



TREADS

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The April 2013 Newsletter of AAMC

Editor's Bits

The AGM has now been held with only the Committee and three club members present, two of whom had only just joined. As you will have noticed I am still Editor as no one came forward to take on this position. I am very disappointed at this as I had decided to stand down. Some one in the club needs to come forward and take this on as I will not stand again even if no one comes forward. You must decide if you require a newsletter or not. I will continue but I need more input from you as members.

Surely a Club member on a Club ride could send me a few lines to put in Treads. I would not expect the report to come from the ride leader. I seem to get articles from the same people all the time. Right; let's move on.

I wrote last month that I had a problem with my Garmin Zumo 660. Garmin run a 'tracking system' giving you a number with which you can follow the progress during the repair. It works! I have got the Unit back and checked that it works. I've paired it to our intercom and all I have to do now is try it on a ride.

I had my Insurance renewal come this week and I looked at the Premium and could not believe the amount!! I had a second glance to make sure and it had gone **DOWN** by £150. I checked with the Insurance Co. who confirmed the figure, checked it was for the same cover and signed on the dotted line double quick!!!
Keith

Slow Riding Skills Day with Glos RoADAR. Sunday 12th May 2013

Dear fellow advanced riders,

The Gloucestershire Group of RoADAR is running a slow riding event on 12th May at Berkeley Power Station and would like to invite your riders to come along for free.

Timings: 9:30 a.m. to 1:30 p.m.

Venue: Lower Car Park, Berkeley Power Station, Berkeley, GL13 9PB (N51 41.406 W2 29.727)

The morning will be run by Tony Dix assisted by tutors from Glos RoADAR and will provide riders with a safe environment to explore the slow speed handling and braking performance of their bikes.

Tutors will be on hand to offer instruction and encouragement throughout each of the exercises!

We will be running a slow race, a variety of coned exercises, braking practice and, hopefully, a motogymkhana event.

Here's a taster video:

<http://www.youtube.com/watch?v=oLIHh56yX1Y>

If you would like to attend this fun and challenging event, please contact Stephen Wilkinson-Carr.

How to get there from the M5:

- Exit 14 M5 signed to Dursley from the south and Thornbury from the north.
- Follow signs to Berkeley (A38).
- Turn right onto A38 to Gloucester.
- After 1.3 miles, as you exit the village of Stone, turn left toward Ham, Rockhampton, Hill.
- After 2.1 miles you'll see a red telephone kiosk on the right. Turn next left onto Hamfield Lane (about 75 meters after the kiosk).
- After 1 mile turn left onto main route into the Power Station.
- At the first roundabout you come to take the first exit and follow this approach road (watching out for the pot holes) until you approach the Berkeley Centre gatehouse. Take the left turn through the upper car park and continue until you see the cones in the lower car park.

Full details and a photomap are on the forum at:

<http://tinyurl.com/Slow-Riding-12-May>

Please let your riders know about this event.

Regards

Stephen Wilkinson-Carr
Membership Secretary
Group Ride Coordinator
Glos RoADAR

Forward by Stu: -

I first read the following article in an edition of GP Legends, an advertising magazine for a company that sell a whole variety of car and motorcycle models and also some makes of motorcycle clothing. With his agreement some editing has taken place because Christopher provokes thought and some of his comments are his own opinion and we may not agree. I thought it might be interesting.

I have no connection with GP Legends other than buying the occasional item from them. The details of the company and the various websites can be found below the article. What I can tell you about them in my best Clarkson is: "they offer the very best customer service in the world". On that bombshell, read on.....

Question: When does waterproof not mean waterproof?

Answer: When the word is applied to motorcycle clothing! Obviously, we're being a little glib, but there's more than a germ of truth in what we've said.

The subject of waterproofing is the single most contentious and complex subject in the world of motorcycle apparel. We get more questions, queries, comments and complaints about water ingress than we do about any other aspect of rider wear. There is, or has been, we fear, a mismanagement of expectations when it comes to the ability of biking jackets, trousers, gloves and boots to keep a rider dry. We may even unwittingly have played a part in this but, without doubt, the manufacturers, in order to create what might be termed a competitive advantage, have made claims that are, to say the least, misleading.

In this short article, we're going to try and set the record straight. The first point we

would make is that if you want to travel from point A to point B and always stay completely dry, you should buy a car. If you ride a bike in the pouring rain for long enough, or hard enough, you will eventually get wet. Water runs off your helmet and down your neck. It will be thrown up from the road and up your jacket. It will hit your gloves and enter the sleeve. Or rise up your boot to your leg. If the pressure of water is strong enough, and the duration of the ride is long enough, there is no garment out there that can guarantee to keep you totally dry. Any manufacturer who claims differently is lying.

The most common claim is that a material is backed by a membrane, like Gore-Tex, Miporex or Dryway that is supposed to be 100% waterproof. From this, the manufacturers will then sometimes imply or suggest that their jackets or trousers are completely waterproof. The reality is that they are not, for all the reasons already outlined!

