



TREADS

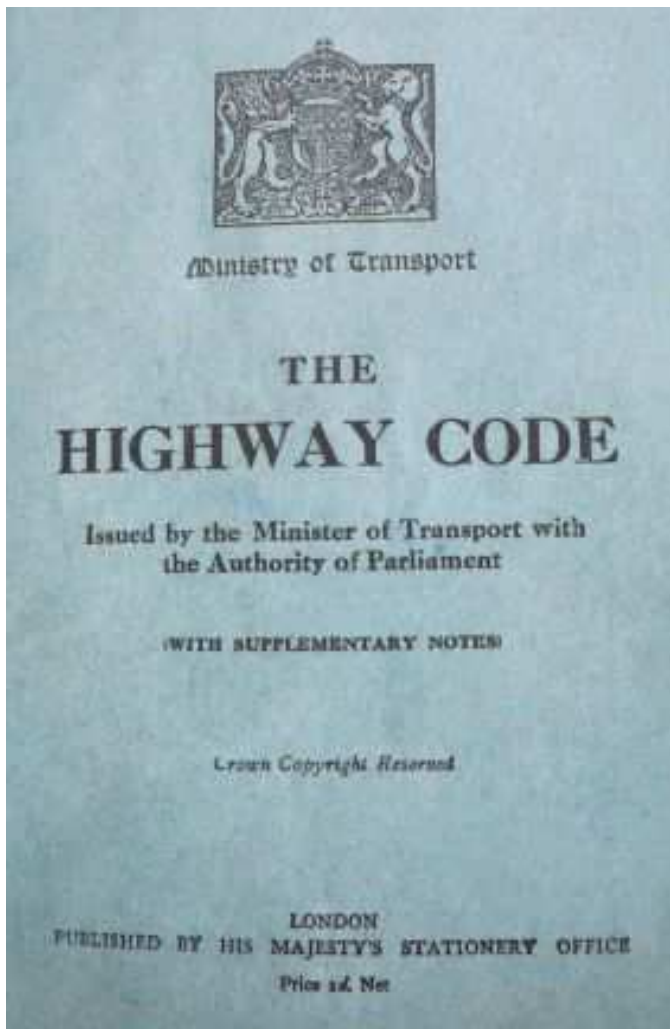
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The March 2016 Newsletter of AAMC

Editor's Bits – Morton

The Highway Code

Anyone attending the Skills Development Course (highly recommended) will need a copy of the current Highway Code (and note Stu's comment in his article, further down). My copy is a bit out of date:



but I like the foreword, by our revered Secretary of State for Transport, Mr Leslie Hore-Belisha: *"This Code is put into your hands in the sincere hope that the study and observance of its provisions will make the roads safer and more convenient for*

you and all others who use the King's Highway.

Its provisions are a simple summary of the best and widest experience, each one of them written down in the resolute desire to prevent that kind of mistake or thoughtless action which may result in someone's bereavement or suffering.

In every human activity there is a standard of conduct to which in the common interest we are expected to conform. This Code is the standard of conduct for the road.

Respect for the Code and for the spirit underlying it is so much a moral duty that its practice should become a habit and its breach a reproach."

Of course, I'm sure we all remember the ditty from "Hints to Drivers of Horses and Motor Vehicles, and to Cyclists":

*The Rule of the Road is a paradox quite,
In Riding or Driving along,
If you KEEP TO THE LEFT you are sure to
be RIGHT.*

But if you go RIGHT you are WRONG.

You may not have remembered that those posters were distributed by the London Safety First Council, which became firstly the National Safety First Association, and later RoSPA.

Surprisingly, the stopping distances in the 2007 edition of the Code are identical to those in the first edition to give stopping distances (1946), except for the earlier ones being in feet, not metres.

Regalia - repeat orders are being taken, so if anyone wants a club tee-shirt or polo shirt can they please complete the form at the end of this *Treads* and send it to Sue.

Welcome – Simon

I would like to welcome seven new members to the Club this month: - John lives in Southville and rides a Triumph Tiger 800, Paul lives in Clevedon and rides a VFR800, Geoff lives in Emersons Green and rides a BMW S1000R, Graham and Karen live just outside Shepton Mallet and ride various BMW boxers, Alex lives near Taunton and rides a BMW R1200RT SE, Howard also lives near Taunton and rides a Suzuki 1300R, and finally Mark, who lives just north of Bristol and rides a Yamaha 600 Diversion. Phew! We hope you get good value from your membership and look forward to seeing you out and about with us at Club events.

Legal Questions

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

1. Construction site calamity

I was riding on my new R1 past a building site when the front wheel just washed out from underneath me. Thereafter, it was a shiny R1 down the road, trashed kit and a broken arm.

