



TREADS

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The September 2014 Newsletter of AAMC

EDITORS BITS

– Chris

Too often we do not praise the good work but only comment on the things that people do badly. My sat-nav (a Zumo 550) packed up last month and as it was nearly 6 years old I thought it was going to be an expensive replacement. I packed it off to Garmin for 'repair'. A couple of weeks later I chased up the repair and was told that it could not be fixed and that I would receive a refurb in the post in a few days.

Whilst off on holiday I received an email which stated I would have a Zumo 660 sent out to me shortly! Great – an upgrade!

Then I thought... hang on if they only upgrade the device then I will have to sort out new mounts for the car and the bike. No problem – a complete new kit was sent out to me. So pretty pleased with the result. Now If I can only get them to pay for the new mount to be fitted to the bike...

Anyway, I now have a Zumo 550 car and motorcycle mount if anyone wants it – it is free but will have to arrange a time to pick it up. Probably ideal for someone who wants to be able to have the sat-nav on a second bike.

Cheers!

View from the Saddle

– Tick Tock

As things are progressing fairly quickly with electric car development, I was wondering what other club members thought of the possibility in the future of owning an electric bike?

All the major car manufacturers have over recent years have been busy introducing new models including electric variations. Nissan has it's Leaf, VW eUP, Renault Zoe, Twizy and BMW with it's latest i3 and i8 to name a few. Interestingly Toyota and Suzuki have gone for a combined hybrid and electric rather than pure electric.

The downside to most of these vehicles for me, is the high initial cost of buying the vehicle, which tends to be almost double the cost of a small petrol engine, the limited mileage between charges which appears to be on average a maximum of 100 miles, which also in the winter months will reduce further. Although the VW eUp costs £2.80 to charge to do 80-100 miles, so a significant saving over their petrol equivalent.

A couple of comments made by the salesmen and customers about electric vehicles are that they are too quiet, people don't hear you coming into car parks etc, this must be a significant safety issue given the number of pedestrians wearing headphones and children playing in the streets. But from a performance point of view, customers seem to be very impressed especially with the initial acceleration, as you get maximum torque from zero RPM when pulling away.

It still leaves that feeling that you may get caught short on charge with no where to plug yourself in as there are still limited numbers of public



Harley Davidson Live Wire Dash



charging stations. Would it therefore not be better to have a small petrol engine as back up? Perhaps this is why Toyota and Suzuki etc have produced a hybrid instead.

It appears that people have concerns over a multitude of issues which is born out in their slow sales figures.

As for motorbikes having done an internet search this seems to be even earlier days. With a 125 commuter style bike costing from 13,360 euros (this was the only figures we found, nothing available in £ sterling!) Although I'm sure all the other bike manufactures are developing bikes as we only have to look at the success of the SES TT Zero, with speeds in excess of 100mph being reached, this will only draw more and more peoples attention to electric bikes.

Interestingly in the BMF Rider magazine this month there was an article on Harley Davidsons entry into the electric market with Project Live Wire. This is

currently on tour in North America this year and is coming to Europe in 2015, not surprisingly they want to gauge their customers opinions before putting this into production. However, you have to wonder having invested so much into it's development what they would do if consumer opinion is poor. Having seen the pictures in Rider magazine it looks ok but more Buell than Harley Davidson to me.

Suzuki's monkey bike.

Don't get too excited it only does 20mph for a maximum of 20 miles!



We seem to have embraced electric or battery assisted cycles despite their initial cost and weight, maybe it's because you get so much help for the hilly bits. So perhaps eventually we will accept progress as battery technology improves, in the meantime enjoy the petrol whilst you can!

Out of curiosity have any members road tested either electric cars or bikes? If so what did you think, perhaps a follow up article for us all?

Plug & Grub Annual Dinner

— Sandra

Hard to believe I know, but it is that time of year again when we think of our annual dinner and awards evening.

This year we've booked the White Hart in Iron Acton and we'll have a room to ourselves so we won't disturb anyone with our frivolity.

We've been running this event as an end of season finale for a few years now and it always proves to be quite a success and I hope this year won't be any different.

