



TREADS

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The January 2019 Newsletter of AAMC

Editor's Bits - Morton

We were rolling along on the Street Twin recently, and it occurred to me that apart from our protective gear, we must have looked pretty similar to my parents riding one of my father's bikes in the Thirties. The lack of grab handles and typically firm Triumph springing means that the Deauville will continue to be the machine of choice for two-up riding, especially in the colder months. I did venture forth on the Stwin early this month, but it was such a grey, dreary, windy day that I gave up after twenty miles and headed home to thaw out. The OE heated grips are good, but I may still try modifying the handguards I adapted for the Striple to fit the new bike.

I was delighted to come across this little book recently in one of my favourite haunts (yes, you guessed it, a charity shop):



Very much of its time, it starts with descriptions of the intended audience: *First, the man - or woman - who needs a mere conveyance from home to work and back again. What does he want - a lightweight, an attachment for his push-bike, a sturdy 'bus for a longish trip night*

and morning? And how much will this willing horse cost? The choice is wide and all the details will be found in the following pages. It goes on to list 140 bikes - I beg their pardon, *motor cycles* "of British manufacture or assembly", which may also be of interest to "our friends overseas, in the United States, throughout the Commonwealth, in Europe, Asia and South America. Yes, the British motor cycle is ubiquitous and its wheels roll on the roads of every land in the world. Just think of this: in the United States there are about 400000 motor cycles on the roads of which 100,000 are post-war British machines!

Australia, home of speedway racing, takes twice as many British motor cycles as the U.S.A. Then India, Pakistan, Malaya, Hong Kong, South Africa, Switzerland, Belgium, Indonesia and a host of other countries are buying more and more of our motor-bikes." Those were the days!

BTW: Final reminders for renewals will go out this month to all members who haven't yet renewed.

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. Loss of insurance benefits

I was involved in a pretty nasty crash a little over a year ago. I needed a full year off work and have returned to work part-time. The insurers for the other driver have been perfectly decent.

Liability was admitted swiftly, I have had rehabilitation, some adaptations to my rented house (and a promise to remove them and make the property good once I move out), specialist spinal physiotherapy and my lost wages have all been paid along with all of my kit being replaced. They even provided me with a taxi account so I can get about.

Then the person dealing with the claim at the insurance company changed and I was told that despite the fact I am on part-time wages, there would be no more interim payments and the spinal physiotherapy, essential for managing my pain, would be stopped unless I disclose my medical records.

My solicitors seem completely unsettled by this. I do not want my medical notes to go to the insurers as there are very personal things on there including counselling that pre-dates the accident. My injuries are now stable.

I am able to cope with part-time work, but my medical team has told me that my injuries are unlikely to recover much further and I am unlikely to ever work full-time again, as I need rest periods between days working. My employer's occupational health people seem to think the same and my job has been reduced from five full-time days a week to Mondays, Wednesdays and Fridays, 10am to 4pm. What should I do?

Answer

You really have three choices. Option one is to go along with what the insurer says, which is a truly bad option. It never plays well to encourage insurers to be belligerent or difficult.

Of your two remaining options, you can give disclosure of relevant medical information. You are not bringing any form of psychological claim so there is no relevance to the counselling you had all those years ago.

If the case goes to court and the insurers or their solicitors demand sight of your full medical records, a method which has worked very well for me is to say to

the insurers; "Here are all the medical records apart from two completely irrelevant matters. If you are going to insist on seeing matters I say are irrelevant, we will put them in front of a judge in a sealed envelope. The judge can open it and decide whether those documents are irrelevant or not." I have had very similar cases and in every one, the judges have said these documents are irrelevant – and that's the end of the matter.

Your third option – which I would be most tempted to go for because your position has now stabilised and you know your likely ability to work – would be to issue proceedings in court quickly. Despite having been perfectly decent for the first year, the insurers have now decided to play hardball. It sounds like the person who has taken over the claim for the insurers is newly promoted, so has decided to start laying the law down to injured people. That never goes down well with me, or most judges.

