



TREADS

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EDITORS BITS – Stu Bullock

Having prepared several editions of TREADS, I am always on the lookout for 'stuff' to entertain, inform and educate us readers. (Or should that be reader)?

EVENT REPORTS. One factor we could do with more of, are items from ride leaders. Now, as you will see in this edition, the words do not need to come from the ride leader at all. Anyone who attended can put pen to paper, or fingers to 'Lappy', to provide other members with news of the general goings on. Don't be afraid to send me 'stuff'. If I have a question, I'll get back to you and I (or at least my 'Lappy') will sort out grammar/spelling. We would all love to hear YOUR story and a photo or two will be appreciated. Just let those in the picture know you intend to send the picture for publication in TREADS, just to be on the safe side.

RIDE LEADER. As we move gracefully towards winter, please have a think about leading a ride in 2020. It isn't hard to do and, there are plenty of members willing to help with planning, timing and so on. If you can lead a ride, however short, please let Helen have details of your ride suggestion.

MOTORWAYS. You may recall my features about the new 'smart motorways', that are in use on the M5 near Bristol, amongst other locations. Hailed as the new way to build motorways, increase traffic flow and control traffic movement to reduce congestion.

Recently, concerns have been raised about whether 'smart motorways' are actually working effectively. These are the ones where the hard shoulder can be used as a running

lane, or has breakdown bays, rather than a hard shoulder.

The Transport Secretary, Grant Shapps has announced today, 24 October 2019, that "We know people are dying on smart motorways. Greater detail is required on how safe they are compared to full motorways". Facts show that 8 people have died on smart motorways, but no one is saying over what period. Mr Shapps wants an investigation into the roads to provide "answers in weeks".

However, concerns have been agreed by Highways England, the authority who have installed the new motorways. Here is a selection of comments from Jim O'Sullivan, HE chief Exec:

He wants to ensure all motorways in the country are as safe as they can possible be. Smart Motorways with a hard shoulder used only at busy times are too complicated for people to use.

HE would not build any more dynamic smart motorways, because people do not understand them.

Drivers have been killed on smart motorways because of delays in installing technology to spot broken down vehicles.

So, what I gain from that is this:

Despite warnings that the lack of a safe area to stop in would create greater risk, HE went ahead anyway. But it's our fault as we are too thick to understand them. This is despite safety equipment not being fitted before the roads are put into use. A Govt enquiry is to provide answers in weeks. Will those 'answers in weeks' provide the name of the person responsible for these shambles? Have the roads been introduced for the revenue obtained by Govt by catching three times more speeding motorists?

Anyway, you are now aware of the problem. A case of “user beware”.

MOBILE’S. From November 1st 2019, the law about using a mobile phone when driving/riding has changed. It is now an offence to TOUCH a mobile phone when moving or stationary, when on a road. The newest roadside cameras are good enough to take very clear images of offending motorists. A recent scheme in Australia, snagged 100,000 offenders in 6 months. Bonza!

As I read the new regulations, I do not believe that, taking or making a call from a hands-free, voice activated device is an offence. However, the new law does not differentiate between someone touching a phone for maps, for instance, and is still an offence. Offenders face a £200 fine and 6 penalty points.

See LEGAL ISSUES, below.

VIEW FROM THE CHAIR – Tony

Pull the other one.... Motorcycle Airbags

What is a motorcycle airbag and why use one?

Modern motorcycle airbag systems comprise an airbag fitted within a vest, jacket or suit together with an inflation system. They are designed to deploy in the event of rider separation from their motorcycle and inflate before the rider hits the ground. Typically, inflation speeds are around 25 to 90 milliseconds in order to protect the rider and can be triggered by a pull cable between the rider and bike or more sophisticated wireless systems. These use proximity, gyroscopic, accelerometer or GPS sensing to trigger the inflation mechanism. Inflation panel layout within the garment varies from manufacturer to manufacturer, but will generally protect the owner’s abdomen, in particular the back, and in some cases bracing to help reduce neck damage. There are many variations of design, style and colour and typically cost in the region of £425 to £2000+.

