



TREADS

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The August 2018 Newsletter of AAMC

Editor's Bits – Morton

With certain honourable exceptions (e.g. Mid-Wales, last time I was there), UK roads are generally abysmal. Even the best of us can fail to see a pothole in time to avoid it (at least, not being one of them, I assume they can), particularly if it's raining and the pothole is full of water. I trust that bike makers, as, eg, Ford have looked at the problem, and the new Focus hatchback will be offered in September with a system that detects potholes by identifying when one of the car's wheels is about to drop into a pothole and then adjusts the suspension automatically to limit how far the wheels fall.

By limiting how far the wheel and tyre drop, it means that the car will not strike the opposite side of the pothole as harshly. The front and rear suspension arms also work in tandem, as the rear can respond even faster than the front, as a signal from the front wheel gives a warning to the rear wheels before it even hits the pothole. It monitors body, steering and braking inputs every two milliseconds, to adjust the suspension accordingly. The system comes as part of the optional 'Continuously Controlled Damping' (CCD) technology on the Focus and costs £650. Is it similar to the Dynamic ESA offered by Ducati, KTM, BMW etc? If your bike has it, what about a write-up for *Treads*?

Harley pulled a surprise this month, with its announcement of totally new models, including a range of electric bikes starting with the Livewire. Unlike Curtiss (with their Zeus, *May Treads*), Harley deliberately kept a "fuel tank", presumably feeling that

their (conservative?) clientèle need the familiarity of a traditional bike shape:



Another proposed model is the Streetfire 975:



My first thought when I saw it was "Erik Buell, where art thou at this hour!?" I wonder whether he left behind any drawings/sketches when Harley canned the Buell operation – though this offering does look less radical than any of EB's production bikes.

Maybe Harley's aim for the next ten years "to build 2 million new Harley-Davidson riders in the U.S., grow our International business to 50% of our annual volume, launch 100 new high-impact Harley-Davidson motorcycles, deliver superior return on invested capital for Harley-

Davidson Motor Company and grow our business without growing our environmental impact” will be realised.

Following last time’s item on despatch riders, I was delighted to get the following from Andy Bourne:



Grandad Bourne

The article in last month's Treads about WW1 despatch riders made me think of my grandad, so I thought I'd send in a photo of him and write what little I know of his exploits.

My Grandad would have been 18 at the outbreak of WW1 and, apparently, had already been terrorising the inhabitants around Ashbourne on his motorbike. He joined the Derbyshire Yeomanry and was shipped off to the Middle East for the duration having to go to places like Gallipoli, Salonika, Palestine and Egypt.....so that would have been nice!

Naturally he never spoke of his exploits and I never even knew about them until after he died in 1972 which is such a shame. All my Mum and Dad have to remind us of him are a few photos and some ornate brass ornaments (made from old shell cases!!). I treasure the photo of him on his bike and hope that none of us and our families ever have to go through what he must have gone through during that time. – Andy B

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. How do I prove cause of my injuries?

I had a no-fault accident six months ago and the driver's insurer admitted liability. They instructed a rehabilitation company, but the insurance company is refusing to pay for physio to help my back and neck pain as they are disputing the cause of my injury. What is going on? They have admitted fault!

Answer: In your claim, you must prove the accident caused the injuries for which you are claiming compensation. This is evidenced by obtaining expert medical evidence in the form of a medical report. Things that can be relevant are any pre-existing conditions (for example, previous back or neck ache), either constitutional, or as a result of a previous accident.

It is important your medical expert has access to all of your medical records, and the report should deal with any relevant history and cause of your injuries. In other words, were they more likely than not caused by the mechanism of the accident? Assuming you have supportive medical evidence, there is no reason the defendant should not pay your physio costs. If, for example, you had tripped over a wall a few weeks before the bike accident and thus had pain before, then your opponent’s insurer does not have to compensate you as the injury pre-dated the accident.

But accidents can exacerbate pre-existing symptoms and it is important the medical experts deals with this where applicable, apportioning injury between the two accidents.

Andrew Campbell, [MCN](#), Feb 2018

2. Reversing Blind

I pulled up at my local motorbike dealer into the proper parking spaces and was just about to get off my Ducati 916.

