



TREADS

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The April 2015 Newsletter of AAMC

Editor's Bits – Morton

Another Treads – another editor. Thanks to Temp Ed for keeping the seat warm – I hope to live up to the standards he and previous Eds have set. Never been one before, so let's see how it goes. Hmm, haven't had my "Editor" badge yet – Simon?

One innovation I'd like to introduce is a series of member profiles, preferably covering everyone eventually. The point of this is not just to fill some space each time, but to help get to know each other. Not everyone can manage all or maybe many club rides and other functions, so it will help to flesh out the people behind the names. Also, it occurs to me, if you're thinking of buying bike X and you see that someone has or has had one, there's a source of useful information. I remember picking Bryn's brains about the BMW RT, and his comments encouraged me to try a couple.

I've been riding occasionally through the winter, and today (26 March) I enjoyed a blast round Cheddar on the Triple. On the way back to Portishead I adopted test standards of speed-limit observance (not that I do stupid speeds anyway!), and it was surprising how much extra care I had to take to keep consistently within 1 or 2 mph of the lower limits. Shows I need lots of practice before my re-test in July, and how much I stand to gain from observed rides on the SDC. One of last year's rides sticks in my memory as one of the best days' riding I've ever had, so I'm looking forward to 2015's course.

Sad that the skittles evening Sandra arranged had to be cancelled because of low numbers. She's offered to try again at a more propitious time.

Powered 2-Wheeler Registrations, 2014-15

February 2015/2014 Registrations for Mopeds

Mopeds (<=50cc)	Feb 2015	Feb 2014	%Change
Scooter	416	512	-18.8%
Other	32	53	-39.6%
Total	448	565	-20.7%

Feb 2015/2014 Registrations by Bike Type

Motorcycles	Feb 2015	Feb 2014	%Change
Adventure Sport	559	375	49.1%
Custom	235	275	-14.5%
Naked	863	608	41.9%
Scooter	1,002	977	2.6%
Sport/Tour	78	78	0.0%
Supersport	390	322	21.1%
Touring	56	57	-1.8%
Trail/Enduro	299	266	12.4%
Unspecified	9	3	200.0%
Total Motorcycles	3,491	2,961	17.9%

Feb 2015/2014 Registrations by Engine Size

Engine Size	Feb 2015	Feb 2014	% Change
0 - 50cc	450	567	-20.6%
51 - 125cc	1,883	1,676	12.4%
126 - 650cc	573	473	21.1%
651 - 1000cc	630	396	59.1%
Over 1000cc	403	414	-2.7%
Total	3,939	3,526	11.7%

Source: Motor Cycle Industry Association

Any explanations for the drop in "mopeds" and the massive rise in the 651-1000cc group? What about the rise in the Adventure Sport group? The Letters page awaits!

View from the 'Saddle'

You may have realised that the 'View' in Treads each month is in fact written by a number of different people – all Committee members – who take it in turn. Well it's my turn this month, so I thought I'd bring up the subject of 20 mph speed limits in Bristol.

Now, I'm very happy to support 20 mph limits outside schools and in highly pedestrianised areas as it makes real sense from a safety perspective. I can even see a pretty good argument for having them on residential roads, but unfortunately I have difficulty supporting them on through-routes including some 'A' roads into and through the city. Frankly I just don't see the point in slowing the traffic to 20 mph. What are we achieving, apart from a 50% increase in everyone's journey times?

I'd very much like to see some research on how this has affected pollution in the city. If every vehicle is on the road for 50% longer each morning and evening, what do you think the effect on pollution is? Bristol as Green City for 2015? Mmm. I'll leave you to make up your own mind.

– The Vicar.

Second club ride 22 March 2015

The weather forecast boded well – dry, if a little chilly – and 14 hardy souls turned up to the Farrington Gurney start for a tour around Somerset, Dorset and Wiltshire. We were also joined by Sandra, dressed in very non-approved riding gear and who, after taking some photos for the club's Facebook page [uploaded before the ride was even over!], drove off for a coffee after getting chilled by not setting the car's heated seat correctly [only joking Sandra].