History and other users

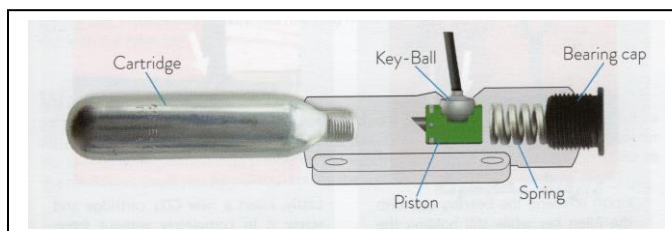


The first automotive airbags were developed in the early 1950s and widely adopted in the USA, however in Europe airbags were almost entirely absent until the 1980s. Adoption however since then has been more rapid and by the end of the 1990s almost all cars feature an airbag system (*1). In the motorcycle world adoption of the technology has been somewhat slower, however in 2018 airbag protection in racing suits became mandatory in MotoGP (*2) and Gloucester Police became the first Police Force to adopt airbag suits in February this year (*3). Air-vests have been designed and supplied for a number of different applications and with varying degrees of adoption but activities include: equestrian, ski/snowboarding, cycling and seniors fall protection.

My Air-vest purchase decision!

I looked into motorcycle air-vests as a secondary means of protection several years ago, but at that stage concluded that as there didn’t seem to be wide adoption by Police forces or other motorcycle using organisations the evidence of the benefits wasn’t strong enough for me to prize my wallet open. Airbag technology has slowly been adopted, but once MotoGP made the technology mandatory last year, I finally took the plunge. My rationale was that if I had the choice of shelling out circa £450 for an air-vest which could minimise or avoid serious injury in certain accident scenarios, versus bouncing down the road without the additional protection, then it was a sensible investment, especially when

compared to the cost of other motorcycle gear. I chose an air-vest rather than airbag jacket so I can change jackets without the cost of a new air-vest. Also, I chose a black air-vest to use with a cheap replaceable Hi Vis vest rather than the fluorescent air-vest, which tend to visually age more than a black one.



What's it like to live with and would I buy another?

It is an extra layer to put on top of your jacket and you need to remember to connect and disconnect the pull cord. Note the trigger force of the Helite system is in the region of 35kg so it is difficult to accidentally trigger the air-vest if you forget to disconnect yourself. It isn't particularly heavy to wear and no more difficult to connect/disconnect than putting a seat belt on in a car. I wear it on all club rides and I would buy another in the light of my experience to date.

Fortunately, I can't personally report its accident performance and hope I never need to. Some in the club may argue that as advanced riders we shouldn't need such protection or that it may lead to overconfidence and risk taking. Can you ever have too much protection, as ever balanced with effort to wear and of course cost? Advanced riding is all about risk assessment and I am not conscious that I take additional risks since wearing the extra protection.

So, in summary I am an advocate of using this technology to provide an extra degree of protection.

References

*1) SMMT
<https://www.smmt.co.uk/2015/02/car-safety-brief-history/>

*2)
<https://www.telegraph.co.uk/cars/features/inflat>

[ed-gains-motogp-makes-important-airbag-safety-step-2018/](https://www.motorcyclenews.com/news/2019/february/bks-airbag-police/)

*3)
<https://www.motorcyclenews.com/news/2019/february/bks-airbag-police/>

*4)
<https://hikesandmotorbikes.com/best-motorcycle-airbag-vest-jacket-reviews/>

Manufacturers/suppliers – put in alphabetical order

Alpinestars/Techair.

<https://www.alpinestars.com/tech-air>

BKS/Techair

<https://www.bksleather.co.uk/tech-air>

Dainese Air

<https://www.dainese.com/gb/en/d-air/road.html>

Helite <https://helite.com/> France: UK distributor
Airvest Ltd

<https://www.airvest.co.uk/#>

Hit Air

<https://www.hitairuk.co.uk/motorcycleshop.aspx>

Point Two Airvests

<https://pointtwoairvests.com/motorcycle-air-jackets/browse/122>

Tony Walmsley declares, he has written this article after reviewing available literature, manufacturers websites and his personal experience of using a Helite Turtle Airvest. He has no commercial link with any airvest supplier. Any opinions are expressed are purely personal and do not represent any recommendations or advice from the AAMC. Further comparison details appear at the end of the edition, below.

AAMC MEMBERSHIP RENEWAL 2020 – Tony

It's that time of year again!

Membership renewal is due at the end of December and the process is now digital to reduce admin.

All you need to do is:

1. Enter your name and mobile number onto the word document attached to the

November Issue of Treads and email to membership@aamc.co.uk

2. Arrange a bank transfer for the relevant membership fee to the AAMC account shown on the form – INCLUDE YOUR NAME.
3. Note: If any of your details have changed in the last 12 months please fill in the appropriate box – if in doubt update and I will check we have the latest info.

