



TREADS

www.aamc.co.uk

The July 2017 Newsletter of AAMC

Editor's Bits – Morton

It's back! Lewis Leathers are making the Universal Race Suit Mk I again:

BRITAIN'S OLDEST MOTORCYCLE CLOTHING COMPANY

Lewis Leathers

UNIVERSAL RACER SUIT Mk I

Dear Reader,

An undeniable classic, the Universal Racer Mk I suit, favoured by Road and Speedway racers from the 1920's - 1990's, is once more available, along with other items from our D Lewis Ltd range, including casual jackets and boots from the same era. Remember, all of our clothing is still made in England and we offer a fully made-to-measure service on jackets and trousers to ensure the correct fit.

www.lewisleathers.com

AVIAKIT
REGD.
TRADE MARK

Did you recognise me with hair and without the beard and glasses?

I get the Great Western Air Ambulance Charity (GWAAC) newsletter, and the current one says:

Last month we broke our flying hours record! In one shift the crew spent 4 and a half hours in the air. They went to an incident in Pembrokeshire, which then involved a patient transfer up to Birmingham. Well done to all involved!

2017 is already becoming one of our busiest years yet. In the last 6 months, we've been called out 917 times:



This August, we will be the Bristol International Balloon Fiesta's charity partner. We need volunteers to help us out between the 10th -13th of August. Could you spare a few hours to help? Send us a message and we'll be in touch!

[\(https://www.greatwesternairambulance.com/contact/\)](https://www.greatwesternairambulance.com/contact/)

See AAMC's involvement in their Ride4Life further down.

Legal Questions

1. Dealer Tyre Trouble (May 2017)

I have had my old GS1200 for the last five years and have covered about 60,000 miles with no problems... until last month. I had got back from France after a two week tour and needed new tyres. I ran the bike into a local dealer who changed them. I thought no more about it and covered

another 500 miles the weekend after to Wales and back.

Anyway, all was well until I trundled to work the day after in the rain. I was heading down a main A-road around a gentle right-hander when the front end just lost grip, causing me to fall off, smash my 'swede' on the road and knock two teeth out (I currently look very attractive... not).

Upon the police checking the bike, they found that both tyres had been put on the wrong way round. I reckon this caused me to fall off. Do I have a claim?

Answer: Not one tyre but two! These people shouldn't be allowed out on their own; let alone be allowed to meddle with motorbikes. Rant aside, every case turns on its own facts and evidence will be paramount to winning. On the face of it, if the tyres were on the wrong way round then you can follow why the front end lost traction in the rain. However, it is not just enough to assert something; you still have to 'prove' your claim.

With this in mind, take good photos of the tyres still on the wheels on the bike showing they are on the wrong way round. There should be an arrow on the side wall showing the intended direction of travel. If liability isn't admitted by the dealer you need an expert to provide an opinion as to whether 'on the balance of probabilities' the dealer's cock-up caused you to lose control in the rain. If you can do this you will win and the dealer will have to pay.

Andrew 'Chef' Prendergast,
Motorcycle Monthly **April 2017**
<https://www.morebikes.co.uk/motorcycle-monthly/>

2. Crazy Fazer

While I was riding my Fazer a woman pulled out from a minor road to my left directly in front of me without looking.

I had to slam on my brakes with the result that the rear locked up and I fell off. I took a proper tumble and fractured my

back. I have two witnesses who back me up as to her crazy driving (one of them actually had to chase her down the road to get her to stop!).

However, the issue I have is the third party insurer is denying liability because I actually made contact with the woman's car. Are they right?

Answer: No. At best the third party insurer is mistaken and at worst they are trying to pull a stunt. In simple terms, your case is that but for the woman pulling out, you would have continued on your merry way.

Therefore, the first link in the 'chain of causation' is the third party driver. If she had not pulled out then you would not have had to brake and therefore you would not have fallen off. In the event the defendants do not want to play ball, make sure you get a specialist motoring solicitor to represent you when issuing court proceedings. Thereafter, they can present your case in front of a judge and let the court decide. I am of the view that your case is a strong one.

Andrew 'Chef' Prendergast,
Motorcycle Monthly **April 2017**
<https://www.morebikes.co.uk/motorcycle-monthly/>

GWAAC Ride 4 Life – Simon



The Club had a stand at this Great Western Air Ambulance Charity event and ride out recently and during the day we chatted

with quite a few prospective Club members about the benefits of advanced riding in general and Club membership in particular. Time will tell how many new recruits we will get, but I would like to say a big 'Thank you' to all the members who came and helped us man the stand during the day.



