



TREADS

www.aamc.co.uk

The SEPTEMBER 2020 Newsletter of AAMC

EDITORS BITS – Stu Bullock – 07711898178

Here's hoping to find you all well and enjoying, err, early autumn, but mostly out riding.

There is a really important question for you all. The P&G annual celebration dinner is in the events diary for 21 November 2020 at the Riverside Inn, Saltford and we would like members to **express their interest** in attending, based on the details that follow.

Helen C has discussed matters with the venue and they can provide tables for groups of 6 people. There can be no dodging between tables for Covid-19 reasons.

Would you please contact Helen **IF** you are interested in attending. Once there is an idea of numbers, Helen can contact the venue and obtain menus, send you details about payment and meal times.

We would ask that you contact Helen **as soon as possible** please, and certainly by 3rd **October**. We will then be in touch again much nearer the time to confirm you still want to go and take your food order if the Riverside requires it in advance.

Sorry things are so different this year, but at least we can still do something together, if only in a limited way.

Contact Helen on 07 or

There is a whole shed load of sport on Telly, so plenty to watch, if that floats your boat, of course.

One thing I found interesting, is the growing strength of Honda in the racing world. Maybe not World Superbikes, but if Bautista would only

stay on board, who knows. However, the Le Mans endurance race was dominated by Honda and in the article 'Motorcycling – How is it doing?' further on in this edition, Honda appear to have risen above its road going competitors. I wonder if there is a link.

Loud Pipes save lives! Of course they don't, but further debate can be found in Chloe Gaillard's article.

Jim gives us a club ride report and Andy has a wander through riding skills and styles in 'View from the Saddle'.

With a smattering (well two) of classic bikes vying for 'best classic', there should be something for you all, to last several seconds at least.

As we move towards winter, there are plenty of club rides available, so have a squint and come along to what attracts you. If you don't see it, let Helen know and we'll see if it can be accommodated, either this year or next.

Anyway, keep smiling and read on.

CHATTY CHAIRMAN – Simon Gough

This month I'd like to extend a warm welcome to new member Jonny B who lives just up the road from me in Leigh Woods and rides a Ducati Scrambler 800 and a Honda NSS300 Forza scooter. Despite the current restrictions on riding and socialising, we hope to see you out and about with us on a ride or at an event very soon.

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;

SUNDAY 11 OCTOBER 2020

Submissions accepted:

- In MICROSOFT WORD format. (May be edited to fit available space).
- 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.

THOUGHT FOR THE MONTH

I travel not to go anywhere, but to go. I travel for travels sake. The great affair is to move.

Robert Louise Stevenson, The Traveller.

RIDE REPORT – Jim W - Exmoor ride 9th August

This was my first club ride, and one of my first trips anywhere, since lockdown began back in March so it was interesting to compare the 'new regime' compared to the 'norm'.

Government advice meant that numbers were limited but the advantage of this is that people have to book in and so the ride leader knows who is [and how many are] going. Once the said people have turned up then the ride can start, no hanging around 'just giving a few more minutes. Although I have heard that someone had booked onto a ride recently and forgot that they had done so. The use of WhatsApp adds flexibility to the diary and details can be changed at short notice. On a personal note, I found this to be very convenient but still think that there is a place for the published diary of club events to provide structure and to allow for planning.

The select group assembled at Farrington's and were sporting at least one 'lockdown' hairstyle. I had been unable to pre-ride the route and reused one that I had done before [more than

once?]. Also, I just happen to like it, so no apologies. A circuitous route was followed down to Bridgwater and a stop at Morrison's provided take away coffees. Suitably refreshed we set out to cross the Quantocks to be met with a closed road – a tradition on club rides it seems. Following the diversion signs and the satnav in my head got us back on route without any drama. Once Bishops Lydeard has been cleared the roads become more interesting and with cooler temperatures than the 25+ degrees forecast it made for a very pleasurable ride to Withypool.



I had passed the tearooms in Withypool several times but had never stopped before. They are located at the old petrol station and the pumps are still outside. A gallon of five star would cost you 34 pence – quite a while still they sold any then. Once you have negotiated the tricky parking area – downward sloping so reverse in but with quite a lip to bump backwards over, combining this with approaching it from up the hill so we were already trying to reverse uphill – the food is very good. There is a lot of outside seating, enough to accommodate some of the hordes of cyclists who were out on Exmoor, but it was very busy with a long wait for food. Trays and trays just seemed to be disappearing into the adjacent field.

The ride from Withypool back over Exmoor never disappoints and the petrol station at Wheddon Cross is perfectly situated. Exmoor also normally has a few surprises. This time it was coming to a dead stop to allow a large trailer load of hay to pass under the overhanging trees.

