



TREADS

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The June 2018 Newsletter of AAMC

Editor's Bits – Morton

How are the mighty fallen! I mentioned recently that Saietta had stopped making bikes, although their NG looked phenomenal and apparently performed well. Their latest newsletter tells me that they are working on this prototype:



Yes – really. I suppose I shouldn't be sniffy about what is probably a very well-designed and executed application that may sell in large numbers, but still ...

I enjoyed the restoration of the 1972 Norton Commando 750 that Mark put up on the Facebook page recently. The restorer's glee when it started first kick was a delight to behold. A couple of years

ago I suggested to biking son that we restore a Honda CX500 over the winter, but his response was "I'd rather do one I'd want to ride when it was finished!".

Looking at the Commando took me back to a fishing trip I made as a lad on the back of a Norton Dominator, piloted by our local RAC scout on his day off. We must have looked a bit odd with fishing-rods sticking up behind us, but Bill liked to "make progress", so we weren't around for long to be stared at. I probably didn't catch any trout from the Brecon Beacons stream (I seldom did) but it was a great day out. When the RAC switched from combinations (also Nortons, I think) to Mini vans, Bill couldn't make the adjustment, failed his car test and had to find other employment. As a good general car mechanic, he wouldn't have found that too difficult, though being stuck in a workshop all day instead of enjoying the freedom of the road must have been hard – maybe not so much in winter!

PS – the "Saietta" trike is in fact a Bajaj Tuk Tuk imported by Tukshop (interesting website at www.tukshop.biz/) and being *electrified* by Saietta.

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. Filter tips

At the risk of sounding like a full-fat law dweeb the Court of Appeal said, back in 1972, that a motorcycle filtering outside of a temporarily stationary queue was *'entitled so to do'* and further back in 1968 the Court of Appeal confirmed that if you... *'have a motorcycle you are in the fortunate position of taking up so little road space that you can slide along the off side of traffic'* but, and here is the clincher, *'because you are blinded to a great extent as to what goes on on the left-hand side of the road, you must... ride in such a way that you can cope with an emergency'*.

The law on filtering is simple: if you do not breach any other rules, such as crossing a solid white line system or overtaking on zig zags before a pedestrian crossing then you may lawfully filter. The law is equally as clear that if you choose as a motorcyclist to filter and leave yourself 'blind' as to what is going on to your nearside then if it all goes wrong you will attract some blame if you cannot stop for a foreseeable emergency. If you are zipping along the outside quickly you may be found entirely to blame.

Most filtering cases where a car emerges from a nearside junction on to a motorcyclist who is filtering result in an

equal split of blame. Where a car driver throws an impatient U-turn into a filtering motorcyclist the motorcyclist usually wins. Where a bike is whizzing along the outside edge of traffic at a speed which might be unexpected and a car emerges slowly through a gap in stationary traffic into the motorcyclist's path the motorcyclist can be found entirely or largely to blame.

There is one judgment which found the motorcyclist wholly to blame but the Court of Appeal found this was limited to its own facts and involved a scooterist riding at 30 in a 30mph zone around the back of a large truck in rush hour, and when a car emerged slowly from the back of the truck to turn right the vehicles collided. The key point to remember is that when you, or anyone else, is moving into a bit of unoccupied road space it is no more yours than it is anyone else's. All road users of all classes of vehicle have to anticipate other riders and drivers may drive or ride with less than perfection. If two vehicles put themselves into the same bit of road, equally unsighted, then the law will hold each party equally to blame – so you filtering past a junction without considering the risk of a car nudging out into the road is just as culpable as the driver nudging out without considering the risk of you filtering. Both acts are equally as foreseeable, both are contrary to the Highway Code and unless one party is doing something which greatly aggravates the situation – speed is usually the aggravating factor – then an equal split of blame is almost inevitable. Judges apply

reasonable common sense to these cases and are rarely impressed by judgments from ancient cases. Basically you can filter, but do so carefully and be ready to pull up for anything.

Andrew Dalton, [Bike Dec 2017](#)

2. Is touching my sat-nav illegal?

I have a fancy Garmin-made BMW sat nav on my R1200GS, which works with a thumb-wheel control on the left-hand bar. However, a police friend of mine told me that, notwithstanding the thumb ring, if I operated the sat nav while riding I would be committing an offence.