At the risk of forgetting anyone, I will mention who helped set up the gazebo, and who brought along their bikes to show as well as do a morning stint, who manned the stand over lunchtime and finally who took it all down after their stint. Thanks very much for all your help.

View from the Saddle

The 6 P's

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 Poor Preparation and Planning Produces Poor Performance. There is an alternative

version but that is not suitable for a family audience.

Perhaps there is another 'P' – 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 all 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 (subconsciously?) 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. If you have read the latest RoSPA 'Care on the Road' you will have seen that Stu Bullock covers this very point – advanced riding is about safety and smoothness, not speed.

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.

lpsga

Eddy's Approach to Racing – Part 4. Knee down

I have two concerns; one, will this creaking old body of mine be able to sit and move on the Clockwork Orange? I have a nearly 8 year old grandson who answers to the name of Novak Djokovic and to whom I am

his Andy Murray - now Sir Andrew. So tennis will be my fitness salvation and I decide to get back into a game I enjoyed but hadn't played for more than 20 years. Now there's a thing, an even creakier old chap than me with whom I play golf remarked 'You know Eddy the older you get the better you think you used to play' and so it is with tennis - a straightforward stretched backhand resulted in a sharp crack from my right knee and that was that - for me the game was over.

14 weeks on and my knee looks like the head of a puff adder with an interesting walnut at the back; maybe something cruciate has gone. It seems that surgery will take roughly the rest of my life to recover from - so it's no more tennis, far too risky. I am told joining a gym won't do it either as it also involves turning up and boring yourself to tears doing exercises, not just paying the subscription. The sum total being that this stiff old body will just have to do its best as it is currently packaged.

My second concern is whether the Clockwork Orange will actually work. I know it fires up and that 1st gear engages and that is all.

As luck would have it a former colleague who owns a few hundred acres of a former MoD munitions dump in a top secret location has consented for me to undertake some top secret trials - all in top secret of course. So on to the trailer goes the bike and 2 hours later I arrive and off-load the bike, put on my kit including the new Alpinstars boots bought for a mere £300 on the Tuesday of the NEC bike show. Fire up and dodging the odd pheasant here and there ride up the perimeter road and back down it again. All's well, engine doesn't miss a beat, gears all work, as does the front brake - rear ditto? - well who needs one anyway?

[To be continued - Ed]

Nigel's Bimble Ride - Jim

Phew, what a scorcher!

Nigel (Dean) was blessed with one of the hottest days of the year for his 'Bimble' ride. He had clearly stated the objectives prior to the ride and restated them on the day. It was good to see pillions out for the day and also some riders who we don't normally see out on club rides. The range of bikes was impressive too, with everything from 's trike to 250's, and a scooter!!! Who would ride that?

The route was interesting and varied, taking in some new (to me) roads and some old favourites in Wiltshire that have fallen out of favour with ride leaders for the last few years. It was good to ride them again - the views from the top of the Marlborough Downs were spectacular. But, boy it was hot! At my drop-off in Marlborough the air temperature was recorded at 32C.

The lunch stop provided some respite from the heat and some riders made their own way home from the café. A couple more dropped off en route in the afternoon but Nigel did manage to deliver 4 riders to the end at Farrington Gurney.

I thoroughly enjoyed the day and think that it should be marked as a success. I hope that Nigel (or others) would be prepared to organise another and that the less experienced encouraged to partake.

Yes, I took the scooter. To show how hot it was that day - the swinging arm is attached to the engine and was too hot to touch!

Positioning on the Road -

Stu

Just what is the consideration given to selecting a particular road position? There are two sections in Roadcraft that must be considered when teaching road position for bends:

- Riders are more vulnerable than drivers. (You can't fall off a car. SB). If a rider makes an error of judgement the outcome is more serious, because there is no protective shell as in a car.

- One of the commonest causes of all motorcycle crashes in the UK is loss of control in a bend, corner or curve on a rural road and in particular double apex bends. When you corner you place extra demands on the available tyre grip. The faster you go and tighter the bend the greater those demands are.

On most road surfaces it is possible to see the 'tyre tracks' left by other vehicles. We use the tyre tracks to decide whether we should be in the right or left tyre track for best safety from other surrounding hazards. Where the road surface is good enough to maintain safety, stability and view it is acceptable to take a line outside the tyre tracks because that will reduce the tightness of the bend allowing more tyre grip for steering, braking and accelerating. However, the decision where to place the machine is one for the rider, not anyone else.