If you have any queries or want an emailed membership form contact Tony by emailing membership@aamc.co.uk or call 126850

CLUB EVENT REPORTS

Club ride to West Bay, Dorset – Andy

My ride on Sunday 27th went well. We had 7 bikes with 9 people, so we could use the drop-off system effectively. It was a little bitty in the morning as there was lots of traffic about but I was really pleased with the route back (I hadn't had chance for a recce so it was a bit of a shot in the dark!). It seems that everyone else was too, which is always gratifying.



Play, Learn, Explore sums AAMC up nicely

We finished the ride a little after 4pm and I got back home at 5:30pm, just about managing to avoid changing my visor but it was down to 7 degrees then, having reached a lofty 13 during

the day. Generally, I was very restrained; just one or two overtakes when I got a little throttle happy!



Hope everyone else was as pleased as me. Thanks for your support. Thanks to Mark for his pictures.

Mark's Club Ride Sunday Sept 29 – Nigel Dean

Mark was unable to lead his ride on the 29th due to a clash with an important family event, so I volunteered to take it over. The weather forecast was changeable and likely to be wet at some point during the day, and a first look out of the window early that morning confirmed it was very wet, pouring in fact. My first thought was. "I wonder if anyone will turn up?" Fortunately, the rain stopped just as we left home for the short trip to Budgens in Langford on the A38.

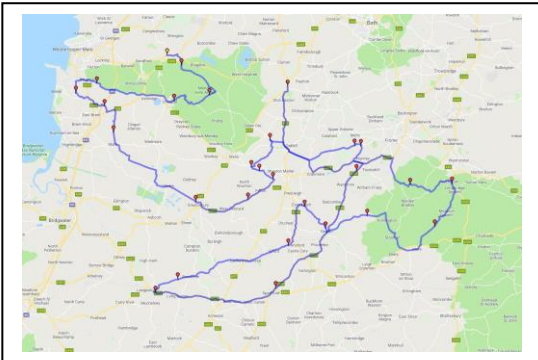


Sure enough, 3 hardy, some might say foolhardy, souls turned up to brave the inclement weather and the muddy roads. It turned out that Steve C, Al M and Nick A,

joined Pam and I for a jaunt around the Mendips, Somerset and Wilts.

Oddly, Mark turned up, probably to check that we were doing it right, and also to sneak in a short ride and bolt down a sausage baguette before heading back to the 80th birthday in time for some cake.

I wasn't over familiar with the area, so I had constructed a route using Google maps and Streetview a couple of days before and it worked out OK. The first stint was slightly longer than anticipated but we arrived at Hartley's Kitchen, Binegar for a well-earned toasted teacake and a hot drink.



As luck would have it, and with perfect timing, the heavens opened just as we arrived, and stopped just before we left! How often does that happen!?

Lunch was at the dependable Haynes Motor Museum and we ended up at Farrington Gurney to head home our separate ways.

We found some good and varied roads, some of which I hadn't ridden before. It turned out to be a very enjoyable ride. Thanks to Steve for back marking.

The Plug and Grub, CLUB ANNUAL DINNER.

This year held on a very wet Saturday 2 November, at The Riverside Inn, Saltford. On arrival, Simon, Sue and I wondered if it had changed its name to "On the River", but all was well roped down to the shore, despite the appalling rain.

A goodly number attended the event and from my observations, a darned good time was had by all. If you missed it, come along next year. A huge vote of thanks to Mark and Helen for organizing the event under 'trying' circumstances. It was a fabulous evening.



Helen, thinking about the Annual Dinner

FINAL RIDE OF THE YEAR – Sunday 3 November.

Despite Simon's dire warning of flood, pestilence and famine (they had it Oop Noorth instead), 10 bikes/11 people turned up at the start point, the Cross Hands hotel. Overcast and drizzly weather did not deter, especially as I had seen everyone at the Annual Dinner the night before. That shows commitment.



So, off we went across to Malmsbury, Cirencester to Lechlade.

Then across to Lambourne, before turning south for the lunch stop at Marlborough. That's about all I can tell you, because I had to leave this super ride near Hungerford for all points Wellington.

Other than to say, we all stayed together, despite the best efforts of the motoring public, until I departed. I hear lunch was well received by the remainder of the group, until the ride homeward bound was called for.