After a witness helped me up (another biker!) we found that I had hit a 'keep out' sign that had blown off the building site fence and landed face down on the road. It was just my luck that the back of the sign was grey and blended in with the road making it virtually invisible.

Having checked the other signs we found they had only been tucked into the wire fence and not tied on. All that 'Bob the Builder' managed to fix on this occasion was me clattering off. Am I

stuffed or can I bring a claim? I have a witness who saw everything and loads of photos on my phone.

Answer

This is pretty random and scary. Potentially you have a claim against the builder/contractor etc. who was responsible for the building site and the signs to be installed securely i.e. so they didn't fall off into the road.

However, as the claimant you are going to have to prove on the balance of probabilities that someone has done something wrong i.e. the signs were not installed properly etc.

If you can't do that you are going to struggle. Practically, your witness will be very important and I strongly advise you to make sure you keep a spare copy of the photos in case you lose your phone.

Andrew 'Chef' Prendergast, [Motorcycle Monthly](#), October 2015

2. Failed bike repayments

I bought a brand spanking new Ducati Panigale 1299 a couple of months ago ready for the summer. I couldn't wait to go and do some track days. A week later I got wiped out by some snotty nosed teenager in his mum's Nissan Micra.

He admitted liability and forgetting my broken arm for now, despite being fully comprehensively insured, my insurer has valued my bike at less than I owe the finance company.

I have stopped paying Mr Finance Co. and told them they can do one. I don't see why I have to pay for a bike I don't have any more all because of some little muppet in a Micra. Why shouldn't he pay?

Answer

Firstly, I feel your pain as I got nailed on my new Bandit 600 years ago about three months after I got it. However, your finance company can take you to court and would win if you do not repay them. While it is unfortunate that you have to pay off a Ducati you no longer have, you

have an agreement to repay Mr Finance Co. the money that originally paid for your bike. Think of it in terms of a bank loan i.e. if you borrowed £10,000 over three years, but failed to make the payments the bank could sue you. My advice is get in contact to start paying.

Andrew Prendergast, [Motorcycle Monthly](#), July 2015

View from the Saddle –

Jaimie

Maybe the best time of year!

Hi all, March already upon us with the days getting lighter and slightly warmer. The anticipation of what the year has in store for us all. For most of us this will be the time to drag the bike out from its winter slumber, charge the battery, reset the tyres, a quick check over and wait for a sunny dry couple of hours for that first spin down your favourite local road. The best feeling ever. For me the last time I rode the Triumph was around October or November last year!! Although I've not enjoyed the cold and wet to work and back on the commuter bike.

By now the first club ride would have taken place, with Simon leading the group easterly towards Marlborough for a welcome warm lunch stop. Hopefully he was joined by some of our more hardy members as the day was pretty cold.

MotoGP for 2016 starts in Losail Qatar on 20th March after all their winter testing done. Jorge Lorenzo and Yamaha look to be the team to beat again this year, with Ducati, Honda and Suzuki in hot pursuit. This is all happening with a change of tyre to Michelin from Bridgestone, which has caused many a problem with both positive and negative reactions from the riders depending on which circuit they were testing at. Should be a good season again.

Not sure what has caused this, but three people at work are currently taking their CBT and are planning to get a bike this year. It probably has something to do with most of Bristol currently at a standstill with road works on all the major routes around the city, which will be going on for pretty much the whole of the year. The only sensible choice of transport is two wheels, however I haven't yet persuaded Sandra to commute again on her Triumph – it's still a little cold as she insists on the temperature being in double digits to ride!!

Wishing you all a great riding season, hope to see you all out on a club ride or event soon.

In the meantime, safe riding.

First Club Ride – Simon

I arrived at the Cross Hands at exactly 10am and was surprised to find at least half a dozen bikes already there. I was followed in by Paul, whose right indicator wasn't working properly, and within a few minutes we were up to thirteen bikes plus two pillions - Joy and Helen. The last time I started a ride at Old Sodbury, someone commented I always seemed to go to Chipping Norton from there, so this time I determined to go somewhere else. Marlborough seemed to fit the bill as there's a good selection of tea shops. What other reason do you need?

Rick and Joy volunteered to be back-marker, so we set off up the B4040 to Malmesbury, on to Cirencester, Fairford and Lechlade before turning off at Highworth towards Shrivenham. Unfortunately once in Shrivenham we discovered they had closed the B4000 to Lambourn I had planned to use, so it was on to the A420 and A419 dual-carriageway for a few miles before picking up the B4192 through Aldbourne to Ramsbury. This exercised my brain somewhat as we

approached a difficult cross-roads where I needed to turn from completely the opposite direction, but I did spot it in time and managed to drop someone off without over-shooting the junction.

This road leads directly to Marlborough and we were just a few miles outside the town when we had a hailstorm for about ten seconds. Luckily, that was the only dampness for the day, so we were really lucky.

