



# TREADS

[www.aamc.co.uk](http://www.aamc.co.uk)

The MAY 2023 Newsletter of AAMC

## EDITORS BITS –

### IN THIS EDITION:

Jaimie describes the resurrection of an old bike.

Eddy also resurrects a bike and, maybe, his racing career.

There are also a couple of articles where you are invited to consider if you would have acted any differently in the scenario.

### ALSO;

The BMF give us lots of information nuggets to guide us on our way and are well worth a read.

The club diary page: There is still time to get YOUR ride organised. Just make contact with Helen to fix your ride date, –

## TREADS - NEXT SUBMISSION 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 ([editor@aamc.co.uk](mailto:editor@aamc.co.uk)) at the latest by:

### THE END OF May 2023

Submissions accepted in MICROSOFT WORD format. (May be edited to fit available space).

Photos are very welcome if correctly attributed to the owner, either as separate JPEG files, or 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.

Any images included in the context will be attributed to their provider/owner.

## CHATTY CHAIRMAN - Simon Gough

This month, I'd like to give a warm welcome to new member Phil Sutton. Phil is a friend of Nigel D., lives in Yate and rides a Kawasaki Versys 1000. He's joined the current Skills Development Course and is progressing well. We hope to see you out and about with us on rides and at social events.

I'd like to apologise to everyone, and especially Jim, for the delay in sending out this issue. Jim sent it to me some weeks ago, but I've had a problem finding the time to add my 'bits' before sending it out. Sorry.



## RIDE REPORT

I would love to have one, Ed.

## VIEW FROM THE SADDLE – Jaimie

### A restoration job.

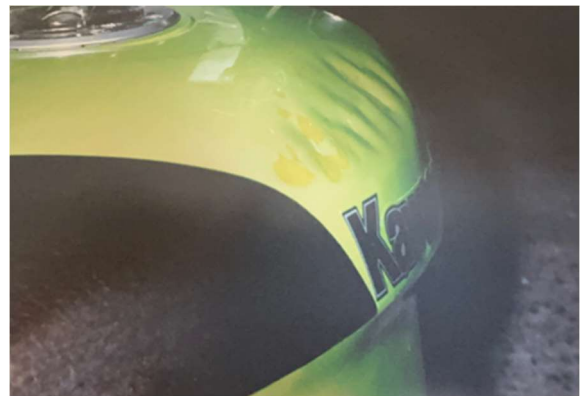
As I write this, it's February already and not so long now until the first ride of the season, so I've been thinking of getting

the bikes ready for another season of warmer weather (hopefully).

Whilst rummaging around I found some old photos of a bike I restored years ago and thought I'd share the memory with you.

It was just after Sandra and I got married around 1995 or 1996, having sold Sandra's Kawasaki GPZ305 so we could afford a bed and cooker (times were hard, interest rates at 15 or 16% - remember those days?) whilst redecorating our first home.

So, after a short time with no bike and riding pillion, Sandra wanted to return to riding once again. With very limited funds, it needed to be an older bike that we could renovate. After a long search to find a bike Sandra could touch the floor on, we found a Kawasaki GPZ 500S at F reg (1988) via a friend. It had had a very hard life but was very cheap as it was stolen and recovered with damage and neglect everywhere.



As you can see from the pictures, I'd taken on a project bigger than I could have imagined. I can remember stripping everything off the bike and ending up with a very long 'to do' list, with lots of second-hand parts found, repaired and repainted.

From the pictures I remember spending many hours on the fuel tank and body work in general, due to the sheer number of dents. The body shop we

used was very particular about having perfectly prepared surfaces for them to paint.



I think the finished pictures were still hiding a bike that would never be quite right. So after Sandra rode the bike for about six months and not getting on with the way the fairing didn't turn with the bars, which was all she'd ever been used to, we decided to sell both the Kawasaki and my Suzuki GSX750F and I bought a Honda CBR 600F which was fairly new, so everything worked out in the end, even if I'd lost 4 or 5 months of my life!



