



TREADS

www.aamc.co.uk

The October 2017 Newsletter of AAMC

Editor's Bits - Morton

Talking of bobbers - well, we were in the last *Treads* - I've just come across an interesting and well-executed bob-job. It's on a Yamaha base - maybe members can tell me which model it is - and as the pics show, was done by/for a fan of the film "Gone in 60 Seconds" (the 2000 remake with Nicolas Cage):



The metallic-green-greyy-with-black-stripe tank caught my eye, and the name "Eleanor" on the nacelle confirmed it, backed up by the Shelby cobra on the side of the tank.

For anyone interested in the detail, the car was a DuPont Pepper Grey 1967 Ford Mustang fastback, depicted as a Shelby GT500.



Sad to learn that the White Helmets have been disbanded after 90 years. For most of their stunts they used 1970s 750cc Triumph Tiger T140s with no rear suspension and a modified throttle, built by Les Harris. Six of the bikes will be auctioned by Charterhouse Auctioneers (DT9 3BS) on 16th November (auction starts at 09:00). They are estimated at £5,000-£8,000 each. When Les Harris died in 2009 six soldiers from the White Helmets carried his coffin and provided a 'throttle roar' in his memory.

Legal Questions

1. Motorway Filtering

I was riding on a motorway and filtered between lanes two and three on the motorway.

I'm sure the driver in lane three moved to her right so I could filter through. Once past her I sped up from 70mph to 95mph. As I'm a safe rider I wanted to make sure I was well in front of her.

At that point the blue lights went on behind me and I got pulled over. I wasn't happy and told the policeman I was late for work and asked why he didn't have anything better to do.

He didn't say much but advised he was reporting me for dangerous driving. I told him I would see him in court. I want to defend it on the basis I was filtering and that is legal. Will I win?

Answer

As an aside, I understand the government is looking for negotiators to assist with Brexit. I wouldn't suggest you put yourself forward as I don't think your particular 'style' of communicating with people would help that situation (or any other for that matter).

As for the offence itself, this is not a case of filtering past stationary traffic at 15mph. This is undertaking at speeds of at least 70mph on a motorway.

This is text book "dangerous driving". Therefore if the CPS can prove beyond a reasonable doubt that your riding fell far below what was expected of a competent and careful rider; and it was obvious that to ride in that way would be dangerous then a court will convict you.

If convicted it's a minimum disqualification of 12 months and you could be locked up for a maximum of 24 months; although that is unlikely in this scenario.

Andrew Prendergast, Motorcycle Monthly
June 2017

2. Is side saddle really illegal?

I recently passed my test and have a Honda Superdream 250. I was on my way home when I saw my mate had broken down on her moped after running out of petrol.

I told her to hop on the back as there was a petrol station up the road. She duly did but instead of straddling the seat she thought it would be funny to ride side saddle and shout "I'm a lady don't you know." We chuckled when the blue lights lit me up.

The police officer was a friendly chap but gave us a stern talking to about my friend, 'the lady' riding side saddle. I didn't want to get nicked (my mum would go mental!) so I was super polite. However, so long as there's a seat for two, is it really illegal?

Answer

I now have images of a scene from Black Beauty, albeit that your trusty steed is a Superdream!

While I have no doubt your friend is a 'lady' the policeman was correct and riding side saddle is illegal by virtue of s.23 of the Road Traffic Act 1988. The law basically states it's an offence to carry a passenger "otherwise than sitting astride the motor cycle and on a proper seat securely fixed to the motor cycle behind" the rider's seat.

If you hadn't encountered a friendly copper you as the rider could have got done. The punishment would be three penalty points and a fine of up to £1000.

Andrew Prendergast, Motorcycle Monthly
May 2017

View from the Saddle -

Back in March I had to renew my Driving Licence and I realised that I have held a motorcycle licence for 60 years, and this got me thinking about all the changes that have occurred in that time.

Most think about the fantastic changes to the bike that have occurred such as ABS; traction control etc. and forget what improvements have occurred in motorcycle clothing.