We parked in Hillier's Yard, which wasn't quite so easy today as some 'Oik' had parked his/her car in the motorbike area. The first two cafés we tried were both full, but luckily the third had plenty of room upstairs so we ordered our refreshments and adjourned to the empty tables:



After lunch, a couple of people needed petrol, so they left the café a few minutes in front of everyone else and they waited for us outside the petrol station once they were full. We left Marlborough past the Rugby Club and Golf Course, then up over Hackpen Hill to drop down into Broad Hinton, and then on to Royal Wootton Bassett. It took us a few extra minutes to circumnavigate RWB as Network Rail had the road closed to replace a bridge over the main London line, but once through the town we were off to Minety, Malmesbury again (but the other way), and we finally finished at Tormarton at exactly 3pm.



During the day we lost Paul and Neville, who weren't looking to come out for more than a couple of hours, but the rest of us had an enjoyable ride and we've now started the riding season again. It's only a few weeks before the clocks go forward and summer time will be upon us. I can't wait for the temperature to warm up a bit!

Thanks very much to Rick and Joy for going back-marker, and a particular welcome to new member John on his first Club ride.

See you next time.

Simon.

Motorcycling - *Stu*

Three questions for consideration:

1. Which is the more important out of (a) the trainer, or (b) the trainee?
2. Which is the more important out of (a) Roadcraft, or (b) The Highway Code?
3. Which is the more important out of (a) the motorcycle, or (b) the rider?

Confining ourselves to the training environment I suggest the following for discussion:

1. For a trainer this is the trainee (but vice versa for the trainee). Important in the development of a business or group but also in cementing trust in the training environment. Can the trainer be important to themselves? Maintaining knowledge, keeping up with developments in teaching,

motorcycle development and road development? Has the trainee any responsibility to him/herself to listen and learn? We need to stray into question 2 here because we know trainees are required to learn the Highway Code in their learner status. Do we need to know how well they need to learn it, or indeed how well they learn?

2. Roadcraft could be seen as important for the experienced rider but is there a need to ensure knowledge of the Highway Code before teaching Roadcraft? I do not believe a rider can be taught to ride direct from Roadcraft or The Highway Code but, surely both publications contain essential knowledge to ensure compliance with the law, the rules of the road and The System. At least that lays the foundation for further teaching and learning? The Highway Code is intended to be the lay-person's guide to traffic law and the rules of the road, so does that make it more important to be learnt than Roadcraft by all road users? We may need to stray into question 1 here. Is this where the trainer's knowledge and ability will be required, so making the trainer important to the trainee in terms of an effective learning environment?

3. Is this the most difficult question out of the three? Certainly if either one or the other does not work effectively then training cannot take place easily. If the bike is not very good, then it can be changed but we may be stuck with a below-par trainee. Enter the fully trained and professional trainer to overcome these difficulties. Surely we can rely on that? Now we come back to question 1. Is the bike the sole responsibility of the trainee? Is the development of motorcycle knowledge the sole responsibility of the trainer? Are both Roadcraft and The Highway Code on their own effective tools in this area?

I do not need to draw any conclusions now as you will do that for yourself. Many of us have assumed the role of trainer and some may suggest that makes us the trainee also – just at a different level of knowledge and ability. What is sure is that it is one thing to have a shedful of knowledge and another of ability but becoming an effective and trustworthy trainer requires yet another visit to B&Q's garden shop. (Other sources for sheds are available).

As we are required to follow good practice, continuous professional development of current standards to ensure quality is assured, we may be required to think somewhat more laterally than merely having a bike, experience and knowledge to make sure we can be as effective as possible.

One last question. Are the three questions above in the correct order of importance?

AGM

This year's AGM was held on the 2nd of March at The Hunter's Rest, Clutton, attended by 22 people. Brief reports were given by Andy (in lieu of Simon), Sandra, Mark and Sue. Sandra was thanked warmly for her efforts as Social Co-ordinator, a role she is relinquishing. The committee was re-elected, but with Helen taking on the role of Social Co-ordinator and Chris that of Publicity Officer.

Carenza said she was organising a ride-in to V10 Motorcycles, Thornbury, from the Cross Hands Hotel, Old Sodbury. The aim is to celebrate [her bike] Pegasus's 30th birthday, while raising some money for Freewheelers and the Air Ambulance.

I have no reason to expect a V10 bike like this one to be on show – Ed:



Surveys – Morton

Do you go onto autopilot?

According to adiNEWS (“The largest driver trainer news resource”), one-in-seven drivers are likely to go onto autopilot and forget the last few moments of their journey, according to a poll.

An AA/Populus poll found that 15% of drivers have *very often* or *quite often* experienced episodes where they can’t remember the last few moments, or longer, of their journeys.

