

aamc



TREADS

The July 2010 Newsletter of AAMC

Editor's Bits

In recent issues of Treads there have been articles on carrying medical information when out riding to be used in the event of an accident. There is now a nationwide ambulance service, in conjunction with The Highways Agency, a card to carry with a sticker to put on your helmet. The card is designed to fit inside the helmet. The card contains vital information about the rider. (I'm not so sure about this as I have always believed that the helmet should not be removed other than by expert medical staff. Would there be a temptation for an unskilled person try and remove the helmet?)

If you are interested you can obtain more details by calling 08457 50 40 30 or go to www.ambulancemotorcycleclub.150m.com

Please note I shall be away from 7th until 16th August, so please send your articles for Treads asap.

View from the 'Chair'

Well my turn to write the 'view' has come around again. I'll try to keep it short and relevant.

Barbecue

The club barbecue is taking place just about now - Saturday 24th July. This year Carena has kindly agreed to host it for us and there is a brief message about it at the end of this newsletter. The upshot is that no matter what the weather has in store for us, it will definitely go ahead as she has plenty of covered space. Mark tells me that he has had twenty-odd bookings so far and Richard Angwin has promised us a good weekend. Hope to see you there.

Road Safety Funding

You will have read last month that Garrad from the South Glos. Road Safety Office has very kindly agreed to sponsor advanced rider training for anyone living in that geography, and we have reproduced his generous offer again in this newsletter. If you know or can find anyone to fit the criteria who would be interested in undertaking club training and a RoSPA advanced test, please let either me or a member of the committee know.

Club Bash to Alsace

The club foreign trip this year was to the Alsace area of north-east France and the Vosges Mountains from 12th to 19th June. Although the weather could have been better at times, the eleven of us who went all had a really good break. The hotel at the half-way stop was especially nice - the lady who ran it was very friendly and the food was excellent. I would certainly consider going back there again sometime. I rode just over 1700 miles

during the week, and had a really good time. There's nothing like the great camaraderie when you are away in a reasonable size group with a lot of friends. I hope to get some photos up on the website shortly so you can have a laugh at us and with us! I haven't yet made up my mind about next year's bash, although it will probably be just a long weekend to cater for those members who can't get away for a whole week. Watch this space in the late autumn for an update.

Bristol Bike Show

The Bristol Bike Show is on again this summer, on Saturday 21st August. The Club will not be having a stand this year, but that's no reason not to go along and support the event. As always, it's on from just after 9am to just before 5pm. Mid to late morning is usually a good time to visit as it's not too busy and you can get to see and speak to people.

Instructor Training

The Club is looking to run an instructor training course over this winter and into next spring. This is still in the early planning stages, but if you think you might be interested, please let me know. I already have three names in my head of people who I think would be good candidates, so there's a start already.

Welcome

I would like to extend a warm welcome this month to new member Paul. Paul lives in Portishead and has two bikes to ride - a KTM RC8 (rather exotic) and an Aprilia SL750 Shiver. We hope to see you out and about at a Club event very soon.

Simon.

Speeding or not?

A colleague at work has received a notification of intention to prosecute for a speeding offence in Burnham at 10.30pm last Sunday. The registration & make of the car match but other details are not known - the photograph has been

requested. At the time of the alleged offence the car was on his drive and although used that night the car was nowhere near Burnham. Various people can provide statements to this effect but they are all family members. No petrol was bought so there is no receipt to state a certain position of the car.

Does anyone know the best course of action please? He is pleading innocence but is this going to be any use as he can only provide circumstantial evidence - albeit from several sources?

Jim

Answer

As the ex [now retired] head of the Roads Policing Dept in Avon and Somerset Police, I know that the cloning of vehicles is very common. That said, we do not suffer in the South West in the same way as other parts of the country.

My advice would be [if not already started]: Contact the safety camera partnership [if the ticket was issued via them] or the Head of Roads Policing [Supt Ian Smith, if issued directly from A&S Police] and explain the circumstances.

You will need to gather all the circumstantial evidence you can - regardless from whom. Who were you with, what were you doing, what were you watching on TV ...etc, everything!

You have done the right thing re the photograph as, depending on the size and quality of the picture, sometimes uniquely identifiable marks of badges can distinguish one vehicle from another.