Back in 1957 you have to remember that the 2nd WW had only ended 11 yrs earlier (if you include the surrender of the Japanese in 1946) and the last of rationing only ended in 1954.

Production of motorcycles had resumed and Britain was booming. There were companies like BSA, AJS, Triumph, Royal Enfield, Cotton, James, and Francis Barnett to name just a few and of course there were lots of ex-WD bikes available.

As for clothing, there was mostly ex-WD stuff - items such as Despatch Riders' coats and gloves which were as waterproof as blotting paper. No crash helmets, just a peaked cap, eye protection was ex-WD flying goggles, I must say they were the best of all the items available.

The first dedicated M/c suits were of a sort of plastic and they were waterproof but in the winter they were stiff, almost like a suit of armour. In the summer you perspired and it was like being in a sauna! Oh, and you could have any colour provided it was black, maybe that's why they were called 'Black Prince'. The first real suits were made by Barbour and Belstaff using waxed cotton. Initially they were made for the British team in the motorcycle International Six Day Trial. They were practical, waterproof and quite smart, the only down-side was they got dirty and left greasy marks wherever you sat down. For your feet it was wellies, which you needed to wear with sea boot socks to give a good fit and keep your feet warm.

Now we can get clothing in fabrics such as Gortex, leather, combinations of both; boots for all types of terrain with ankle support etc, and gloves which are

waterproof. All of these come with inbuilt knee, shoulder, elbow, hip and finger protection.

Going back to bikes, a lot were 2-strokes with larger bikes being 4-stroke. Venture out on 2 strokes and it really was an adventure: not uncommon on a 2-stroke was the plug 'whisking up'. Out with the tools, plug out and either change or a quick rub with a wire brush, plug back in and kick-up and away! Riders went equipped with a comprehensive tool kit - you needed to.

There were lots of ex-WD tools available at really low prices for quality items. In Bath there was a store in what is now Avon Street (this was a heavily bombed area of Bath) It was a massive 'Nissen' type of building, half-round, about 80 feet at base and about 200 feet long. It was called "Best's"; you could buy any ex-WD item you could think of, from a small screw to a 'Bell' tent or a radio transmitter/receiver. I remember buying a full set of Whitworth, BSF and AF sockets for about £2. These were English threads of the time - no metric then.

We don't realise how lucky we are now, the downside is that it's almost impossible to repair your bike yourself now.

Saturday Cycle - Bath Cycle

Track and Greenway Two Tunnels

I am organising a social cycle for the club on Saturday 2nd Dec.

The route will be approx. 25 miles along generally flat and traffic free paths around Bath. (There are some small hill sections and a short distance on roads - it is Bath after all!). You can either cycle to the start point (extra mileage) or take the car for a shorter cycle.

Meet point/time/route

We will meet at the Bird In Hand pub in Saltford (BS31 3EJ) at 9:45am for a 10am start Sat 2nd Dec.

I have booked a table for lunch so cars can be parked in the pub car park.

We will cycle along the gentle Bristol Bath Cycle Track into Bath where we then pick up the Bath circular cycle route which includes the River Avon, Kennet and Avon Canal and Greenway Two Tunnels finally returning back up the Bristol Bath Cycle track to the Bird In Hand pub.

We will have a short break en-route to refuel.

Lunch/What next

Once back at the pub it is time to put your feet up and enjoy a well deserved lunch.

Menus can be found at

<http://www.birdinhandsaltford.co.uk/menus.htm>

There is no need to pre-order food just let me know if you are coming by text/e-mail by 25th November so I can adjust the reservation numbers if needed. If you have any questions contact me by phone/e-mail.

If anyone would prefer to just join us at the pub for lunch then that would be fine - meet us at 1pm and let me know numbers so I can adjust as necessary.

Conspicuity - Stu

This is a word we often hear in relation to the expression “see and be seen”. Isn’t that how we arrived at the position where Powered Two Wheelers (PTW’s) have their lights permanently on? You may have heard it said by the ‘talking heads’ that everyone wears day-glow. Indeed, I

recently made a journey by coach and the driver wore a retro reflective vest the whole time. I mean, I can see the point when he is alongside the vehicle loading and unloading.