Sue has kindly agreed to be

compere again this year which always leads to some fun and laughter. We'll have to wait and see what she has in store for us this year, but in previous years she's taxed our brains with a bike related/general knowledge quiz and entertained us with some prized awards for rides throughout the year.

So I hope you'll join me in celebrating the end of what so far seems to have been a pretty good riding season. Even the weather seems to have been kind to us.

Within this issue of trends will be details of the menu and a booking form. If you could complete the form and return it to me with your cheque made payable to AAMC for the full amount, by Monday 3rd November so I can let the pub have our orders I'd be very grateful.

If you have any questions feel free to email events@aamc.co.uk. I hope to see you all there.

Lost Marbles?

– Stu and Sue

Another weekday ride and another rather day when the weather gods were rather grumpy. No contact before the day, which is OK as I will always turn up, never one to miss out on a ride.

I had checked out Intellicast (the MOST accurate weather forecasting service there is) and had decided on a route. It seemed that the higher the land rose, the more rain would fall. So, a route through valleys would resolve that.

Martin arrived suitably soaked reporting torrential rain nearer to Bristol. Well you get the weather you deserve I guess!! He retired to the gents and made free with the hand driers to at least warm the water in his gloves.

Very shortly afterwards another chap turned up for his first experience of AAMC en-masse. Sue and I have known Chris for aaaaages and mentioned the ride to him a few days before. He is a very competent rider and another first would be a group ride as he normally rides alone or with another rider. Hmmmm. He wasn't going to learn much about AAMC group rides on this trip. Oh well, there is always another!!

After a short discussion we agreed to set off on the chosen route from Taunton. Standard B3227 got us into Devon, then through Tiverton to Exeter. From there we skirted around the worst of the traffic and ended up on the B3212. Turning onto the B3193 you ride through the superb tree lines route through the Teign Valley to Bovey Tracey. Known to some of you, the very comfortable and welcoming Marble Factory was the lunch stop venue. I go there quite often to replenish the marbles I regularly lose, so getting a feed as well is a bonus. The site was once a huge factory for the making of glass and pottery.

After a suitable break we rode back to Tiverton and on to Wellington. From there Chris and Martin joined the M5 northbound, whilst we returned home. A couple of hours drying time later I received emails from Martin and Chris. It appears that as they rode north from Wellington the heavens opened with torrential rain. Visibility was poor and speed down very low. Naturally they both got soaked as there is nowhere to get off the M5 until the next junction some 7 miles away.

I've included a photo of the Grand Western Canal. We rode very close to it on this day and it contains as much water as fell on Chris and Martin.

So, with the Plug and Grub in mind, the claims are:

- The ride with the fewest members.
- The ride using the lowest contour lines on an OS map.
- The wettest ride when the ride leader wasn't present.
- The ride with the most tenuous link to its photo.

See you all soon.



Exmoor Ride

– Jim

A recce of a ride route can only tell you so much, even if it is done just a week before the proper ride.

On the recce, despite it being August and being well wrapped up I was cold all the way round & having the heated grips on was essential – despite this I had frozen hands. Perhaps I should have worn winter gloves but I thought that this was the summer. The day of the ride dawned bright and sunny with a good forecast for the day and much warmer than the previous week.

I had pre ridden the entire route and adjusted my plans due to road closures that I had discovered on the recce. What I didn't establish [and didn't find out about until after the event] was that there was a major flea market being held at the Bath & West Showground that was certainly pulling in the punters. Our route took us around Shepton Mallet & the traffic jam stretched back to nearly Gurney Slade necessitating a considerable amount of filtering. Inconvenient though it was for us, it was far worse for the entrants in the Midsomer Triathlon who had to cycle past all the traffic. I guess that no records were broken that day & I did feel sorry for the competitors. I'm surprised that there was not any communication between the two organisers of the events. Still, even when we were sat in the jam I could not see any publicity about what was on at the showground.

After a delay of some 40 minutes we were clear and could enjoy the dry roads and steadily warming day down to our coffee stop at the Pines beyond Bridgwater. This was largely uneventful with only a car and large caravan going along a lane that, to

the best of my knowledge, had not site or anything else of interest for a caravan. Sure enough, it stopped dead opposite a junction and the driver asked directions from an oncoming driver. From the amount of hand gestures I guess that he was well lost.

