



TREADS

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The May 2017 Newsletter of AAMC

Editor's Bits - Morton

Regular readers will know of my fondness for my current Honda twin, the Deauville, or NT700. Not exotic, of course, but totally reliable, low maintenance (shaft drive), comfortable, and with a bit of character. Rich, at Fixit Motorcycle Mechanics, who looks after my bikes, used to run a courier company that used mostly Deau's/D'villes: as he says "Couriers tend to crash, and you can fix up a Deauville quite easily and get it back on the road, whereas the Pans we tried are big, heavy bikes that tend to destroy themselves"(!)

Anyway, between the Deau and the Street Triple I think I have my needs pretty well covered, but since reading about the newish Honda I could be seriously tempted: the HA-420 twin has a pretty impressive spec: more than ample power, decent size fuel tank, and so an impressive range, passenger comfort, lots of toys, including cruise control set from the Garmin G3000 display - said to be very easy to use. That would come as a blessing to me as I struggle with my TomTom sat-nav. I was seriously tempted to eject it through the car window on one occasion, when it kept telling me - *relentlessly* - to "perform a U-turn at the earliest opportunity" when I was MILES beyond the point at which that could have been useful, and I couldn't manage to switch the bl**dy thing off!

On a less frenetic note, we spent a pleasant day on Guernsey recently, and plan to return. The 35mph speed limit (25 in towns and some coast roads in summer, and 20 along the St Peter Port quay) might not seem too biker-friendly, but being on a bike would have made overtaking side-by-side cyclists(!) much easier on the narrow,

twisting roads, and given a better view over walls and hedges to the many bays and other sights. The £1-for-any-journey bus that circumnavigates the island is fantastic value, but at busy times you may be standing, at the back, with your view severely restricted. There were plenty of bikes to be seen: MANY Harleys, all immaculate, and a stunning 'Busa:



I know lots of people think they are ugly, but I've never thought so, and you can't argue with the aerodynamics - but the highlight was a trio of classic Triumph twins burbling through St Peter Port.

Oh yes, the Honda HA-420:



[Note: other twins are available.]

Legal Questions

1. Green means go ...

What happens when someone takes you out and blames a faulty traffic light?

I was involved in a nasty accident. I was riding along a busy urban dual

carriageway, and I rode through a set of green lights. In the opposite direction was a right-hand turn, also controlled by lights. As I was riding through the green lights a driver coming from the opposite direction turned right across me.

The police prosecuted the other driver for failing to give way and failing to comply with the road traffic sign or direction, as well as driving without due care. The case went to court, and the other driver was found not guilty on all counts. His solicitor said that because the police could not prove that the lights were working correctly there was reasonable doubt, and the driver should not be prosecuted. I am now panicking. My solicitor has told me not to panic, and has said to me that while a conviction would have been useful, the fact that there has not been a conviction does not really make any great difference. The other driver is now trying to sue me for damage to his car. I was really very badly injured and suspect I will never be able to return to my old job. Should I be panicking? Is my solicitor just making reassuring noises?

Answer: Usually I hear this the other way round. I hear of absolutely solid cases where a conviction fails and the solicitor loses his nerve and starts talking about you accepting some blame. Your solicitor's advice is absolutely sound. A conviction is admissible under Section 9 of the Civil Evidence Act and as a matter of the law of evidence the fact that the other driver has been convicted in an English court, there will be a presumption that cannot, realistically, be overturned by the cMI court and he will be found to be at least partially to blame for the accident. Whether he has been convicted or not he is allowed to make allegations against you, and if he can prove those allegations, that will go to who is to blame. Therefore what your solicitor says is right. His life would be easier with a conviction but the prosecution failing is not going to have

any serious impact on your case, but I can understand why you are worried.

Secondly, it sounds to me that the prosecution was a complete cluster. There are a couple of basic presumptions of law that it appears the prosecution missed completely. The first is the "presumption of regularity" – there is a presumption in law that an official act is properly carried out, and there is a presumption in law, that traffic lights are working correctly. In civil law there is a presumption that if the court finds that the lights are showing green in one way, they will be showing red the other. It is for the defendant to "rebut" the presumption – that is show that there is credible evidence that the lights were also showing green for him as he turned. There is no such evidence.