The afternoon 'tea' stop was at Bridgwater services, again selected because they have

toilets and takeaway drinks. I can't think of any other recommendations.

The route back over the Somerset levels followed a twisty narrow road to Burrowbridge and the A361 to Street. After that it is a bit of a grind back to Farrington Gurney and people peeled off at convenient points.

Who knows when all this will go back to normal but at least the current arrangement allows for a reasonably practical workaround.

VIEW FROM THE SADDLE – Andy B

I went on Geoff N club ride into Wales on August Bank Holiday Sunday; there was just 2 of us so I'm not sure that it constitutes as actually being a club ride.... but who knows in these weird times? If you recall the weather was sunny if not particularly warm but it didn't stop hordes of bikes being out on the roads that day. Thankfully most were going in the opposite direction or sticking to the main roads when we weren't but, nevertheless, being an advanced rider, you can't help but notice the way that others ride.



Then I also try to look at them through the eyes of the ordinary family motorist who has never been near a bike, let alone ridden one. It's all about perception isn't it? The majority of those ordinary motorists think that we're all bonkers anyway; then the guy with the loud pipe overtakes him, on double white lines at daft miles an hour, which just helps to prove our hapless motorist to be right. And so, it makes it extremely difficult for those of us who generally stick to the speed limits and are thinking, considerate riders to push back that perception.

By trying to encourage more riders to take advanced training we can perhaps start chipping away at it. That said, we'll never be able to persuade self-entitled, inconsiderate riders out there to take it up.

With the IAM Group that I am with, I recently became a local observer and have started training with my new associate. It's funny when you have been an advanced rider for so long (26 years, fgs!!) that when you show someone cornering techniques how much of a revelation it is to them; quite satisfying actually. We'll see how the rest of the training goes!

I find it quite bizarre when other motorcyclists come up to you for a chat and a look at the bike and say inane things like "Ooh, that's a licence loser isn't it" or "No, I couldn't ride something like that; I'd kill myself". Really? You have that little self-restraint?

If you're of a certain age and started motorcycling in your teens or early twenties you may remember that bikes were nowhere near as large, both dimensionally and capacity-wise, as they are today. Why is that do you suppose? In the late 70s I had a Yamaha XS500; went to France and Germany on it, camping holidays two-up and club rides and never gave it a second thought. But now you probably wouldn't want to use anything less than 800cc. When did it all change?

As it is 1st September while I'm writing this, it has suddenly occurred to me that if this was a normal year, I would be somewhere in the middle of Germany today, heading towards the Czech Republic and Austria and a visit to the KTM factory.... Show that Pol Espargaro fella how to ride! Ha!! Sadly, not to be this year. Let's hope that we can overcome this virus and start planning our trips abroad once more with confidence.

WHICH IS THE BEST CLASSIC BIKE?

Which is the best classic motorcycle of all time? Real Classic magazine reader Andy Bone suggests three candidates which could potentially claim that title:

(Real Classic magazine, PO Box 66, Bude, EX23 9ZX - <https://www.real-classic.co.uk/>)

We all know the Norton Commando is the best classic bike; don't we? The Commando feature in RC194 is a testament to this universally acknowledged truth. My very own Fastback Commando was featured in RC 50 – it wasn't standard then and is even less so now. But it is still a cracking looking bike, enhanced by an Alton starter and various Roy Gardner Motorcycles upgrades. Having covered 26,000 miles in the 25 years I have owned it I can say it owes me nothing.

The Goldie's specification is not much to do with me, to be honest, but the gentleman from whom I bought it. It started life in 1958 as one of the three DB34s in the Castrol racing team, of which he was the manager. After the team was wound up, not being able to compete with the Italian multis, he acquired the bike and it joined a stable that included a Commando.

The BSA was lavished with love. Two-pack paint job, stainless fasteners throughout, the full Phil Pearson treatment, (electric start, modern clutch, balanced fly-wheel, new con-rod and piston, etc), 12-Volt electrics, a Lyta alloy tank and, how's this for a story, a stainless exhaust pipe. He didn't like the blueing that affects chrome pipes, and got a specialist company to make him up twenty or so stainless pipes. One he fitted to his bike, the rest he sold on eBay. He commented that he just about broke even on the deal.

The Gold Star's crowning glory is the seat, which was his leaving present from a top-line car company. Hand made in Conolly leather to his own design by one of their craftsmen, it is a thing of wonder.

All I have done is to fit a conventional BSA gearbox, as the gearing on the original is too high for country roads. Also, quite neat indicators, as I do like drivers to know when I intend to turn. Don't say 'stick your hand out' because if you do that to turn right, the engine stops. That's Amal GP carbs for you.