My strong feeling is that you should be getting a spinal surgeon's report ready as quickly as possible and asking your solicitors to issue proceedings, thereafter applying to the court for an interim payment, which is bound to succeed. The tests are well known and you meet them. You have a substantial claim, liability is not in any issue and the third party is insured. You'll win and the insurers' belligerent claims manager will have to explain why all the good work done by his predecessor has just been undone and legal costs are going up.

Andrew Dalton, RiDE Magazine, **January 2018**

2. Seized Triple

I recently purchased a 'pre-owned' Triumph Speed Triple from a dealer about 2 weeks ago. It had 12 months MOT and had just been serviced.

Literally a week after picking the motorbike up I was riding out of the village when it went bang and the engine seized

up. For the next few seconds I had the expected 50 pence piece, five pence piece moment (think about it!). Being devoid of MotoGP skills I fell off and broke my wrist.

I don't know what to do now. The dealer has basically told me to sling my hook as it was a second hand motorbike and therefore not his problem. He said I need to sue the previous owner. I am currently off work (I'm a carpenter) and have a trashed triple. Do I have a claim against the previous owner?

Answer

I've had a few buttock clenching moments over the years but thankfully I have never had an engine seize. I would definitely have needed new leathers.

As for a "claim" I suspect the dealer is trying to throw up a smoke screen. It has nothing to do with the previous owner as the dealer sold you the motorbike. Legally, the contract was between you and the dealer. As you bought the motorbike after October 1, 2015, the Consumer Rights Act 2015 applies.

As such, you need to take urgent action as the law allows you 30 days from the date of purchase to reject the Triumph and seek a full refund from the dealer (if it was over 30 days there are different rules). The Triumph should have been of satisfactory quality and fit for the purpose it was intended i.e. riding on the road.

If the dealer won't play ball then you may have to start court proceedings against him. For the dealer to be successful in this scenario, he will have to prove the fault wasn't there when you bought the Triumph, it's not up to you to prove that it was.

However, to be prudent, before you return the bike, I would make sure you have evidence i.e. photographs of the damage, a video showing the engine won't turn over etc. as it's seized etc.

Andrew 'Chef' Prendergast,
Motorcycle Monthly, **July 2018**

Welcome – Simon

This month I'd like to welcome three new members. John (JP) Clements lives in South Bristol and rides a Kawasaki ER-6F, Steve Coombs lives in Shoscombe and rides a Triumph 1200 Explorer and a Speed Triple R (we met Steve at the P&G Annual Dinner last year), and Andy Birkett who lives in Portishead and rides a Suzuki V-Strom 650. I'm sure you all join with me in welcoming these new members and we hope to see them out and about with us at an event or on a ride very soon.

Vision from the Saddle –

Jim

The other night I was lying awake with a nagging feeling that I should be writing something for VftS – but what? Then it came to me in a vision – vision! With short days, gloomy skies, dark night and mucky roads I thought that this would be a suitable topic.

My motorcycle helmets have always been full face so I will not be talking about goggles or even the weird and wonderful rotating visor that was available in the 1960s. I think that it was called the TurboVisor. Apparently it did work quite well although Graham Hill doesn't look too thrilled. What isn't documented though is the effect of looking over your shoulder as the visor spins at high speed.



[I remember seeing him on TV using it, I think at Snetterton, and spinning off - presumably not because of the visor - Ed]

My first motorcycle helmet was a bright orange Kangol. The visor could be fully open or shut. By fully open I mean flipped all the way over to the back of the helmet so that the inside of the visor got wet if it was raining. When shut, it just misted up. Neither option was very good for seeing in the winter.

My next helmet was a black Stadium Achilles (well it was to protect my head, not my heels). Apart from being VERY stylish, this did at least have the facility to slide the visor to partially open. However, visors back then (late 1970s) were soft, flimsy affairs that scratched easily. After quite a short time they became quite scratched, leading to a 'star' effect with oncoming headlights. Again, this compromised vision in the winter, especially at night, and necessitated frequent (but quite cheap) visor replacements. These were normally from Bob Heath visors (still trading) and came with a free sticker so soon everything was plastered in their logo.