After coffee Exmoor loomed large and, as ever, did not disappoint with quiet dry roads. Jaimie, Sandra & Al decided to loop back home at Wiveliscombe & the six remaining headed off into deepest Exmoor where we were treated to stunning scenery and quiet but narrow and bumpy roads. This provoked some comments at the lunch stop but then no-one said that the ride would be on a billiard table smooth race track. At least some of the road that looked as if it was about to be surface dressed with loose chippings hadn't been.

Again, the lunch stop did not go as on the recce. Despite being fairly quiet we had to wait a very long time for the food even though it was hardly haute cuisine.

Replenished, we did the same to the bikes & headed home back over Exmoor past a horse riding event that added extra spice with several large, slow moving horseboxes. Three were identical and played tricks on your mind as you puzzled how they had managed to pass you.

Onwards over the Quantocks on some lanes, through Bridgwater and onto the Somerset Levels where tea was taken at a new venue, Rich's Cider Farm. They stay open quite late, we made it with 17 minutes to spare, & were pleasant and helpful. I wouldn't hesitate to call in there again on another ride.

With the shadows lengthening & the sunlight definitely picking up the brown tinges on the leaves the ride went onto Wells Before finishing back at Farrington Gurney, somewhat later than anticipated.

Thanks to Nigel D for back marking.

The Big Bad World of Riding Motorcycles

– Stu

I intended to start with a joke about a boomerang. However

In the big bad world of riding motorcycles there is a reason for bike clubs. Some concentrate totally on training; some concentrate totally on socialising. Rugby clubs are just the same and it is up to the newly converted to make their choice.

Just as in other areas of social life, there are clubs who tread the tricky path of providing training IF it is needed and socialising IF it is asked for. Sort of in the same way as the Priory clinic provides healthcare for alcoholics, you either recognise that you need it, or you do not.

How do those who are inexperienced in any task, but are allowed to engage in the experience, recognise that they need help? To be blunt (a new experience for me) (?) it is no good to anyone to be "crawling from the wreckage" (As Status Quo and several others will sing) and promising to book a training course as soon as the arms will work again to sign the cheque.

This might seem obvious. (Don't you often find that after a nasty experience, the obvious suddenly becomes errr, obvious?). I blew up my Dad's workshop making a steam driven device to power a lathe. I knew that I wanted to turn wood. I realised that required a lathe. I was well aware that a lathe could be steam powered. Where I made an error was in not knowing that a paint tin full of boiling water driven by a blowlamp had a failure point well below my ambition, knowledge and practical ability. You could say that enthusiasm overcame reality. (I seem to have heard that a lot over the years!).

If in this missive you recognise yourself, take my advice.

Sign up for a Bikesafe assessment.

Find the only man in Britain who will provide you with an assessment under the DVSA Enhanced Rider Scheme.

Ask Simon Gough to sort you out.

Do something to gain education in riding.

I recently lost an acquaintance who when riding, made the most tiny mistake, the most stupid of stupid errors, the easiest of mistakes ever, took the tiniest of tiny risk.

Even social rides will assist develop good habits that reduce risk so make sure you read the diary and sign up straight away. (Dare I point to a weekday ride of mine).

What about the boomerang joke, I hear you say. Well, it will come back to me before long!!

Boom boom.

This photo shows the latest AAMC uniform that must be worn to with the in crowd.



Ruins and Relics

– Stu

Once again dates needed to change and so the September weekday ride happened earlier in August. Andy was deflated that he couldn't come, Simon snuck a day off and the retirees, Martin, Sue and me were soon riding away from our start point at Sparkford.

Nice roads across to Sherborne, then onwards through Piddle country to the Puddle area. We even managed a little Tincleton on the way. We passed Giant Willy at Cerne Abbas, Hardy's cottage, Lawrence of Arabia's little lodge, Bovington Tank Museum and swung beneath the trees near Monkey World.

Arrival at Corfe Castle was a tad early for lunch and we found it is National Trust policy to not take an order before midday!! Oh well, we bore it all with magnificent fortitude, and loads of coffee. As you can see, the weather was good and the views stunning. So that was the Castle.