*[I remember the CBR Jaimie, it certainly went well! I also remember having a test ride on one and thinking that I could just ride off to Scotland on it straightaway. It felt so sorted and so right. Ed]*

### **FOOD FOR THOUGHT – what would you do?**

*Thank you to Eddy for providing the following article from the Wilts and Bath Advanced Motorcyclists. It is reproduced verbatim and without comment. Ed*

### **Managing Vulnerable Road Users?**

If your experiences have been anything like mine.... variable, TEMPO not well at all. So, here are a few examples relating to an urban roundabout on a busy trunk road that I use regularly, with dropped curbs between pavements and with an island for them to break their crossing. So, situation one... I approach said roundabout following two or three



cars, I can see from 100+ metres away a pedestrian stood on the island waiting to cross our side of the carriageway. Cars in front ignore pedestrian and blythly carry on through the roundabout as their progress is not affected by others. So, wearing my usual WaBAM livery, I think I'd better set an example, so still 20 or so metres away, I slow to a crawl and give a magnificently overt wave of my arm to make it abundantly clear to pedestrian and following traffic I am happy for the pedestrian to cross ahead of me.... but hang on.... pedestrian is busy conversing on her mobile phone, now what? Do I now ignore pedestrian, or is there a risk she just isn't quick off the mark? I decide to take the cautious approach and stop a few metres short of the island, still no reaction from pedestrian, so a gentle toot on the horn attracts attention and pedestrian finally crosses, still looking straight ahead and chattering into mobile.

Fast forward a few days, situation two:- almost the identical situation, but this time two ladies with pushchairs and toddler in tow. Mums busy chatting to each other but finally notice I have stopped to let them cross. Two thirds of the way across, they realise toddler is still on island, one mum rushes back to collect toddler leaving pram in the road, toddler deftly avoids mum and runs across the road leaving mum to saunter back to waiting friend to continue chat and resume crossing the road, toddler now ten metres down the pavement in full toddle.

Fast forward a few more days, situation three:- almost the identical situation, but this time elderly but attentive gent with a stick. To cut the story short and save you from boredom, I stop, the gent steps uncertainly into the road and rather than

taking the direct route, totters behind me to cross the road into the path of following and still moving traffic... eh?!

Just to reassure you, I have had occasions when all has gone according to plan with pedestrians. Cyclists? Well there is a whole book I could write on that subject, as each of a driver/rider and pedestrian ....

### **And, following on from this; Andrew Dalton's Legal Advice**

*[I always find these interesting, even if I am amazed sometimes by the sheer naivety [or bloody cheek] of the question. However, this one is worth considering. Do you think that there is something missing? Would the application of the system perhaps have led to a different outcome? Comments to the usual postbag. Ed]*

### **I was speeding, will it affect my claim?**

I was riding along a straight stretch of road and in the opposite lane, saw a camper van heading towards me, indicating right. I carried on and when I was really close to the camper van, it turned right, across my path.

I accept I was doing probably 20mph over the speed limit. I hammered the brakes on as hard as I could but, of course, the inevitable happened. I have a modern bike and I am a competent and experienced rider. However, an impact was unavoidable and I was seriously injured.

I am struggling a bit understanding my current solicitor's advice – well, the advice comes from a QC and it says I may be found guilty of 'contributory negligence' for speeding but while this is a strong possibility, there is also a good chance that my speed may be found "not to be causative". Following this, I am none the wiser.

I have asked my solicitor for an explanation and he tells me to re-read the QC's opinion. I don't have a law degree and I am totally confused. Should I take a hit or not?

## **Answer**

The QC's advice was aimed at a lawyer, not a client. The advice is easy for me to read and understand as a lawyer but I bet you don't hear the words "causative potency" in your case. The concepts are simple and easy to understand when they are put into plain English.

So, let's see if I can manage it. The camper-van driver, like all road users, owes you a duty not to drive into your path. He patently did not see you. You had to be in his sight for 400 metres according to the good report carried out by the ex-police collision investigator who did the sketch plan and photos. There is no way he cannot have seen you had he looked but if he looked, he missed you. You know the rest.

So, he is to blame and he must prove two things to reduce the claim his insurers must pay to you.

The first of these is that you were speeding. You admit that and said as much to the police yet that does not worry me. You come across as honest and there is some witness evidence which makes me think it was always likely the trial Judge would find you were speeding. Your QC and I agree on that.