More durable visors became available but there was an outcry about the price. Nowadays we take durability for granted and would be horrified if the visor was unusable after only a few weeks.

As I mentioned earlier, misting up on the inside was also a problem - especially on cold, wet days. I remember one winter

night ride along the M62 on my 1977 Yamaha RD250 in freezing fog. The outside of the visor was covered in a salty crust that couldn't be wiped away, the inside of the visor misted up and my glasses froze over if I lifted the visor!

Many years ago there was a test of anti-misting products in one of the bike magazines. They tested self-adhesive inserts and the various sprays and creams that could be applied and polished off. In my experience these always worked better at the NEC show than at home. They also tested some of the anecdotal method of anti-misting. These included rubbing in neat washing up liquid, which I used with reasonable results (although it did froth up in the rain), and rubbing the visor with a raw potato. The benefit of this was that it was very cheap; the drawback was that it didn't work at all!

Modern helmets are far more sophisticated with vents and Pinlock™ (and other) inserts. These seem to work pretty well but so did my Everoak helmet from the early 1980s. It was of fairly basic design but with the visor slightly undone it did not mist up at all. Maybe that is why the police used to use them?

After four decades of trying various methods of keeping clear forward vision with greater or lesser success I now have one that works pretty well. I switch on the wipers and direct the heater to the windscreen.

See you in the spring!
Jim

CURRY NIGHT

Saturday 16th February 2019

The first social of the year is to take place at **Taj Brasserie, 41 High Street, Winterbourne, BRISTOL BS36 1JG**. We do not need to pre-order but I will need to know names as there is a maximum

number of 25 - booking early will avoid disappointment!

So if you fancy a night out with good Indian food and convivial company let me know names by **Friday 8th February 2018**.

Contact Helen Chamberlain with names or for any other queries on: -

01761 437939 (home)

07885 578105 (mobile)

Nero1dog@gmail.com

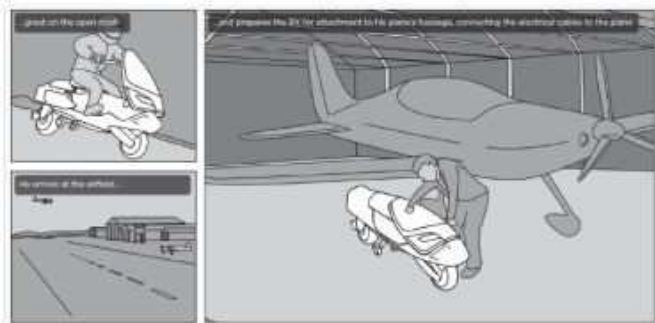
Look forward to seeing you there!

Helen

This bike could take off -

Morton

The Department for Transport wants - needs - inventive solutions to transport issues, and last summer promised £700K over the next four years to support ambitious projects. One of these that caught my eye - for obvious reasons - was for a detachable motorbike that extends the range of electric planes. Electric/hybrid aircraft have been making progress for years now, for both commercial and private use - we've mentioned a record-breaking Saitta-powered small plane doing 163mph 8 years ago. But what do you do when you reach the other airport? - taxi, bus, train, hire-car? What about detaching your motorbike from under the plane, where it's been extending your range, and riding to your destination? That's the long-term promise of the RExMoto (Range Extending Motorcycle):



Above is a designer's impression of what the hybrid petrol/electric maxi-scooter could look like, attached to a small plane. Meanwhile, at Nottingham University, Richard Glassock is leading a team developing the technology:



The scooter principle is neatly summarised by this diagram:




Petrol fuels a rotary engine, which drives a 20Kw generator, which propels the scooter to the plane, extends the plane's range, and allows you to ride to your final destination - where you could use it to provide heating, lighting and/or cooking for your cabin by the lake!

