



TREADS

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The January 2017 Newsletter of AAMC

Editor's Bits

Well, Christmas came and went, 2017 dawned – and pretty cold it was, at times [*with more to come at time of writing!*]. Several hours were spent fitting the heated grips that biking son had bought me for Christmas, to the Striple (the Speed has gone, in favour of a lighter, somewhat lower bike. BTW, what a fabulous engine that 675 Triumph is!)

My obsessive information-collecting paid off (it had to, sooner or later), with two articles cut out of MCN and A N Other mag on *How to Fit Heated Grips*. Well, I say paid off, but... although they gave me loads of helpful details, one said “to get the old grips off, lift them slightly with a screwdriver and squirt contact cleaner in to soften the glue”. I spent £6 on a can of contact cleaner, only two spurts of which were needed before the grips came off with just some gentle persuasion. Bearing in mind that I still think a pint should cost about a quid, I was almost pleased when a need arose to use it again – this time in the key for my car. It failed, anyway, so that's another £200 for a replacement key!

Following the BIG bill for replacement of the car's yaw sensor (what's that?), you will understand my current attitude to cars – and maybe bikes – which is that my next one will be one I can fix with a hammer and a bag of Whitworth spanners!

Farewell -

Dear All,

Sadly I will not be renewing my AAMC membership this year: it's a bit far to get up for runs from south Devon, and as life moves on I am finding myself increasingly busy with other things, particularly my voluntary work and the potential for a consultancy role next year.

I would just like to say a heartfelt thank you to all those in the club who have helped and supported me through training and riding over the last twenty years or more. It has been an absolute joy and a privilege to ride with the club over that time.

Please would you pass my thanks on to the membership. The list of names is too extensive for this note, and too extensive for my old brain to remember (it has been over 20 years for goodness sake) and I would not wish to offend anyone by omission.

Thank you, all of you, it's been superb.

Maybe we will meet on the road sometime.

Regards,

Another one bites the dust!!

Dear friends,

Just a brief word of farewell to everyone who knows me. I have been a club member for very many years and finally poor health coupled with old age have taken their toll so it's time to hang up my boots! I should just like to thank the club, the committee, and of course the chair for their many years of sterling work in keeping the odds firmly in our favour by teaching us how best to ride safely, and avoid the hazards and pitfalls that so many fail to see.

Thanks also to all of the ride leaders who have consistently gone 'the extra mile' to make each ride 'special', and thank you all for the camaraderie.

I wish you all bright sunshine and dry roads.

Legal Questions

1. Time for a sign?

Stacked it on a bend without any warning signs?

I was riding with a group of friends in the Peak District when due to road circumstances and a couple of lost overtaking spots, I got split up from my riding friends.

I rode a bit faster than I normally would to catch up with them when I came to a sharp bend on a B-road. There were no chevrons, slow markings or warnings. I did not make the corner and got bundled along a dry stone wall. As a result of that I was seriously injured. I have tried to get

the help of Solicitors but no one wants to take on the case and no-one would tell me why. Can you?

Answer

I can, very easily. Your issue is that the sharp deviation surprised you and had you been warned you would no doubt say you would have moderated your riding style. Even if that were something you could prove, it still does not help you.

The Highways Authority owes no duty to warn you as to the layout of the road. They have the power to put up warning signs, but no duty. You have a duty to ride with reasonable care, skill and observation, so you have no legal case against anyone.

Most of us have overcooked corners, taken the wrong line or been fooled by a disappearing apex so I am not without sympathy, but I cannot offer you any legal remedy.

Andrew Dalton, Fast Bikes **August 2015**

2. Is filtering finding fair?

I was knocked off my bike while riding up the inside of a line of traffic. A driver pulled into my path, out of a side road to my left, having been flashed out by a van driver who was a little bit ahead of me.

I didn't see him until he had blocked my path and he did not see me until we collided. My insurers want to settle our cases at 50/50. Luckily, I was not injured, but my bike's fairing took a battering. I do not want to sacrifice my no-claims bonus.

I had right of way, he moved into my road space and I don't see why I should lose my no-claims bonus. I am allowed to filter and I want my insurers to defend this all the way.

Answer: Sorry, but your case will most probably go 50/50 in front of a judge, but you could also do worse. A rider is entitled to filter, or "pass queues of stationary or

slow traffic” and is entitled to use his or her narrow width and manoeuvrability. The law is clear: while filtering, the motorcyclist has a high duty of care to be able to pull up swiftly for foreseeable hazards.

You do not have to anticipate a driver pulling out on top of you when you are there to be seen, but as you were hidden by a van and you could not see ahead of yourself far enough to see the car which collided with you, then each of you entered into an area of road neither of you could properly assess. It was equally foreseeable to the driver that a bike might be in that narrow space as it was to you that a car might emerge into your path when you were hidden by the van.

It was no more your road space than it was his. You were also passing along the inside by a junction, which is perhaps an unexpected place for a rider to put himself, albeit not especially unusual for urban riding. The flashing van driver is not to blame at all, as a matter of law.