The first few miles down to Shepton Mallet are always a bit tedious and busy but the traffic thinned out as we head south towards Castle Cary, Wincanton & Sherborne. As we did so the sun broke through the clouds and by the time we passed through Cerne Abbas it was a lovely early spring morning with daffodils on the verges and lambs in the fields etc etc.



Fortunately the roads were bone dry as after going through the village we took some quite narrow & bumpy lanes to go east & then north again to avoid the hassle of ending up in Dorchester. Other bonuses were the stunning views from the tops and seeing the wonderfully named Piddletrenthide. Onwards via Sturminster

Newton, Shaftesbury and a baptism of Zig Zag Hill for some people brought us to Compton Abbas airfield for lunch. It was a nice day but it was only March and they were very busy. There was barely anywhere to sit and the food took a long time to come. Bear that in mind if you are planning to stop there later in the year.

After lunch the route passed through several of the small villages on the edge of Cranbourne Chase where the clarity of the water in the streams was commented on. A short cut to Wilton avoided the traffic on the outskirts of Salisbury & we headed cross country back to the petrol stop in Shaftesbury, déjà vu!

More dry, relatively clear and twisty roads through Gillingham, Bruton & the Nunney 'quarry' route brought us back to the A37 and masses of traffic. A slow trundle saw us back in Farrington Gurney shortly after the farm shop tea room closed but a suitable replacement was had at the Farrington Inn where they were equally welcoming.



160 or so miles were covered and all of them dry. By the end some people felt quite chilly whilst those with heated jackets were complaining of getting scorched & having to turn them off!

Special mention should be made of Colin and Andy & Caroline who were on their first AAMC ride - I hope that you enjoyed it & we see you again soon. Thanks to

Mark & Helen for their usual sweeper duties. Paul - I hope that you get your bike sorted. Andy - I hope that you got home & warmed up again. And lastly Terry, with another bike - this time a [left blank as it will probably be changed before this goes to print!]

Jim

Skills Development Course 2015 - Morton

This year's course kicked off on Thursday 26 March, as usual with a theory session at Simon's offices. This year there are 11 trainees, a mixture of new members and old hands, some of whom have done the course several times, but are always keen to pick up any tips to help keep them safe and make smooth, fast progress. This session was devoted to an overall view of The System, and the need to apply each PSGA element in sequence while maintaining the TUG of the I (ring bells?) throughout the process.



[Jim, Brian, Rich, Al, Matt, Chris, Julie, Kelvin, Austin, Carena, Chris, Morton, Andy, Tom, Mark, Adan, Andy]
[Not Simon, who had to take the picture]

Sunday's observed rides promised to be wet and windy - and weren't they just! Rain and gales entertained us through the day, and while I was glad of the protection offered by the Deauville's fairing and screen, I wished I'd taken the top-box off: it increased the windage, particularly high up, and added to the buffeting. Given the failings of my memory, I made all the notes I'd need to get me to Sparkford before we set off - and then left them at

AB Fluid Power, where Kelvin had greeted us with the kettle on first thing. Thus it was that I asked myself later “*Was that the staggered junction Andy mentioned, where I should have turned right?*” – Of course it was. Adan had to overtake me and find somewhere to turn round so we could get to the Haynes Motor Museum for lunch with the other groups. That place has had a brilliant re-furb, BTW, so it’s a must-visit sometime soon. Heading north later proved as interesting(?) as the morning’s ride, with the addition of fallen branches and one tree to avoid. Andy’s warning before we set off from Brislington, to be careful near gaps in hedges and fences, proved spot on, and was much appreciated. I’m already looking forward to the next sessions.



Mark and a well-earned snack!

Parish News – the vicar

I’d like to welcome Morton to the post of Editor for the Club and thank him for volunteering for this position. We still need a Publicity Officer on the Committee, and would very much like to hear from anyone who thinks they might be able to help with this post, or indeed just help distribute leaflets and cards to bike shops and anywhere else that may help to get our name across and increase membership.