Turning to the Matchless G3, this surely is the ultimate post-war 'get you to work and back' bike. Absolutely classic shape, black wheels, (as chrome was banned on motorcycles at the time due to foreign exchange problems), those iconic Jampots, the great looking pushrod tubes, the last year of the truly comfortable sprung seats, perfect upright riding position for peering over garden walls, one prod starting, adequate performance, 45mph is a good speed two-up, and anyway, who's in a hurry on such a beast?

So, the question is: which is the best?

Simple answer: The one you are riding at the time you are asked the question!



LEGAL QUESTIONS – Andrew Dalton

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

Q1. Are super-bright auxiliary lights legal on a motorcycle? Are they even worth the bother?

The law on auxiliary lights in the UK is pretty straightforward. Any lights which you fit to your motorcycle must comply with the **Road Vehicles Lighting Regulations 1989** and, to save you looking up that particularly unexciting Statutory Instrument, the general propositions are that unless your lights dazzle, you should be ok. This is true pretty well anywhere in the world.

The specifics of UK law are that if your lights do not flash, nor burn out anyone's retinas, and if they are white at the front and red to the rear you will be ok. If you want flashing lights (and there is some quite convincing science, mostly relating to bicycles, which says that moving lights draw the human eye rather more effectively than a steady light) then you can have flashing lights fixed to you or your backpack but not your bike. Unsurprisingly blue lights are specifically forbidden.

So, should you have auxiliary lights fitted to your bike? There is no legal duty to have them fitted, but if you have a GS without auxiliary lights you will be held up to ridicule amongst your fellow Beemer's. They can provide an element of additional flood lighting and at least once I have had a split second's extra warning that a muntjac, a suicidal species of Labrador-sized deer that are a bloody pest around the Chilterns, was about to do his lemming leap in front of me. Other than that, mine have been of little practical use to me for illumination. Nevertheless, I have them on every bike I can fit them to and here is why.

Experience has taught me that they increase my Conspicuity to other road users. Me simply saying this is just a personal observation, but my experience is backed up by science. The US Department of Transport carried out a proper test on auxiliary lights in 2011, and the results were clear. The scientists were, however, in their typically understated scientific way, slow to draw clear conclusions.



The most dramatic impact was that drivers gave auxiliary lighting equipped motorcycles a greater margin before pulling out on them. There are other studies which indicate that cars pull out on bikes as the driver perceives the motorcycle as a small thing, ergo it is far away and also less of a threat.

A big triangle of three lights is much more dominant, it features in the view of the driver and is less likely to be ignored in a 'micro glance'.

MRI studies have revealed that the human eye sees everything, but what actually gets to the brain are things which humans are interested in. and a small, single light moving in a straight line is very easy for the human brain simply to ignore. If drivers actually looked, I would have a lot less work, but they glance. And, a glance can miss things.

The scientists' conclusion was that auxiliary lights may be an effective counter measure for day-time "right of way violations". Similar results were obtained in a smaller Italian study.

Both experience and science indicate to me that auxiliary lights increase Conspicuity and can do no harm, so, I have them. Failure to have them cannot be culpable, so it could never be a serious allegation against a motorcyclist that 'if you had auxiliary lights, I would have seen you', but I do like to increase my chances of being seen.

Andrew Dalton

Adventure Bike Rider December 2019

Q2. Intuitively one would think fluorescent clothing would make a rider more visible, but the jury is out on this point.

And the science is ambivalent: one European survey found Hi-Viz motorcycle clothing made a modest difference to driver perception of motorcyclists, but others have found no significant statistical link between the use of high visibility motorbike gear and actually being seen.

Rule 83 of The Highway Code tells us that we, 'could wear a light or brightly coloured helmet and fluorescent clothing or strips' – that is it. There is no compulsion or even advice to wear day-glow motorcycle kit, it is simply presented as a possible option for us to consider. The Highway Code, drafted as it is by thoughtful civil

servants reflects the state of scientific knowledge on fluorescent clothing.

Personally, I wear high visibility clothing on a bicycle because I am constantly being overtaken and my broad back presents a lot of visibility, whereas my upper body, behind a screen and the front aspect of a motorcycle is relatively obscured.



Hi Viz and retro reflective, from Urban Glo, Dorchester, Dorset.

The reasons are complex and a lot is determined by how the human brain and human eye work together – MRI brain scanning has revealed that much of what the eye sees the brain does not register. If something is not of interest to the brain, it ignores what is coming into it from the ocular nerve. So, what am I, as a lawyer on about?