I know that a sat nav is not treated the same as a mobile phone by the law but if I fiddle with my sat nav, am I really committing an offence?

Answer

A fixed sat nav is a different beast in law to a mobile phone but there is still plenty of scope for it to get you in trouble. Using your thumb to operate the wheel control on your Teutonic beast to interact with the sat nav is unlikely to attract the attention of the police, not least because you are not fiddling with your hands off the bar.

However, it is still unwise to fiddle about with your sat nav at all with your eyes off the road because if you have a little wobble as a result, you could be deemed to be driving without due care and attention, if the police do spot you.

If you have a minor prang because you're looking at the screen and not the road, things could be a lot worse than just losing your no-claims bonus or making

your GS look even more rugged... However, if you explain to any friendly police officer attending the scene that you were distracted by the GPS controls, he will cheerfully nick you for another offence, namely driving without proper control.

This is also the offence I would expect you to be charged with if you – or owners of bikes without your BMW's handlebar control – are spotted jabbing your sat nav's screen by removing your hand from a moving motorcycle's handlebars. The law is set out in Section 41D of the 1998 Road Traffic Act, which makes it an offence to drive a motor vehicle in a position that does not give proper control.

As riders, we'd all try to argue that we can have proper control with one hand on the handlebars, covering the throttle and the brake – after all, we use our left hands to wipe rain off visors or operate drop-down sun-visors while riding. However, those are quick operations and the truth is we're not able to use the clutch and a proportion of our steering input is lost for as long as one hand is off the bars, which could be a while if you're playing with the sat nav. On balance I would say that's enough for most magistrates to convict you if you were caught operating your sat nav while riding.

The other aspect of this offence rests on whether or not you have a full view of the road. Well, that's pretty unlikely if you're staring at your sat nav to see what you are jabbing at. That would

make it hard to argue it's not driving without proper control.

In short, using the touchscreen of your sat nav while riding means you are very probably committing an offence. You could have some potential defence arguments but I would not want to test them. Proper control would usually mean using the bike in the way it was designed to be used, with all controls covered. If I were you I'd leave the sat nav well alone when riding, even with your BMW magic ring of joy. Keep your eyes on the road, both to keep your licence points-free and to avoid the embarrassment of picking up a felled giant motorcycle if it all goes awry. Andrew Dalton, [RiDE](#), March 2018

View from the Saddle –

Jaimie

Motorcycle Kit:

Did we know that new legislation came into place on 21st April 2018 governing personal protective clothing? I certainly didn't.

Until now most bike kit has been sold as 'non protective' with only the armour being tested to CE standards.

The new legislation is supposed to make it simpler to choose the correct kit for your needs and riding requirements.

All kit will have to conform to the new legislation with the exception of rain wear. The 5 new categories are AAA, AA, A, B

and C. AAA is the most protective i.e. one-piece leathers, and C being cover garments, such as under-layers with impact protection which is often used off road.

All PPE (personal protective equipment) for motorcyclists must come fitted with CE certified armour in the shoulders, elbows and knees, plus in AAA graded equipment it will also have hip protection.

There is likely to be a price rise in the short term, no surprises there, but apparently they hope this will even out after a short period.

In France it is already a legal requirement to wear CE approved gloves, so watch out for any changes to UK law.

Changing times:

On a different note I read recently that the number of over-55's passing their bike tests has increased by more than 80% in the last 5 years.

60 apparently is the magic age to tick this off their bucket list(!!!), with the number passing at this age having more than doubled.

The oldest person in 2017 to pass their test was an 80 year old. What an achievement. The downside is that young riders around 19 are now holding out until 24 to gain their full A-licence rather than taking a stepped approach. Obviously still

some work to do on this front as we don't want to lose new younger riders.

Over the last 5 years there has also been an increase of 31% in women taking their tests: I'm assured that this is a very good thing by my better half! Obviously it's great to see female riders out there too and hopefully this will be a trend that continues.

Anyway enough of my ramblings, hope everyone has been out enjoying the great weather and long may it continue, see you all soon.

Tick tock.

Eddy's Café Racer

From full-on plastic racer to 1960s Replica Café Racer - Part 2: Hedgerows and Harbours.