The proof-of-concept scooter isn't aerodynamic, but of course, that's not the point:



Ultimately it will be a really smooth job like this:

 Range Extender Concept



with the screen folding down flush with the body and the wheels swinging up out of the airflow in flight:



We'll follow progress of the project with interest, and keep you informed. In the meantime, Richard Glassock would be interested in any comments you might have on the project:

Richard.Glassock@nottingham.ac.uk

Wanted – Ride Leaders for 2019 – Helen

It's that time of year again when I start to ask, cajole, plead and generally beg you to get in touch if you want to lead a ride this year. Spring and summer are nearly upon us and the Calendar of Events will need to be published shortly, ready for the first ride in March.

So if you can lead a ride this year can you let me know any dates that you are able to fill, a start time and general direction / location of where the ride might go – this could be day rides or evening rides during the summer.

If I could have replies as soon as possible it would be appreciated as the calendar needs to be published soon.

For those of you who have done this before I would love to hear from you for this year and for those who haven't led a ride at all, now is your chance.

Look forward to hearing from you soon!

Thanks

Helen Chamberlain

Mob: 07885 578105

Benelli Restoration Part 2 – The Hunt – Eddy

I discovered with the Puch that the world is remarkably small. Brian Aplin, Mr Moped in Bristol, suggested Bob Wright in Weston-s-Mare might help with some replacement innards, the guys at the Shepton Mallet show came up with the same name and when Steve had a look he said 'One for Bob'. So off I went to Bob who, four and a half months later, announced he had taken delivery from a contact in Italy of a new genuine Benelli conrod, pin and rollers.



Steve had warned me that the replacement might be a near miss needing some machining, but in the event it fitted perfectly. Next, a rebore and substitution of a +10 FS1E piston, a perfect fit by the way, provided you assemble it with the forward arrow facing backwards, that way the ring pegs don't foul the exhaust port ... so, I discovered, one set of rings later (kindly thrust into my pocket by Bob). But I am running ahead of the journey; the year ticked on, Bob was waiting for his man in Italy to produce the conrod, Steve was waiting for Bob and I was engaged in waiting for all of it. Well, not quite. The seat was a mess. Its structure is a metal sprung frame:



upon which a rubberised stitched former is clipped, the whole being trimmed with seating fabric and polished studs. I took it over to Cyril the trimmer at Bonney Brook Farm, Siston Common. He said he wouldn't touch it unless the former was first repaired. The other task was to replace some of the missing springs, this last was easily sorted by a visit to my cousin Chris, a farmer with boxes of bits including one filled with odd springs - problem solved.

As for the former it was down to the Corridor in Bath to beg some twine from the shoe repairers, across to the market to the wool shop to buy some sturdy needles and slowly I cross stitched the shape back into the former,



reinforcing it by gluing some hooding material that Cyril's colleague Gareth gave me, over the seams. There was also the matter of the tool-box lid. Into Avery Night and Bowlers in Bath to see what was in their waste bin and came away with a small off-cut of thin gauge aluminium sheeting.



First made a pattern from cardboard then I shaped the aluminium as a former upon which to build a fibreglass lid. Once the shape was properly created, the aluminium

former was peeled off revealing a pleasing and functional article.



Note the closure nut, an item salvaged from an old loo seat! As for the colour scheme, the replacement box was yellow, the rear mudguard also featured some yellow flashes so my paint scheme using 2 shades of red, a flash of gold and flash of silver was a reasonable attempt to match the rest of the bike. There were two other minor areas of tinwork to have a go at. The first was the front mudguard which was a bit bent and rusty. A small amount of bashing followed by prep and paint using the same 4 cans of paint did that job, but next was the fuel tank. This is original hand coachlined work and I was disinclined to lose it, but there was a minor depression on the right hand side.



Delve into YouTube and all questions are answered. No bashing required, merely an inner tube, well 3 in my case. Idea is to stuff the tube into the tank, inflate it until the dent pops out. Well 3 tubes later, I was beginning to get the hang of it - Thanks to Hugh from the Tyre Barn, who also sells 'Telegraph Poles and Railway Sleepers' at Shepton Mallet, for donating the old tubes. The end result was not perfect but the

larger depression was mostly gone, leaving the impact dent behind - well it's 60 years old for goodness sake.