Thanks to Simon for his usual meticulous navigation and to Steve for volunteering to be back marker.

LEGAL QUESTIONS – Andrew Dalton:

Disclaimer: *The legal advice and statements contained within this/these article is correct at the time of printing. Andrew Dalton is a trial lawyer, with White Dalton Motorcycle Solicitors.*

Q1. When does an accessory become a modification? And if I make a minor modification to the bike, how much does my Insurer need to know?

Ben replaced the rather tatty fairing on his 20-year-old Honda Blackbird with a pattern fairing, in black and orange Repsol colours, rather than standard black. When he told his Insurers, they declined to insure the “modified” bike. I have heard the same story for stubby brake levers, nose cones and even luggage racks – all coming from the same insurer.



The rule is simple, following a change to all insurers across the European Union. This remedied the extraordinarily hard position taken in English law which had not changed since the Edwardian era.

Some insurers still have not quite got used to the shift in the balance of power. The old rules were that you, as a consumer, proposed your insurance and even if a question was not asked, you were obliged to raise any matter which might make the insurer reconsider its premium.

At its harshest, this meant you were supposed to apply the tests that an underwriter would apply, even though you couldn't fairly be expected to understand what these might be. The worst excesses were mitigated by the Insurance Ombudsman (as was) but the law was extraordinarily unfair and resulted in proper claims being rejected. The most egregious rejection I saw was for a motorcycle with uprated fork damping oil and springs being rejected for a theft claim.

Following the Consumer Insurance Act 2013, the burden reversed. If the Insurer does not ask a question it cannot hide behind “non-disclosure”. It means that if an insurer does not ask the question, it cannot be interested in the answer, so it cannot take it into account. If you carelessly, recklessly or dishonestly answer a question incorrectly, then a claim can still be rejected – but not on a whim.

If your proposal form asks “What modifications have been carried out on the motorcycle?” the words bear their ordinary meaning. Modification means a change but English law is interpreted reasonably. So, Ben, with his changed fairing, has modified the motorcycle and the insurers, if they ask the question, can decline to reinsure the bike on renewal. However, they can decline to reinsure it even without modification. Unfortunately, Ben now has to answer any question that another insurer might ask him, namely: “Has any insurer declined to insure you?” He will have to say that he has been so rejected. So, insurers who have a very rigid policy on modifications are best avoided.

There is no need to panic, though. The law is interpreted reasonably by sensible and pragmatic judges and insurers know this.

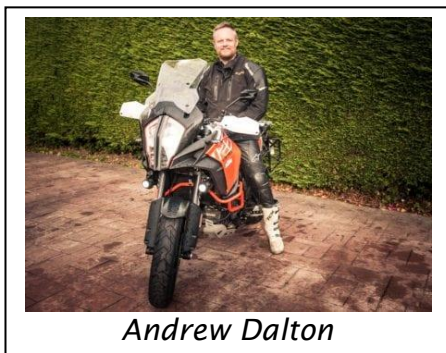


An Insurer should not refuse to pay out if you replace your OE tyres with stickier rubber, because tyres are consumables and get replaced. Replacing a rotted OE exhaust pipe with a fire breathing Akro' or Beowulf is a declarable modification. Tyres or side stand extenders are not.

At renewal time, you are governed by the market. Your insurer can choose not to renew your business for any – or no – reason. I suspect when renewals are declined on spurious grounds, the insurer is either running down its bike Insurance presence or moving out of a class of Insurance.

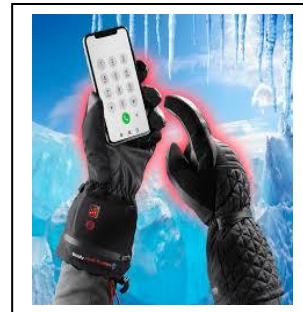
You may be loyal to an insurer but they will not be loyal to you. My Insurer wanted to stick my 18-year-old daughter on a £1300 policy for a Yamaha MT-125 – third party – while another quoted £380 for comprehensive cover. One insurer wanted the business, the other didn't. If you want loyalty, get a Labrador.

Andrew Dalton – RiDE Magazine August 2018



NB: The law changes all the time, so while the answer was correct at the time of writing [**RiDE Magazine** August 2018], things may have moved on – so **check before making any decisions!**

Q2. Like loads of bikers nowadays, instead of a sat-nav, I use my smartphone mounted on the handlebars.