Twenty-four percent of 25-34 year olds were most likely to tune out, making them the most affected age group, followed by 18-24 year olds at 21% and 55-64 year olds at 14%. Perhaps surprisingly, the over-65s were the least likely with only 9% admitting this had happened to them. *[Hmm – as a member of that group I’m even more surprised than the author!]*

Female drivers (17%) are more likely to admit to motoring memory blanks than male *[maybe because the females are free of the testosterone burden?]* drivers (13%), and 31% of men are adamant they never forget.

More drivers (17%) from Yorkshire, Humberside and Wales admit to memory blanks than drivers from any other parts of the UK. Drivers less likely to forget where they have come from live in London and Scotland (12%).

This could explain some SMIDSYs, couldn’t it? It would be really interesting to know the figures for bikers.

Emotions add to crash risk – really? Another adiNEWS (www.adinews.co.uk) item tells us that according to researchers at Virginia Tech Transportation Institute, when drivers are observably angry, sad, crying, or emotionally agitated, their chance of crashing increases nearly tenfold. My initial reaction to this was of the “bleed’n obvious!” persuasion, but in fairness, it’s interesting to have the risk quantified.

Another finding was that drivers more than doubled their crash risk when they did things that took their eyes off the road, i.e. using a handheld mobile phone, reading or writing(!), or using touchscreen menus on a vehicle instrument panel. OK, bikers don’t typically do many of those things, though touch-screens are finding their way onto top-end bikes.

The size of the study lends it credibility: more than 3,500 participants across six data collection sites in the United States, and covering more than 1,600 crashes. However, I can’t help being dubious about this: applying makeup or **following a vehicle too closely** were minimally present or were not present at all in the crashes analysed. Discuss on the Club Facebook page?

Highway Code

I now have plenty of copies of the revised Highway Code (June 2015, 80th Anniversary edition). I have managed to negotiate a 25% discount from the published price of £2.50 (making it £1.88). That’s a good discount for a recently-published book. If you’ve already asked me to get you a copy, I’ll be in touch shortly to arrange handover, but if you’d like a copy, please let me know. It’s some time since the last edition was published (2007) so there are quite a few changes. It’s very easy for us all to become out of touch over time.

Simon

AAMC Weekend Bash

May 2016

Just so **you** don't miss out, the club summer weekend bash is still open for bookings as long as the hotel has rooms left.

Accommodation is at the Premier Inn, Liskeard Retail Park, Haviland Road, Liskeard PL14 3FG (**Sat Nav post code, PL14 3PR**). Free parking, free Wi-Fi, air-conditioned rooms, nearby restaurant, (Liskeard Tavern Pub Restaurant).

Link here: -

<http://www.premierinn.com/gb/en/hotels/england/cornwall.html>

All you do is log onto the site and book your choice of room. If you pay a bit extra for a more flexible booking you don't even need to pay now, just log your credit card details into the online form. You can then pay on arrival but if you need to cancel then you can do so up to 13:00hrs on the day of arrival! We could not find a better deal.

Breakfast is extra, so check out the options on the website for your best choice of food/price. Check out the hotel menu, also online, and see the evening meals before you go. So simple.

On the first day we will meet at Budgen's Shell Service area, Bristol Road, Bridgwater, TA6 4RR leaving at 10am.

We have a route planned to cover the 145 miles to the hotel with suitable rest stops and scenery to enjoy.

Saturday will have choices. Follow the group or go it alone, entirely up to you. Just think though what a playground we will have. We have the south Devon coast just down the road; Dartmoor to the east; Cornwall to the west. Rest assured we will have routes to follow to fill the day with a variety of roads to suit all.

Sunday we have another route, this time back towards home territory, intending to be back in the Bristol area by around 6pm.

We always have a laugh, see some of our wonderful countryside and spend some time with club friends.

If you have any questions, you can drop us an email and we will find a solution if we don't already have one.

Once you have booked, all we ask is that you email us with your name, email and a mobile number, just to use to keep you updated and for use on the trip.

The club hopes to see you on the trip, and so do we.

Stu & Sue

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.

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 Tee/Polo Shirts

Are you becoming increasingly worried that there's a gap in your life; a feeling of emptiness; the thought that you don't fit in; the feeling that you lack a sense of belonging??

Well worry no more... AAMC have trawled the catwalks and fashion houses of haute couture Paris, or maybe the branded clothing shops of Bristol, to come up with the AAMC Club tee and polo shirts.

Yes, you too could look as cool as these club riders on your next organised tour or ride!!



If you would like to change your life for the better and order a club shirt, they are available in the Red and Navy-blue combo shown above, as a Polo Shirt for £25.00 or as a Crew-neck Tee Shirt for £12.00 They are available with your initials on (as shown above) at no extra charge.

Simply complete the order form overleaf and send it with a cheque to the Club Secretary.

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