The defendant in your case raised this argument on the day of the trial. A more switched-on prosecutor would have pointed out that if the lights had been defective, there would be some record of them having been repaired and there would have been hundreds of accidents down this busy stretch of dual carriageway.

Unfortunately, an inadequate prosecutor has been tripped up by a tricky defence lawyer. If I had been prosecuting the case, or if anyone competent had been prosecuting the case, I suspect the outcome would have been rather different.

On the positive side. It seems that you have got a switched-on solicitor, who is telling you exactly the right things, and a competent barrister instructed by him will be representing you at trial, as opposed to an overworked prosecutor who has only seen the papers literally on the morning of the trial.

Also, the defendant in your civil case is not allowed to "ambush" you with an entirely new line of defence. The defendant in the civil case will also have to show that his filter light was on green. The defendant saying it is an assertion, not

evidence and Judges find on evidence, not assertion.

I also checked your solicitor out on the Law Society website. You have picked wisely. While he is not a bike specialist, he knows what he is up to. Trust him.

Andrew Dalton, [Fast Bikes](#), April 2017

2. You paid. Now insurer should.

I was involved in a no-fault accident in France. The Insurance company transported my six-month-old bike back to the UK, then scrapped it and offered me a settlement figure for it.

However, they refused to offer any amount for modifications, even though their website says “unlimited modifications – let us know and it’s covered.”

I had fitted about £2000-worth of accessories on the bike – panniers, topbox, engine bars, heated grips and an extended screen – as the bike was for touring. The policy I took out was comprehensive and I declared all the accessories but the Insurer has refused to pay out for them.

When I challenged them on this, they said that by “covered” they mean they are covered from a legal perspective only; that is, if I am stopped by the police, I am okay; but they are not covering it on the contract. This seems very strange to me. Am I being spun a line? When I insured the bike, which was brand-new at the time, I included all the accessories in the valuation.

Answer: You are being spun a complete line. This is nonsense of the first order. When you insure a motorcycle you enter a contract of insurance. You tell the insurance company the motorcycle you want insured and any accessories that form part of your policy will also be covered. This idea that you were “insured for police purposes” is patent nonsense.

When you fill in your proposal there will be insured accessories and value. Also, as a consumer you are entitled to rely on clear representations made, which the “unlimited modifications – let us know and it’s covered” clearly implies. On your

proposal form there were questions that you answered about the machine, its value, and what accessories were to be insured. Unless the policy states that “declared accessories are not covered” then your insurers will have to pay out for those accessories.

The moral of the story here is do not trust your insurers. The insurers you mention are a well known and very large concern. If I had not heard this story so many times over so many years I would find it almost unbelievable. Sadly, it is utterly credible.

What I suspect has happened here is that you have applied, in good faith, to have your bike insured and declared all of your accessories. Then the brokers failed to declare your accessories, so the underwriter quoted on the basis of a bike without accessories. Now you need the insurance, somebody is trying to cover their tracks. The insurer you named gets involved in exactly the same amount of claims wriggling as just about every other insurer, but they do not come across my radar as actively “bent”. However, what you are being told crosses from the line of reluctance to pay out a claim to actively misleading you from a position of authority.

Someone in your position in England and Wales could take them to the small claims court. I cannot tell you what the position is in your home jurisdiction of Northern Ireland, but your local Citizens Advice Bureau will certainly be able to explain your options.

The second remedy open to you is the Financial Conduct Authority. First of all, you need to put in a formal complaint, in writing, setting out succinctly the nature of your complaint. “I paid for the Insurance and declared a number of expensive accessories on my motorcycle, which your company has declined to pay out on for no good reason” just about sums it up. You then have to go through the company’s internal review process – and if you do not get a satisfactory response within 28 days

you should refer the matter on to the Financial Ombudsman Service.

Andrew Dalton, [RiDE Magazine](#) May 2017

Relaxed Bimble - Nigel

Some of you may have noticed an oddly named Club Ride in June, a Relaxed Bimble on Sunday June 18th. I intend to lead this ride at a relaxed pace to encourage newer or ride hesitant members to take part in a club ride without feeling they will be holding up the rest of the group, or not cope with the longer distances of a regular ride. The club is lucky enough to have members of all experiences and abilities and it would be a shame for some to feel excluded from the enjoyment the rest of us get from club rides.