Secondly, he must prove that your speed contributed to the accident – and I agree with the QC's advice. If the accident would have happened, even had you been traveling at the speed limit, then the second test of contributory negligence cannot be made out. Your QC gives a "six of one, half a dozen of the other" type advice and I do not blame him.

He says it is a realistic possibility that the court will find your speed was partially causative of the accident but on balance, he says the defence will not be able to show this but when you come to consider settlement, take into account this is a real risk at trial. A trial lawyer will tell you they're unpredictable.

The QC says; "You will be found to have been speeding, but I don't think the Judge will find your speed had any impact on the collision. I could be wrong on that point so be aware that when we get to offering to conclude the case, there is a risk you could lose at the very worst, half the value of your case. You could quite easily lose 25% of the value of your case but I think it is more likely you will win altogether but don't ignore the risks when we try to settle."

Neither I nor your QC have crystal balls. He is suggesting making a formal offer of around 85% of the value of your claim on a good day – I think his advice is spot on. You could do better in Court but you could also do worse, so making an offer which has a realistic analysis of the risks is, in my view, advice you should follow.

**Andrew Dalton**

[RiDE Magazine](#) February 2022

## **EDDY'S UPDATE**

For those that have followed my Superdream racing articles, this year I have an addition. The downside with the Superdream is that unless it races on a handicapped grid, of which there are two in BHR; with only 32 BHP it is simply not competitive. The two grids where machines are handicapped are the Novice one, which I won in 2021 and the over 50's. After the succession of mechanical problems last year - which I hope are now sorted - I plan to campaign the Superdream in the over 50's grid

this year and see how that goes. On the open grid a new machine has been forthcoming, a 550cc Suzuki Katana.

### Expectation

Asked a few mates if they knew anything about the Suzuki Katana



### Reality

One replied, with: 'I have a 1982 550, been in bits for over 30 years and its yours if you want it'.



*I've got garage envy! Ed*

### Evolution

2 months later: Mostly using imagination and re-purposing bits lying about.



*Keep us posted Eddy, Ed.*



british motorcyclists federation

### **BMF NEWS ROUND UP – February 2023**

The monthly news round-up, brought to you by the BMF

Meetings and issues addressed by the BMF in February:

**\*MCIA Annual Conference.** The government appears set on the phase out dates for petrol motorcycles proposed in the decarbonisation consultation – we will continue to engage with them on this.

**\*Motorcycle Strategy Group.** Discussed potential changes to the legislation on training for motorcycle instructors, CBT and licensing changes plus the government's delayed Road Safety Strategic Framework.

**\*ULEZ Expansion.** Seems to be going ahead despite pushback. The BMF has lobbied for exemption for motorcycles, which seems to be a no-brainer given that many similar schemes do not charge bikes.

**\*Hackney Parking Charges.** We continue to work alongside the NMC and the SaveLondonMotorcycling (Twitter) group on the Hackney parking charges.

**\*Cambridge Sustainable Travel Zone.** We submitted our response to the Greater Cambridge Partnership's proposal, which would charge £5 a day to enter the city.

The big news this month was that **all racing in Northern Ireland for 2023 has been cancelled.** The ban, which applies to road racing, short circuits and trials, includes flagship races like the NW200 – sky-high public liability insurance quotes have been blamed.

Onto other news, there's been a positive flurry of high-tech gizmos and patent applications this month, supposedly make motorcycling safer, less hassle and more efficient.



First off, Intellias revealed **a system to prevent low speed drops**. Most of us have known the dreaded embarrassment of a tarmac meeting at walking pace, and the Intellias system uses sensors around the bike to detect the signs, making a counter movement at the bars to prevent it.

Meanwhile, Honda's latest system aims at **helping a post-crash situation** – this one uses Bluetooth signals between a headset, bike sensors and your phone to detect whether you're still upright, or lying in the road, and alerting the emergency services. In fact, Honda's been busy, also working on a new **navigation system which will detect bad weather ahead** and reroute you round it.

*[Shame you didn't have this when riding through France on last year's Bash, Simon! – Ed]*. (Presumably if you like riding in the rain, you can select Soggy Mode).