A 'not guilty' plea is next - unless 3 points and a medium fine is less hassle than a court appearance! Justice? Mmm! But at what price?

There is a national operation to counter vehicle index cloning - so it is a very well known problem. The problem is as

the law stands, it is for you to prove it was not you rather than the other way round.

Hope this helps a bit.

Tony.

A Second View of the Bash

Lakes Weekender 2010. By Stu.

As was arranged, over the 'weekend' of 21st to 24th May, Andy, Keith, Martin, Simon, Paul & Jackie, Sue and I went for a little jaunt around the Lake District, Cumbria.

Who picked the colour of the tour 'T' shirts? Me. What style? What fashion sense? What superb colour coordination? Out of the ones produced so far, these will be icons. What exactly does "Yeah. Right" mean anyway?

Who picked the weather? Okay, another deity perhaps, but I ordered it.

Who chose the company? They all did.

Because I had a mission to make impossible, Simon led the team from Bristol to where we met at a garden centre just south of Chester. Then he led us onto the motorway network north to near Lancaster, where we left the 'screaming hordes' onto the A6. This led us through Kendal to the stunning rise up to Shap Fell and its sweeping bends and wondrous views. One short section of the M6 past Penrith and then onto the B3005 across undulating moorland to Caldbeck and the waiting welcome of the Oddfellows Arms.

Once settled in we just had to tackle an evening meal and take the evening air to see out the first day. We spent the next 2 days riding the many passes, moors and hillside roads, whilst regularly finding sustenance, including ice cream, at a variety of cafés, hostleries and woodland centres. 110 miles the first day led to a crescendo of 130 miles the second. Well, Simon and Andy did considerably more,

but best they tell that little tale. I wouldn't want to be responsible for factual inaccuracies or exaggerating the truth. (I've told you six million times, I didn't get where I am today).

Setting off in leisurely style on the Monday and our first major hiccup. The failing of something crucial in the back wheel of one bike saw a lot of sucking of teeth and general knowledge of braking systems and wheel bearings expounded. All that expertise and the results were a phone call and a tow truck.

The depleted group set off south, passing through some great scenery and alongside more lakes. What else? Motorway again, until we skirted Chester for the second time and joined the A's 438, 49 and 417 to Gloucester. Here I made a complete Horlicks of the drop off system, and dropped everyone off. Except Simon but he was leading, so difficult.

My impressions were of a happy band enjoying the best weather of the year to that time, fabulous scenery and being well fed and watered into the bargain. Thanks to you all from Sue and I for making the trip so good.

Plans are afoot for another 'mini adventure' weekender for 2011, so keep an eye on TREADS for more news, in about October / November.

Funding

This is the chance to provide some more Club funds.

Garrad from the South Gloucestershire Road Safety Office has very generously offered to sponsor club training and RoSPA membership. The message from him with full details follows:

On behalf of South Gloucestershire Council I would like to offer Avon Advanced Motorcycle Club funding of £500 for 5 free

RoSPA training courses for riders 35yrs and under.

To qualify for funding the recipient would need to be a resident of or working permanently in South Gloucestershire at the time of the training. I would like them to pay you first, and then be refunded when they pass their test. You would need to provide me with their details and I will send them their training fee of £100.

South Gloucestershire Council Road Safety Team provide £500 for training up to 5 riders 35yrs or under;

AAMC will make recipients aware of the source of the funding;

AAMC will make mention of the source and purpose of the money in any promotional material linked to the funding;

AAMC will issue a media release regarding the source of the money and the purpose for which it has been given. SGC's Senior Road Safety Officer to view a draft prior to the release being issued and make editorial amendments if thought necessary regarding the SGC element of the release;

AAMC will issue a press release to their national magazine regarding the newly established partnership working, the source of the money and the purpose for which it has been given. Senior Road Safety Officer to view a draft prior to the release being issued and make editorial amendments if thought necessary regarding the SGC element of the release; South Gloucestershire Council Road Safety Team will also seek to develop PR from the donation including the Road Safety GB website;

All free training places will be for residents of or people working permanently in South Gloucestershire;

Either party can discontinue the partnership with two months notice.

Hope all the above is clear (sorry if it's slightly formal).