The ride will start at McDonald's in Brislington at 10am and will include a stop for tea and cake at around 11am, a lunch stop at around 1pm and a short stint after lunch heading back.

The Bimble is open to ALL club members and their guests and I would hope that it will also be attended by some of the main club ride regulars to show support.

Hope to see you all there.

[Details in Diary of events - Ed]

View from the Saddle -

So there I am, sat in the queue waiting to have the Triumph noise tested. I'm surrounded by every marque and every type of bike. Apart from Harleys: no Harleys. Perhaps they broke down on their way here. Think Fowlers car park when the sun's out and you've got the picture. One bike particularly caught my eye: a 2011 Triumph Bonneville, complete with enormous screen. I looked closer at the bike, no clip-ons, rear-sets or aftermarket pipe. It was as clean as if he had ridden it out the showroom that morning. The chap sat nonchalantly on it had obviously seen

the end of his working days. Thick mop of grey hair and battered one piece leathers to match the barnet. Watching him get on his bike was curious, goose-stepping his way on, a sign that the hips are not what they should be. This might be interesting I thought to myself. I also wondered why a guy of his age, on a bike such as the Bonnie, would be at a track day at Castle Combe. But he looked familiar. Did I help him across the road, give up my seat for him on a bus? I dunno, but I knew his face.

Noise test done I went off to the café for a coffee and to wait. I'm in Group 6 of 6 so I've got a bit of a wait. Bonneville guy is in Group 5 so I wander over to the pit wall for a look. There were some really quick guys out there, some not so quick. But what is obvious is that the really fast guys are not on the fastest bikes. A KTM SuperDuke going around the outside of a Fireblade, Triumph Street Triple dancing all over anything that was in its way. I like that sort of thing. And of course, Bonnie Guy. He certainly wasn't hanging about but was one of the slowest on the track. I had to admire his riding though, creamy smooth and perfect lines. Even clutchless gear changes! Anyone who owns a Triumph will tell you it's not the slickest available and tricky to get it right. I tried not to be patronising but I thought, "Bless, the old boy is having the time of his life."

With 3 sessions under our belt it was lunchtime. Sat in the café, I eavesdropped on a group of lads sat behind me. Interesting stuff, tales of getting all wrong, nearly crashing and laughing at each other's tomfoolery. A refreshing change from the usual tales of imaginary heroics.

The afternoon sessions passed almost uneventfully. A KTM blew a radiator hose, spilling fluid all over one particular corner and unfortunately over his rear tyre resulting in a minor mishap. No one hurt or damage done. KTM's are built to tip over occasionally it seems. Due to the

delay for the last session of the day the last two groups were merged into one. We ventured out on the track for one last bash. By now I had gotten used to being passed by faster guys, some more determined than others, but no longer an issue.

One guy really got my attention though. Flashing by me, still at full throttle, as I'm rolling off on the approach to Quarry, throws the bike on its side, corner done his GSXR disappears off into the distance. Couple of laps later he's passing me again. This guy is seriously fast, fastest guy I'd seen all day. The flag is waved and we filter off the track. I'm following the really quick guy off the track, he had passed me for a third time inside fifteen minutes.

Trundling back to the paddock the fast guy peels away and parks up next to a 4x4 with a trailer. On the trailer is the Bonneville. Frighteningly fast guy is Bonnie guy. Wow, respect. A quick chat with Rob Jones revealed he used to race at national level. But brings his Bonneville up for a run out occasionally. His GSXR is his play bike. But his Sunday best bike is a 16 plate R1! The penny dropped, I had spoken to him at a track day the previous year about his R1, the first I'd seen on the road. Goes to show that the fastest riders are not on the fastest most expensive bike. A £1000 one piece and £600 helmet is not a sign that the wearer has the skills, only the wallet.

Bonnie guy was skilful, experienced and not once looked out of control or creating any issues for himself or others. In a certain respect it's similar to what we try to achieve every time we get on our bikes. Only much, much slower.