The image was in my head and beginning to take shape, so I dropped into the Llandow Industrial Estate near Bridgend to see Jordon, at Vale Motorcycle breakers and repairers, the guys who produced a 1998 right side middle fairing in blue for my R1 a few years back. Luck was on my side, a genuine Yamaha Virago headlight complete with chrome fixings was mine for £40. The job now was to fabricate cheeks that not only would do the job of holding the light, but also the indicators.



One cornflake packet later and I had a template:



Another trip to Avery Knight and Bowlers' scrap bin and I had a 300mm x 150mm sheet of lightweight aluminium, this I was able to cut with scissors and then form to give me a rigidish profile of the final job. Next my lovely sheet of stainless



steel. The same sheet that I had used to make the fishplates for the sub-frame, the same sheet that I pulled from a hedge on the A46 on the way up to Dyrham Park. I won't pretend that cutting it was easy work, it wasn't but gently, gently with the jig saw and I had my plates.

These I polished using odd bits of wet and dry and paraffin starting at around 300 grit and finishing with 1200 grit and metal paste.



Now here's where you need brothers with kit. Brother Roland at Yattendon Classics and Garage, nr. Pangbourne lent me his sheet metal folder to get some neatness and precision into the profiles and low and behold 2 stainless cheeks as ordered for £nil.



Hedges and harbours seem to be the custodian of enough material to build a space rocket or certainly enough to do what I wanted. Out of Dartmouth Harbour came a nice piece of marine ply that I could use to form the basis of my humpty seat, out of the same stretch of road that

yielded the stainless steel came what started out as front section of a Renault Clio.



This with some chopping and prudent use of a blowlamp was re-formed into the front tunnel of the seat that has to clear those fishplates between the tank and the sub frame. If all this looks crude, so it may be but going back to the first article, my early upbringing was all about making do and mending and anyway isn't there some old sentence on the lines of silk on top and dirty underwear beneath! So with more chopping shaping and use of a standard Halfords fibreglass repair kit with aluminium gauze and a tube of body filler the humpty seat was formed.



Motorcycling Abroad –

Stu

The lure of foreign travel. How to get started and how to avoid pitfalls. In the past, I have ridden across a lot of Europe, and still there is more. I spent 3 weeks riding around California, Utah and Nevada. All provided warm weather, easy riding roads and brilliant scenery. The great thing was, no language barrier. It's worth thinking about before you leave, and learning a few key words. – "I'm lost" for example!

Even a bit of schoolboy French will be recognised in other countries, and of course Spanish is a universal language. It's not so much what you say – most people in France, Germany and Spain have English as a second language – it's how you say it. For instance, some people (Sarah) say I talk like a pirate. So, would someone who learnt English from their school days understand me very well? I worked with a guy from Sunderland for a couple of years and it took quite a while for me to get my 'ear' tuned into his accent and him mine. Worth considering during your preparations.

So, **top tip**. Looking for a hotel in Berlin with loads of other bikes behind me could be daunting. I showed the hotel leaflet to a taxi driver and he agreed to let us all follow him to the hotel. Cost each, about £2. Ergebnis!! [*"Result" – Ed*]

Some areas of Spain, France and Germany have got more space than in the UK, meaning some roads are not so busy and more rural, especially mountain regions such as the Spanish Picos De Europa, the Pyrenees and Alps. Lovely scenery but just consider that getting assistance for a breakdown will be more difficult. Having a good map, leaving your route with someone else is sensible as pinpointing your location can be a problem, along with the language issue. Might be a good idea to have a rescue call service based in the UK.

Having a means of getting an injured person back home is something none of us like to think about, but actually is vital to get right. If you can't direct ambulance crews, they will most likely take you to what we would consider a private, or fee-paying hospital, not one run by that country's health service. That means you don't get to leave until the bill is paid. Costs for surgery can be appalling. Your EU health insurance card won't be valid. Have good quality insurance in place and check the terms thoroughly BEFORE your trip.

Riding on the right is no real problem but do concentrate as you leave the ferry into another country. Accidents with foreign tourists are common as they leave fuel stations and rest areas. It pays to get clued up on regional traffic regulations before visiting any country. For instance, filtering, which motorcyclists do a lot in the UK, is frowned upon and may be illegal in much of Europe. Apart from double solid white lines, you may come across a single solid white line that means “no crossing the white line”, whereas the double lines mean no overtaking, at all. There are some signs in France warning of priority from traffic emerging from your right, particularly in rural settings and Brittany. These can be on busy main roads, so watch out for the yellow triangle and be sure you understand it.

