year and by the time you read this, the club will have had its last organised ride, (I use that term very loosely) and some of us may well have tucked our bike away for the winter. However, in reality we should be thinking of this as the start of our biking year and be planning our future. If we intend to continue to ride our pride and joy through the bad weather we should be taking precautions now to protect it from the ravages of road salt. There are many different preparations on the market to help us with this task but do it NOW. Also make sure that your tyres are up to the difficulties of winter riding. If you are laying your bike up it's a good opportunity to service it and carry out any maintenance - perhaps you want to fit some extras? Get organised and do it now. We have the Bike Shows to look forward to with the first at the NEC having just started now - 27th November. Then in January we have the O2 and February the Classic show at Shepton Mallet. Usually the places to hunt down some bargains or

perhaps if you're more ambitious a classic or project bike to while-away the winter evenings.

I would like to welcome back to the fold a returning member from quite a few years ago - Chris, who lives in Highworth and rides a CBR 600RR. We hope to see you out and about with us at an event early in the New Year.

I would finally like to wish you all a very happy biking new year.

Pub and Grub Night.

This this was held at the Fry Club, Keynsham on Nov. 7th.

Members enjoyed the food that was available and then a presentation of awards courtesy of Sue.

And the winners were: -

Best Photo	Geoff
Favourite ride	Simon
Sorry about	Andy
Wettest ride	Nigel
Most attended ride	Geoff
Most improved rider	Linsey.

Thanks to Helen and Mark for booking the room and to Fowlers for donating the prizes.

Last club ride of the year!

Having spent the few days before Sue's last ride of the season cleaning our bikes, it was with some disappointment that the roads were still soaking wet from the previous night's rain. By the time we had ridden to Burrington Combe café for the start we realised it was going to be cold and wet for most of the day.

Sue had planned a ride to Wilton near Salisbury using various A and B roads. Up Burrington and down Cheddar (well it

would be rude not to!) and across the Somerset levels via Wedmore and Shaftesbury.

A welcome lunch stop was had by all, although a few complained that the bowl of soup was no more than a large cup!

The return trip was in glorious sunshine allowing us to take full advantage of the now dry roads. All nine of us returning to the Little Chef at Farrington Gurney, where several of us had a ride round the large pond which had formed in the car park.

Many thanks to Sue for a good ride and to Paul for tail end Charlie.

Not long now until the shortest day of the year, so that can only mean one thing, summer's on its way!

Sandra & Jaimie.

I thought I had better let everyone know about...

Website Changes

Those of you more observant club members may have noticed a change to the club website.

You may or may not have noticed that within the member's only section, a page has been added entitled 'Ride Routes'. This is in response to member's feedback and is there for you to add routes which you feel fellow riders may enjoy.

All you need to do is download your route from your sat nav or similar unit as either a GPX or XML file and email it telling me roughly where you went, so we can let everyone know. Try to have the start of the route not from your garage or driveway otherwise you never know you might end up with some visitors at some stage!!

We hope you find the changes useful and enjoy the routes/rides when they appear. I will get them added when I receive them, so if you have any stored that you think others would enjoy please send them in. It may not seem like it at the moment, but next summer is not that far away (or so I'm trying to convince myself!).

In the meantime, safe riding.

*Sandra
(Webmaster)*

I'm sorry to inform members that Geoff has been involved in an accident with a taxi whilst riding his pushbike and sustained a broken collarbone. This has meant having an operation to fit a metal plate.

He's at home now but is very much 'house bound'. I'm sure we all wish him a speedy recovery.

Bloody pushbikes. They're very dangerous you know. People should stick to motorbikes. How many times do I have to say it?

Get your heads round this!!!

Road trains get ready to roll

How a road train could work:

The driver's sat-nav indicates that there is a road train ahead that is following some of his/her planned journey.

The driver approaches the road train, which is controlled by a professional driver at the front, and indicates that he/she wishes to join.

The road train takes control of the extra car, pulling it close to cut air drag and save about 20% in fuel consumption.

The drivers can relax until they wish to leave the road train, at which point they signal their intention to the driver at the front.

A bigger gap will be made to allow the car to leave and control of the vehicle will be returned to that driver.

