



TREADS

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The February 2018 Newsletter of AAMC

Editor's Bits – Morton

A 3-D printed motorbike? “That’s a massive undertaking” I thought. It turned out that the 3-D printing referred to the frame, tank and swingarm, not the whole bike – silly me! Still interesting, though:



(Credit: C.C. Weiss/NewAtlas)

It’s a prototype from Divergent 3D, American makers of the Blade supercar (claimed 0 - 60mph in 2.2secs!), and the bike is equipped with a Kawasaki H2 (supercharged) engine.

Divergent’s system is based on 3D-printed aluminium chassis joints they call nodes



that hold structural carbon-fibre tubes together. The system is light, quick, strong, green, ...

Not, I suspect, like the construction of the Steampunk Gold Wing:



Switching to pick up our suspension theme from recent Treads, I present the 1969 German Hercules GS 125, with



Earles-type leading-link forks for off-road riding – gently, I presume.

Should police bump motorcyclists off their bikes if they are riding “in a dangerous manner”? Conservative councillor Sue Little asked the Essex Police Commissioner to consider using this tactic, which she claimed the Met used (they don’t). For “dangerous” read “riding around late at night”. Fortunately, the Commissioner’s response was negative.

CURRY NIGHT

Thanks to Helen for arranging another successful function, and to Carenza for these pics:



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. Insurance pays out

I sold my GSXR750 to a local chap. He seemed like a decent fella, paid the cash and off he wandered. Fast forward four weeks and I got a bell off my insurance company.

Turns out he had got drunk and then crashed the bike into an oncoming car. I understand no one is seriously hurt but the car is a write off and matey boy has been stuck on by the police.

As he hadn't insured the bike my insurer reckons they will have to pay out because I had forgotten to cancel my policy. Even worse, they also reckon they can get back their money from me. I went mental as I have done nothing wrong and told them to poke off. What do you think?

Answer: Firstly I think matey boy is a proper scumbag. Accidents can and do

happen. However getting drunk and riding around without insurance is socially unacceptable.

As you didn't cancel your policy your insurer will have to pay out. Long story short, if they have issued a certificate of insurance that hasn't been cancelled, legally they have to cover the liability.

However, unfortunately as you have breached the terms of the policy i.e. because you didn't cancel it once you sold the bike your insurer can come after you for their outlay.

If this happens your only option would be to go after matey boy for your costs. Hopefully, the rider has a house or job etc. so he can pay you back if you take him to court. If not, there could be a possibility of you winning your claim and never actually getting paid.

Andrew Prendergast, [Motorcycle Monthly](#), November 2017

2. Will I really have to give some of my sick pay back?

In September, 2016 I was knocked off my bike by a car driver who didn't see me and pulled out of a junction. I was unable to work for three months and was signed off by my GP once I was out of hospital. I recently went to see the third party's medical expert. I have just been sent his report and it says that only one month off work was reasonable. This is ridiculous as I was in hospital for the first week. Now I may have to repay my employer for three month's sick pay, yet will only be getting a month's pay from my opponent. How is this fair?

Answer: If your employment contract contains a subrogated claim clause, it allows your employer to claw back sick pay paid to you from the compensation you receive. If you've been to an appointment with the Defendant's expert then I assume you have had your own expert's assessment too. Check what your expert said.

If he/she has not commented on this, you can put specific questions to your expert, enclosing all medical notes and asking them to comment on the reasonableness of the time off. Your GP might also be prepared to write a letter to assist you.

You could also check your employment contract to ensure there is a claw-back provision. If so, speak to your employer and explain the position in the hope that they only claw back the amount you actually receive for loss of earnings in your claim. I find that employers can often be sympathetic in this regard.

Andrew Campbell, [MCN 2017](#)

Parish Notices *-Simon*

The Club riding year is again upon us; why else would we be having snow?

The first ride of the year is scheduled for Sunday. I intend riding from Severn View services to the Granary Café in Hay-on-Wye for lunch. It won't be a long ride as it's likely to be very cold, but at least it will give us the opportunity and excuse to get out and ride.