A useful side-effect of exploding tubes inside the tank was to dislodge a pile of rust. I had done the usual trick of turning the tank into a cocktail shaker with paraffin and nuts and bolts inside. But yet more came out after this demolition derby! There was another job where I needed some help, namely the restitution of a decent left-hand footpeg. The one that came with the frame was a length of helibar crudely welded on with what looked like gobs of seagull s**t. Cunningly I made a wooden pattern from the right-hand side one to give me the profile, heated and bent to shape some tubing previously filled with dry sand to prevent creasing and then took myself off to brother Roland for the final chopping and welding.



The icing on the cake was that Bob had a pair of factory Benelli rubbers for a perfect result.

Motorcycle tyres and pressures – Stu Bullock

Having read details of the excellent questions recently sent to me, I can use my experience and knowledge gained as a rider to provide some answers. However, be very aware that there is an awful lot of speculation and myth about motorcycle tyres and in particular, pressures and so it is no wonder these questions are raised.

Question:

Motorcycle manufacturers often stipulate just one tyre pressure front/rear for all climate conditions and loads. By contrast, car-makers advise different pressures for two-up or four-up with luggage, the latter requiring higher pressures. Why is it not so with bikes?

For instance, consider a naked bike weighing 210kg. A 70kg solo rider would increase the weight of the bike by about 33 per cent. However, the fully-laden bike with 180kg two-up plus luggage would increase the bike weight by more than 85 per cent. Yet the same tyre pressures are specified for both situations.

Clearly, tyre and bike makers have done the research and must have their reasons but they are not telling us the full story. The logic of “one-size-fits-all” eludes me.

What we need to consider first is that motorcycle tyres are not constructed in the same way as car tyres. Black and round they may all be but a motorcycle tyre has to carry the load of the motorcycle, rider(s) and luggage at all angles and usually only in pairs. Car tyres usually have four tyres but need to allow for ‘slip’ as the car corners and of course, operate at lower pressures.

We also need to be sure that we understand the difference between tyres constructed for road use and tyres constructed for ‘competition’, especially as

Ian has referred to both activities in his questions. They are very different, even though they look the same and a more detailed expertise is required to make any evaluation. For competition tyres, just look at any race series to see the variations riders have available to suit temperature and circuit type.

Tyre pressures are more critical for a motorcycle tyre. What will be different is the type of motorcycle any particular tyre is made for. Around the tyre wall there is all the information anyone could require about the tyre type, speed rating, tyre age, load carrying and so on. In addition, the manufacturer will stipulate the range of motorcycles each particular brand and model of tyre is suitable for.

There is no such thing as a ‘one size fits all’ motorcycle tyre. For example, a 750cc ‘naked’ motorcycle will have a different tyre made for it than a 1300cc sports tourer and again for a 1250cc ‘trailie’ style motorcycle. Riders should not mix them and scrupulous dealers/tyre fitters will refuse to fit the ‘wrong’ tyre. So, to cater for different motorcycle styles, weights and intended use, there are different tyres. They mostly use similar pressures because it is safer/easier. In years gone by, there would be a huge list of tyres and pressures alongside garage airlines. Fortunately, no longer.

Question:

I know from experience that solo riding is less jarring, more comfortable and better “connected” when tyre pressures are reduced below those stated by the manufacturers. But am I breaking the law? Would my insurance be invalidated if I was to be involved in an incident and some assessor noticed that my tyre pressures were not to “book”, even though running book pressure creates harsh, twitchy and more nervous handling for a lightweight rider?

Riding with reduced tyre pressure is, in my view, less safe. The surface of the tyre in contact with the road, bearing in mind contact has to be made at all angles, will deform unless the correct pressure is maintained. That means the tyre will overheat, wear unevenly and possibly fail to give the correct grip under extreme stress of speed, braking or cornering. In my days of tour guiding abroad, I have witnessed tyres having extreme wear patterns off centre, because the rider has not kept to the correct pressures. Fortunately, the average rider goes nowhere near the extremes of tyre use in normal road riding.

