



TREADS

www.aamc.co.uk

The November 2016 Newsletter of AAMC

Editor's Bits



Who is this handsome fellow? Is he a member? Well, not unless one of us has had an *exceedingly* hard night. If not, what is he doing in a Treads editorial?

All will be revealed later.

In the meantime, *Cows* – Large, heavy, extremely solid things. I was reminded of these recently when we were going up Burrington Combe on the Deauville, one of our most frequent 2-up routes, though usually done downwards, after we've gone up the Cheddar Gorge. On a previous ride we'd just come past the car park at the top and on the opposite bank was a cow, the first we've seen that far up the Combe. While I was registering the sight, we came round the left-hand bend, to find another cow lumbering out of the nearside

hedge into the road. I was out by the white line, and had a bit of space, but if it had been moving a bit faster

Lessons learned:

- Where there is one cow there may be others (also true of deer, and, in the Gorge, goats, though they tend to be a *bit* smaller);
- Only ride at a speed such that ...;
- Don't be *too* interested in novel sights – there may be another one round the corner!

Speaking of cows, my father once told me about a friend of his from his biking days (pre-WWII) who came round a corner, hit something large and solid, and came to on the road, covered in blood. He dazedly assumed he was dying, but it turned out that he was just concussed, and the blood was the poor cow's – this was in the days of a vertical number-plate on the front mudguard. Just as well those are long gone!

Now, back to Quark (for 'tis he), who adorns the head of this column. A Ferengi, of course, and therefore someone who knows the Rules of Acquisition off by heart. As you may recall, Rule 31 is "*Never make fun of a Ferengi's mother. Insult something he cares about*", but the relevant one here is No. 285, "*No good deed ever goes unpunished.*" Remembering only too clearly the bang when I stopped in traffic to let a bus cross in front of me, and the driver behind failed to

stop – and wrote off our Corolla - I ask myself “Is it ever worth stopping to do that?”. I’m sure I’ve seen in one of the “Be a better rider” books that we shouldn’t stop for others when riding, as other road users don’t expect it, and will be confused – and collecting a car up the back of a bike is even more traumatic! On the other hand, conspicuous courtesy may help to redress the negative biker image. What do members think?

Finally for 2016, thanks to everyone who’s contributed to Treads this year, hope to see you at the Plug and Grub, and have a successful - and above all safe - 2017.

Welcome –

I’d like to welcome a returning member and a new member to the Club this month. The first is _____ who I should have welcomed a couple of months ago when he re-joined after a gap of a few years. Oops, Sorry. _____ lives in Radstock and rides an R1, and was in fact out on my final ride of the year to Wilton. The new member this month is _____ who lives in Portishead and rides a BMW K1300s. We hope to see you out and about with us at Club events or on a ride very soon – although that will now be in the New Year. Christmas? Bah Humbug!!

Legal Questions

1. Anything to Declare?

Is honesty the best policy when it comes to renewing your policy?

I was involved in a minor bump in my car. I hit the rear of another car at a roundabout when the driver should have gone.

He started moving but then hit the brakes, so I have lost my car no claims bonus. My bike renewal policy has come up, and I have been asked the question ‘have you had any accidents, losses or claims, regardless of blame in the last

three years?’ I do not want to declare the bump.

I figure that as it is a different policy, a difference licence class and a different vehicle it cannot make any difference, so I would like to keep my bike no claims bonus. I put a question up on one of the bike forums, and it seems a lot of bikers agree with me that I do not have to declare it for these reasons.

The way I see it, it’s no different to me having a claim on my household insurance policy so I do not see why I should declare it.

Answer

You are completely wrong here. You have been specifically asked a question by your insurer, which you must answer honestly. The rules on insurance policy documents changed quite radically a few years ago.

The old law was that you had to declare everything whether you were asked the question or not. Now you are under an obligation to answer the question honestly, and if you answer it either dishonestly or negligently your insurer can, and will, void the policy.