It is very occasionally run as an argument that a motorcyclist has contributed to his or her own misfortune by failing to wear fluorescent Hi-Viz motorbike clothing, contrary to Rule 83. In fairness, this line of argument is rarely run by grown-ups because you ‘could’ wear dayglow, you could also choose not to get out of bed or you could choose to take the bus. This argument is occasionally run by insurance clerks with delusions of expertise, and horrifyingly sometimes accepted by paralegals masquerading as proper lawyers.

So, if you want to wear fluorescent motorcycle kit such as a Hi-Viz motorcycle jacket by all means do so. It cannot do any harm, but do not feel compelled. For what it is worth, with my particular knowledge I have opted for a light, multi-coloured motorcycle helmet, a motorcycle

jacket with contrasting arms and body, and auxiliary motorbike riding lights.

These practices have some scientific evidence of making me a bit more visible, but as a six foot tall man on a 1290cc Orange and White KTM Super Adventure even if I am in matt black if you have not seen me you have not looked, and if you have not looked I could be lit up with a disco ball and you still wouldn’t see me.

The cause of collisions is not motorcyclists being invisible, it is car drivers either not looking at all, taking a ‘micro-glance’ and failing to see the motorcyclist, or simply not processing that a motorcyclist is approaching them. Day glow does not really address these issues.

Andrew Dalton

Bike Magazine – November 2018

MOTORCYCLING – HOW IS IT DOING? An article by Sam Hewitt, Classic Motorcycle Mechanics, 7 September 2020.

MOTORCYCLE INDUSTRY RECOVERING WITH ANOTHER SALES SURGE IN AUGUST.

The motorcycle industry is continuing its recovery from the COVID-19 lockdown with another surge in motorcycle sales in August, with all kinds of motorcycles seeing a spike in sales compared to August 2019, according to figures released by MCIA.

The statistics show a 31.2% boost in two-wheeler vehicles sales in August – equivalent to around 9,087 PTWs (powered two wheelers) compared to 6,924 units last year.

The numbers follow a similar upturn in sales in June and July.

All categories enjoyed a growth in sales, with touring motorcycles and naked bikes notably the biggest winners, with +43.6% and +34.4% year-on-year growth.

Elsewhere, scooters registered a 39.5% surge in sales in August – equal to 2,650 scooters.

Custom bikes saw an increase of 15.7% whilst supersport and adventure sport sales rose by 22.3% and 31.1% compared to August 2019. It is perhaps unsurprising to see Honda outperforming other major brands in motorcycle registrations in August 2020, shifting 1,598 PTWs.

The Japanese firm also had the best-selling model of August, the highest registered motorcycle being Honda's PCX 125 scooter followed closely by the Honda CB125F.

Yamaha maintained second place behind Honda for new sales, with 881 PTWs sold in August. Yamaha's Tenere 700 topped the charts in the Adventure Sport class with 85 units.

**LOUD PIPES SAVE LIVES – Fake or fact –
Chloe Gaillard, Moto Magazine.**

For some motorcyclists' noise is a source of pleasure, for others it is a guarantee of safety, stating that 'loud pipes save lives'. Motorcycle journalist Chloé Gaillard has a different opinion.

Ah, noise. An old debate among riders. And more and more, when it is excessive, a significant nuisance for other road users and residents, to the point of now being placed at the heart of political concerns and threatening our freedom to ride.



According to the latest accident report (2018) from the French National Inter-ministerial Road Safety Observatory (ONISR), 44% of motorcyclists involved in fatal accidents are not responsible. In 63% of these cases, the motorcycle was simply not detected by other vehicles; it is enormous. Thus, in order to guard against this risk, some of us adopt noisier exhausts and/or behaviours that are supposed to enhance our 'detectability'. Clearly, playing the noise card to be better perceived. This bias gave birth to the famous slogan 'Loud pipes save lives'. Fortunately, far from being unanimous, this premise is above all questionable.

According to the rules of physics/acoustics, sound emissions propagate in the direction of their exit. Ironically, the vehicle exhausts, motorcycle mufflers included, are installed at the rear, as everyone knows. A motorcycle can therefore be heard as it passes and downstream – unlike the vehicles of firefighters and law enforcement officers who are equipped with sirens at the front, so as to be heard when they pass to navigate their way through traffic. Let's say it again: the noise follows the bike but does not precede it.



Chloe Gaillard

Still according to the ONISR report, in 31% of cases, (French - Ed) fatal biker accidents occur in built-up areas. If noisy exhausts do not allow you to be spotted by other users (other than as

an annoyance) anticipation remains the best solution to ensure our safety. A few customary precautions could save you: an efficient lighting system, colourful equipment, defensive riding, et cetera. Not to mention, when necessary, the use of the horn – if it is placed towards the front and therefore emits forward, it is good for warning others. The horn is legal and way more bearable than throbbing gas shots some offer to other road users.