Roadcraft says, “Ride to be seen”. The relevant section goes on to explain how motorcyclists become ‘lost’ in the general background of traffic and road situations. One major message contained in this section is “Don’t assume because you are conspicuous you are safe. Your safety depends on the quality of your observations and planning”.



[Is camo conspicuous?]

Interestingly, in the section before Conspicuity, titled Defensive Riding, advice is “...you’re not very conspicuous...”. Look at the book cover, and see the rider and machine covered in day-glow and retro-reflective tape.

As we may know, French authorities have come up with a solution to accident figures and when in France we need to have a particular retro-reflective pattern on the surface of our safety helmets:



What then is the message we are trying to listen to? Dress to be seen, or ride to be seen? There are theories that riders wearing light coloured clothing, riding light coloured motorcycles, might have less accidents. Could that be something to

do with those riders having had more training? Wearing clothing that is brighter than everyone else may be good, but is there a 'day-glow drop off' effect as more and more people (not just riders) wear such items? If you ride a bike with a big screen and top box, or even a pillion, how effective will that clothing be? Most of all, will riders who wear such clothing become less concerned about their own safety, because they feel they have a magic cloak of sorts. That to me is the key. Knowing ourselves; using all the available tools to reduce risk but understand when we and they may be more and less effective.



[Light helmets, clothes, bikes]

What could be true is that wearing something bright and glossy MAY cause someone to see you and reduce your risk. If that is combined with the advised, "Your safety depends on the quality of your observations and planning", you may be onto a winner and reduce your risk even further. The thing I think is important is to understand what your goals are to being a safe rider. Would you change your safety sense in reaction to peer pressure? Would you use Conspicuity in road position and observations as well as clothing type?

The lesson I have learned is that I am the person in control. How well I can apply the personal skills to the physics of riding a

motorcycle will vary with my mood, my level of fatigue and life's stresses. I can no more ignore one of the tools in my risk reduction tool box, than I can ignore weather protection, or off-road riding because they all add to the mix. The main thing is to fully understand how those tools can be useful but not depend entirely on any one, or ignore entirely any one. The reality is: you just don't know when one thing will be effective and another thing not so effective. But surely, isn't ignoring any potential asset in itself, taking a risk? Then again; isn't having all the tools in place but feeling invulnerable 'because', another risk altogether?

What do you think about Conspicuity - for or against?

Eddy's Approach to Racing - 7. R6 Post-Cadwell

Well the dust has settled, round 6 Cadwell, came and went untested so far as I was concerned, however, my broken collarbone is repairing itself,



all the bits to restore my bike have been acquired (thanks, Patrick) and work is well advanced in that direction. After my rear-ending at Donnington, I stayed over to watch the Sunday morning's racing, including the race I would have been in. I have to say I was pretty awed to see 40-odd bikes being sprinted round doing what is in effect 3 races between grid and chequered flag, and thinking "Was I mixing amongst that?" Ciaran Bligh, the series leader, on his R1 led from the grid but

ultimately came in 2nd, with skilful use being made of a Triumph 675 to separate 1st and 2nd and that is really the point.

In the qualifying race prior to when I was rear-ended Ciaran overtook me on the uphill left-hander after Old Hairpin. We were sharing a garage and after the race he came over to say he hoped he hadn't shaken me - well he did seem pretty close - but I had immediately recognised his black leathers, white boots and helmet and was comfortable. It is his conversation however that was instructional: 'Well Eddy I had the choice of passing on the inside or outside, I chose the outside 'cos that gave me pretty well all the tack to play with if the need arose.' That resonated into another of the mantra we regurgitate when teaching IAMroadSmart and RoSPA advanced road riding - *Plan for what you can see, can't see and what might reasonably be expected to develop*. That is exactly what was going through Ciaran's mind- although not in those precise terms I am sure! I was reasonably expected to close in to apex the bend, so Ciaran chose the outside line. In stark contrast to the events in the afternoon's championship race where the overtaker's inside line choice resulted in a 'racing incident'!