There was a big truck there delivering pallets of new bikes. He then reversed up and bashed into me and then continued to reverse over my bike until another biker ran over waving him to stop.

At this point I had rolled away after breaking my wrist. The driver got out and started shouting I was an idiot for being behind him. I politely told him he was the idiot (insert various expletives around that sentence).

He then kicked off at the chap from the dealer for not watching him reverse. When I kicked off with him he said I needed to take up the matter with the dealer's insurer as it happened on their property.

Fast forward a few months and the dealer and their insurer won't even respond to my calls and letters. I don't know what to do. Please help!

Answer: The driver sounds like a proper tool and he may need a guide dog as well as a lesson in being a decent human being. The advice is simple. Do not get distracted by the bluster of this buffoon.

He was driving the truck that caused the damage. This happened after he negligently reversed into and over your bike. You can bring your claim against him and his insurance company.

Lastly, on the issue of the 916, I am gutted as this was my teenage boy dream bike and one less in the world is a very sad thing.

Andrew 'Chef' Prendergast, [More Bikes](#)
June 2018

View from the Saddle – Keith

Well, what weather we have had for the last couple of months! Whenever we meet anyone they say "it must be great on the bike" and it is, until you stop. Boy, does it

get hot even wearing lightweight gear, so it's a scrabble to get it stowed away so you can get a cold drink ASAP. Still, let's not complain (as I write this it's raining!). What has surprised me is the number of riders on quite big bikes riding in short-sleeve shirts, shorts and sandals/flip-flops. This is something that you expect to see youngsters on mopeds/scooters doing.

Some long-serving members may recall the Club had a meeting with a member of the Avon Traffic Accident Unit who, at the end of his talk, showed us some photos of injuries received by bike riders not wearing suitable clothing. It was not pleasant: some would require skin grafts and others serious surgery. I vowed I would not ride without protective kit. I know it's not a legal requirement and it's everyone's choice but I wonder what their insurance company and/or a judge would say to any claim for damages?

Changing the subject, Val and I went to Woolacombe on holiday recently on the Can-am. We got near to Barnstaple and stopped in a café for lunch. When we came out the bike would not start. I called the breakdown company who arrived after about 15 mins and found the battery was "flat", which I already suspected! The driver used a starter unit and the engine started OK. He followed us to the Can-am dealer, about 15 miles away, which was very good of him. We left the bike there. This was a Bank Holiday weekend so there was no work done until the following Tuesday when the garage found the battery had "expired" and I needed another. Anyway, the bike had been booked in for a service there, so they did the service and found a problem with the suspension but a part had to come from Belgium. I got the bike back on the Saturday, when we were coming home anyway! The point I am trying to make is that I had not had any problems starting the bike before as I always plugged into an Optimate charger and, as the battery was a

“sealed for life” one, I had no reason to suspect any problem. It just goes to show how wrong you can be. I admit that, on reflection, I should have changed the battery sooner as I have had the bike for 8 years and it was the original. I don't think I'll complain.

Eddy's Café Racer

Replica Café Racer - Part 4 - Decals, paint, finishing, money and legality.

Well, I have to say it's all gone rather well, even to the extent that I needed to do some clever stuff with the front indicators as the headlight cheeks, angled in to receive the headlight bracket would have thrown the front indicators off-line like a person with cross eyes. Luckily, just outside Dennis' workshop in the dirt lay a short length of squared aluminium that looked like it was once part of a folding chair:



Just what I needed: aluminium polishes up easily and the square section when 'wedged' gave me just the profile I needed to straighten the throw of the indicator bullets. Pics show the wedge being formed and in position against the headlight cheek.



Sticking with indicators and the wider matter of wiring, I was more than fortunate in that the wiring loom was mostly still there, but chopped off. All that was necessary was to discover which wire did what, splice in extensions, add bullet connectors and we were in business.

I had been playing with decals for some time, using Lee at signposts/DigiPrint, Bath as my interpreter and ultimately producer.



In the end, 'Racer' was enlarged and 'Café' reduced producing a very pleasing declaration from what the machine was originally derived. The '6' in red was picked up neatly by the red piping on the seat. The silver and black colour scheme was a direct theft from the early Nortons to give the machine apparent recognition.



