



TREADS

www.aamc.co.uk

The July 2014 Newsletter of AAMC

EDITORS BITS

– Chris

It looks like a bumper issue of Treads this month with a good variety of articles. Thanks to everyone who spends their time and effort writing something and sending it in.

There are now many thousands of apps out there for your smart phones and tablets and it would appear that bikers have not been left out. I have looked very briefly at RealRider® <http://www.realrider.com> an app for your smart phone with access to routes from other riders amongst other features. There is also a premium function in the app, REALsafe®, which, according to the website, automatically contacts the emergency services if you have a crash. I do not promote any particular app but merely bring to your attention the fact that it exists however, my first reaction is that it seems like a good idea. However, I would like to know more, especially from the emergency services point of view.

mendmyPothole (unfortunate name?) is an app which sends details of potholes and their locations to the local councils.

Let me know of any apps you are using for biking and I will give them a mention in the next issue.

View from the Saddle

– Simon

A few weeks ago I was on a biking holiday in Northern Spain when I was unlucky enough to get a puncture. Have you noticed you always seem to get a puncture in the rear tyre when it's wet? Well, there is a good reason for that, which I will tell you all about some other time.

Luckily I have tyre pressure monitors on my bike so I was alerted to the problem very quickly before it became a safety issue and I stopped in a convenient pull-in at the side of the mountain road we were on. A quick inspection showed a long rusty nail in the main tread of the tyre, but having gone in at a very shallow angle.

Many years ago I learned the lesson of getting a puncture, especially abroad, and since then always carry a puncture repair kit in my tank bag. I removed the nail and repaired the puncture with some help from my riding companions, but it didn't seal the hole properly as the nail had entered the tyre at such a strange angle. It was good enough however to get me back to the hotel, where I rang BMW breakdown to take the bike and me to the nearest dealer next day for a new tyre - the only solution now.

The breakdown truck arrived the following morning and I rode the bike onto the back platform in the now pouring rain and parked it with a clamp device around the front wheel. The truck driver, who was Portuguese, spoke no English and I speak no Spanish, but we managed to communicate quite effectively in broken French, and it took about an hour to get into Pamplona (Iruna in local 'speak') to the BM dealer. The dealer was expecting us - having been advised by BM breakdown - so the mechanic came straight out and offloaded the bike whilst I sheltered from the continuing downpour in the showroom. The tyre was duly replaced and I settled the rip-off bill (what choice do you have when desperate?), and it wasn't until I got back and parked in the hotel garage I realised the front mudguard had been damaged in three places by the cradle on the breakdown truck. Bum! Not what you expect, and how do I deal with it now? I phoned BM breakdown and explained the problem, whilst realising I had absolutely no proof of how it had been caused. They made a note and said they would contact their Spanish office and get back to me.

Several days passed, by which time I had ridden back home

through France, before they sent me an e-mail asking for a quote for the repair. The dealer told me it would actually be cheaper to buy a new mudguard and sent me a quote for such (about £200), which I duly forwarded with a covering letter and photos. Another week passed during which I expected the worst, and then I received a very professionally-written letter from BM breakdown customer

services manager saying they would honour my claim and pay it in full direct to the dealer.

In view of the way most companies seem to deal with the public these days, I was delighted with their attitude and professionalism towards my claim, especially as I had absolutely no proof of how the damage had occurred.

The BM breakdown service is run for them by Allianz (the German insurer), and as well as getting such a good final outcome, it goes to show how important it is to have good breakdown cover when you're away - especially abroad. Can you imagine the problems I would have had trying to find a dealer with the right size tyre in stock and then getting the bike to them - all this whilst not speaking Spanish? No thanks.

Photos

Some pics from Ace Cafe that didn't make it into last month's Treads...



Bloody Roadworks!

– Stu

Weekday Ride – Thursday 10 July 2014.

By using the Fred Pontin mantra "book early" I was able to get the best of summer weather for this day, again. Martin, Paul and Andy met up with me at Sparkford and we set off towards the Dorset coast. We did eventually go to the Dorset coast, but had lunch about a mile away on the Devon coast.

The only little hiccup was trying to guess how Sparkford can be confused with Langport! However, it took very little effort to scoop up the stray and on we rode in glorious sunshine.

Glorious sunshine is also synonymous with road engineers putting sticky stuff and gravelly stuff on our roads. So a couple of detours delayed our arrival at what should have been our tea/coffee stop, making it our luncheon stop. What could be better than sitting in the sun, the sea lapping the shingle a few yards away, in great company and having nothing else to do but eat, drink and chat?