I had ridden a couple of hundred miles to visit my cousin and her new born baby and was within striking distance of her house when my phone had a bit of a hissy fit. I pulled over and removed the phone from the handlebars and had it in my hand when some jumped up kid copper pulled up and nicked me.

I told him I wasn't doing anything illegal as I wasn't making a call but trying to find out where I was on Google maps. He reckons because I was still astride my SV650, engine running and phone in hand, I was in fact breaking the law and gave me a fixed penalty offer.

I told him I would see him in court. The smarmy kid laughed and said he'd see me there! Now I'm all for nicking people on phones while they're driving as it's dangerous but I've done nothing wrong.

I've been a teacher for 30 years and am a great public speaker. Do you agree I will teach the kid a lesson in court?

Answer

The short answer is no. Not even being royalty will help as you have in fact broken the law.



If you had turned off the engine and got off the bike to hold and look at the map on your phone then there would have been no issue. However, as the law states it's illegal to hold a phone to perform "an interactive communication function by transmitting and receiving data" i.e. looking at Google maps while riding or driving, the policeman, is legally correct.

My advice is, accept the fixed penalty offer of £200 and six points. It will be cheaper and quicker.

Andrew 'Chef' Prendergast – Managing Partner, White Dalton - Motorcycle Monthly January 2019

The MCM legal column is compiled by managing partner Andrew 'Chef' Prendergast and his bike-riding barristers and solicitors at White Dalton Motorcycle Solicitors.

NB: The law changes all the time, so while the answer was correct at the time of writing [Motorcycle Monthly 2019], things may have moved on – so check before making any decisions!

THOUGHT FOR THE MONTH

Since the last edition, Mental Health Awareness day and week have been highlighted in the UK.

"Not all illnesses are obvious – not all cries for help can be heard"

UNDERSTANDING ROADCRAFT, and other unlikely stories - Stu Bullock

I guess that I should have issued a sort of health warning before the first edition of this item. Don't for one-minute think I am assured that my opinions are the best, the only opinions, always right. Not at all my friends, because, once anyone thinks they are right all of the time, they are doomed to fail. I give my opinion only because I have been using Roadcraft for a long time, in a variety of

conditions, so feel I can give my thoughts to others. Read on....

During a Diploma Course some while ago, a trainee asked me what gear had I been in when I was cornering. I replied. "The same gear I have on now". Smart arse! Well, it is important to ask open questions. That nonsense leads nicely into the subject of gears on a motorcycle, the target of this month's Top Tips.

An underrated and forgotten art, are gears. Understanding their function and timing of use, is an important step in developing a skilful rider.

I would draw your attention to a book written by Dave Jones, a former Police Sgt Traffic Motorcyclist (Dorset, so not a premier force), called NOT THE BLUE BOOK. I understand it is available on some internet sites, but was first published in 1997 and was then £3.50p. The book is Dave's interpretation of Roadcraft. In my training and riding time, I have used this book alongside Roadcraft from 1997 until now. In fact, the first copy I bought, literally wore out, so much did I use it.

The core of teaching advanced riding, is to understand that you cannot teach or learn any one skill set, without reference to the others. Trying to do so will lead to confusion and misinterpretation. As you read the following, about gears, see how many other skill areas are also required.

Anyway, onwards into the intricacies of 'gears' and, how to use them. Two skill sets.

Top Tips – GEARS – Stu Bullock

It is all too easy to misunderstand the gearbox on a motorcycle. (I've met loads of riders who have scoffed at that idea. Guess what I found when I looked at their ability)?

The gear ratios are close together, which means the rider needs to take more interest in the rev counter, because the correct gear can provide the rider with more control. Think in

terms of 5th gear for 50mph, 3rd gear for 30mph and so on, as a *start point*. The aim is to get the bike engine revving freely and pulling the weight of bike and rider without effort, whilst at the same time not allowing the engine to over-rev which could lead to a loss of tyre grip.



*Doohan at Goodwood.
Great gear*

You might save fuel as well – result! Car manufacturers have recently become aware and many cars now have lots more gears than the four or five they used to have. More gears = less major rev changes = savings in fuel = less emission's = (VW cheating – OMG). My Honda has 7 forward gears!! Thank goodness it's not a stick shift.