In my days as a Traffic Cop, one of the first areas of examination for a vehicle following a serious accident is tyres, simply because an underinflated tyre may not act in an efficient and stable way. I would suspect that, in the event low pressures were found, the rider may suffer some financial penalty based on the principle of blame. If your vehicle is not as the manufacturer intended, how can it perform as intended? If you made changes deliberately, are you at fault?

Question:

During motorcycle track-racing the technicians often set the cold pressures around 20 to 30 per cent lower than "normal", to allow for load and Boyle's Law changes. During normal public-road bike-riding on a hot day, pressures tend to increase by around 10 per cent.

In my experience of being a motorcycle race circuit instructor, 20 to 30% reduction in pressure in a road tyre is likely to cause a seriously mishandling motorcycle.

On a track-day, would a rider exceed the speed and load rating for the motorcycle tyres? If yes, or even possibly, that machine needs to have a more appropriate tyre fitted that will have higher load and speed ratings. Quite simply, most riders do not go much faster on a circuit

track-day than they would on a road and therefore their road tyres should be capable of managing the additional loads over the short period the machine is on track.

If a rider wants to go racing, that is entirely a different matter and race tyres have little in common with road tyres. The fact is, riders need to have an immense amount of experience before messing about with tyre pressures.

In my case, my circuit bike had tyres fitted that were in effect, treaded race tyres. Meant for circuit or road use, but made to cater for the additional loads I would place on it and variable weather conditions. The tyres generated heat more quickly, gave more grip than a pure road tyre, were a higher rated tyre. The downside? They wore out in about 1200 miles.

In my experience, manufacturers would not recommend reducing tyre pressures in any case, but may suggest a tyre more suited to the intended use, which may operate with a lower pressure than a pure road tyre. You won't find 'professional' track day enthusiasts riding with half flat or inappropriate tyres.

Manufacturer advice provided:

Pressures are recommended by the manufacturer based on the load handling and forces acting on the tyre when cornering under pressure. Having the correct pressure is paramount in maintaining the bike's stability especially when riding at speed and overrides any weight considerations.

I may have already said that.

Diary of Events

January

Sunday 27th – Malvern Drive-In Classic Car & Bike Autojumble

Three Counties Showground, Malvern, Worcestershire, WR13 6NW. Open 10am - 3pm. price: Adult: £7. Child (7-14yrs): £2.50. Under 7s Free tel: 01484 667 776 website: www.classicshows.org facebook

February

Saturday 2nd & Sunday 3rd – Bristol Classic Motorcycle Show, Bath & West Showground, Shepton Mallet BA4 6QN, www.classicbikeshows.com

Saturday 16th – Curry Night

Meal at Taj Brasserie, 41 High Street, Winterbourne BS36 1JG. Meet there at 7pm for a 7:30pm start.

Advance booking essential by 8th Feb.

Helen Chamberlain 07885 578105

Friday 15th – Sunday 17th London Motorcycle Show, ExCel, London E16 1XL
www.mcnmotorcycleshow.com

Sunday 17th – Haynes Bikers Breakfast Ride-In, Haynes Motor Museum, Sparkford BA22 7LH

Thursday 28th – Club AGM

Meet at the New Inn, Bath Road, Farmborough BA2 0EG at 7pm for a 7:30pm start. Come and have a say in the running of your Club.

Simon Gough 0117 973 4120

March

Sunday 3rd – First ride of the season

Meet at Severn View Services (M48) BS35 4BH at 10:15am for a 10:30am start.

Simon Gough 0117 973 4120

Sunday 17th – Haynes Bikers Breakfast Ride-In, Haynes Motor Museum, Sparkford BA22 7LH

Thursday 21st – Skills Development Course starts

See January and February editions of Treads for further details and an application form.

Simon Gough 0117 973 4120

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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.