



TREADS

www.aamc.co.uk

The August 2014 Newsletter of AAMC

EDITORS BITS

– Chris

In line with this month's View from the Saddle, IPSGA and I are now in the same part of the Venn Diagram, "panic" just prior to having to write something for Treads!

This month we have a couple of ride changes so look out for the details on page 2 as well as in the diary. Morton has been the steadfast provider of another article this month, this time on the Nailsea International Bike Show (keep them coming) and Elaine has written up the speedway night. It appears I have missed loads this month including Sue's ride to Aberystwyth! Then there is a great photo from the Vicar which leaves me wanting to plan another trip to Europe.

With a holiday looming the sat-nav has packed up. If anyone has any suggestions for a replacement (its for the bike) please let me know. I have been happy up until now with the Garmin but unfortunately don't have experience of other systems. One more thing to deal with.

I think I will just have to sort things out one at a time.

So a little bit of line spacing and that's the editor's bits sorted for another month!

Speedway Evening

– Elaine

On Friday, 18 July, thirteen club members met up at the Oak Tree Arena near Highbridge for an evening of speedway, which was new to all of us. This is the home stadium of the Somerset Rebels, who play in the Premier League, and their opponents were the Newcastle Diamonds. There was a good crowd of spectators and, after getting refreshments, we found a space on the (hard) grassy bank around the track. The regular supporters, being wiser, had brought camp chairs.

A league match consists of fifteen heats, each involving four riders. Points are scored for the first three places. The 500cc bikes, which run on methanol, have no suspension or brakes. Each heat consists of four laps and the track is only 300 metres long, so the average time for a race was less than one minute. Every few laps, a couple of ancient tractors would come out and rake and water the track. In between each race, the stewards even out the surface. There were a number of thrills and spills and one rider was carried off in the track's ambulance but fortunately soon recovered. As expected, the bikes were loud, but not ear-shattering, and we'd taken care to sit out of range of any flying mud.

We spent an enjoyable couple of hours. It seems a very family friendly sport, there were quite a few children around and the spectators were good-humoured. There is usually an interval but they dispensed with it due to a forecast of thunderstorms. Also, there had been a number of delays caused by eager riders charging the tapes. When this happens, the guilty rider can choose either to be replaced by a reserve or to start the race 15 yards back, which made for some exciting racing. Victory was usually celebrated by a lap of wheelies.

In the end, the home team won by 59 points to 35, so the crowd went home happy. Many thanks to Sandra and Jamie for arranging such an entertaining outing.

View from the Saddle – The 6 'P's

– IPSGA

Many of you will have come across this term at work, especially those who have been involved in training or giving presentations. The 6 P's stand for **P**oor **P**reparation and **P**lanning **P**roduces **P**oor **P**erformance. There is an alternative version but that is not suitable for a family audience.

The title is, perhaps, very apt for this piece as I had forgotten all about it until reminded just before the printing deadline so another 'P' crept in – Panic!

This could also apply to our riding. I'm sure that we have all had a panic 'moment' but hopefully we came out of it unscathed and that we have learnt from our experience.

I'm sure that we have, at some time or other, not paid enough attention to our riding, been over enthusiastic or missed the clues about what lies

ahead – perhaps because we did not know what we were looking for or the relevance of it – and had to take hurried and clumsy action that made our hearts skip a beat or two. Possibly this compromised our safety.

This is where Roadcraft and the 'system' come in as we formulate our riding plan, ride within our limits not other people's, absorb information and act accordingly to result in smooth, safe, panic free progress. Really we need to be thinking about what we are doing.

I got away with my panic & 6 P's in writing this article but then it is easier to do so at a PC than when riding your bike out on the road.

Ride Changes

– Simon

We are going to have to change the dates of two rides in the Diary.

These are as follows: -

Adan is currently listed to lead a ride on Sunday 7th September. It will now take place on the following weekend which is **Sunday 14th**.

Also Stuart's weekday ride which was originally planned for Thursday 11th September will now take place on **Thursday 28th August**.

Sorry to mess you all about.
Hope to see you there.

Need a Toolmaker?

– Mick Harris

I am a retired toolmaker living in Exmouth with a small mill and lathe and can offer a service to your club members for repairing or manufacturing components such as bearings, small shafts, worn casings rebored, oversized bores or sleeves manufactured back to standard for motor bike engines, all at reasonable rates. Unfortunately I do not have the equipment to rebores cylinder barrels.