Most bike engines work best in the middle third of the rev range, where the engine is not over-revving and is not struggling. You will also find, by using third gear at 30mph, for example, you will need less throttle movement to lose or gain speed than you will in a higher gear. This makes the bike more responsive and easier to control. You will be less likely to be caught speeding, (note LESS LIKELY), and it will be much easier to respond to the 'need for more speed'. Try accelerating in your top gear from 30mph, then try again from your top gear. Lower gear = less throttle movement = quicker acceleration – result = smoother and more efficient. In town traffic, on my bike (BMW K1300S) I am most likely to be in 2nd and 3rd.

Of course, it is sensible to keep checking the road surface. Scanning is what we should do, not fixate. Where the road surface changes colour, or has a corrugated surface, or a loose surface, applying maximum acceleration raises a risk of losing tyre grip at the rear wheel. So, where the road surface offers a mini adventure,

you could keep a higher gear to reduce the risk of a tyre and internal organs becoming uncontrollable.

Same goes in wet road surface conditions. One gear higher is a useful tool, but of course, you need to understand how all of the dynamics combine as you make the transition from upright to leant. Remember, you have to be expert in all areas of motorcycle control to reduce risk effectively.

Bikes with long stroke engines, like big V twins, may have different rev ranges but the principle is to try out your own bike and experiment with gears, revs and speeds. Although this knowledge is important all of the time, it is vital to get it right for overtaking.

Roadcraft says we should not use the gears to slow. 'Brakes to slow – gears to go' is a learning aid I would take with a deal of caution and understanding, because brakes can be used to balance a bike, just as much as revs can, with the right flexible gear.

As an example, take the situation where you are fairly buzzing along, arrive in the first phase of a bend, to find your amazing powers of observation and angles, has let you down.



Having to lose speed partly leant is essential! A way out may be to apply the gentlest amount of pressure to the rear brake. That will settle the bike's rear end, (maybe not yours), enough to add a touch of front brake and maybe a lower gear. It's not pretty, but can be made to work.

As a police motorcyclist in a rural area, I had loads of practise. It put me in good stead for when I became a circuit instructor.

Practically, overtaking from 40mph up to 60mph, on my bike I would be in 4th to give the initial power, then I may hold onto that gear if there is another hazard ahead, such as a bend or another slower vehicle. I would be planning on having a throttle setting that gives me momentum, as I am alongside my target vehicle, but no more acceleration. Then gradual deceleration as I return to the correct side of the road. So, in reality I have used the gears to slow, but effectively and smoothly, when the brakes were just not needed.

You may just be pleasantly surprised, as many people I have advised have not only had a more responsive machine, but their riding becomes much smoother and fuel goes much further than it did before. Good reasons to get to know your cogs.

Find a steep hill. Before going down it, make sure you are in a lower gear. How low? Experiment and find out where the gears/revs hold the bike so you are not continually braking, but the engine is not 'screaming'. Remember, 3rd gear for 30mph and so on but also, 1st gear is a driving gear, not just one to get you moving. Keeping the correct gear going downhill will allow more control, keep you off the brakes and thereby have a better handling bike. Why?

Because the weight of the bike and rider (and pillion, luggage, sandwiches etc) is pushed towards the front of the bike, thereby over the front tyre when you brake. That squashes the front tyre. A squashed front tyre does not steer well, as the tread area flattens, leaving the stronger and less flexible sidewalls carrying the load. The result makes the bike wants to stand up and 'run wide' in corners; hence a sudden front tyre deflation is a real frightener. If you obtain a low gear when going downhill, you reduce the weight pressing on the front tyre, meaning you have better steering. Better control makes for a smoother ride and also a safer ride.

Go sort your gears. Read Roadcraft but interpret what you read to suit your bike and riding style. Roadcraft is a selection of 'ideas' arrived at by committee. We need to sort out the information and make it work for us, rather than us work for it.

The small print is to try new techniques with care. If any technique does not work for you, it doesn't matter, try something else with care.

RETURNING TO LIMIT POINT – Eddie

On the subject of Limit Point: On Observer and Masters Courses, I sometimes ask the following question.

"What might we be doing when the limit point appears to be coming towards us"? The usual answer is. "Slow down". I say. "Think on this. You are on a road where the limit point is, say a quarter of a mile ahead. The question to ask is, 'can I stop safely etc and decide what to do accordingly'.

In my mind the limit point is one end of a measuring device; we on the machine are the other end.

BIKE TEST – Stu Bullock

Total Triumph, A38 Wellington Road, Taunton, TA4 1ES. 01823 358899.