The law says you, as a rider, can pass along the inside of slow-moving queues. Riding so that you cannot pull up safely for the foreseeable risk of a driver moving out into your planned path, because you cannot see him, is both careless driving in criminal law and negligent riding in civil law. The driver is also liable in criminal and civil law.

If your insurers do press on all the way to court, the almost inevitable finding of a fair-minded judge will be an equal split of blame but I suspect a few judges might find against you fully, especially if you start talking about your rights and your road space. A hard judge might well find that the cause of the collision was entirely down to you travelling too fast while ‘unsighted’ – without a view of the road ahead of you.

Andrew Dalton, RiDE Magazine, **June 2016**

View from the Saddle

As there is not a lot happening, most riders having put their bikes away for the winter, (if you are one of the hardy souls who ride all year round I take my hat off to you) I have decided to outline how AAMC came about.

To do this I need to explain the political set up in the 1970/80 era.

The local authority was called Avon County Council (ACC) and consisted of Bristol, Bath (Wansdyke), Radstock, South Gloucestershire and North Somerset (Woodspring). It was one of the biggest authorities in the UK outside of London. It commanded a huge budget and there were no austerity constraints.

ACC road safety department head was Colin Dean who was supported by Senior Road Safety Officers in each individual area. Wansdyke and Woodspring were two of these (the names of the others I can't remember). The Senior Road Safety Officer was

ACC ran a training scheme of their own, there was also a BMF scheme at Lansdown in Bath.

At this time there was no compulsory instructor training and no qualifications were required. There were schemes staffed by volunteer motorcyclists who acted as instructors. The NTS (National Training Scheme) was rolled out at about this time. It was funded by the motorcycle industry with a levy on each new bike sold.

was the Area Manager. NTS trained their own Instructors and also had an Advanced Certificate Award but the Examiners were not Police Motorcyclists.

In 1984 ACC started the “Avon Festival of Motorcycling” in conjunction with Avon & Somerset Police Motorcycle Unit in Avon

Street, Bristol. The aim was to encourage provisional licence holders to enter and to promote motor cycle training. The festival had three classifications:

- 1 - Provisional Licence Holders
- 2 - Full Licence Holders
- 3 - Advanced Certificate Holders

The event was divided into three sections: a questionnaire, a skills ride and a pursuit ride with a Police Motorcyclist. There were prizes in each group which were donated by Norton Motorcycles, BMW, Fowlers and others.

The first one was held in 1984 at Cadbury's, Keynsham, the second at RAF Locking Weston Super Mare, the third at Long Ashton School, Bristol, the fourth at Bath Green Park Station (old LNER Station now a Supermarket) and the fifth - and last - at Kingsmead School, Yate. It was decided that this would be the last as the response from Provisional Licence Holders was very poor.

During the time of the festival the instructors from these schemes, who also acted as marshals and stewards, attended meetings and decided to form a club which was called Avon Advanced Motorcyclists. The founder members, only a few of whose names I can remember, were

and myself joined in 1986 when she passed her motorcycle test, having previously attended with her brother as a guest). It still tended to be a training group until an AGM when the club changed its name to Avon Advanced Motorcycle Club to avoid confusion with the IAM (the IAM was the only recognised Advanced Motorcycle Certificate as ROSPA did not become involved until 1986, with the demise of the Guild of Safe Motorists). It became a general club offering advanced tuition to members who requested it.

The club met at various locations ie The Griffin at Bridge Yate; The Huntsman at Downend; Cadbury Club; The Lamb at Iron Acton; The Dog at Old Sodbury and the Bull at Hinton. It held meetings with talks from Representatives of Avon Tyres, Morris Oils, Accident Investigation by A&S Police, etc. Also visits were arranged to Bridewell Fire Station, Avon Tyres at Melksham, to the River Police at Bristol. We also "enjoyed" a day jet-skiing at the Cotswold Water Park, the water being freezing despite wearing wet suits! Skittles and barbecues have also been successful regular social events.

In 1995 who designed the original club logo, organised the first Club Bash to the Peak District. In 1997 organised the first ROSPA Diploma Course and the candidates were

and myself. Fortunately we all passed. 1998 another course was held and the candidates were

Again all passed.

As you know the club now regularly has a club bash in the UK (usually organised by and a trip abroad organised by being Training Organiser runs annual courses for the advanced tests supported by other Diploma holders.

If members can recall other events etc. which I have overlooked, please let me know.

How to improve motorcycle training?

The Driver and Vehicle Standards Agency (DVSA) has launched a consultation asking for views on proposals to improve motorcycle training.

Compulsory basic training

Motorcyclists are among the most vulnerable road users. They account for around 1% of traffic on Great Britain's roads, but 21% of deaths or serious injuries.

The proposed changes aim to reduce the number of people killed or seriously injured by making sure new riders are better prepared for the realities of riding on modern roads.

Improving training to help you through a lifetime of safe riding

Compulsory basic training (CBT) is a course you usually have to take before you ride a moped or motorcycle on the road. It makes sure you can ride safely on your own while you practise for your full moped or motorcycle test.