Road trains that link vehicles together using wireless sensors could soon be on European roads.

An EU-financed research project is looking at inexpensive ways of getting vehicles to travel in a 'platoon' on Europe's motorways.

Each road train could include up to eight separate vehicles - cars, buses and trucks will be mixed in each one.

The EU hopes to cut fuel consumption, journey times and congestion by linking vehicles together.

Early work on the idea suggests that fuel consumption could be cut by 20% among those cars and trucks travelling behind the lead vehicle.

Spanish trials:

The lead vehicle would be handled by a professional driver who would monitor the status of the road train. Those in following vehicles could take their hands off the wheel, read a book or watch TV, while they travel along the motorway. Their vehicle would be controlled by the lead vehicle.

Funded under the European Commission's Framework 7 research plan, Sartre (Safe Road Trains for the Environment) is aimed at commuters in cars who travel long distances to work every day but will also look at ways to involve commercial vehicles.

Tom Robinson, project co-ordinator at engineering firm Ricardo, said the idea was to use off-the-shelf components to make it possible for cars, buses and trucks to join the road train.

Many researchers are developing cars that drive themselves "The goal is to try and introduce a step change in transport methods," he said.

"We're looking at what it would take to get platooning on public highways without making big changes to the public highways themselves," said Mr Robinson.

A system that involved wiring up motorways with sensors to help control the road trains would be prohibitively expensive, he said.

"Each of the vehicles will have their own control and software monitoring system," said Mr Robinson. "There may well be a platoon sensor envelope that collates information and presents it to the lead vehicle so it can understand what is happening around all the vehicles."

The idea is to make platoons active so vehicles can join and leave as they need. Mr Robinson speculated that those joining a platoon or road train may one day pay for the privilege of someone else effectively driving them closer to their destination.

Sartre will run for three years. The project partners are currently doing preliminary research to find out all the elements needed for a working system and the situations in which it might be used.

There were also behavioural elements to consider, said Mr Robinson, such as whether all the vehicles will need to have their hazard lights on while in a platoon.

Also, he said, there had to be a way to ensure the vehicles in a platoon are organised to make drivers feel safe.

"Car drivers do not want to be between trucks," he said.

Towards the end of the research project trials will be held on test tracks in the UK, Spain and Sweden. There are also plans for public road trials in Spain. The first

platoon will involve two trucks and three cars.

Shortcut to:

<http://news.bbc.co.uk/1/hi/technology/8349923.stm>

I thought this already happened but we call it 'grid lock' and it's what car drivers do anyway!!!

Keith

The Club has received the following email:

Christmas Special Offer

Hi There,
My name is Adrian Aubrey and with my partner Mark Sheppard we own a company called Ultimate Trail Riding.

In short we offer riders the chance to experience a full day out **Green Laning** in the beautiful Surrey Hills without the need to buy all the gear and a suitable bike.

We supply everything needed for a seriously fun day out, full details of which can be found on our website - www.ultimatetrailriding.com

The reason for my mail is that we are offering members of motorcycle associations and clubs a special, discounted Christmas offer.

The cost for a day's riding is usually £250 for a one to one session or £199 each if there is more than one rider - we are happy to offer any of your members who book before January 31st 2010 the discounted rate of £225 for a single rider and £175 each for multiple riders (max number per group is currently 3).

This gives your members the opportunity to either treat themselves to this unique gift or treat the biker in their life. They then have a whole month to book a date with us for any time in 2010 (all we ask is a £50 deposit to secure your date).

If you would be kind enough to forward this offer onto you members we'd be very grateful and please ask them to quote reference "MCA10" to receive their discounted price when booking.

If anyone would like to have a chat to discuss their requirements then please ask them to call Adrian, or if you are local and would like us to attend a club night or gathering we would be happy to do so.

Thanks and we look forward to seeing some of you in 2010.

Adrian and Mark

You are advised to make up your own mind about using this company as there are others offering similar facilities.

I have a friend who's selling his bike. The details are as follows: -

Suzuki GSX750 F3 - totally standard - on a 2003 / 53 plate with less than 5000 miles. Taxed and MOT until April 2010.

£2000

Call me if you are interested.

Keith