What this all means if you don’t declare the bump is that you will still be covered for third party risks but your insurance company can come after you for any money that they outlay – and if your bike is stolen, or damaged and you try and claim under a comprehensive policy you will get nowhere with it. Your proposal not to declare the crash is only marginally better than running around without any insurance at all.

Taking legal advice from internet forums is a very dangerous pastime. I have seen the forum material, and about half the riders tell you not to be so daft, and the other half back you up. What is quite disturbing is some of the people on the forum make a persuasive logical case for not declaring your accident and whilst it is logical and persuasive, it is utterly wrong in law.

Andrew Dalton, [Fast Bikes June 2016](#)

2. An ordeal over a wheel

I was hit from behind with quite a clunk, which tipped me off my Triumph Tiger 800. Luckily I received only bumps and bruises, but because I hit my head on the kerb I want to claim for my helmet as well as the damage to my bike.

My problem is that the rear wheel took a big hit and, even though the tyre remained intact, when I took the bike into my Triumph dealership they were very unhappy about me keeping the wheel. My dealer told me that the wheel was light and not really designed for being hit from behind. He also said that as it is a safety-critical cast part it should not be reused after a significant impact, and he wants me to replace it.

The other driver's insurers are saying that there is no visible damage and they will not entertain such a claim. What is the answer? Should I ride a bike with a wheel that a Triumph dealer has said should be replaced, or do I make a fight of this with the other driver's insurers?

Answer

I am in complete agreement with the dealer. Aluminium alloys are indeed light but brittle. They are designed to have certain forces put through them, and all manufacturers' design engineers will carefully consider what forces would go through a wheel in all of the uses a motorcycle would be subjected to, even extreme use.

However, a two-tonne car hitting a wheel from behind even at relatively low speed, combined with the leverage of the cast spokes, would generate huge forces at the hub which the wheel would not really be designed to take.

So here is what I would do. I would invite the insurers one last time to pay for the wheel, but explain that if they do not then you will get a consulting engineer to report on the wheel. Advise the insurer that they will have to meet the costs of the consulting engineer if he supports your claim that the wheel should be replaced.

A letter from the dealer who also advises you of this would also be useful. The dealer is not independent, but he is right, and if you still do not get satisfaction then you are going to have to take the driver's insurers to the small claims court.

In the meantime, if I were you, I would pay for a new wheel because I would not want to be riding on a cast wheel that had been subject to the type of forces your rear wheel has experienced. Chances are your wheel probably would be alright, but you would not want to find out the hard way that it was not.

Andrew Dalton, [RiDE Magazine](#), April 2016

Motorcyclists and Remembrance Day

By The Editor, Just About Travel
<http://www.justabouttravel.net/>



There seems to be a strong relationship between those who ride motor bikes and keeping the memory of those who have served in the armed forces alive. It isn't just in this country that the link exists; the same applies in the United States as well and, for all I know, other countries as well.

Motorcyclists do lots of work in raising money for the Royal British Legion and the National Arboretum. Each year they start out from points across the UK and drive to the National Arboretum in Staffordshire. Along the way they raise money amongst themselves, their families and passers-by. Probably this year, they will have raised

another £300,000 to add to the many millions they have raised over the years.

When they converge in the Arboretum, there are thousands of bikes and more leather and polished chrome than you can shake a stick at.

BMW Off-Road Course



Neil, our instructor, is showing us how to turn the bike on a hill. We had to ride up the hill allowing the bike to stall in first gear, getting off the bike whichever side was easier and using the clutch to allow the bike to roll back under control until the bike was pointing downhill. You could then swing your leg over, start the engine, and let the clutch out for a controlled descent.



One by one we all had a go.



Very steep hill.



Showing how it's done, head up slow enough for the tyres to grip to keep you driving forward and out the other side.



Fabulous two days off-road riding, making new friends, with a great team of instructors (Simon Pavey and Co.), spectacular venue - Walters Arena.

Have a go, you won't be disappointed!!!!



One by one we all had a go at a two-section hill climb, i.e., with another track cutting across our climb.