The problem is that not every rider, out there (me very much included) has sufficient skill to be able to build Ciaran's planning into their racing. I wrote much earlier about my looking forward to being on the ragged edge - and that's where a goodly proportion of the grid looked to be - so I can hardly complain if it gets up and bites me in the arse (literally in this case). Up to 4 days after the 'incident' I had pretty well decided to surrender race number 47 and convert the Clockwork Orange into a retro café racer. On the 5th day, however, I had no doubt I would be trying to make the 7th round at Castle Combe on the 8th & 9th July and that's where I currently am. Report on the restoration of Clockwork Orange will follow.

Pit Stop Café

We are opening The Pit Stop Café on a Sunday morning 10.00 am- 1.00 pm for Bikers and cyclists at Maiden Bradley Memorial Hall BA12 7JG

Mel Thomas

Diary of Events

New items in red

October

Thursday 26th - Sunday 29th - Dirt Bike Show, Stoneleigh Park, Warwickshire CV8 2LZ

November

Sunday 5th - Final Ride of the Year.

Meet at

at 10:15am for

a 10:30am start.

Simon Gough - 0117 973 4120

Saturday 18th - Plug & Grub Dinner

. Presentation of Superb Awards for 2017. Further details and an application form at the bottom of this TREADS.

December

Saturday 2nd Saturday Cycle Ride

Bath Cycle Track and Greenway Two Tunnels. Meet at the

in

at 9:45am for a 10am

start. Please let me know if you would like to have lunch in the pub at the end.

*

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

PLUG & GRUB

SATURDAY 18th NOVEMBER 2017

This year's event will take place on Saturday 18th November at 7pm for a 7:30 pm start. It was so successful last year we are going there again!

So if you are looking for a fabulous night out with great food, marvellous company with lots of fun and laughter, come along – partners and family are most welcome.

The evening will have a fantastic mix of food, lively conversation, a possible quiz and an award ceremony.

If you wish to come along, then all we need is your food orders and your money!

There is a maximum of 30 so make sure you book early to avoid disappointment!!

Attached is an order form with the full menu; please put your name next to your choices and return it to me with a cheque made payable to: "Avon Advanced Motorcycle Club". If you pay online, please will you let me know.

Any drinks will need to be paid for separately on the night.

I need to have your forms returned to me no later than 4th November 2017 please.

Forms to be returned to:

By 4th November 2017

Any questions please contact me on:

Look forward to seeing you there!

Thanks

PLUG & GRUB MENU CHOICE

MENU	NAME	NAME
Starters:		
Mushroom soup; tarragon crème fraiche		
Avocado plum tomato, buffalo mozzarella & basil		
Smoked salmon, lemon, capers & black pepper		
Selection of cured meats beetroot, rocket & parmesan		
Smoked chicken & spring onion salad; mango & chilli dressing		
Seasonal berries & fruits ; lemon sorbet & fresh mint		
Mains:		
Roast breast of chicken , sauté potato, smoked bacon & green beans; lemon & thyme dressing		
Confit of duck marinated with Chinese five spice, spring onion mash & pak choi; red wine & honey reduction		
Fillet of beef stroganoff with wild rice		
Baked fillet of hake, crushed potato & rocket; roasted red pepper & pesto dressing		
Fillet of naturally smoked haddock on potato cake with cheddar cheese & chive; wilted spinach, poached egg & mustard sauce		
8oz ribeye steak with dressed leaves, herb butter and straw chips (£5 supplement)	Rare/Medium/Well done	Rare/Medium/well done
Spicy vegetable burger, tomato salsa, flat bread, sweet potato fries & salad		
Asparagus & pea ravioli, herb cream, parmesan & pea shoots		
Desserts:		
White chocolate & raspberry cheesecake; raspberry coulis		
Brandy snap basket filled with strawberries & vanilla ice cream		
Treacle tart & clotted cream		
Selection of cheese with chutney & biscuits		

£28.00 for 3 courses + coffee/tea

£23.00 for 2 courses + coffee/tea