Bike Registrations, April

MOTORCYCLES	Apr 2017	Apr 2016	% Change
ADVENTURE SPORT	1,748	1,946	-10%

CUSTOM	857	1,080	-21%
NAKED	3,327	3,464	-4%
SCOOTER	1,505	2,165	-31%
SPORT/TOURING	353	405	-13%
SUPERSPORT	1,248	1,603	-22%
TOURING	188	256	-27%
TRAIL/ENDURO	502	567	-12%
UNSPECIFIED	15	14	7%
TOTAL MOTORCYCLES	9,743	11,500	-15%

Highest registering model in April within each style:

ADVENTURE SPORT	BMW R 1200 GS
CUSTOM	Triumph Bonneville Bobber
NAKED	Honda CB 125 F
SCOOTER	Honda NSC 110 WH
SPORT/TOUR	Kawasaki Z1000 SX
SUPERSPORT	Honda Fireblade
TOURING	BMW R 1200 RT
TRAIL/ENDURO	Honda CRF 250 LA

Registrations by Brand:

BRAND	Apr2017
Honda	2,335
Yamaha	1,414
Triumph	980
BMW	902
Kawasaki	767
Harley-Davidson	479
Suzuki	454
Ducati	418
KTM	408
Piaggio	293

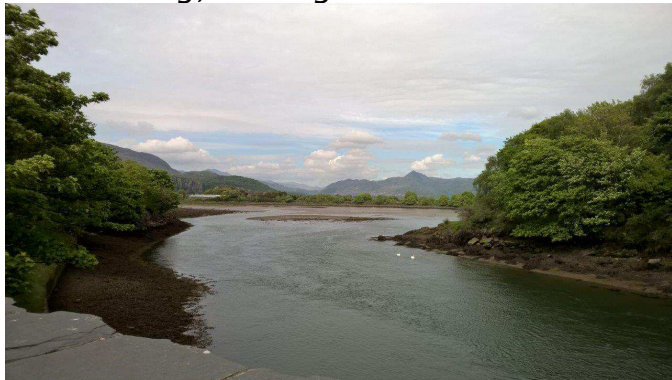
Data from the Motorcycle Industry Association <http://www.mcia.co.uk/>

Caernarvon Bash 2017

Llyn Tegid, near Bala:



Porthmadog, looking towards Snowdon:



Eddy's Approach to Racing - 2. The Clockwork Orange

It's back in November and I am trawling eBay and other sites to see what is about in the race bike department. I have pretty well decided to go for a Yamaha R6 pre injected model. I have a 1998 R1 so there seems to me to be some benefit in riding machinery that may have some crossovers. This is a massive learning curve. I was looking for something close to home near Bath but one issue became obvious, namely how do you test a race-prepped bike without having a track or similar to hand? I was looking at a black example north of London that had won the No-Limits championship, but was thinking maybe it had been thrashed within an inch of its life or maybe it was tuned to a level way beyond my modest abilities. I started to look farther afield and finally settled on one conveniently lying in Aberdeen - yes Aberdeen.

So having exchanged words with its owner I took a deep breath and pinged over £1800 which bought not only the bike which has passed race scrutineering, but extra wheels, new wets, tyre warmers, spare sprockets, paddock stands, a beaten up fairing that had experienced some horizontal travel and a Haynes 'Manwel' - a whole beginner's kit.

Bringing the bike back was a small adventure itself, a short flight from Bristol, the take-off for which was delayed 3 hours

after its scheduled *landing* time - Thanks BMI. I was met at Aberdeen by the seller, picked up my hire van and sadly had then to shovel up the bike and bits and get on my way. All I knew was it started and engaged 1st gear! Next stop Carlisle and up early in the morning as quite heavy snow was falling; home shortly after lunch. A former business colleague has given me permission to run a short trial on some of his private roads on a former MoD site, so that is to follow.

More to the point I now own a race bike - Not just any old race bike but a bright orange one! A veritable Clockwork Orange. When I remarked to my 40 year old daughter what a great colour it was for a rookie rider as back marker she replied 'No Dad you will be ahead - at least for a very short while - until the rest of the field laps you!'