Biking security – a cautionary tale

In July, a friend of mine advertised his car for sale in several sources. He had a few time-wasters, but after a couple of weeks effected a sale at a very reasonable price. He completed the appropriate forms made the necessary response to DVLA. Marvellous; job done; congratulations.

Within a few weeks he received a notice from Gloucester Council that he had been given an excess parking charge and if he paid within 15 days the charge would be reduced by 50%. He had a little panic, because he had not recently been to Gloucester and he and I had a conversation. By the time I met him a couple of days later he had received a similar notice from Bristol Council

referring to misuse of a Bus Lane and excess speed in another road.

It was immediately apparent that all charge notices had an incident date AFTER the date of sale of the vehicle. Oh well, no problem then... Hmmmm. When I asked him how he had advertised it he showed me a picture that he had sent to each sales outlet. This showed a lovely well-prepared and shiny car, along with its full registration mark. Oops; the first mistake. The advert also contained details of where the car 'lived', albeit not a full address, but enough, and the house he lives in was also in the picture. Next mistake.

However, checking the pictures of the car taken whilst offending led me to believe that the car sold was not the exact same model, even though it clearly displayed the same registration letters and numbers. There were some apparent differences in the vehicle's grill and front spoiler and even the road wheels were slightly different.

So, the defence began. Fortunately, he had fully recorded the purchaser's details, which turned out to be correct. That person was contacted and agreed to cooperate by supporting my friend in his claim that at the time the offences were committed he was no longer in charge of the vehicle. Now that was very lucky because the onus was now on the new owner to prove they were not responsible, which as it turned out, they weren't.

The form was completed with supporting details of the sale, the purchaser and also included the car advert photo. The new owner of my friend's car also contacted Gloucester Council as by now he too had a parking charge alleged against him. I found that astounding as DVLA are not normally that quick to change owner details, but perhaps the various enquiries to ownership hurried that up. Oh yes, you may get a letter to say your changes have

been noted, but that doesn't mean the computer details have been updated.

The Police in Bristol responded with a letter that is obviously designed to frighten the poop out of anyone daring to suggest they need to do some Police work and find the correct vehicle. Yes, it was like that in my day, but without the financial constraints of today, you would have had a visit from two officers who would have examined your evidence with you. Without much cooperation, the essential evidence was re-sent, along with a 'report' of my friend's findings and directions as to where the Police case should be directed. A masterpiece of guidance, if I do say so myself.

Just as an aside, the same response was provided to Gloucester Council. They responded in much the same way but took longer.

My friend had responses in October that advised him his evidence was being considered but given the nature of the potential offence committed by person or persons unknown, it was unlikely that the perpetrators would be found. That's a normal response if something gets too difficult to bother with.

A bit of a nerve jangler that turned out well, but how to avoid a repeat? **Don't** show the vehicle being sold in close up detail. Particularly small stickers on the windows as they are your evidence that will identify your vehicle. **Don't** show any of the registration numbers/letters. Give the vehicle manufacture year as, for instance, 2009 rather than 11 May 2009. **Don't** give any indication of where the seller is based, other than generically the south west, or similar. **Don't** take the photo with your house, road name, people, other vehicles you own, in the background.

You may see lorries carrying scrapped vehicles and notice all the vehicles have their registration details partly or totally

covered. If these guys think it worth doing, so should you.

Believe me, what is known in the trade as 'vehicle ringing' is and always has been big business. You may feel it would be easy to convince authorities of your innocence. Just remember that authorities have people who deal with people who pay their excess charges; not those who say they are not responsible. That means the process takes a lot of time and trust me, is extremely frustrating. Far better to not get the penalty in the first place. Make sure you protect yourself with simple security measures and avoid the stress of making very disbelieving people believe you.

Congratulations -

As we go to press, I've just heard that **John** has passed his RoSPA Diploma. This is no mean achievement and takes a huge investment of time...not to mention money! Also **John** passed his first RoSPA test at Gold on the morning of my last Club ride of the year, and then rode to meet us at the Garden Centre café at Wilton for lunch and the rest of the ride back to Farrington Gurney. A resounding 'Well Done' to both of you.