After a suitable feed and time we set off on the return journey. We got about half a mile from the Dorset coast and then turned inland on a circuitous route to our intended destination. Not to be I'm afraid, those bloody road-works again.

Not to worry, with brain working overtime an alternative route was found, twisting across Devonshire and Somerset to a delightful café that plays birdsongs in the toilet! Don't ask me why because I only know from what people have told me.

Toilet humour is very tempting at this moment but I will resist. So, flushed with the success of the day we all went our various ways home.

It only leaves me to tell you that the next weekday ride is booked for August 14th. Currently, the route is heading towards east Dartmoor.

Those of us that can – should, so I hope to see you there.

Fish and Chip Ride

– Simon

Thursday 26th June

After three solid weeks of hot and dry weather, it would decide to rain the day I'd booked for my fish and chip ride to Whitstone's in Shepton! The rain had just stopped as I arrived at Ashton Gate to meet everyone, and in fact it didn't rain again that evening, so we were in luck.

We battled through the evening rush-hour traffic along Winterstoke Road but I ran out of people to drop off in the Parson Street one-way system, so pulled into a layby to wait a moment, when Nigel and Tim shot past without seeing me, trying to catch-up! Luckily they had to stop at the traffic lights and I was able to catch them, although they were about to take the wrong road away from the lights and needed to make a deviation through the road works.

I know the road out through Bishopsworth and over Dundry Hill as I used to live out that way, and the traffic dropped off as we left the city. Once in Chew Stoke, we headed for Bishop Sutton, then towards the Harptrees.

I had done a recce in advance and found a small road through to East Harptree, past Harptree Court (where they filmed the Bake-Off TV series with Mary Berry and Paul Hollywood), and up into the Mendips, which came out directly opposite the Castle of Comfort. From there it was the Miner's Arms, The Ploughboy – where we saw Sandra who had decided to bring the car – and The Mendip Inn. In fact, a real pub crawl!

As time was marching on, I decided to go straight down the hill into Shepton, arriving at Whitstone's at exactly 8pm, where those who had chosen to come by car were just going in.

Fifteen of us (on eight bikes and in three cars) enjoyed our meal that evening. The fish there is really fresh and cooked well. You can even have it grilled or poached if you don't want battered. Several of us even managed a pudding before heading home just before 10pm.

Thanks very much to everyone who came and supported the event.

See you again soon.

Call me Oliver

– Sue

I drove to Cambridge recently and as I had to be there at around 11am I left home quite early. It was a lovely summer's day and it reminded me of some of the delights of riding my bike abroad which I thought I'd share with you.

Having just returned from a trip to Spain with 4 amigos I have to tell you that there is something about riding your bike in the early part of the day that is magical. The air is fresh first thing. It is like the dark of the night hoovers all the nasty stuff up and spits it somewhere else and all you are left with is the light scent of the grass and the flowers and the hopeful prospect that the new day brings. In the early part of the day the light is brilliant too – so long as you are not riding east. It is soft and light and wraps you in a warm blanket as you ride along – or is that just the layers you put on to guard against the early morning chill? The edges of everything are softened by dew which glints back at you in the sunshine.

I'm not sure when the early morning changes into the day, but by the time you stop at a café for a coffee and croissant other people are about and there is hustle and bustle and noise and activity. That is OK too as someone has to make the croissant and get it to the shop and someone else has to make and serve the coffee! A coffee shop in a small town or village aboard is a delight to behold. None of our cardboard beakers with plastic lids and froth. The coffee is hot and strong and the milk is a certain "extra". The same with tea and they always serve the milk hot – unless you specifically ask for it cold. But by the time you come out of the café or are kitting up for the next leg, the day is becoming harder. The smells are more mechanical and the sounds are louder. The heat has increased and you wonder if you've got too many layers on now.

If you are lucky and can find some of the many mountain roads in northern Spain you are in for a delight. The tarmac is generally good and the traffic is minimal. Bends lead from one to another as if planned by God's racing manager and where safe and suitable, progress can be made! Many a happy hour

can be spent until lunch riding quite major roads in almost total solitude with just the company of the amigos and the odd enthusiastic young worker as you pass by. For some reason, roundabouts are better going round on the continent than in the UK. I think we do it the wrong way round!