I come back again to 'Why are you doing this?' I have had the good fortune to have ridden with a very large cross section of riders. I have been on the track with ex-police riders, some of whom are surprised at their difficulty in coming to terms with tracks as opposed to the queen's highway, I have ridden with highly experienced club racers some of whom were short on the delivery of roadcraft techniques. But at the back of it all, it really boils down to the pursuit of pleasure - the better you do something the greater the pleasure. I want also to kill a myth, the myth that advanced riding is the province of the middle aged and grey haired, the puffed up and pompous - so far up their backsides that they wipe their bottoms with a toothbrush. I will say I have yet to meet this archetypical person and if they existed the new training and qualification systems within IAMRoadSmart will have created an unsurmountable barrier for them. That is not to say there is not a lot of grey hair about - there is - but so also are there buckets of youthfulness, energy and real knowledge. The way I look at advanced riding is that there is no pinnacle. The basic tests offered by IAMRoadSmart and

RoSPA provide a solid foundation upon which new skills can be bolted on incrementally.

This scary little adventure is just part of that bolting on process.

[To be continued - Ed]

Parking Wars - Stu

You may have seen the TV programme with the above name, but the message is that as space for vehicles becomes tighter, we are all at risk of penalty charges and this little missive is to make you aware of a few pitfalls.

Just to update the facts; the Road Traffic Act 1991 provided local authorities with the power to manage parking restrictions, rather than the Police. That means any infractions are dealt with through civil law rather than criminal law. Under that scheme, you are not fined, but issued with a penalty charge notice. It is normal to be offered a 50% discount if you pay within 15 days. Charges can be £50 or £70 depending on how 'serious' the infringement is.

There have always been those issues where the ticket sits on the dashboard and is blown onto the seat or floor when the door is closed. The responsibility is fully yours, with no excuses accepted, the ticket must be clearly displayed in the vehicle windscreen. So, the trick is to purchase one or more of the clear plastic business card envelopes from Staples or a similar store. They are see-through with adhesive on the reverse side. Stick one inside your windscreen and place your ticket inside when you park.

Changes in the previous 12 months have included drivers receiving a penalty charge for parking in the access lane of a supermarket car park. This can happen when the bays are full. While waiting for a bay to become free, some drivers let their passenger out; the passenger shops and

returns to the car. The driver drives off, thinking he no longer needs a bay. What the driver has not done is pay for a period of parking in that car park and also breached the regulations that the vehicle must be parked in a bay. The CCTV then shows this and a PCN (penalty charge notice) is sent to the vehicle registered keeper.

There used to be a definition of 'parking' and another for 'stopping'. Not anymore. Stopped = parked.

You may have heard that the camera vans have been abolished. The reasons were that too many PCN's were issued that did not reflect the true facts. One driver pulled into the side of the road to allow an ambulance to go by him. The image provided by the issuing authority from the camera van only showed the car stationary on a double yellow line. One guy wanted to park in a line of other parked vehicles and stopped in the road to do so. His space was the last space before a pedestrian crossing. Before he could begin to reverse, an elderly pedestrian on the crossing asked him to wait. His vehicle was immediately behind the space and it would make his exit clearer if the chap didn't reverse for a few seconds. Perfectly reasonable and in fact within the parking rules. As this process took place, a camera van passed and of course the image presented to 'prove' the case was of the car stationary on the zig zag markings of a pedestrian crossing. He made an appeal and quite rightly it was allowed, which meant he didn't pay the PCN.

So, why do I relate these cautionary Welsh tales? Well, Wales having its own government, elected to keep camera vans and you may visit there from time to time. Forewarned is forearmed.

You may have seen the various types of parking meters, the newest with a keypad. The idea is to prevent motorists from handing over a part used ticket to another

driver, because that reduces potential revenue. So, the key pad is for each driver wanting to park to enter their vehicle registration number onto the screen, which is then printed on the ticket. You may have heard of the Dorset lady who put one digit wrong and received a PCN. Oh yes, a £70 charge for one digit out!