Coming to a store near you soon, the 2020 Triumph Street Triple, priced at £10,300. Incredible performance, aggressive, sharp looks and sitting firmly in its place as the class-leading Roadster, the new Street Triple RS is an exhilarating new ride looking to take riders even further, Triumph says. Packed with even better technology, a higher performance,

thrilling 765cc triple engine within an agile frame, developed by Triumph's Moto2™ engine team, you won't want to miss it.

The new RS tops Triumph's Street Triple range with even more aggressive attitude,

enhanced technology, all-new sporty style, and a class-leading standard of finish that sets a whole new benchmark.

It's the lightest bike in class and the most dynamic handling ride ever, while a major performance improvement from the 123PS triple engine delivers a 9% increase in mid-range power and torque.

Development has been assisted by lessons learned from motorcycle racing, making the bike Euro 5 friendly and yet delivering 9% more power from a liquid cooled 12 valve, DOHC, in-line 3-cylinder engine. Power output is 123PS / 121.36 BHP (90.5kW) @11750rpm. Kerb weight is 166kg. Wheelbase 1405mm. Brembo brakes fore and aft, with switchable ABS.



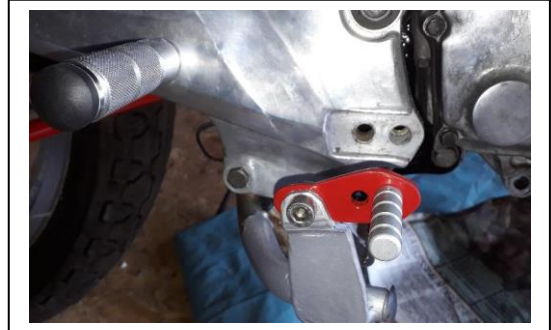
Sounds yummy.

Super Dream – Episode 4 – Humpty Dumpty – Eddie

We left the project coming along, but with an impressive list of 'things to do'. So, it's up the road to Tony Mack's, as he has a lathe upon which the little bush for the rear set gear change was machined.

That together with the re-engineered connecting rod brazed by my brother Tony completes the LHS rear set. Now to tackle the rear brake. I fashioned an extender plate and

brazed it to original rod so it was now shorter and avoided the exhaust system. To this was added a little whale -back adjustable extender, painted in red, on to which went a pretty little machined peg. So, job done, rear sets sorted.



Next the humpty seat, I had surfed the internet and failed to find anything that quite satisfied what I wanted so I started from scratch. My next-door neighbour was refitting her bathroom, so I grabbed an old bit of plywood for the base. For the edges of the seat I used an off-cut of horticultural hose pipe as a former, to resin on the chopped fiberglass matting – first one side then reversing the former so the profile was constant for each side.

Now for the humpty dumpty, for this I hunted skips to recover some Celotex insulation board. 2 slabs were stuck together, shaped with great ease and then also covered with chopped matting. Now for the hard work, finishing with body filler, blocking back, filling, blocking, until I had a reasonable shell for a paint finish.



Next, sorted the front forks with the kit from David Silver. The job was done, including slipping in 20mm of gas barrel to each fork, as a pre-load, to stiffen up the front end – a tip from Glyn who races a Super Dream, in the VMCC historic racing series.

Now for these brakes, the calipers were easily re-assembled complete with new pistons and seals, the master cylinder however was in a sorry state and the removal of the piston required a pair of circlip pliers different from mine, but ultimately a complete strip down and rebuild was accomplished.

On the Super Dream, the main electrics area, comprising battery and fuses is protected by body panels and the airbox, which also acts as a hugger. I have no plans to re-use the air box, intending some nice trumpets instead, so with great cunning a hugger was created using the rear light and number plate hanger and simply rotating it around the wheel by 90 degrees, its central securing bolt will also be used to secure the seat.

So, there we have it. Looking forward to trailering it over a little south of Aberystwyth to have TAB II Classics fabricate the aluminium tank. For the keen eyed however, amongst a host of other jobs there is the matter of that drip tray catching sump oil.....

DIARY OF EVENTS



Club events are clearly marked; other non-club related events in **blue text**.

NOVEMBER – got that tree decorated?

16 to 24, Motorcycle Live,
NEC Exhibition Centre, Birmingham.
Motorcyclelive.co.uk

DECEMBER - JANUARY



EARLY 2020 CLUB EVENTS NEWS

14 – 17 May 2020 - Celebrate 60 years of the BMF

<https://www.bmf.co.uk/news/show/bmf-announces-60th-birthday-celebrations>

Friday 5 to Monday 8 June
AAMC CLUB WEEKEND BASH 2020,
Stu Bullock – 07711898178.