AGM

The AGM is tonight (Tuesday 27th Feb) at the
 Meet around 7pm for a 7:30pm start. We're always looking for new faces to help on the Committee so please have a think about giving us a hand, even if it's only advice with no fixed role. Hope to see you there.

Skills Course

This year's skills course dates are now fixed and there is some more information on the course and an application form enclosed with this issue.

Foreign Bash

The Club foreign bash this year is just about organised, apart from some final checking. I intend leading a group to northern Spain, taking the Ferry down to

Santander. We'll spend a few days riding around the area then make a break for home, riding back up through France. 7th to 15th September, inclusive. I'll issue more details fairly shortly.

Finally, I'm sorry that I haven't been on top of this job properly recently, which is mainly down to having to care for my father. As he ages, it's an ever time-increasing occupation for me which leaves less and less available time to do my Club work. Please accept my apologies if this has inconvenienced anyone.

Wanted - Ride Leaders for 2018 *- Helen*

If you can lead a ride this year can I ask, plead, beg you to get in touch and give me a date or dates and 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 very much.

Helmet Cameras *- Stu Bullock*

Having watched the proceedings against two Devon riders on local news last year, I thought about when the 'too risky' light in our heads should operate, and what we can do to fine tune our sense of preservation. A quick search online demonstrated to me that the 'modern' style of recording every facet of life with some kind of recording device is alive and

well amongst motorcyclists as well as other sections of our community. Let's call it 'bike art'.

Just let me put one thing straight. Whatever people want to do is fine by me. There are some things I won't do, so if they are made compulsory or cause me to lose enjoyment, then I'll start a fight. Otherwise, in my view people are welcome to jog on with their chosen activities without any judgemental comment from me. Many riders can be a bit on the naughty side once in a while, but what creates the safety boundaries for individuals?

Most of you know I was a cop and an investigator, so I've seen a lot of life's moments of 'character building' episodes. Rules of evidence are: Best rule, direct evidence from a Mk I eyeball and a fair turn of descriptive phrase. Equally best, pictures or film of the event taking place. Just think about how many times you have heard complaints about the number of CCTV cameras across our country, in shops, Banks, streets, on security personnel. They produce best evidence, pure and simple. The cost of an investigation is massive, but evidence on film only takes the time to look at the footage of pictures. The cops love it, and ask for motorists to give them footage of outrageous behaviour, so they can institute court proceedings at little cost. Marvellous.

So, on 2 July 2017, Devon cops were directed to a motorcycle accident on (or as it happened, off) the A381 near Halwell. One bike, one rider, one bend. Simple. One camera however shows much worse. It shows the 'crashee' pursuing another rider along these narrow winding south Devon lanes and even records the speed of the second bike. It perfectly shows the moment, approaching a gradual right bend over a brow, when endeavour exceeded ability. Rider brakes, bike stands

up and goes through the nearside hedge. The following gyrations of the camera are spectacular, a bit like watching a shirt in a washing machine, but the old throat gets a bit lumpy when you realise it is attached firmly to the rider. The rider didn't die, so a bit of a laughing into your hand is OK, you might think.

Naturally the attending cops take possession of the rider's camera. Oh yes, a money-saving device as no further investigation is required. What were the conclusions? Rider 1 (30yrs), with camera, and rider 2 (29yrs), in front of 1, did not know each other before that day. So, the film showed rider 1 doing 91mph in a village with 30mph speed limit and 102mph in a 40mph limit. Rider 1 achieved a maximum speed of 118mph in Devon lanes. Rider 2 could be seen in front of rider 1 throughout the film clip up to the crash. Ipso facto, these little monkeys were racing each other. Verdict: Both guilty of dangerous driving. Both disqualified for 1 year. Both ordered to complete 180hrs community service. One of these guys was a lorry driver! Just think of the financial cost of getting back onto the road, and finding a job, in June 2018.

Conclusions:

- a) Is the activity worth the result?
- b) At what point should common sense have kicked in?
- c) Apart from speed cameras, there are now recording devices just about everywhere, including the vehicles we often pass. So, why carry a device that shows direct, best, first-class evidence of what is in effect criminal behaviour? Refer back to a).