Most recently I heard of a chap in Devon who used one of the telephone services to pay for his parking period. This is achieved by ringing a number and speaking the relevant details into your phone when prompted. The chap followed the prompts; locked his vehicle and left the car park. Around 40 minutes later he noticed he had received a text from the company he had telephoned, saying he had paid for a period of parking, for his vehicle which was accurately described, with the registration he had given. However, he noticed the last two digits were missing from the registration. However, he took the text at its word and thought no more of it. In fact, he even thought that the dropped details off his registration number was for security purposes. Wrong. The telephone service had failed to record his voice speaking the registration and a PCN was issued. You really do need to be vigilant.

Everyone knows that loading bays are for goods vehicles, don't they? So, a vehicle taxed as Private Light Goods is not a goods vehicle. Also, a vehicle adapted to carry goods, an estate car with the seats laid flat, is not a goods vehicle. Money is not goods.

Motorcyclists have not been idling their time and have engaged with the Parking Wars also. Take the chap who had been parking his machine for years on a raised concrete pad that was used to hold road signs. He even chained it to one of the posts. He felt that the double yellow lines surrounding his idyllic island parking place didn't count because a) he was not

causing an obstruction, and b) the lines only mean on the road. So here is the verdict:

Obstruction. Cannot be dealt with by PCN. A Police officer has to witness the obstruction, so it remains part of the criminal law process.

Yellow lines. Means the whole of the Highway. The Highway is the whole of the road surface, including any paved areas, from building line to building line, or other boundary in force, to which the public have access. £50 charge.

How about the chap in London, who parked his motorcycle in between two large bay windows at the front of his property? The land on which he was parked was unadopted by the council and the Land Registry showed he owned every centimetre of it. The PCN was allowed because the public had access to that patch of land, HIS land, as it was alongside a pavement. He should have fenced it off. Have you ever seen an open gateway in the country with a piece of baler twine across it? That's all that is needed to show that it is not for public access. £70 charge.

So, on to bus lanes. Not bus *gates* as they have in Bath, but *lanes*, as they have in Bristol. The guiding factor is the thick white line separating the bus lane from the other lane. Where the bus lane ends, for a junction, and begins again after the junction, can be two individual bus lanes. So what? Well, continue across the junction from one lane into the other earns you TWO PCN's.

A chap visiting London drove through a bus gate. That is where there is only one traffic lane and only buses are lawfully allowed to pass the gate. So, the guy thought he would pay up well within the 15 days. He did so online and clicked on the 'receipt please' box. Several weeks later it occurred to him that he had not received a receipt, so he telephoned the parking office of the issuing authority. He was then told that his penalty charge had

been withdrawn because, at an earlier appeal hearing, it had been held that the bus gate warning signs did not comply with the regulations. Now get this. He was refunded his charge but only because he had contacted them. Anyone else in the same situation did not get refunded because the issuing authority did not have to tell them voluntarily. Heavily weighted in their favour? Oh yes!!

If YOU get a PCN you might consider an appeal. If the issuing authority refuses your appeal they can offer the discounted rate again. If you ask for an independent appeal, by telephone or in person, to an appointed Tribunal, you lose the right to the 50% discount off the PCN charge. However, if you are certain the charge has been applied wrongly, signs are not accurate or legible, you may have your appeal allowed and therefore not have to pay. Just a thought, it is only a PCN and in the interests of retaining what little sanity you have left, you may want to pay up quick and lessen the pain.

Choosing biking jeans - *Motolegends*

Riding jeans have come a long way in the last five years, yet they're probably still the fastest-changing product in the motorcycle market.

But let's go back a step: for some bikers, the only acceptable material for a pair of riding trousers is leather. And yes, leather has natural abrasion resistance. But it has changed little in thousands of years, and comfortable as it is to wear, leather has little by way of thermal properties. It's uncomfortable when it's hot, and when it rains, it will absorb moisture like a kitchen sponge. In truth, however, we have jeans that are almost three times stronger than leather in abrasion tests, so actually the case for

leather pants is nowhere near as strong as it used to be.

"But racers wear leather, so it must be best", reckon some. Well, racers have very specialist needs. When they come off, they like to slide smoothly along the track, and leather does that well; it is better than any kind of woven fabric in this context. But more importantly, racers like to wear leather because it creates less wind resistance at speed. When you're on the track, this is actually more important to a racer than the absolute level of protection.