Often a source of fascination in the motorcycle world, the sound of a silencer is the subject of a real quest, both for riders and manufacturers. Where certain brands commit considerable resources to acoustic research to obtain the perfect match, others readily juggle with standards to approve machines originally producing an excessive sound volume. On the owners' side, the fitting of adaptable exhausts, not always approved for road use and the removal of the baffles are common practice. If some tend to enhance (in the good sense) the sound, others aspire only to emit excessive noise. As an unfortunate consequence it forms an important threat to our right to circulate and the sustainability of the use of motorized two-wheelers. The current increase in bans on motorbikes in several areas in Europe, are an almost daily reminder of this.



AAMC CLUB EVENTS – Please note - Club events are listed first. Please contact Helen to fill in any empty dates with Club events,

Other non-club information that may be of interest to you are listed separately and in blue print.

Events can change with little notice. PLEASE check with the ride leader if in doubt.

Everyone is doing their very best to organize rides for Club Members, that comply with current Covid19 travel and socializing guidelines. As guidance changes, the Ride conditions may change.

Nigel has kindly organised a club WhatsApp page, [AAMC Spontaneous Rides](#). This is for members to advertise club rides during the COVID19 crisis. Please contact Nigel Dean, 01454 885343 - 07736 275406 - nigelwestdean@gmail.com for access to the site.

In order to attend a Club Ride/event, first contact the ride/event leader, either through WhatsApp AAMC Spontaneous rides, or by telephone. The allowable places will be allocated on a first come first go basis. Please do not just turn up, or you may be turned away, until the restrictions are altered.

SEPTEMBER 2020

Sunday 20, Club Ride – Alan

09:15am Meet at White Row Farm Shop, Beckington BA11 6TN. Off the Beckington Roundabout, junction of the A36 and A361. 09:30am start.

Sunday 27, Club Ride – Steve C –

09:30am meet at Farrington's Farm Shop, Farrington Gurney, BS39 6UB, for 09:45am start.

OCTOBER

Sunday 4, Club Ride – Andy B

09:30am meet at Farrington's Farm Shop, Farrington Gurney, BS39 6UB, for 10:00am start. Another Airfield Landing.

Wednesday 7, Club Weekday Ride – Stu Bullock – 07711898178.

Meet at Budgens Fuel Station, Wellington, Somerset, A38 9AD, in time for a prompt 10:00hrs start. (Budgens require customer wear a face mask inside their premises – food and fuel available).

Destination, a bingle to Compton Abbas Airfield, SP5 5AP for lunch. Disperse from site.

If attending, please send me your name and mobile. The first 5 go, any others are on a reserve list. On arrival, the airfield managers will require you to email them for Track and Trace reasons.

Sunday 18, Club Ride – Jim W –

10am meet outside Costa, at Severn View Services BS35 4BH, for 10:15 start.

Sunday 25.

NOVEMBER

Sunday 1.

Sunday 8, Club ‘Last of the Season’ Ride – Simon Gough – 01179 734120.

10am meet at S
, for 10:15am start.

Saturday 21. P&G Club Celebration Dinner – Helen C

Riverside Inn, Saltford.

Please **express your interest** if you would like to attend the P&G, based on the details that follow.

The venue can provide tables for groups of 6 people, but no dodging between tables for Covid-19 reasons.

Please contact Helen **as soon as possible** please, and certainly by 3rd **October, to express your interest.** Helen will then be in touch nearer the time, to confirm that you still want to go; give you times, menu choices, payment methods.

WANTED – Ride Leaders for 2020/21

Helen C

Mob: 07

ALSO WANTED – Club ride/event reports.

Just a few words in WORD, or email to editor@aamc.co.uk 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

OTHER 2020 EVENTS NEWS

Please check the various organisations websites for details of their policies in relation to the current Govt issued travel/socialising restrictions.

The current situation with motorcycle racing, is fluid, to say the least. The following is the latest information from the various organisers (I have given up with British Superbikes):

Sept. 20. Moto GP and WSB.

Sept. 27. Moto GP and F1.

Oct. 4. WSB.

Oct. 11. WSB and Moto GP and F1

Oct. 18. Moto GP.

Oct. 25. Moto GP and WSB and F1.

Nov. 8. Moto GP and WSB.

Nov. 15. Moto GP.

BMF DISCOUNT CODE.

Code for 2020 – CLB20FMB

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.