We should always adopt a particular road position for SAFETY first that protects the contact patch of each tyre on the road surface. Having good stability is next, again to protect the tyre's contact patch, and so you are looking for a stable section of road to ride on. SAFETY is the overriding consideration. Always sacrifice position for safety. To keep the best stability, select a course which will provide the best tyre grip and reduce the tightness of the bend. If any of those standards cannot be achieved, we must reduce speed.

The outside edges of a road are where you are more likely to find a broken or worn road surface. This is because the weight of other vehicles 'lean' onto the outside tyre track when they negotiate the curve and cause damage to the road surface. Debris

from road surface wear, as well as objects that fall from vehicles, will also be thrown to the outer verge. The very centre of the road will often be a resting point for debris because that part of the surface is not swept in the same way as the tyre tracks are. By moving close to those areas the risk of making a mistake and losing control is raised significantly. Why do that?

It is irresponsible to influence riders to adopt the very extreme road position and ignore a safer position that will always be preferable. Some riders will decide not to go to the extreme edge of a road surface because they feel unsafe in some situations. That should not mean they cannot be graded at Gold if they have a plan and a reason for implementing that plan. Guidance to examiners and tutors is provided in RoSPA Advanced Test Guidelines:

Positioning. The Examiner will note how you position your machine for safety, stability and view on the approach to hazards both on the open road and in urban areas. He will also note your use of lanes. You should understand that at times a position for view or speed will have to be sacrificed for the sake of safety.

The above guidance shows very clearly that a rider may not have an opportunity to ride through a curve in the most extreme position on the road due to other hazards that affect safety and stability, and still ride to gold standard.

So, why do some riders think position comes before safety and stability? Let's be realistic. Straightening bends and using every millimetre of road surface is practised to go fast. It appears to be a measure of skill, ability, bravado, application of The System. Or is it giving the impression the rider can copy a police rider responding to an emergency? Either reason raises the risk of a loss of control and is inappropriate in applying The System in a flexible way. What for

instance, would be the point in taking an extreme position when you already have a mile of view and the road surface is sound? What can be the point in taking an extreme position at lower speeds in town situations, or on a multi lane road? How about when you have no view at all, so you cannot see what may be approaching? What about where you see the centre lines are worn away in a bend?

So never mind style over function, safety is the key and comes first every time. Anyone who fails to grasp that just does not have a defensive attitude and is frankly potentially dangerous. Let's have it consistent and safe for everyone by reducing the risks to riders.

Diary of Events

New items in red

JULY

Sunday 23rd - Club Ride

to the famous Loomies moto cafe near Winchester. Meet at

9:45am for a

10am start.

Saturday 29th – Calne Bike Meet

One of the largest free motorcycle events in Europe and a great family day out with bikes of all shapes, sizes and colours lining Calne's historic streets.

Sat 29th – Sun 30th Aberdare Park Races

www.aberdare-park-road-races.co.uk

Sunday 30th - Club Ride

Meet at

at 9:45am for a 10am start.

AUGUST

Fri 4th – Sun 6th Stroud Vintage Transport & Engine Club Annual Show

(with Bike section) South Cerney Airfield, Cirencester GL7 5QB.

<http://www.glosvintageextravaganza.co.uk/>

Sat 5th – Sun 6th Llanbikefest, Llangollen

John McGuinness guest of honour, and Hutchy has promised to be there too. Spitfire and Hurricane flypast on Sunday.

Sunday 13th - Club Ride

Meet at the

junction 18) at 9:30am for a 9:45am start.

Thursday 17th - Weekday Ride

Meet at

(McDonalds) at

(Fuel for bike and rider on site). Destination for lunch will be "a cafe", somewhere in Stockbridge (Town centre zip code SO20 6EU). Final destination will be Stourton House (Nat Trust), BA12 6SH. You don't need to be an NT member to use the cafe. Unforeseen events may mean last minute changes.

Note date change from Tue 29th

Saturday 19th – Bristol Bike Show

Corn St, Bristol

Sunday 20th - Club Ride

9:15am for a 9:30am start.

Friday 25th – Monday 28th – No Bull just Beer and Bikes Show, Penmaenau Farm, Llanelwedd, Powys LD2 3RD

Friday 25th – Sunday 27th Ogri Rally

Kemble Airfield, GL7 5BQ

"This is a bike rally so expect to be asked why you are attending in a car and to be told 'no' if the reason does not satisfy us."

*

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.

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