What makes the issue even more confusing is that, in the motorcycle industry, there is no accepted or agreed definition of what waterproof, or 100% waterproof, means. So what we have, in essence, is a bit of a mess; a scenario in which manufacturers can set their own benchmark, which makes it almost impossible for a motorcyclist to make an informed judgement on a particular garment's waterproof qualities.

But even the best quality waterproof membrane is meaningless if the seams of a jacket are not taped with waterproof tape, or if the pockets are not also waterproof.

And then there are the zips, the air vents, the collar, the sleeves and so on. So where do we end up?

Well, as we've suggested, there's no such thing as a jacket, a pant, a glove or a boot that can keep you 100% dry. But your chances of staying dryer for longer are improved if you buy your clothing from one of the more technical brands out there. It's not our position to say which brands you can trust and which you cannot in this respect. You need to do your research. Visit the manufacturers' websites. Visit some of the forums. Talk to dealers.

The highest priced gear isn't always the best, in our view. People like Halvarssons, for example, produce gear that is far more technical than its pricing suggests. But beware, we would say, of anything that is too cheap. If the brand in question can always be found being discounted, or being touted about by the pile-it-high sellers, you can be pretty sure that you're not getting the most technical and reliable gear.

This brings us to another point. Waterproofing is not everything. As in so many things, motorcycle clothing is a compromise. The most waterproof clothing would not have a breathable membrane. It would keep water out, but you would sweat horribly. In fact, perspiring on the bike can be much more uncomfortable than rain. The other issue is that most of us want a jacket and trousers that you can wear all year round. An outfit that works on a miserable, cold and wet morning, but also on a glorious blast down through France, Spain or Italy in the middle of summer. For such riding, you need unzippable vents. To keep air moving across the body, you open the vents. It's vital if you want to stay calm, collected and cool. But in the rain, these vents are an inevitable weak point for water ingress.

So, when you buy motorcycle clothing, think about how you might use it. Staying dry is something we all want, but the most

fun is to be had when the sun's out and, for those days, you need ventilation. There's not a lot else we have to say.

If staying dry is the most important consideration, you should of course avoid leather. A leather jacket can be a very cool thing to wear, but they're for wearing on nice days when you're not venturing too far from home.



Keeping dry at a ton? Yeah, right...

I'm going to close with a few words on boots and gloves. The basic tale is the same, but even more so. On a pair of boots, water will run down your legs. It will find its way through the zip or laces. And eventually, in heavy rain, the leather or Lorica will become so sodden that it will work its way through to your foot. After all, down there, near the road, is probably the wettest place of all.

Gloves also take a hammering, although this depends on the bike and whether there's a fairing, for example. Leather gloves will let water in most easily; whatever they're lined with, so go for textile if staying dry is important. But don't let us mislead you. Whatever you put on your hands, your fingers will eventually get wet.

This leads me to another fact about gloves that you may not have realised. If you turn on your heated grips when it's raining, the

warm air will suck water into your gloves, making them less waterproof! We thought you should know.

Christopher Paul.

Grand Prix Legends, 8 Quadrum Park, Old Portsmouth Road, Guildford GU3 1LU

www.grandprixlegends.com

www.diecastlegends.com

www.motolegends.com

<http://twitter.com/gplegends>

<http://twitter.com/leighsdiary>

Parish News

In an effort to get Treads out a bit earlier in the month, I have struggled to find anything even remotely interesting to write about. As it was my turn to do the 'View from the Saddle' article this month, you may well have noticed it's missing. Sorry.

AGM

The AGM went well, apart from the lack of attendance. As Keith wrote at the top, there were just a couple of members present apart from the Committee. Is this a surprise? Maybe not, as I think there were a number of possible reasons. It certainly was a disappointment, though, as we had gone to the trouble of finding a new venue we felt was more accessible to the members. Oh well.

Skills Course

We have had an even bigger demand for places on the training course this year. The twelve we had last year was the largest number to date, but this year there are fifteen. It's good to see members wanting to improve their riding and I thoroughly recommend it, but it puts a bit of pressure on the tutors to deal with everyone as well as we would want. With

me not riding at present (because of my broken wrist), it just makes it worse. I am now driving my car again, so I hope it will only be a few more weeks until I can manage the bike. That will definitely feel very funny for the first few times, after a long lay-off over the winter and now some of the spring as well. I hope I'm not wobbly for too long...

Brittany

We've had a couple of late bookings for the Club trip to Brittany in June, meaning there are now seven of us going - two couples and three singles. If anyone else is interested, please contact me straight away - there may just be time to squash you in. I'm looking forward to a great time riding my bike on deserted French roads with good friends.

Welcome

Finally this month I would like to extend a very warm welcome to new member Al. Al lives in Weston-super-Mare and rides a Suzuki V-Strom. He has already joined and attended the first sessions of the training course, and we hope to see him out on a Club ride very soon.

Simon

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.

E-mail editor@aamc.co.uk