Lunch will be a salad or a baguette of some type with large round red ripe tomatoes which have taste and are a totally different breed to the red bullets that you get here. There is a multitude of different local cured hams and cheeses to try, or for the more adventurous, squid might be available if you are not too far from the coast. Seek shade while you rest as the sun will be at its peak now and will be hotter than you think. Riding layers are discarded as you enjoy the sheer warmth from the sun. Drink plenty of water too. The afternoons can be really hot and if you are dehydrated you lose concentration easily and you need to keep your fluid levels up!

As the afternoon flashes by with the miles covered and the shadows lengthen there is satisfaction that you are approaching your destination with glee. Roads may be busy while workmen in their (yes, still white) vans travel home and mothers finish the shopping and are eager to get home too. Keep riding through that and you are rewarded with more time on your own with the ribbon of tarmac and lazy rays at the end of the day. A small hotel or a local bar provides a refreshing cold beer to wash away the dust from the day and you can sit back and reflect on the sort of riding we never ever get a chance to do in this country.

If you haven't already taken your bike away for a holiday to the near continent, I suggest it is time you did. It is almost a responsibility to show your bike what else is out there. It is magical. So in good "Oliver" style – "can I have some more please?"

Oliver.

PS – that is of course unless it is raining, in which case you and your bike might have wished you'd stayed at home!

Printing the Bloodhound – Morton

Driving a car at 1,000mph requires precise control and a very strong grip – so the BLOODHOUND engineers have used 3D printing to create the world's most advanced steering wheel...

The radical bow-tie shaped steering wheel on BLOODHOUND SSC wouldn't look out of place in the Batmobile – and the way it's been grown, not built, comes straight out of a sci-fi movie.

BLOODHOUND SSC is built for one man, driver Andy Green, so the engineers wanted to create a wheel that would fit him perfectly. 3D printing has allowed them to do exactly that.

Bloodhound engineer Dan Johns explains how they did it...

"3D printing effectively enables you to 'grow' things you draw in 3D CAD into a real-life part – so you can create pretty much any shape you want.

"For the steering wheel, we wanted to create something Andy is familiar with – and because he is a fighter pilot, we started with the joystick grips that are found in military jets.

"To create the perfect fit for Andy's hands, we then did a bit of reverse engineering. We took a mould of his grip in modelling clay, digitised it by scanning it into the computer and used that for the wheel grips.

"We measured his ideal hand separation and designed the rest of the wheel around that, then used 3D printing to create a cheap plastic prototype to test it out.

"Andy tried it, and it was pretty much spot on."

Once the basic shape was sorted, it was time to add the accessories



– and like any good sci-fi steering wheel, there had to be plenty of buttons and triggers to play with.

"From the rocket throttle to the radio communications, all the essential controls need to be on there," adds Johns.

"We designed each grip with three buttons at the top and a lever set into the back.



"We used the prototype to measure the arc of Andy's thumbs and the place his fingers grip and fed that into the final design. It's so precise, he shouldn't need to take his hands off the wheel during the run."

"The only time he might is in the build-up to peak speed and the run-down, if he needs to make

extra adjustments, or if a button doesn't work and he needs to reach for a back-up.

"For example, one button on the steering wheel controls the parachute but if he presses it and it doesn't deploy he has a grab lever he can reach that will mechanically do the same job."

Not long ago, the plastic prototype would have been as far as 3D printing could have gone. However, during the run, the acceleration forces acting on Green and passing through his arms to the wheel will reach 300kg – and the plastic wheel would not be strong enough to cope with these forces.

But technology moves fast and now you can print in metal – so BLOODHOUND's actual steering wheel will be 3D printed in titanium.

"The process basically builds the part layer by layer and it works the same whether you do it in plastic or metal," explains Johns.

"You have a bed of powder and shine a laser or electron beam



onto it to create a chemical reaction that solidifies the powder.

"The laser moves quickly to draw the shape of the part on that specific plane, fusing the powder as it goes, then works up to the next layer and the next until the part is complete.

"The steering wheel has two parts – a front face with button cut-outs and a back face that holds the triggers in place. Each has internal

rib structures to handle the loads.

"In total, it will take about 10 hours to print, then a bit longer for finishing and fitting the controls.

"Compared to the past, which would have involved a complicated casting with a metallic skeleton, it's quicker, simpler and cheaper with very little waste. And it can be fully customised for the user."

But it doesn't stop there - other parts of BLOODHOUND SSC will be created using 3D printing too.

"At the very front of the car will be a titanium tip and that will be printed then bonded onto the nosecone," says Johns.

"We will also probably do switch boxes for packaging electronics in plastic and we're looking at printing a really whacky design for the air brake door hinges – although that's a bit more safety critical."