Many countries have a traffic light set-up that includes a flashing amber on approach to a town. If your speed is too high as you pass this light, the next traffic light, usually not far ahead, will be on red. Subtle. How sensible are flashing traffic lights out of peak times allowing ‘continue with care’? It keeps the traffic flowing when the hazards are reduced.

It isn’t strictly true that you can park on pavements or in pedestrian areas everywhere, but bike parking is in abundance, usually free and more tolerance is normally given. **Top tip?** Look at what the locals do.

If you use a radio bike-to-bike system, mobile phone, or even an intercom linked to your safety helmet, be advised they are considered a distraction and illegal in a lot of Europe. In particular, if your navigation system advises you of speed detection systems ahead of you and the cops find it, they can confiscate the whole unit. It may be better to disable that part before you leave the UK.

You may be pleased to know that Belgium houses a digital store for all vehicle records for EU countries. So, for us, whatever DVLA hold, Belgium holds. If you infringe traffic regulations whilst abroad, instant fines are a common way of dealing with you and this system means they know where you are and can reach out to you.

If you are caught travelling at 25kph over a speed limit, or you decide to challenge the allegation, or cannot/refuse to pay an instant fine, the cops can confiscate your licence until you appear in court. They can also confiscate your motorcycle and you collect it from a ferry port as you leave for the UK. Most of Europe has horrendous accident stats and, to reduce the figures, have resorted to a more proactive means of detecting those travelling at speeds above the set limit than here in the UK. Not being able to speak the local lingo may not help one bit.

France requires riders to have reflective material on their safety helmets. Check it

out and make sure you don't get a fixed penalty for that misdemeanour.

The attitude of most Europeans is 'bike friendly'. The reason for this attitude, I think, is that they have never lost the two-wheeled culture with youngsters riding small, low-powered scooters and mopeds from an early age. It seems a common-sense approach as riders learn their skills over a longer period, and at an age when they are receptive to learning. To be frank, if it were not for scooters, most urban areas in Italy would be totally impenetrable in a car.

So, apart from space, the smooth roads, the superb scenery, the tolerant natives, the weather, the cheap fuel, the cheap accommodation, the superb café and restaurant service, what else tempts me abroad? The adventure? A chance to make new friends and see new places? Travel has never been easier, with access to more countries as bikes have become less liable to break down.

The System of Motorcycle Control also works abroad. You have to start it from the 'wrong' side of the road, but with a little application and concentration it soon becomes as natural as here. Road surfaces are different. In regions where the average temperature is high it is worth considering whether the road surface offers less grip. Also, whether your tyres will last as long as in the UK. This is especially the case in very hot conditions on motorway type roads, so if you don't get much mileage

from your tyres you might consider a harder compound.

You should have your bike documents as well as your licence with you but that means you also need to take care of them. Many countries' citizens require personal identification to be carried at all times. That means you, when there, so be prepared. Check and double-check that your vehicle insurance covers you for where you want to go. The phrase 'Covering EU Countries' is all well and good, but are Gibraltar, Iceland, Switzerland, Turkey, in the EU?

So, think about taking a jaunt across Europe, or even to the USA or Canada. What about South Africa, New Zealand? All are there for the riding. Be prepared with the words of Denis Waitley: expect the best - plan for the worst and expect to be surprised.

Stu Bullock

Club Ride – May 20th – *Simon*



I'm not sure how I managed it, but we were right in the middle of that period of great weather for my May Club ride. Makes a pleasant change!

It was a good turnout – we started with eleven bikes and two pillions at Farrington Gurney, and picked up two more bikes and two pillions at Sherborne, so thirteen bikes with seventeen people in the end.

I pinched a route I used in early April when only Nigel B. turned up and then just tweaked it a bit as it was a much earlier start. That way we could get in a coffee stop and I chose the garden centre at Sherborne Castle as it was in about the right place. After coffee, we rode south and past the Cerne Giant at Cerne Abbas before heading back north to arrive at the Orchard Park Farm Shop and Garden Centre in Gillingham around midday, just before the mad rush. I find the food there is particularly good. Garden Centres seem to have become the stop of choice for quite a few Club runs, and it's hardly surprising as they usually provide what we are looking for in the way of food choice. The trick is to try to avoid being tempted by other things on offer!