After luncheon we rode to Studland to catch the ferry. Halfway across we could see a squall appearing from the Wareham direction. It showered on us for the last few sea yards and through Parkstone. Luckily we were Blandford bound and soon emerged into a shiny sky again. Having completely surrounded Blandfordians, we took off towards Sturminster Newton, Gillingham and ended up at Stourhead. That was the Cake. National Trust again but luvverlee Cake and you don't need to be a member to use the café.

So that was it. Another slightly naughty day off and a good ride completed we all set off for home. Next time we will be delighted to see you too playing midweek hookey.



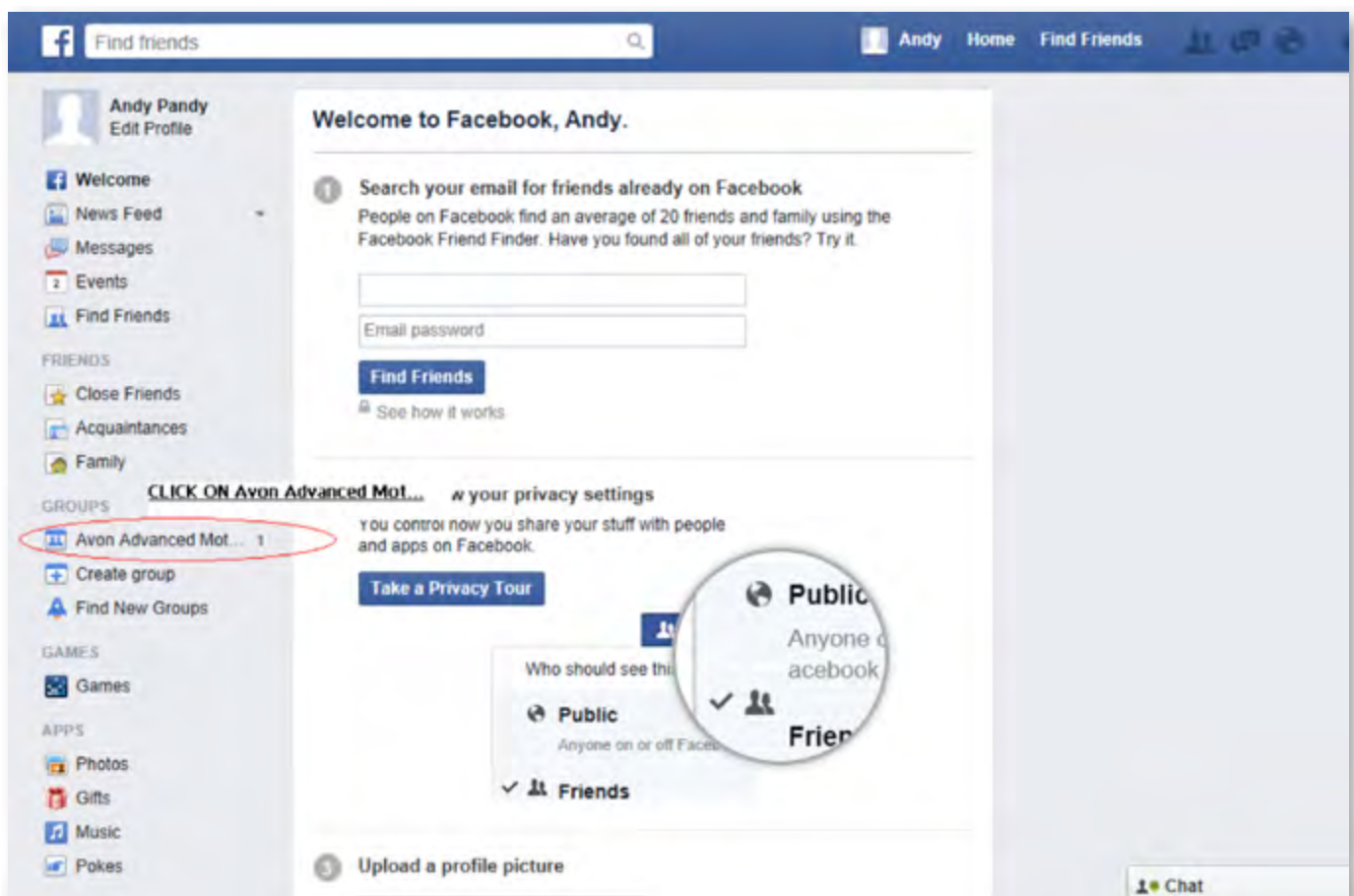
AAMC on Facebook

– Mark

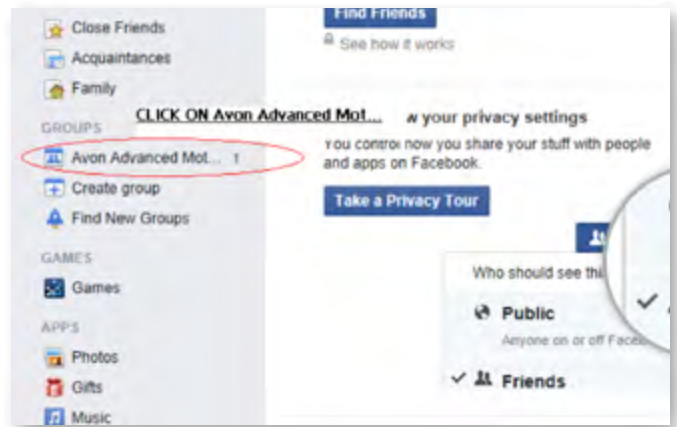
Welcome to all club members. Below you will find out how it is possible to see the way that Avon Advanced Motorcycle Club uses Facebook along with our web site to share information i.e. pictures, written word, or links.

Every member can share their information straight away without having to have someone else up loading it for them, therefore making it more interactive and quicker to spread the word about what the Club i.e. the members are doing, be it a last minute bike ride or a pint down the pub. Type Facebook into your web browser and you will be taken to this page to log into Facebook.

You don't need to fill out any details for this as I have created a pseudonym to allow access to AAMC Facebook group.



Looking down the left hand column you will see Avon Advanced Mot.... under the heading GROUPS
 CLICK ON
 Avon Advanced Mot....



This is what you should see.
 Avon Advanced Motorcycle Club Facebook Group.
 You can then scroll back through our time line to see



what Members have posted & how we use Facebook.
 If you do decide to join Facebook to access our group but would like to ask more questions then fill free either on our web site or email at webmaster@aamc.co.uk



Parish News

– the Vicar