It's not just in super high-tech projects like BLOODHOUND that you will find 3D printing– it won't be long before you could have a 3D printer at home.

"There are lots of applications for it now, from large scale component parts for airplanes to printable bikinis," says Johns.

"The next 15 years are going to be very exciting. You will start to see home 3D desktop printers, aerospace making even larger structures and one day, I think we will actually start to 'grow' entire cars..."

Cambridge Design Partnership are finalising the black and grey steering wheel design ready for manufacture.

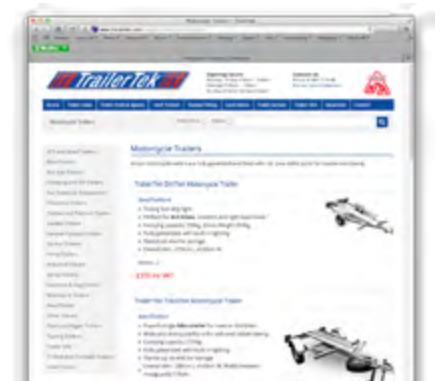
This article is taken from the Bloodhound website, <http://www.bloodhoundssc.com>

Catching flies?

Make up your own mind...



TrailerTek Trailer Parts and Spares



We sell Bike Trailers and Trailer Parts to the UK, and thought this might be useful to your audience.

www.TrailerTek.com
Hampshire
01962 774988

Pink Run and Calne Bike meet Saturday 26 July

– Biker Jane

Am sure you've got Saturday 26 July, Calne Bike meet, marked in your diaries as a great bikey day out.

I'd like to invite you join the Pink Run (poster attached). This is a charity ride-in starting at Chippenham Little Chef in order to raise funds for Breast Cancer Campaign. The Pink Run is also trying to link up and encourage women riders. Mind you this event is open to all bikers and if you can wear something pink all the better!

We'll meet at 10am but don't plan to leave for Calne until 10.30am

It'll be a fun way to start the day and raise money for a good cause – hope to see you there.

The Pink Run
Inspiring women motorcyclists

Vespa to V-rod, all women riders are invited to ride in convoy into Calne Bike Meet. In aid of Breast Cancer Campaign*

**Saturday
26 July 2014**

Meeting point: Little Chef, by the Esso Petrol Station, Chippenham, SN14 6UY or see you at Calne. Look out for The Pink Run banner.
Time: 10:00am for 10:30am departure.

Join us at Calne Bike Meet and wear something pink

www.calnebikemeet.com

*Registered Charity No. 299758

Ride Updates

August 7th, Stu

I'm very sorry, but I need to change the date of the weekday ride I am leading in August from 7th to 14th.

Destination currently east Dartmoor.

3rd August, Brian

Unfortunately Brian can no longer lead this ride however Sue has kindly agreed to take it on.

So, it is still on Sunday 3rd August, and she will be going to Aberystwyth.

Motorcycling

– Stu

I had a conversation about braking recently. It was started by the comment. "You must not brake in a bend". The first thing the commentator was asked to remember is the only rule for advanced riding. There are no rules.

Once you have an idea in your head it can all too soon become your response when taken by surprise. Hang on. Taken by surprise? Advanced rider never get taken by surprise, do they? OK, the second rule is never say never.

Roadcraft gives more rules.

"Brake firmly only in a straight line". It goes on. "Avoid using the front brake when the machine is banked". So, what if a rider has used all his skill and judgement to assess a bend and got it wrong? What if the rider is learning advanced skills and pushes a touch too hard into a curve? What if an animal, previously hidden dashes into the riders' path in a bend?

What we are told is that many riders leave the road in a bend with no other traffic present. Read that as – made a mistake. If it is as common as indicated then it seems to me that there



is a need to be able to brake in a curved path. It also occurs to me that a rider should know exactly how their bike will behave when braked hard; in a curve; in the wet; when loaded; when a mistake has been made.

Do any of my thoughts so far have any resonance with any of you? What can we do? The first thing is that during the last 3 conversations that I have been party to about braking, it is apparent that an opinion has been based on a section of chapter 5, pages 110 to 112. The problem with that is the section on braking starts at 107 and goes

on to 118. As the information progresses through the pages it becomes clear that there are no 'rules', but graded lessons to learn when faced with changing situations. So there endeth the first lesson. Learn about braking from Roadcraft – all of it. Lesson 2 must be to have an answer to the question in the coloured box on page 112.