You might say that the risk to life and limb was enough, but would further rider training have made any difference, do you think?

Judge for yourself, but it is not for the faint hearted:

<http://www.bbc.co.uk/news/uk-england-devon-42663743>

ADAS –bad for us? -Morton

Agricultural Development and Advisory Service? - No, **Advanced Driver Assistance Systems**. Seems like a great idea - avoiding collisions and accidents must be good. Well, there is concern that these systems don't currently cater sufficiently for bikes, and may even *increase* car-bike accidents. The European motorcycle accident in-depth study, MAIDS, found that about 37% of all other-vehicle to motorcycle accidents involved a driver perception failure, i.e. the driver may have failed to see the motorcycle. These may increase as drivers depend more and more on ADAS, potentially *becoming less attentive to other vehicles*.

A study of current production vehicles equipped with forward collision warning systems noted worrying results when the other vehicle was a mid-sized motorbike:

- Bikes were inadequately detected in **40% of trials**.
- In nearly 17% of the bike trials, **no alert** was presented to the driver of the other vehicle.
- For stopped bikes, in 44% of the trials, the alert was provided late, and in **24% there was no alert**.

These failings may arise because ADAS development focuses on avoiding crashes that are car-car, car-pedestrian or car-bicycle. These obviously don't explicitly cover car-motorbike accidents, maybe due to an assumption that if a system works adequately for cars, bicycles and pedestrians, it will also work as well for motorbikes. Fortunately, ACEM (the Motorcycle Industry in Europe Association) is on our side, and is pushing for motorbikes to be explicitly included in ADAS tests in future.

Eddy's Approach to Racing

Castle Combe rounds 8 and 9

WHAT a weekend, blazing sun, all 3 paddocks rammed with the most amazing machinery, from classically ancient to ultra-modern, from shoe string to deep pockets. Thanks go to Patrick Evans for sharing his tent with me again.

Talking of paddocks, again I was staggered by the number of casual acquaintances who took the trouble to welcome me back from my 'incident'. Ali Vowles on her BBC radio Saturday breakfast show gave me the opportunity to promote IAMroadSmart, the trackside commentary box also waxed lyrical on my advanced training message, so I was told. As for actually racing, well I finished upright! Saturday morning's practice found me feeling very vulnerable but the morning qualifier was much easier. Ciaran Bligh Championship class leader - what an ambassador for the sport and his sponsors - told me I did not have to sit at the allocated grid position but could tell the marshals I would start from the back. That was a considerable settling influence for the afternoon's main race also.

Sunday's qualifier found me again quite settled but at the afternoon's final 8-lapper I was so off even my own pace that I retired after 2 laps to get out of the way.

As for my pace? Well the really fast boys - Josh Day and the like - 1.10. The quick ones on our grid 1.15-ish. The middle pack 1.23 to 1.30 and me - well, my fastest was 1.41 (4 seconds faster than my slowest at 1.45) - there's consistency for you!! On the first race I came 18th, the second 17th, with 18 and 17 runners in my group respectively - a comfortable last in each case.

On a more positive note, over Avon Rise I topped 146 mph, my fastest ridden speed ever and still managed to over-brake to be uncompetitively slow through

Quarry - and all on stock brakes. A little more wear on the front tyre showed that maybe I was getting a little braver with later braking into the corners, but with an embarrassing amount of lean angle in hand, considerably more than on the tyres I had just replaced.

The pictures show the tyre mark on my rear cone after Donnington's incident (the cone was broken in 3 parts) and the repaired version celebrating Neil and Ann Leigh's AEAventures' sponsorship in the shape of replacement race leathers which Martyn Buckland features in his Fb picture.