The reality is that modern riding jeans can give you all the protection you get from leather, with a lot of other benefits thrown in for good measure.

Until recently, most riding jeans have been constructed from a denim outer with an anti-abrasion lining like Kevlar on the inside.

Kevlar is strong stuff. It is, though, merely the brand name for a kind of aramid weave and there are other weaves around like Covoc and Pekev that perform somewhat better than Kevlar in a number of ways. All these jeans are protective, but they can be a little heavy and, in the summer, just too warm.

Important as the development of aramid technology has been, the other equally significant move has been towards jeans that, externally, look identical to those you buy on the high street. The problem with most biking jeans was that they tended to look like biking jeans, with weird stitch lines, extra layers of material and darting that made them look a bit ... well, a bit lacking in style. They did the job, perhaps, but they made you look like a biker. And that's not always what you want.

Many of the better jeans out there meet this brief. We happen to think that people like Rokker and Resurgence do this particularly well, but most brands these days offer a jean that could pass for a standard 501.

Nearly all protective jeans will also take CE armour. It's not always provided,

but any decent jean will have adjustable pockets in which the armour can be placed. And this is important, because abrasion resistance provides protection only from sliding down the road and from tearing. Just as important is impact protection, and this comes only from the armour.

The choice of riding jean will therefore come down, on one hand, to style, colour, fit and weight. The other criterion will, of course, often be related to the perceived level of protection offered by a particular jean.

It's not easy to know how abrasion resistant most jeans are. Some will have been tested; some will not have been. Currently there is no legal requirement for testing, or even a universally agreed standard. When you buy a jean, you will often be treading a line between wearability and protection.

Now having stated that there is no universally accepted testing methodology there *is* a generally accepted way to measure abrasion resistance. In the Cambridge test the material's strength is measured by the number of seconds it takes for the material to wear through when it is lowered onto a revolving belt. And this, in turn, is meant to approximate a 'slide' time if you come off the bike at around 50mph.

Now by and large, leather lasts around four seconds on the test, a pair of Levi's just half a second. The world's strongest jean, Resurgence's Voyager jean, lasts 10.83 seconds.

We sell a number of jeans that we have good reason to believe are more abrasion resistant than leather. But many, we suspect, would deliver slide times of around two to three seconds.

This is way, way better than a High Street jean, but the reality is that many riding jeans will deliver a level of protection that sits somewhere below leather.

For most of us this is neither a surprise nor a problem, as we prefer the

prospect of riding in denim over leather. Especially, when we're off the bike.

But you do need to ask the right questions when you buy a riding jean. We recently had a customer in the shop here in Guildford who was praising the comfort of the protective jeans that he had purchased from a well-known Italian racing brand. He was convinced that they were highly protective and, indeed, that was what he had been told in the shop where he bought them. But when we examined them, it became clear that the material was 100% cotton. The only protection came from the knee armour which, whilst incredibly light, was not particularly protective either.

In the coming years, the nature of protective motorcycle jeans will change dramatically: they will increasingly be 'single-layer', their strength derived from an outer fabric woven from a mix of cotton and some other form of immensely strong fibre. These jeans have no lining. They are lighter and easier to wear than lined jeans. Over time, the concept of a 'Kevlar-lined' jean will come to be viewed as crude and old fashioned.

You would be hard pressed to distinguish them from a fashion jean, although they offer substantially greater abrasion resistance than a jean you might buy on the high street.

[Thanks again to Motolegends <http://www.motolegends.com/>]

Diary of Events

New items in red - thanks for the suggestion, Nigel

MAY

Sun 28th - Club Ride

Sat 27th - Fri 9th June Isle of Man TT

JUNE

Saturday 3rd - Gillingham in Gear

Classic, vintage, modern and interesting cars, motorbikes and other road vehicles. Gillingham Town Meadow, 10am-4pm Free entry for visitors and those wishing to display their vehicles. Supporting Yeovil Freewheelers and Gillingham Carnival.

Wednesday 7th - Weekday Ride

to Studland Beach. Meet at

10am start. Food and fuel available on site. Bring £1 for the ferry.