The 3rd lesson is not to keep on telling me that Roadcraft gives different percentages of brake effort in different conditions. The 4th lesson is to find a venue where you can try out the braking limits of your bike. You may want to combine that with tyre grip as well, especially when braking. I promise you, you will be surprised at how much better your bike is than you are. The only note of caution is to ensure the person controlling or training the session is appropriately qualified and experienced.

Isn't Roadcraft wonderful? It often says exactly what you didn't realise.



Potholes

– Garrad Bailey

Are any of your members aware of any pot holes in S Glos?

If so, could you ask them to email me with the location (as accurately as possible) please.

Thanks
Garrad Bailey

Motorcycle Officer,
Road Safety Team
Department of Environment and
Community Services

01454 863749

Garrad.Bailey@southglos.gov.uk
<http://www.southglos.gov.uk/roadsafety>

As I mentioned in Editors Bits, there is an app out there MendmyPothole. Nelville has used it to highlight a couple of potholes in Bradley Stoke already.

It looks to make light work of reporting potholes...

https://play.google.com/store/apps/details?id=uk.co.mendmy.pothole&hl=en_GB



and from Eastern Europe...

– Simon Gale

Can you tell Garrad about the holes I have to cope with!



Sorry, Simon, Wasn't sure which captions went with which pics! Chris.

Can anyone help?

– Sandra

As I'm sure you're all aware, the club holds it's annual 'plug and grub' end of year awards night in November, and this year it's my turn as newly appointed events co-ordinator to make all the arrangements. (Please take pity on me it's a big responsibility given the great evenings we've had each year)

Anyway, we are always looking for somewhere new to go, and trying to make it as central as possible so it allows everyone a chance to come, without huge amounts of travelling.

So, you've probably already guessed why it's headed 'Can anyone help?'. You all know your local area the best, so if anyone knows of a pub or venue that has

a function room which could accommodate 25-30 people and provide a good menu, could you please let me have the details.

Don't worry I'm not asking you to arrange it, but we are just looking for ideas of where we could possibly go.

In the past we've been to; The Pelican in Chew Magna, Cameley Lodge nr Temple Cloud, The Rose and Crown in Hinton Charterhouse, Fry's Club in Keynsham and the Swan at Tytherington.

If you have any suggestions, please either give me a call or email events@aamc.co.uk.

Many thanks, I hope you can help.

Motorcycle Insurance

– Stuart

I know it is teaching everyone and everyone's granny how to suck eggs but every year when I get my renewal forms through from whatever broker or insurer, they always start with the lines:

We Strive To Keep Prices Down.

In reality they want to have you over, assuming you won't be bothered to shop around!

Today using the MCN Website I have switched from one insurer to another.

£602.28 originally quoted. I managed to get it down to £278.64

I double checked with the insurer over the phone and it covers everything the old policy did.

Worth discussing with the insurer but if you tweak voluntary and compulsory fields that could bring a total amount to initially pay (God forbid there were an incident) from £550 to £250 all for the sake of an extra £4 plus small change.

Parish News

– The Vicar

We're in the height of summer now and there is a great selection of weekend, weekday and evening rides and other events in the Diary, so I'm sure you can find something you fancy without much problem. A couple of days ago a friend remarked it was already getting dark a bit earlier in the evenings than last month, so I just politely asked not to be reminded!

Speedway

As I write this, the first ever Club visit to speedway is still to come, but hopefully we will have a good turnout of members and there will be a few photos next month.

Congratulations

I would like to congratulate Brian Langdon for passing his RoSPA Diploma retest a few weeks ago and also Chris Kearns for getting a Silver on his first ever RoSPA test at the beginning of the month. Well done both of you.

Welcome

Finally this month I would like to welcome Kelvin Packer and Emma and Dave Lansbury to the Club. Kelvin rides a Kawasaki GTR1400 and a Honda CB900, whilst Emma and Dave ride a BMW K1200s and S1000RR. We all extend a warm welcome to you and hope to see you out and about with us on Club events soon.

Diary

July

Friday 18th

Sandra Fry

Speedway night. Meet at Somerset Rebels Speedway, Oaktree Arena, Bristol Road, Highbridge TA9 4HA at 7pm for a 7:30pm start.

Sunday 20th

Nigel Dean

Club Ride.

August

Sunday 3rd

Sue Harding

Club Ride to Aberystwyth

Thursday 14th

Stuart Bullock

Weekday Ride.

UPDATED
RIDE DETAILS

Sunday 17th

Mark Chamberlain

Club Ride.

Sunday 31st

Jim Watkin

Club Ride.

UPDATED
RIDE DETAILS

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.