For the final leg we made our way up Zig-Zag Hill (which badly needs resurfacing) and through to Sixpenny Handley before turning through the lanes to Broad Chalke then Wilton and back to Mere, just in time for the tea stop at Tytherington (outside

Frome), where we enjoyed our tea and cake on the terrace under the umbrellas. Until then, we were right on schedule, but it all dropped back at the tea stop. You know everyone just wants to natter!



A few made their way home from there, with the rest of us finally finishing at Farrington Gurney.

Thanks to everyone who came along and supported the ride.

Simon

Motorcyclists encouraged to make their riding more enjoyable

The Driver and Vehicle Standards Agency (DVSA) is encouraging motorcyclists to brush up on their skills to make their riding safer and more enjoyable, with the voluntary *enhanced rider scheme*.

How the scheme works

The rider books an appointment with an expert trainer, a passionate biker who wants to share her/his experience and advice to help bikers get more from their riding.

A 1 – 2 hour ride out with the trainer will show what the rider is good at and any areas needing improvement. If no training is needed, there's nothing more to do and the rider will be sent a DVSA *enhanced rider scheme* certificate.

A rider who does need some training will work with the trainer on a personalised training plan, and after the training, will be sent a DVSA *enhanced rider scheme* certificate.

The cost of the scheme is set by individual trainers. Some local councils also offer a subsidy to help with the cost.

Mark Winn, DVSA Chief Driving Examiner, said:

DVSA's priority is to help you through a lifetime of safe riding. You're never too experienced to learn more safety skills, and the DVSA enhanced rider scheme is all about helping make a ride out even more

enjoyable. While experience and riding regularly help, there's no substitute for the training, advice and tips you'll get from an expert trainer.

Motorcyclists are among the most vulnerable road users

In 2016, 319 motorcyclists died in incidents on Great Britain's roads, and 5,553 were seriously injured. Serious injuries include things like a broken neck or back, severe head injuries and internal injuries.

5,872 motorcyclists were killed or seriously injured in 2016. During the same time, 16,785 motorcycles were involved in all reported accidents.

The DVSA enhanced rider scheme includes modules on topics including:

- defensive riding and hazard awareness
- progress and use of speed
- effective braking techniques

DVSA, 18 June 2018

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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.

Diary of Events

New items in red

JUNE

Sunday 24th – Club Bimble Ride

Meet at the Cross Hands Hotel, Old Sodbury BS37 6RJ (on the A46 north of M4 junction 18) at 9:15am for a 9:30am start.

Suitable for all riders.

Nigel Dean – 07736 275406

Wednesday 27th – Evening Ride

Meet at the Cross Hands Hotel, Old Sodbury BS37 6RJ (on the A46 north of M4 junction 18) at 6:45pm for a 7pm start.

Sue

JULY

Wednesday 11th – Evening Fish and Chip Ride to Whitstone's in Shepton Mallet.

Meet at

6:45pm for a 7pm start.

Simon Gough – 0117 973 4120

Thursday 12th – Weekday Ride to Stockbridge

Meet at

at 9:15am for a prompt 9:30am start.

Stuart Bullock – 07711 898178

Sunday 15th – Great Western Air Ambulance Ride-out and Festival. Bradley Stoke RFC.

Sunday 22nd – Club Ride to Mudeford

Meet at

at 9:15am for a 9:30am

start.

Mark

Saturday 28th – Calne Bike Meet

One of the largest free motorcycle events in Europe and a great family day out with bikes of all shapes, sizes and colours lining Calne's historic streets.

AUGUST

Sunday 5th – Club Ride

9:15am for a 9:30am start.

Nigel Dean – 07736 275406

Sunday 19th – Club Ride

Meet at

at 9:15am for a 9:30am start.

Jim

Thursday 30th – Weekday Ride to Lee (EX24 8LR). Meet at

at 9:15am for a prompt 9:30am start.

Stuart Bullock – 07711 898178

SEPTEMBER

Tuesday 4th – Weekday Ride to Compton Abbas Airfield

at 9:30am for a prompt 9:45am

start.

Stuart Bullock – 07711 898178

**Friday 7th to Saturday 15th - Club Foreign
Bash to the Dordogne**

Simon Gough - 0117 973 4120

Sunday 23rd - Club Ride

Meet at the

at 9:15am for a 9:30am start.

Nigel Dean - 07736 275406