Bike Sales in the EU down

Overall sales fell last year by 8%, with the main markets performing as follows:

COUNTRY	Change	2017	2016
Italy	5%	204,579	195,405
France	0%	162,808	163,335
Germany	-19%	140,667	174,624
Spain	-12%	136,180	155,004
UK	-18%	97,713	119,889
EU	-8%	749,431	814,725

Electric bike sales increased by 16% overall:

COUNTRY	Change	2017	2016
Spain	136%	1,166	495
Italy	55%	292	188
France	54%	1,270	823
Belgium	19%	121	102
Germany	-19%	477	586
Sweden	-26%	89	121
UK	-57%	99	228
Austria	-67%	228	691
TOTAL	16%	3,742	3,234

Diary of Events

New items in red

February

Sat 24th & Sun 25th WSB season starts,
at Phillip Island

Tuesday 27th - AGM

*

7:30 pm start. Come and have a say in the running of your Club.

Simon Gough 0117 973 4120

March

Sunday 4th - First ride of the season

Meet at _____ t 10:15 am

for a 10:30 am start. Lunch at the

_____. Not a long ride in view of the cold weather.

Simon Gough 0117 973 4120

Sunday 18th - Haynes Bikers Breakfast

Haynes International Motor Museum, Sparkford, BA22 7LH from 9 am.

Thursday 29th - Club Ride to Exmoor

Meet at _____

at 9:45am for a

prompt 10 am start.

Stu Bullock 07711 898178

April

Saturday 4th - Club Ride to Croome Park, Worcestershire. Meet at the _____

for a prompt

10 am start.

Stu Bullock 07711 898178

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.

Minutes of the AAMC Committee meeting, Tuesday 20th Feb 2018 at 7:30pm at The New Inn, Farmborough

1. Present

2. Apologies for absence

3. Update on any changes at RoSPA

Simon reported that there had been no developments and that the current RoSPA regime would be unlikely to be interested in working with small, independent clubs in the foreseeable future. The subject will be dropped from future agenda.

There was a discussion about how this would impact on club tutors and the running of the Skills Development Course. Simon reported that, as all involved are members of the DIA, the legalities will still be covered.

4. Website: Nothing to report

5. 2018 Diary: Work is ongoing to fill the remaining dates. Helen is trying to finalise this for issue in March.

6. 2018 AGM : To be held on 27th February at the

There was a discussion about vacant positions in the forthcoming year. This led to a further discussion around safety on rides with reference to the club's ride rules.

7. Biker Down/BikeSafe/events

Biker Down – there had been no information from Gloucester [Simon Ross]. The dates for Dorset were available but the location of the events unknown. Dependent on this there may be minor interest from the periphery of our area.

Bike Safe – Ian Marriott has left the organisation. Details from their website as follows:

Bristol – events on 20th May/16th September were already fully booked for delegates.

Gloucester – events on 22nd April/15th July were again fully booked. Spaces available on 7th October.

Devizes – events on 3rd June/23rd September were again fully booked. Spaces available on 14th October.

It was felt that the club would only support the Bristol events, as the other locations were too far out of our catchment area, and even the Bristol events had not proved successful in recruiting new members.

8. Working with BAM

Simon had received an email from John Crawford at BAM which had been forwarded to committee members. It highlighted the success BAM has in test passes but that they struggle to retain members. After a discussion about this it was felt that the BAM proposal was possibly that there could be closer collaboration between BAM/AAMC. JC has sent a subsequent email stating that these were his personal thoughts only and that he hadn't taken over at BAM yet. It was decided to wait until he had before considering the matter further.

9. Bashes 2018

Stuart had issued details of his North Yorks Bash on 15th – 18th June.

Simon has decided the format for his Northern Spain Bash on 7th – 15th September but has yet to book it.

10. View from the saddle reminder

March – Chris, April – Simon, May – Jim, June – Jaimie, July – Mark, Aug – Keith, Sept – Al, Oct – Adan, Nov – Andy

11. AOB

Simon had received an email from Paul Long about 'Ride the County 2018' on Saturday 19th September in aid of the Air Ambulance. It will take the form of a treasure hunt. Details will be put in Treads.

The Skills Development Course dates were given:

Wednesday evenings: 21st March, 11th & 25th April, 9th & 23rd May.

Saturdays: 24th March, 14th & 28th April, 12th & 26th May.

12. Next meeting: 8th March at the New Inn.

Meeting closed at 22.00.