Best Wishes,
Garrad
Motorcycling Officer – Road Safety Team

Survey: One in 10 roads 'too risky'



As many as 10% of Britain's motorways and A-roads present an unacceptably high risk to drivers, a major report has revealed.

Half of all crashes occur on just one tenth of Britain's road network, the report from the Road Safety Foundation found.

Most of the higher-risk roads are in north west England, Yorkshire and the Humber and the East Midlands, while Scotland has the highest risk rating of all the regions. The West Midlands is the safest region, while the most persistently dangerous road is the A537 between Macclesfield in Cheshire and Buxton in Derbyshire. The report, which covers 28,000 miles of roads, also found that one third of all fatal and serious crashes occur at junctions and that single carriageways offer six times the risk of danger to motorists than motorways and twice that of dual carriageways.

Also drivers were seven times more at risk on major roads than on minor ones. The report said the A537 which runs through the Peak District has severe bends, steep falls from the carriageway and is edged by dry-stone walls or rock face for almost all its length. It is popular with tourists, heavy goods vehicles and high-powered leisure motorcyclists. Fatal and serious collisions on this section rose by 127% in three years - from 15 in the period 2003-2005 to 34 in 2006-2008, with most crashes at

weekends during the summer in dry, daylight conditions.

Police records show that the vast majority of casualties were motorcyclists, from outside the local area, male, and with an average age of 35.

Three other roads in the Derbyshire area are listed in the persistently higher-risk road top 10 - the A5012 from the A515 near Pikehall to the A6 at Matlock; the A54 from Congleton to Buxton; and the A5004 from the A6 at Whaley Bridge to Buxton.

The only southern road in the "most dangerous" table is the stretch of the A285 in West Sussex from the A27 at Chichester to the A272 at Petworth.

The report also lists the UK's top 10 highest-risk roads when collisions involving motorcyclists are excluded.

Topping this list is the A18 from the A16 near Ludborough to the A46 at Laceby in North East Lincolnshire. Most of these roads are single-carriageway A roads, with nine of the 10 in the North West and Yorkshire and the Humber regions.

The report also revealed the UK's 10 most improved roads, with the list being topped by the A40 between Llandovery and Carmarthen in South Wales, where junctions were upgraded, new road markings introduced and extensive resurfacing carried out.

This included anti-skid treatments, with a result that there has been a 74% reduction in deaths and serious collisions between 2006 and 2008.

Road Safety Foundation director Dr Joanne Hill said: "As the road budget becomes tighter, emphasis must be on saving lives with less. It means systematic attention to detail - prioritising treatment of the highest-risk routes most likely to benefit from low-cost, high-return countermeasures.

"This year's report shows that not only can Britain reduce roads deaths and serious injuries but that, by targeting a relatively small mileage of high-risk roads, we can do so with good economic returns. Too often we pay for emergency services, hospitals and care for the disabled rather than taking easy steps to put road design faults right."

She went on: "There are practical examples of how some authorities are slashing the toll of death and serious injury on high-risk stretches by as much as three quarters.

"Simple, relatively inexpensive engineering measures, such as improvements to signing and lining, resurfacing and the layout of signals at junctions, are paying dividends and are affordable, particularly when done as part of well-planned routine maintenance."

Road Safety Minister Mike Penning said: "Britain's roads are among the safest in the world but this report highlights that we still have more to do to tackle the problems on the riskiest roads.

"However, the ratings also show that by targeting improvements on the highest-risk roads, highways authorities can prevent significant numbers of deaths and injuries.

"This will help the Government and local authorities to continue the vital work of saving lives on the roads while ensuring the long-term sustainability of transport investment in this country."

AA president Edmund King said: "This report shows that road safety should be able to continue to improve during the current period of austerity.

"Dangerous stretches must be targeted - with both engineering and education-backed enforcement. This will be much more effective than any kind of blanket restriction on either urban or rural roads."

Thanks Mark for sending in that article. Gives plenty to think about.

Scrubbers

Are your leathers looking a bit grubby? Don't match the high standard of your bike?

Well there's hope yet if you would like them restored to original condition, just send them to Scrubbers Leathers at www.scrubbersleathers.co.uk

They will clean the leathers, then restore the colour, sanitise the lining including the armour to kill any bacteria, feed the leather including storm flaps and inside pockets and re-dye any scuffed areas. Also any broken pullers.