Hotel: Premier Inn, Rhuddlan, North Wales, LL18 5UA.

Please book your hotel and let Stu know you are attending at bullock.stu@gmail.com with your email and mobile details. Further details will be provided nearer the event.

4 to 5 July, BMF EVENT

National Road Rally
nationalroadrally.co.uk

Thursday 9 to Sunday 12 July 2020

AAMC CLUB WEEKEND BASH

Nigel Dean - 01454 885343 - 07736 275406 - nigelwestdean@gmail.com

Hotel: Y Talbot hotel in Tregaron, West Wales.
As this hotel is now full, please see the list of alternative accommodation at the end of this edition of TREADS.

If you are attending, please book your accommodation and let Nigel know.

BMF DISCOUNT CODE.

Code for 2019 – CLB19FJH
Club members can use the above in conjunction with the Club Name, to receive discounts on advance tickets to all BMF rallies and events; discounts on Insurance and other BMF member benefits.

WANTED – Ride Leaders for 2020

Helen

ALSO WANTED – Club ride/event reports.

Just a few words in WORD, or email, I'll sort out grammar/spelling/punctuation. It's OUR club and we need to know what is happening. In order to associate – we need to communicate. – Stu Bullock, Editor

TREADS - NEXT PUBLICATION DATE

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 the next TREADS, can you please ensure that they reach the editor at the latest by;

MONDAY 9 DECEMBER 2019

Contributions for Treads are always needed, whether they are motorcycle related or of general interest!

Please don't be shy, as I will be very pleased to accept articles for publication consideration, preferably in MICROSOFT WORD format. I will carry out a grammar/spell check. Please understand that submissions may be edited to fit available space.

If you have a comment about anything you see or read in TREADS, please let me know and I'll put those comments in TREADS.

Please submit photo's as separate JPEG files, not embedded in the text.

We publish articles for the benefit of members – none are an endorsement or recommendation unless explicitly stated. You must make up your own mind if you think something is suitable for you.

Stu Bullock.

E-mail editor@aamc.co.uk

Nigel Deans west Wales Bash – Additional Accommodation

The Y Talbot Hotel, Nigel's base for the weekend is now full. The owners have kindly provided details of alternative accommodation, should you wish to attend. Once you have booked, please let Nigel know so that he can email everyone attending in one email.

Nant Yr Onnen

Located about 500 yards up the hill past the abattoir. One B&B room and also a barn that sleeps 4. 01974 299346

Maes Y Felin

50 yards from Y Talbot. Two bedrooms. sleeps 4. Self catering.
Gwilym and Demelza 01974 251217 or 07940 835428

Brynteg

About 7/8 minutes walk from Y Talbot. Sleeps up to 8 with 3 double and 1 twin bedrooms. tel 01974 298274 or 07815 764603 , speak to Delyth Owen

Dol Wen Bronant

07792 134657 Very nice B and B

Brynarth

Four star guest house near Lledrod. Recently renovated. Evening meals available on prior request. Quiet rural location, v. comfortable. bookings@brynarth.co.uk 01974 261367

Y Granar. Tan Yr Allt

400 yards from Y Talbot on mountain road. Shepherd's hut and Barn

The Old Fire Station, Chapel St.

Newly refurbished. Owners Nigel & Jan.

www.tregaronoldfirestation.co.uk

0845 644 3862 or 07855 428791

Other Accomodation

New Inn Llandewi Brefi

01974 298452

Black lion Bont

01974 831624

Stags Head Caravan Park - Mara Crutchley

Mara has two 6-berth static caravans available for rent.

Tel: 07540429768

Email:

marisia1279@yahoo.co.u

TONY WALMSLEY _ *Motorcycle Airbags, further comparison detail*

Company	Dainese	Alpinestars	Helite	Hit Air	Point Two
		BKS			
Styles	Jacket/Suit	Vest/Jacket/Suit	Vest/Jacket	Vest	Vest
Technology	Wireless	Wireless	Pull lanyard	Pull lanyard	Pull lanyard
Trade name	D-Air	Tech-Air	Helite	Hit-Air	ProAir Force
Price (circa)	£1,100	£999	£475	£450	£420