So having bought the paint - not cheap at £76 - and having had it painted and decals fixed it was off to Terry at D&H Motorcycles for an Mot. It nearly passed. Terry required an additional top bracket on the headlight which he correctly considered wobbled too much and there was that issue with the rear brake lever touching the exhaust pipe. Both were fixed and we are legal, but sticking for the moment with the exhaust. When I was rear-ended racing at Donington I thought my exhaust was too mangled for re-use and a colleague in the garage sold me one he had for £20. In the event I didn't use it on the track, sticking with my original. However, for present purposes I blew the dust off Patrick's and ... perfect:

It was too low, however, to pick up the standard exhaust hanger from the sub frame. Back to my collection of old R6 subframes and yes, a bit of bracketry that survived my foraging which with a bit of re-engineering acted as a perfect hanger extension that in turn gave the more horizontal line to the exhaust that I would have needed anyway.



Finally costs ... I'll cheat - á la Wheeler Dealers: time comes free! I have to say that I thought I had brought the whole project off for pretty well nothing but when added up that turns out not to be the case, with 'sundries' let's say £600 - Don't care, just love it!

Sub frame	30
Denis	40
Rear Mudguard	30
Front ditto	10
Dials	10
Number plate	13
Front light	40
Rear light	12
Number plate hanger	13
Indicators	16
Paint	76
Decals	26
Painting	25
Horn	5
Seat	200
MoT	29
TOTAL	£575

THE END

[Thanks, Eddy, for a fascinating series - Ed]

Cool head, mate! - Morton

Sodt's Law, isn't it - the blazing weather ends and now I find an air-conditioned helmet! I console myself with the thoughts that it (a) probably isn't available in the UK yet, and (b) isn't a flip-front, so it would be a sod to get on over my glasses.

Anyway, it's the Feher ACH-1:



It claims to "evenly distribute filtered, cooled air throughout the entire interior of the helmet, cooling it by as much as 10-15 degrees from the ambient temperature."

Helpfully, it "isn't designed to give you an "ice cream headache" or create a cooled environment around your face like when riding in a "cage" (i.e. car)" [*Like it! - Ed*]. It's designed to reduce the interior temperature around the top of your head during hot rides compared to using a traditional helmet.

The Feher helmet is normally powered by the bike battery. It comes with the necessary harness to connect to the battery and a "quick disconnect cord". However, if you often switch bikes, a 3000mAh battery should power the helmet for around 2 hours, a 6000 mAh one for 4.

The helmet weighs 1450 grams, similar to other full-face helmets. Launch price is \$549 - so probably £549 when it gets here(!), though the straight conversion would be £426.

EU Motorcycle Registrations

The European Association of Motorcycle Manufacturers (ACEM) tells us that motorcycle registrations (including electric) in the EU were up by 564,850 units (3.4%) during the first half of 2018.

Individual country registrations include: Italy 130,540 units (+4.4%); France 98,660 (+7.8%), Germany 97,620 (+10.5%), Spain 72,900 (+8.2%) and the UK 55,350 (+3.4%). Only in the (smaller) markets of Ireland, Slovenia, Poland and Croatia did numbers decline.

Moped registrations continued to fall, by 22%, Jan - June 2018. The largest markets were (in order): France, Netherlands, German, Italy and Belgium.

Combined registrations of electric mopeds, motorcycles and quadricycles reached 21,100 units, an increase of 49%. The figures by type were: mopeds (14,150 units), motorcycles (5,370 units) and quadricycles (about 1,580 units)

The Secretary General of ACEM, said: "Our latest registration figures for the EU show, once again, the importance of two- and three-wheeled vehicles as a solution to the mobility needs of people, particularly in large urban areas that suffer from congestion problems".

"The latest increase in sales, particularly in the motorcycle segment, is a very positive development. Newer and more environmentally friendly vehicles are being added to the European vehicle fleet, which according to our estimations is now close to 36 million units".

Sisters are doin' it for themselves!

- *Motolegends*

One of the best things we've ever organised here at Motolegends is our recent ladies-only, three-day ride to the Loire Valley in France.