Sunday 11th - Club Ride

Meet at

9:

for a 10am start.

Thurs 15th – Sun 18th – HUBB UK

Horizons Unlimited, Hay on Wye
“The premier overland adventure travel event” www.horizonsunlimited.com

Sunday 18th - Relaxed Bimble Ride

Meet

9:45am for a 10am

start. Nigel Dean - 07736 275406

Sunday 18th – Haynes Bikers Breakfast Ride-in.

Museum café open from 9am.

Sunday 18th – Steam Train Day, Yeovil Railway Centre BA22 9UU

Ride-in planned to arrive before noon. Train rides on Andrew Barclay 0-4-0 steam engine 'Lord Fisher'. Tel 01935-410420

Monday 19th – Sunday 25th Ride to Work Week

Thursday 22nd - Evening Ride

Meet at

6:45pm for a 7pm start.

Friday 23rd – Sunday 25th Summer Solstice Rally

Laverstock, Salisbury SP1

1QX

Run by Sarum Bikers. sarumbikertrev@gmail.com

Sunday 25th - Club Ride

Meet at

9:30am for a 9:45am start. 'Top Gear' Tour of Wales.

Weston Bike Nights

Every Thursday night until September, 18:00 – 21:00 Weston sea front, in support of the Poppy Appeal

JULY

Friday 7th - Weekday Ride

Meet at

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

Food and fuel available on site.

Sunday 9th - Club Ride Cancelled

Wednesday 12th - Evening Fish and Chip Ride to

6:45pm for a 7pm start.

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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

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.

Avon Advanced Motorcycle Club

Minutes from Committee meeting held at The New Inn, Farmborough on 10th May 2017

1. Apologies for absence –
2. The meeting was attended by
Matters arising from the meeting – see below:-
3. **Advanced Tutor Training:** There is nothing to report by way of progress in lobbying RoSPA. We currently have no new information on the position. **To be carried forward.**
C/f – test date for new Advanced Tutors.
4. **Website:** In advance of the meeting Nigel reported that he had actioned the areas from the last meeting. He reported that there were no particular issues at present, but he apologised for the slight delay in advertising events.
5. **Great Western Air Ambulance event:** Simon advised of his correspondence with GWAA regarding an event on 9 July. Unfortunately, that clashed with a number of other events, but the Club will have a stand (Sue to arrange payment of £50 on production of invoice). Sue will draft wording for Simon to send out requesting volunteers. The ride, planned for that day has in any event been cancelled.
6. **Biker Down:** Simon reported that there was no information currently available for future events. Simon is however also looking into i2i and any other relevant training that members may find of interest. **C/f**
7. **BikeSafe etc:** Simon reported that there are two BikeSafe events this year in our area (21 May and 17 September). Simon will attend the first one at 3.15 at Southmead Fire Station.
8. **2016 SDC:** There was a discussion about the SDC last year (2016) and the numbers and consequent level of individual attention. Whilst only one comment was made during or after the course, it was agreed the Simon would email the 2016 and 2017 attendees to ask for views on the course and learning and if adverse comments appear, individual arrangements can be made.
9. **View from the saddle.** Is to be as follows:
10. **AGM review:** It was agreed that the venue for the AGM was good and will continue to be used for other meetings where possible.
11. **P&G 2017:** There was a brief discussion about the P&G venue. It was suggested that this could be north of Bristol this year. **C/f.**

AOB:-

- ❖ Information to Simon following the AGM was reviewed. It was agreed that Simon could advise about i2i too to ensure he was aware of this.
- ❖ Date of next meeting: **Wednesday 16th August 2017 at 7.30pm at the**
- ❖ Meeting closed at 20.45

Action points from the minutes of AAMC Committee meeting held on 10 May 2017.

<u>Action No</u>	<u>Action required</u>	<u>Responsibility</u>
1.	Pay invoice for GWAA event, when received. Prepare message for issue to members asking for stand assistance.	/Simon
2.	Investigate BikerDown and i2i courses.	
3.	Issue questionnaire regarding SDC to 2016 and 2017 attendees	Simon
4.	Advise of i2i	