Finally, in the high-tech gizmo stakes we have BMW, which has a **patent application on adaptive cooling**. There's actually nothing new about this, as cars have been using it for a while – computer-controlled radiator blinds shut off the rad when full cooling isn't needed (much of the time) to improve aerodynamics. BMW reckons that the same tech applied to the latest liquid-cooled flat-twin could make the boxer more efficient.

Are any of these ideas worthwhile? You decide.

Meanwhile, the EU is considering **wide reaching changes to driving licence rules** as part of DLD (Driving Licence Directive) No4, which could still affect us in the UK, depending on which EU laws we decide to retain. Possible measures include a smartphone digital licence, the ability to ride a 125 on a car licence and EU-wide driving bans. Jim Freeman, Chair of the BMF, isn't holding his breath. "We're currently working with the DVSA to review Training and Testing," he said, "particularly at CBT level, where changes have been 'on the books' for some time. The 4<sup>th</sup> DLD is supposed to address some of the things that the 3<sup>rd</sup> DLD didn't, we'll see."

In cities, **beware the new breed of microcars**, which could try and muscle in on motorcycle parking – an Italian court has just ruled that

they can't, but you know the saying about eternal vigilance...

Research by Imperial College London shows that reducing exhaust emissions has brought particulate pollution from tyres and brake pads into focus – **Michelin is working on 'greener' tyres made from recycled materials**. This won't have been a problem for Sinje Gottwald, who has just made **the first unassisted ride across Africa by electric motorcycle** – she apparently only had to charge the CAKE Kalk AP 140 times over 8000 miles.

And finally, from the newest tech to the oldest, with Bonhams selling **what is claimed to be the oldest motorcycle in the world** – the 1894 Hildebrand & Wolfmuller, a 1.5-litre twin capable of speeds approaching 30mph, went for about £175,000. Mind you, at least one BMF member reckons there were older steam-powered machines - make that the oldest petrol bike.

Written by Peter Henshaw – Editor BMF  
[editor@bmf.co.uk](mailto:editor@bmf.co.uk)

### **AND FINALLY – Ed**

Have you come across 'The Beast' before? [not the US President's Cadillac]. I know that it is not a bike but it is a fascinating piece of automotive history with incredible engineering and not a little controversy. I remember reading about it in a car magazine in the 70's and it has led a full life since then. It recently went up for auction. I don't know what it fetched as I am writing this before the event but I am sure that any purchaser would need deep pockets. Mind you, the reported 1-2 mpg wouldn't put it into the cheap runabout category.



# DIARY

2023

# DATES

1. Where club events are detailed in TREADS, WhatsApp or Facebook club sites, it would be sensible to contact the ride leader to confirm final details and let them know you are attending. Please advise the ride leader well in advance if you plan to bring a *guest rider*.
2. Please be sure to arrive at the starting point promptly, with a full tank of fuel.
3. Each run will have a **leader** who leads the group, and a **sweeper** who stays at the rear of the group. Both will be clearly identified at the start of every AAMC ride.
4. At any junction, deviation or situation which may cause confusion over the route to be taken, the leader will signal to the rider immediately behind him/her to drop-off and stop at or close to the point of deviation. The dropped rider should ensure their own safety, be visible to following traffic and be able to clearly indicate the correct route to following AAMC riders.
5. The rider who has been dropped to indicate the correct route, will wait until the sweeper has passed before re-joining the group and overtaking the

sweeper can be carried out safely. ONLY if the sweeper clearly indicates can the rider re-join the group in front of him/her.

6. Overtaking within the group is allowed provided it is carried out safely and with courtesy and consideration for ALL road users.
7. ALL riding in groups organised under AAMC rules must take account of the varying skill levels that may exist within each group. Putting any road user at risk and/or bringing AAMC into disrepute is unacceptable behaviour.