The format was simple. Leave Guildford nine o'clock on Thursday morning. Ride to the tunnel. Overnight in Forges-Les-Eaux, about 150 miles from Calais. Next day, ride 280 miles on smallish back roads to Chinon in the Loire Valley. Saturday ride another 250 miles to Caen to get the overnight ferry back to Portsmouth. About a month or so before the trip, we did a recce to find good hotels, proper restaurants and nice stops for morning and afternoon tea.

We limited the trip to 20 riders, and the motley crew that turned up in Guildford represented a span of age groups and experience levels. And they were riding every conceivable style of bike. What a lot of the ladies had in common was that they had never ridden abroad, and many expressed a certain degree of trepidation. With the gorgeous open roads of France, that nervousness disappeared within a couple of hours, as the train of bikes carved its way south.

Dinner that first night evidenced 20 women grinning like Cheshire cats, excitedly recounting the day's exploits, and making more noise than a Formula One garage on race day morning.

It was more of the same on day two, as the roads got twister and emptier. That night, even after some 10 hours in the saddle, energy levels remained high. For some, of course, the big draw was that riding with the group was none other than Elspeth Beard, the famous motorcycling adventurer who, back in 1982, aged just 23, set off around the world on her trusty BMW R60. That night, after another no-less-noisy dinner, Elspeth regaled her fellow riders with a talk about her amazing trip.

We caught up with them all at the Plucky Pheasant café at Newlands Corner on Sunday morning, where a group of husbands, brothers and boyfriends awaited the return of their loved ones. It proved almost impossible, however, to get a word in edgeways as the ladies re-lived once again their recent experiences. What was clear was that this had been no ordinary ride-out. Ride anywhere with a group of 20 guys, and factions emerge. A ride with the boys is never without tensions. But this was bunch of riders that had clearly gelled together to create deep bonds.

Elspeth had once told us that, in her experience, women were more supportive of one another when riding together; the wall of sound up at Newlands Corner was evidence to this assertion. They had had a ball, and they were not afraid to let everybody know. To say that a good time was had by all would be an understatement. Even the heavy rain and twenty metre visibility on the last day hadn't dampened the ladies' enthusiasm.

All we can say is that we at Motolegends feel honoured to have played our part. We'd like to thank everybody who put their faith in us. And, of course, we'd particularly like to thank Elspeth, who was so generous with her time, and who provided such inspiration for the group. Not sure how to top this one, as it's hard to imagine a ride with greater spirit, enthusiasm or humour.

Nice one ladies! - *Motolegends*

AAMC Weekend Bash 2019

Following on from an excellent weekend in North Yorkshire in 2018, here are details of the AAMC Weekend Bash 2019. Early, you may think, but believe me, it isn't when booking hotels etc.

The bash will be over the weekend of Friday 7th to Monday 10th June 2019. We will travel north around 278 miles to Cumbria for a peek around the Lake District and possibly the Dales, basing ourselves in the Cumbrian town of Kendal.

The hotel I have selected is the Premier Inn Kendal Central, Maude Street, LA9 4QD. Currently, in early July, a double room for three nights is £333.

As usual, you need to make your own booking, but do let me know so that I can keep track of numbers. I usually book our Friday evening meal at the hotel I have chosen, but will contact those going much nearer the time for food choices. If you want to prepare, check out the menu online. When you let me know you are going, leave me with your email and a mobile number. I only use these to contact you about the trip and they are deleted afterwards.

Again, as usual, I will suggest a group ride route to and from Kendal and also rides for the Saturday and Sunday for those who wish to join us.

I hope to see you there. Best wishes,
Stu

Welcome

This month I'd like to give a warm welcome to new member Berian who lives in Clifton and rides a BMW R1200 GS. We hope to see you out and about with us at an event or on a ride very soon.

Anyone gorra Blackbird?

Tidying up this month, I came across two copies of the Blackbird PDF workshop manual on CD that I bought when I got mine. If anyone would like one, or knows someone who would, email me the address and I'll post it. - *Morton*

Diary of Events

Any new items in red

SEPTEMBER

Tuesday 4th – Weekday Ride

...to Compton Abbas Airfield – Meet at

7PH at 9:30am for a prompt 9:45am start.

Stuart Bullock – 07711 898 178

Fri 7th – Sat 15th – Club Foreign Bash

to the Dordogne...and back!