I'm sorry if I've failed to mention anyone passing a test during the year. Please accept my apologies. Sometimes I just don't get to find out, and other times I just forget. I blame my advancing years...

Boxing Day Meet

According to the [Adventure Bike Rider Forum](#) the traditional Gloucestershire Boxing Day meet is at the Whitminster Inn (GL2 7NY) on the A38 south of Gloucester, about ½-mile north of M5 junction 13 (Stroud) & A419/A38 junction.

Last year was the first year at this venue as the previous venue had closed to become a care home. Even in the very wet weather, over 250 came.

Although originally a VMCC event, anyone is welcome on any bike, any age (bike and riders) – adventure, custom, roadster, moped, WHY?

Plenty of parking space. The landlord will open his marquee if it is wet; fast food will be available.

Average speed cameras cut death and injury

The use of average speed cameras [in GB] has been found, on average, to cut the number of crashes resulting in death or serious injury by more than a third [36%].

The average reduction in personal injury collisions of all severities was found to be 16%.

By the end of 2015 there were at least 50 stretches of road in Great Britain permanently covered by average speed cameras keeping a total length of 255 miles under observation.

Those stretches range in length from under half a mile in Nottingham to 99 miles on the A9 between Dunblane and Inverness in Scotland. Many will be monitored by several sets of cameras.

The first stretch of road to become permanently managed by average speed cameras was on the A6514 Ring Road in Nottingham back in 2000. At least 12 systems were installed last year alone.

The cost of permanent average speed cameras is now typically around £100,000 per mile, compared with around £1.5m per mile in the early 2000s.

As Gatso cameras (which still use 35mm film) come to the end of their operating lives some are being replaced with average speed camera systems.

RAC Foundation, Sept 2016

Historic Bikes in the UK

The DVLA classes as “historic” any vehicle built before 1st January 1976. The Federation of British Historic Vehicle Clubs (FBHVC) has commissioned research into these historic vehicles (HVs) in the UK, with some interesting results – one of which is that £5.5bn is spent on related activities every year, with £662M spent by the vehicle owners.

Of the 1,039,950 registered HVs (58% of them for road use), 297,000 (29%) are motorbikes. The split by makes is: Honda 5%, Triumph and BSA 3% each, Suzuki and Yamaha 2% each, and BMW, Norton and Kawasaki 1% each. Others, with less than 1% each, are Matchless, Royal Enfield, AJS, Ariel, Velocette, Vespa and Lambretta.

On average, HVs do 1,124 miles a year. One might suspect that the bikes do less than others, if only because wet weather is more of a deterrent on a bike [at least to wimps like me – Ed].

While there are about 500K HV owners in the UK, an estimated 23M people think that HVs are an important part of Britain’s heritage.

To see a summary of the FBHVC report, go to: -

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

and click on ‘National Historic Vehicle Survey’

Riding into your 60’s



How does one cope with riding a motorcycle into one’s later years? Depends a lot on your attitude to what ‘older years’ means. You would expect to have collected lots of motorcycling stories with which to bore people. However, it’s hard to be nostalgic when you can’t remember anything.

As we get older, advances in technology seem to make life more difficult. I’ve always lived by the mantra “make something idiot proof and I’ll prove to be a better idiot”. The good improvement is in motorcycle lights, just in time for deteriorating eyesight. See, all is not doom and gloom.

Age brings a tendency to reflect more on the past. I once had a Honda VF1000FF, in its day a cutting edge race replica, with the full-blooded version competing in the world endurance series of the time. I regretted selling it and hankered on and on for another. Some 12 years passed and I had the opportunity to buy one just like the one I had owned. I had a test ride. What a heap of poo! Hard to steer, skinny tyres, poor suspension. It was just a case of better technology in tyres and suspension, frame design and lighter materials in modern bikes. (If it wasn’t me that owned the Honda, I’d like to know who the bald, overweight cop was who kept leaving it in my garage without any fuel!!).