## May 2023

Sunday 14<sup>th</sup> – Meet at Severn View services at 9 am for a 9:15 am departure around Worcestershire. Nigel B –

Sunday 21<sup>st</sup> – Meet at Severn View services at 9 am for a 9:15 am departure into Wales. Geoff N –

Sunday 28<sup>th</sup> – Details TBA.  
Nigel D – 07736 275406

## June 2023

Sunday 11<sup>th</sup> – Meet at Severn View services at 9:15 am for a 9:30 am departure into Wales. Andy B –

Sunday 25<sup>th</sup> – Meet at Farrington's Farm Shop at 9:15 am for a 9:30 am departure to the Square and Compass, near Swanage. Steve C –

## July 2023

Thursday 6<sup>th</sup> – Fish and Chip run. Details TBA.  
Simon G – 07774 835025

Sunday 16<sup>th</sup> – Details TBA.  
Robin



Sunday 23<sup>rd</sup> – Details TBA.  
Nigel D – 07736 275406

Sunday 30<sup>th</sup> – Meet at Cliff Street Car Park,  
Cheddar BS27 3PS at 8:45 am for a 9 am  
departure to Exmoor via Taunton.  
Nigel B –

## August 2023

Sunday 13<sup>th</sup> – Details TBA  
Jim –

## September 2023

Sunday 3<sup>rd</sup> – Meet at Severn View services at  
9 am for a 9:15 am departure.  
Steve C –

Thursday 7<sup>th</sup> to Monday 11<sup>th</sup> – Club bash to the  
Ardennes. Details TBA.  
Simon – 07774 835025

Sunday 24<sup>th</sup> – Details TBA  
Simon – 07774 835025

## November 2023

Sunday 5<sup>th</sup> – Last Club ride of the year. Details  
TBA. Simon – 07774 835025

Saturday 18<sup>th</sup> – P & G Annual Dinner. Details  
TBA. Helen –

## **NON-CLUB EVENTS that may be of interest.**

As Spring is here, despite the weather, here  
are a couple of events in the summer that may  
be of interest. We can dream of warm summer  
days.....



THE ULTIMATE CLASSIC TRACK WEEKEND  
**MALLORY  
BIKE BONANZA**  
15th & 16th July 2023

PHIL READ TRIBUTE  
LIVE MUSIC  
STAR RIDERS  
TRADE STANDS  
AUTO JUMBLE  
OWNERS CLUB DISPLAYS

Parade entries and spectator tickets  
visit the Mallory Park website  
or call Donna on 01455 502214

MALLORYPARKCIRCUIT.COM

For trade stand & club stand enquiries  
email: bob@radmotorport.co.uk

Saturday  
Road Bike  
Parades

Sunday  
Road & Race Bike  
Parades

MALLORY PARK

## **The 47<sup>th</sup> Annual Gloucestershire Vintage & Country Extravaganza**

**South Cerney Airfield, Cirencester 4-6 August 2023**



The show will feature nearly 1000 classic cars from the  
dawn of motoring era, pre and post war to American  
and modern classics, 300 motorcycles and scooters, 70  
bicycles from 1903 - 1980, 30 miniature steam engines,  
70 stationary engines, 60 full size steam engines, 70  
Buses and Coaches, 70 industrial trucks, classic plant  
and machinery, 150 military vehicles, 150 Tractors, 300  
commercials from ex-emergency services to American  
auto trucks, plus 50 vintage caravans and much much  
more!

***For further information, please visit:  
[www.glosvintageextravaganza.co.uk](http://www.glosvintageextravaganza.co.uk)***

### **Castle Combe info and contact details**

Castle Combe 'action day' dates available from  
[www.castlecombecircuit.co.uk](http://www.castlecombecircuit.co.uk)

Castle Combe Motorcycle Track days are detailed at  
<https://castlecombecircuit.co.uk/motorcycle-track-days>



### **BMF DISCOUNT CODE.**

#### **Code for 2022 - CLB22VJTR**

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 benefit.

### **BMF INFO – Benefits of membership**

**The British Motorcyclists Federation** is one of the largest motorcycling groups of its kind in the world. United by a love of motorcycling, we represent our members by safeguarding their rights on and off the road. *(AAMC is a BMF affiliated Club – Ed).*

#### **Join the BMF community today!**

Just £28 a year. Alternatively, save £22 and create a joint membership for both you and your riding partner (if you live at the same address) at only £34 per year.

#### **Political representation**

The BMF represents the best interests of UK motorcyclists, whatever machine you ride.

#### **Discounted insurance with Bikesure**

Receive a great discount on your motorcycle insurance in a special deal with Bikesure.