Simon Gough – 0117 973 4120

Sunday 23rd – Club Ride

Meet at the

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

Nigel Dean – 07736 275 406

OCTOBER

Sunday 7th Club Ride

Meet at Severn View Services (M48) BS35 4BH at 9:45am for a 10am start.

Simon Gough – 0117 973 4120

Sunday 21st Club Ride

Meet at

at 9:30am for a 9:45am

start.

Jim -

Sunday 28th Club Ride

Meet at

off

the roundabout junction of the
, at 9:45am for a 10am start.

Eddy

*

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

1. Present

Simon, Sandra, Jaimie, Jim, Keith, Sue & Al.

2. Apologies for absence

Helen Paul , Chris

3. Website

There were no known issues to report. The committee agreed in discussion that Facebook is a better platform for the Club than the website and the Committee are grateful to Mark for the continued work he does in posting events and matters of interest to Facebook.

4. Biker Down / BikeSafe & other events

There are some new dates from Biker Down, but as Chris was not available for the meeting, details were not known. It was hoped that Chris could update at the next meeting or aside from the meeting.

Simon reported that the organiser of the BikeSafe events had changed recently following the retirement of Ian Marriott. Simon understands that Cheddar Valley attended the last event. Simon will contact Ian Marriott to get contact details for the new BikeSafe organiser to see if he is able to attend the September event.

5. Complaints procedure

Al has made the agreed minor amendments to the procedure which was still in draft form. He has used the Oxford University Clubs and Societies complaints process as a base. Al is now happy with the document and this was proposed for acceptance by the Club by Simon Gough and seconded by Sandra Fry. The vote had one abstention and all others in acceptance. Al will send the document to Nigel Dean to be added to the website. Thank you Al for your work on this.

6. Committee positions

Sue advised the Committee that she would not be standing as Secretary and Treasurer at the next AGM following deliberation over the events of the spring. She also confirmed that she did not believe it was right for her to chair the P&G event this autumn. Simon thanked Sue for her work over the years.

Simon is also looking to stand down as Chairman and in his Training organiser role and he is discussing possible replacements with members. The Committee discussed the possibility of splitting the training role to have a technical leader of training and an organiser. There could also be an amalgamation of the training organiser with the secretary role. Simon said he would be interested to hear from Club members who are interested in either the Secretary/Treasurer/training organiser roles.

7. GDPR

It was confirmed that before the May deadline, the Club emailed members about the retention of data. The Club believes it has done all that was necessary.

8. Bashes

Stu's bash in June went well. Simon is due to go to the Dordogne in September. This is all organised. In 2019, Simon will go to Normandy for 3 nights in the second week of September. (10th – 14th). Stu has organised a trip to Kendal and the Lake District from 7 – 10 June 2019. In 2020, Simon is hoping to do the trip to Spain that he had originally planned for this September.

9. P&G

As mentioned in point 6 above, Sue confirmed that she did not think it was appropriate for her to 'chair' the P&G this year. Helen may well have other ideas for a change of format as well as venue. There was a discussion about location and a request for Helen and others to consider venue options.

10. Ali Vowles show

The Committee thanked Caroline for appearing on the Ali Vowles show on 11 August in response to a request for a chat with a 'lady biker'.

11. View from the Saddle review

Aug – Keith, Sept – Al, Oct – Chris, Nov – Simon, Dec – Jim, Feb – Jaimie, Mar – Helen

12. AOB

Keith asked what the position is with RoSPA. Simon explained and did not foresee any change in the near future.

Sue advised that she has to have an operation on her shoulder on 18 September and will not be able to lead her ride on 7 October. Simon kindly agreed to do this for her.

13. Date of next meeting

27th September 2018 at 7.30pm at the New Inn.

Meeting closed at 21:00.

Action points from the minutes of AAMC Committee meeting held on 16/8/18

No	Action required	Responsibility
1.	Investigate and advise on Biker Down dates. Establish contact details for new organiser of BikeSafe events.	Chris, Simon
2.	Send approved complaints procedure to Nigel Dean for web issue.	Al
3.	Consider venue for 2018 P&G and advise Helen of suggestions.	All