Ahh! The cost. Well £40 for a 2-piece suit to clean, £15 to re-dye and repair and £3 for zip pullers.

Considering the cost of new leathers it seems like quite a good deal.

This is a shortened extract from an article in Motorcycle Monthly. It's not a club recommendation.

Club Ride – 6th June

Steve was originally billed to lead this ride, but unfortunately his work messed-up his days off, so he contacted us and I foolishly volunteered to lead the ride for him. Will I never learn?

Luckily Steve had decided on a route from the Beckington Little Chef, where we met, to Poole Quay for lunch, so I didn't have to make any real route decisions. Thank goodness.

As the day approached, the weather forecast wasn't good, so I was hoping for it to improve and we were in luck. I got to the start in plenty of time and filled with petrol and was very pleased to see others start arriving. By the agreed departure time there were six in all – Sandra, Jaimie, Nigel, Chris, Mark and me. I hadn't seen Mark in ages (I hate to think how long) since he left the club a few years ago to bring up a family and has only recently returned.

Well, despite the dire forecasts of torrential downpours for the day it stayed completely dry for us. As we recharged our stomachs whilst sat outside a very nice deli on the quay (sorry Steve, but we didn't get as far as the pub before we succumbed to an irresistible force) it was a bit blustery but still pretty warm and

mostly sunny.

As well as lunch in Poole, we also had a coffee stop at Compton Abbas and a tea stop in Longbridge Deverill and some good roads in between. When it comes to refreshment stops, one has to get one's priorities right, you know! We all made it home by about 5:30pm after a good day's ride and socialising. I did about 200 miles door-to-door.

Since it rained in Bristol in the morning, you should have come along too and enjoyed the dry weather with us. I have little sympathy!

See you next time,
Simon.

P.S. Thanks to Jaimie for going back-marker.

Evening Fish and Chip Ride – Thursday 8th July.

Several days before the ride I booked a table in Whitstone's fish and chip restaurant in Shepton Mallet for 6 people. It seemed like the right number as that was the number last year and about the number we usually get on an evening ride.

On Monday 5th I decided it would be sensible to ride my chosen route around the same time of day so I could check on traffic and road conditions, and it was a good job I did. I came across one section of road where the council had just finished resurfacing (spray tar and chippings). It was so bad that at one point the bike was going sideways as the front tyre tried in vain to plough a track through gravel about two inches deep. I knew I should have done that off-road course...

Everything else went OK and so I was ready for Thursday. By Wednesday evening there were enough messages on the website from members saying they were planning to come that I rang the

restaurant and increased the numbers to 10. The forecast was still good so that would probably mean more members out than usual.

When I arrived at McDonald's on Thursday evening there were already quite a few waiting, most of whom hadn't left any website message, and as we chatted together more and more arrived. I couldn't believe it. I checked that everyone was planning to eat (not just ride down and back again) and then rang the restaurant **again** to increase the numbers to 18! Luckily they could accommodate us, which was by no means certain, as they are usually full most evenings. Phew.

With so many bikes out (14) progress was a bit slower than I had anticipated, so I had to chop a few miles off the end of my route so we would make it in time, however no one noticed and we duly arrived at 8:20pm.

The fish and chips in Whitstones is really to be recommended and was enjoyed by everyone. A couple of us even managed a pudding. I think I will book it again next year!

Thanks to everyone who came and made it a great evening, and especial thanks to Keith for riding 'shotgun' for me. Do I get the award for the most people on a club ride please, Sue?

See you soon,
Simon.

Club Barbecue - 24th July - Weather not important

The bbq will steam ahead whatever the weather - I have plenty of shelter for it (double garage, Herby and all bikes except Pegasus can go on the drive), and plenty of inside space - conservatory and lounge.

The pool will be toasty warm whatever the weather too - when there's not enough solar, the gas boiler makes up for it.

Carenza

We endeavour to issue Treads on a regular basis during the third week of the month. Therefore if you have any items to be published in Treads, can you please ensure that they reach the editor before or during the first week of that month. Contributions for Treads are always needed, whether they are motorcycle related or of general interest! Please don't be shy.