The course is provided by instructors who have either been assessed by DVSA, or have been trained directly by another DVSA-assessed instructor.

9 proposals on improving motorcycle training



Improving how the system works for riders

Some of the proposed changes include:

- taking away (revoking) CBT certificates from riders who get 6 penalty points - it would stop them from riding with L-

plates after getting points for offences including careless or dangerous riding;

- considering whether learner riders should need to either pass a theory test before they take a CBT course, or as part of their course;
- restricting riders who take their CBT course on an automatic motorcycle to only riding automatics;

It's also proposed that the CBT course syllabus is changed from 5 parts to 4, focussing on:

- aims of CBT and the importance of equipment
- on-site training
- motorcycling theory
- on-road practical riding

Training courses to upgrade motorcycle licences

DVSA also wants your views on a proposal to introduce a training course that existing riders can take to upgrade their motorcycle licence, rather than having to take extra tests.

Improved instructors and training schools

DVSA is considering making changes to:

- improve the way that instructors qualify to provide motorcycle training
- increase the range of checks that DVSA carries out on motorcycle training schools
- introduce a system for motorcycle training schools to be given recognition for consistently high standards

Another proposal looks at options for replacing the existing paper-based training system with a digital service. This will improve the quality of records of those who have taken CBT, and make the system more efficient.

Have your say on the proposals by 17 February 2017:

<https://www.gov.uk/government/consultations/improving-moped-and-motorcycle-training>

Skills and knowledge to ride safely -

DVSA Chief Executive, Gareth Llewellyn, said:

DVSA's first priority is helping everyone stay safe on Great Britain's roads.

Our roads are among the safest in the world, but we're determined to do more to improve safety for all road users, including newly-qualified motorcyclists.

We want to modernise motorcycle training so that novice riders gain the skills and experience they need to help them and everyone else to stay safe on our roads.

Karen Cole, Director of Safety and Training for the Motorcycle Industry Association, said:

We're delighted to see DVSA has launched this consultation.

We believe that the introduction of a new training course is positive and will encourage more riders to use the progressive licence route. We're also supportive of the proposals to update the qualification arrangements for motorcycle instructors as these will help the training industry.

We'd urge anyone interested in motorcycle training to respond.

Welcome

I would like to extend a warm welcome this month to new Club member _____ who lives in Trowbridge and rides a Triumph Explorer. I believe _____ is a friend of _____

We hope you make good use of your membership and that we see you out and about at a Club event or on a ride in the very near future.

SUGRU

I have recently been made aware of a product called SUGRU. Described by Forbes as '21st Century Duct Tape' it is sold as mouldable glue. See the photo:



The first time I saw this used was to repair a computer lead. Right where the lead fits into the USB plug and where it bends most, the outer sleeve had cracked causing the lead to fail. SUGRU was used to coat over the broken bit and half an hour later Hey Presto: connection was resumed. A small blob of what I thought was Play-Doh or Blu Tack was moulded onto the lead, left to harden slightly and looked and felt like rubber.

The next use was to effect a repair to a motorcycle helmet visor. One end had broken just near where it clips onto the helmet. Once again a blob of SUGRU was moulded over the break and a full working repair followed.



In the picture above, showing the repair to an iron, the black patterned 'sausage' has been moulded over the original cable support mesh, which broke. I've now heard of a guy who used it to repair a battery connection pillar. He broke it trying to undo a corroded bolt but moulded Sugru over the area that should be attached to the battery. Got him out of trouble.

My tool box now has a pack for emergencies. Further, the plastic shield that holds the cable in place on our iron fractured. A blob of SUGRU soon made things well again saving me the cost of replacing the lead and shield.

Another little marvel.

Powered 2- and 3-wheeler registrations 2016

At least 1,209,006 powered-two and three-wheelers were registered during the first 11 months of 2016 in the EU. This represents an increase of 5.4% compared to the 1,146,948 vehicles registered during the same period of 2015.

Registrations were up in all the key European markets including Italy (+9.8%), Spain (+11.7%), UK (+7.1%), Germany (+4.7%), & France (+2.1%)

Motorcycle registrations

In Jan - Nov 2016 cumulative motorcycle registrations grew by 8.3% year-on-year [so moped registrations were down by 2.7% overall, though up in Spain and Holland.]

Motorcycle registrations increased in all the largest European markets, including Italy (+11.4%), Spain (+12.2%), UK (+8.5%), Germany (+7%) and France (+3.5%).

*

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.

Diary of Events

January

Friday 27th – Sunday 29th

Ogri MCC [Kickstart Rally](#), Kemble Airfield, nr Cirencester, Glos. Tickets (limited to 200) are £13 each

February

Saturday 4th – Sunday 5th

[Bristol Classic Motorcycle Show](#)

The Royal Bath & West, Shepton Mallet, Somerset BA4 6QN

Friday 17th – Sunday 19th

[Carole Nash MCN London Motorcycle](#)

[Show](#) ExCeL, E16 1XL.

<http://www.mcnmotorcycleshow.com/>

Saturday 25th Curry Night

Further details and an application form on e-mail and from Helen nearer the time.

March