RoADAR

I was rather surprised to receive a letter from the outgoing Secretary of the RoSPA Avon car group a few weeks ago saying the final two committee members of that group were retiring and as there was no-one to take it on, the Group would be closing. I didn’t actively support the group as I put my efforts into AAMC, but I have been a member for nearly twenty-five years and was very disappointed that a once-thriving group had been brought to this. It doesn’t get any easier to find volunteers to help run clubs.

Welcome

Finally this month I would like to wish a warm welcome to new Club member Colin from Backwell who rides a BMW R1200GS, is a member of the IAM and also helps with Freewheelers. Colin came out on Jim’s recent Club ride and we hope that will be the first of many.

Member Profile – Morton

Apologies for including yet another of my own efforts, but I felt I had to be the guinea-pig for this one, before I could ask anyone else to do it. Suggestions for additional questions gratefully received.

Name	Morton
Age	70 (just – and that’s the shell: inside I’m still 45!)
Occupation(s)	Retired college lecturer
Years riding	11
Riding qualifications	IAM, RoSPA Bronze
1st bike	1996 Diversion 600S – a decent starter bike
Other bikes	FJ1200 – smooth, loads of torque, heavy ; Blackbird – super bike: endless, creamy power, great handling, just couldn’t handle the crouch indefinitely.
Current bike(s)	Honda Deauville, Triumph Speed Triple

Favourite bike	Loved the handling of the Buell; pity it ran out of revs.
Next bike	Maybe Honda CB1100 X-11 (near-Blackbird engine, but no crouch) or Guzzi Centauro (bags of character, and love the looks)
Worst bike	Enfield 500 - vibrations loosened my fillings; no go; nice gearbox
Foreign trip(s):	None yet, maybe next year. Would love to tour NZ and/or do Oz's Blue Mountains and Great Ocean Road.
Favourite ride	Chepstow - Monmouth - Usk - Chepstow
Favourite bike stop	Castle Kitchen, Nunney; Red Door Café, Mitcheltroy
Favourite hate	Drivers moving over to stop me filtering
Favourite racer(s)	Casey Stoner, William Dunlop, Josh Brookes

Karting Sat 16th May, Southwest Karting, Cheddar 5pm - Sandra

As this event has been so well attended in the past we thought we would book again! Having looked into various venues, South West Karting in Cheddar seems to provide best value for money and time on track without any hidden extra costs.

So this year's event is set for Saturday 16th May, gathering at 5pm for a prompt 5.30pm start; this allows for registration and kitting up with race suits, ready for the pre-race briefing.

Family are very welcome to join us, we need a minimum of 10 people for the grand prix style race we've booked. The cost is £30 per person. All drivers need to be at least 16 years of age.

We also plan to continue the fun after the racing has finished with a meal at a local pub or restaurant. (I know last year's curry was a big success).

Therefore if you'd like to come along and try your hand and have a bit of fun, either for both the karting and meal or just karting, I'd be grateful if you could return the attached completed form along with a cheque for your full payment of £30 per person made payable to AAMC.

If you have any questions please give me a call or drop me an email

I look forward to seeing you all there for an evening of fun and laughter.

Thanks,
Sandra

Forthcoming Club Ride to Ironbridge - *Simon*

On Sunday 3rd May I will be leading a Club ride to Ironbridge in Shropshire. It's quite a few years since I've been there, so I thought it was about time for me to organise a visit. We'll be travelling north through Hereford, stopping for coffee around 10:15 am, arriving in Ironbridge shortly before 12:30 pm.

After a light lunch (nothing booked, but plenty of pubs and cafés in the town), we'll aim to leave around 2 pm, then stop for petrol in Much Wenlock before heading into Wales with afternoon tea at the Honey Café. From there it's back down familiar roads to finish at Chepstow.

The approximate mileages are 90 to Ironbridge, 5 to Much Wenlock, 73 to tea and 44 back to Chepstow, making 210 for the day.

As you can see it will be a fairly long day, but we'll be stopping regularly. Fingers crossed for good weather.

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.

NB - We publish articles for the benefit of members - it is not an endorsement or recommendation. You must make up your own mind if you think something is suitable for you.