If I can be of help please ring me – Mick on 01395 488434 or email me on zenaharris51@tiscali.co.uk and we can discuss how I might be able to you.

We publish articles for the interest of members – it is not a recommendation or endorsement. You must make up your own mind if you think it suitable for you.

Nailsea International Bike Show

– Morton

What a surprise! An international bike show in Nailsea sounds like a contradiction in terms, but it was a great day out – and for a good cause, Children's Hospice South West. The first such show raised £150 for the charity, last time it was £1500, and this time £3700! The variety of bikes was astonishing, and truly international – that'll teach me not to be sniffy about local events! Off the top of my head (who'm I kidding – looking over the many pics) we saw the following makes, some with many examples: AJS, Aermacchi, Ariel, BMW, BSA, Ducati, Francis-Barnett, Harley, Honda, Indian, Kawasaki, Lambretta, Laverda, Norton, Scott, Speedway, Sunbeam, Suzuki, Triumph, Velocette, Vespa. Oh, and maybe a Victory, too.

The venue was The Old Barn pub between Wraxall and Nailsea, 'Probably the 3rd best pub in the UK' as it calls itself. We'd never noticed it before, but it was full of character, and we'll go back there. Prices weren't bad, either, though I still expect a pint to cost about twopence, like when I were a lad.

Guest of honour was Jacqui Furneaux, with her 2000 Royal Enfield sporting the biggest crash bars I've ever seen (not too clear in the pic, but I didn't know when I took the pic that I'd be writing this):



"It needed to be pretty sturdy, as it took her all over India (where she bought it), Pakistan (where she broke her leg), Nepal, Thailand, Cambodia, Malaysia, Indonesia, East Timor, Australia, Papua New Guinea, New, Ecuador, Colombia, Panama, Costa Rica, Nicaragua, Honduras, Guatemala, Mexico and home rapidly via the US and Canada, about 40,000 miles in all – though, to quote her website (<http://jacquifurneaux.com>) "That has to be an estimate as I wiped off the speedometer hub drive when I did a

sideways pirouette on a muddy road in Nepal and was without one for a while."

This picture (below) is of an immaculate, two-stroke twin Scott. My father told me (many times!) what a fabulous "yowl" the Scott made, and I'd never heard it. I still haven't, as (a) we didn't stay to the end, and (b) this bike (with a slightly non-standard exhaust) doesn't make it unless it's really wound up. The bike is only about 9 years old, as it was built up over a long period from new old-stock bits. A lovely detail is the radiator, with a German-silver casing and



honeycombing made entirely by hand by a fellow-member of the owner's club (I didn't think of asking which that was). That bike and the adjacent Francis-Barnet have girder forks, which don't offer much compliance, so when they are ridden together they do a dance, avoiding the potholes!



There were loads of Harleys, some with great paint jobs, and all absolutely immaculate – not something that could be said of some of the owners. I think I would have politely declined the invitation on one lady(?) rider's leather waistcoat to be her f*ckbuddy. All the Harleys made a fantastic noise – I wish I could include the sound of three of them leaving in convoy, each carrying an owner weighing more than his bike.

Bits & Pieces

Clevedon Motorcycles were doing an offer of a pair of paddock stands for £50. I enquired about a pair for the Speed Triple, but found that they would come out about £100, so I'll wait for the NEC.

Seeing a speedway bike brought back memories of a good evening outing in July at Highbridge speedway. Just as well the bike was static, or the noise would have destroyed eardrums. That reminds me, in MCN recently someone wrote in to scoff at people who use earplugs. Too late, I thought of adapting the old joke to "What do you call a biker who's never used earplugs? – Anything you like,"

There was live music, and a great atmosphere. That was helped by the blazing sunshine, unlike the previous day – though I gathered that the turnout then was good too.

I'm not sure why the owl was there, but it attracted almost as much attention as the bikes. Yet another digression: the falconry display at Puxton Park, near Congresbury, features an owl, along with some beautiful hawks, and provided a good day out for us



and 8-year old grandson last week. The first place I've been to where children cost more than adults (£7.70 vs £6.70).