So I had loads of spare time now I didn’t have to hark back to that bike and I spent

it thinking about life in general. I have yet to find the answer to the question “What if the hokey cokey really is what it’s all about?” Also, does going abroad a lot mean you are more incontinent? Will anyone ever invent prescription speedometer covers? I am concerned though that one day I’ll stop to think and forget to start again.

Sometimes we oldies are considered as someone to seek advice from. Surely at my age I’m an expert on everything. However, the reality is that I have forgotten more than I have ever learned. That can lead to a belief that ‘the older I get, the better I was’ but that is because we tend to remember the better things, not the mistakes. It is very true that a poor memory is not at all the same as a clear conscience. I know that I have collected a huge bank of knowledge and experience. Remembering the combination to the bank is tricky.

Behaviour is a strange thing. As we get older, other people expect us to behave differently. We are frowned on if we laugh a lot and tutted at if we refuse to step on the cracks in the pavement – the term ‘grow up’ is muttered. I have taken the stance that youth passes but with luck immaturity can last a lifetime.

We are told that taking risks is also something older people should avoid in case it shortens one’s life. Well, I always intended to live forever because, despite the high cost, living remains popular amongst us elders. So far so good. I don’t think I’m over the hill, in fact I can’t recall climbing it. So I shall continue to ride my bike safe in the knowledge that no-one is ever old enough to know better. I am supported [until Brexit – Ed] by an EU edict that if you have not grown up by the time you are 60 you don’t have to.

I am still supporting RoSPA (Ride on Stop P####ing About) and The System, IPSGA (I

Provide Support for Granddads’ Atplay). So, when you see an old codger on two wheels, shout abuse, safe in the knowledge he can’t hear you. As you get older you save a fortune in ear plugs!

I hope AAMC (Are All Motorcyclists Crazy) will continue to support aged riders by using Google Pmaps. They are waterproof so can be good in emergencies. They show rides through forests rather than open spaces which is better for weak bladders. (What do you think all those plastic bottles full of a pale yellow liquid are on the sides of motorways? It is not a rise in the numbers of drivers throwing out-of-date fruit drinks away!!)

I hope to see you all soon. But if I ignore you don’t worry, I meant to.

Recommendation

I’ve seen some of the paint-spraying done by [Ace of Sprays](#), in Knowle, and it’s (a) top quality work, and (b) reasonably priced. Ace also went to some trouble to source a transfer matching the original for far less than the manufacturer’s price. Contact details are: Unit 17, Red Lion Yard, Greenleaze, Knowle BS4 2TL. Tel 07966 842 313

Biker Down Workshops

The last Biker Down workshop date for this season is 9th December.

Please email bikerdown@glosfire.gov.uk to reserve a place and we look forward to seeing you at SkillZONE.

Diary of Events

FEBRUARY

NOVEMBER

MARCH

Saturday 19th - Sunday 27th NEC Bike Show,

Tickets: 0844 581 2345 or

https://www.theticketfactory.com/mclb/online/seatSelect.asp?BOset::WSmap::seatmap::performance_ids=A62E0B20-7C78-4405-B737-DCB562BF2817

DECEMBER

Sunday 11th - **Biker Breakfast with the IAM**

Meet at 10am at Hartley Farm Kitchen near Winsley, BA15 2JB. It's on the B3108 Bradford to A36, phone 01225 864948 - you can pre-order if you like, and view the menu on their website. Parking is not very hard standing but not too gravelly either.

Monday 26th - **Boxing Day Meet**

Whitminster Inn (GL2 7NY)

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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.

AAMC – Club Shirt Order Form

Name.....

Initials to be included on shirt.....

Address.....

...

.....

...

Post Code.....

Please tick your preference(s) in the following:

Male	Tick	Size		Female	Tick	Size	Tick
Polo Shirt (£25)		S (36/38) M (40)		Polo Shirt		8 (30) 10 (32)	
Crew Neck Shirt (£12)		L (42) XL (44) XXL (46/48)		Crew Neck Shirt		12 (34) 14 (36) 16 (38) 18 (40)	
Initials Required				Initials Required			

Please send your completed form and cheque to:

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Pensford,
Bristol
BS39 4ZN