We've recently returned from the annual Club Foreign Foray, and I'm sure you will know we went to the southern French Alps this year, near Grenoble, to stay in a catered chalet we used two years ago. What a great time we all had. The weather was really wonderful, and there's something marvellous about those roads with little traffic and a good surface. We managed quite a few mountain passes and hairpin bends, and even rode into Italy for lunch one day to satisfy Martin's curiosity as he'd never been to that particular country before. Hopefully there will be a proper write-up in next month's issue. In the meantime and to continue last month's theme, I have included a photo taken by Nigel – our official photographer – looking north from the top of the Galibier pass. Super.

Ride of Support

Mark, whose brainchild this was, was extremely disappointed at having to cancel this year's Ride of Support on Saturday 20th September. After last year's excellent turnout of bikes, he had made special arrangements for food and entertainment at the end

of the ride, but there were just too few participants to make it cost-effective, even though it was heavily publicised around the local bike clubs and event boards. Very disappointing.

BikeSafe

Continuing the theme from above, the BikeSafe event at Bath Fire Station on Sunday 28th September has also been cancelled due to lack of support. Only four people registered. I'm hoping the event at Yate on 18th October will still go ahead. These are excellent opportunities to get training from a police instructor, and I really can't understand why it has died a death this year. Very odd.

Welcome

Finally this month I would like to welcome Tom and Chris to the Club. Tom lives in Horfield and rides a K1200s, Chris lives in Hanham and has a Kawasaki ZX6R. We all extend a warm welcome to you and hope to see you out and about with us on Club events very soon.



Diary

September

Sunday 28th

Andy Smith

Club Ride.

October

Thursday 9th

Stuart Bullock

Weekday Ride.

Sunday 19th

Steve Smith

Club Ride.

November

Sunday 2nd

Simon Gough

Final Club Ride of the Year.

Saturday 8th

Sandra Fry

Plug and Grub night. Presentation of Superb Awards for 2014. Further details and an application form in September and October.

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.