North Somerset Bikers organise the shows, and do a great job. Their website (<http://nsbikers.com/>) has loads more pics, and details of other events.

Finally, a few more of my pics:





Positioning

– Stu Bullock

Recently the hoary old subject of road position came up. Again! The subject does seem to me to create much angst when in reality it is an immensely simple matter. I guess the changes of road position that a thinking rider will display is the only element of The System that is immediately noticeable to the outsider.

In my 1965 version of Motor Cycle Roadcraft the introduction to Chapter 5, Positioning begins with the advice that "The position which is adopted from moment to moment must be governed by the dangers, or potential dangers, which have been observed". It also emphasises that the reasons for changing road position is a result of the riders' observations. It goes on with the cautionary note that. "...but no hard and fast rules can be laid down which will cover every hazard likely to be encountered. Something must be left to the intelligence of the rider".



The newest version of Motorcycle Roadcraft states that "The ideal road position depends on many things: safety, observation... So, the same message has spanned the years; look well and in the right places for the risks posed to you; place the bike in the safest place that you perceive will address those risks.

It is quite obvious that as a rider gains skill and experience in looking and making assessments about

risk, they will also become more accomplished at placing the machine on the safest place of the road. In my view, the very worst introduction to Roadcraft that has remained in the newest version, Chapter 9, is 'positioning for advantage'. That section describes three distinct and separate sections of road, nearside, central and offside positions. This element seems to me to be the basis for rigid thinking and application of the principles. Remember the 1965 advice. "Something must be left to the intelligence of the rider".



The fundamental requirements of The System have to be explained by trainers to their students. In my experience the vast majority do so very well indeed, gradually developing their student's into skilful riders. Occasionally others confuse rather than enthuse by trying to enforce rigid rules.

Let me be direct, an unusual experience for me! There are no strict pre set rules for road position, other than an emphasis on putting the bike where the rider is safest, based on good observations and risk assessments.

Now, who can disagree with that? (Bring it on).

Stu Bullock

RoSPA Motorcycle Training Manager, Driver and Fleet Solutions.

Parish News

– The Vicar

Unfortunately the run of hot dry weather seems to have come to an end, but let's hope it's just a temporary blip – enough to give the garden some water. I've really enjoyed the summer so far and made good use of the bike whenever I could find the time to get out. I had a great trip to the Black Forest at the beginning of July and managed to cross off a mountain pass from my 'to do' list. The Stelvio is actually in Northern Italy and was well over a hundred mile ride from my hotel in Garmisch Partenkirchen, but a handful of us managed to get there and back in the day, although it did take us nearly twelve hours to do so! It has 48 hairpin bends and is definitely not for the faint-hearted as the road is really narrow and the surface mostly very poor. There should be a photo included so you can see a part of it from near the top. I'm pleased to have done it and may even be able to include it in a Club foreign trip one year. We'll see.

Speedway

We had an interesting time at the speedway event a few weeks ago. It was my first visit to speedway and I wasn't too sure of what to expect, but it certainly was entertaining. We picked a good spot on a bank from which we could easily see the whole track, but not too close to get spattered with mud every time the bikes came past. Well worth a visit if you've never been.

Congratulations

I would like to congratulate Geoff Naldrett for getting a Silver on his first ever RoSPA test a couple of weeks ago. Well done Geoff.

Welcome

Finally this month I would like to welcome two new members – Wayne from Bath who rides a Kawasaki 800 and Elliott who is from Essex but currently studies at the University of Bath and rides a Honda CB500. We all extend a warm welcome to you and hope to see you out and about with us on Club events very soon.



Diary

August

Sunday 17th

Mark Chamberlain

Club Ride. .

Thursday 28th

Stuart Bullock

Weekday Ride.

Sunday 31st

Jim Watkin

Club Ride.

September

Thursday 4th to Saturday 13th

Simon Gough

Club Bash to the French Alps.

Sunday 14th

Adan Cridge

Club Ride.

Saturday 20th

Mark Rowell

Ride of Support. See www.rideofsupport.org.uk for further info.

Sunday 28th

Andy Smith

Club Ride.

Something to say? Please don't be shy. E-mail editor@aamc.co.uk And send some photos in too!

We publish articles for the interest of members – it is not a recommendation or endorsement. You must make up your own mind if you think it suitable for you.