



# TREADS

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

The AUGUST 2021 Newsletter of AAMC

## EDITORS BITS – Stu Bullock – 07711898178



The above is our first Honda ST1100 Pan European from 1990. In this scene we are at the edge of the Parc naturel regional des Grande causses, near the River Tarn in France. We were on our way towards Beziers and stopped for sustenance and another map scan. No satnav for us in those days.

The bike came from Taylors at Calne, was their demonstrator and they took my “rather immaculate” (their words) Honda VF1000FF in part-ex.



*Loaded for Eastern Europe Tour 1995*



Honda MAC 1998

I've owned three of these motorcycles over several years, but rode many more for Honda MAC training scheme. They are now considered modern classics and good ones are sought after.

The last one I owned, I sold in around 2003. It had about 50,000 miles on it. The new owner took it to the USA and when last heard about, had covered 200,000 miles with regular servicing and no major issues

**The Burning Issue** of fuel, a reminder, because September sees the introduction of petrol with a higher ethanol content than is current. Called E10, it replaces E5 and the important bit is that E10 may not work in your classic bike, or car, or your garden machinery engines.

What we know as Super Unleaded will be produced for now as E5, and classic bikes/cars may have to rely on that.

If you want to know more, check out;

<https://www.gov.uk/check-vehicle-e10-petrol>

## **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;

### **FIRST WEEK OF SEPTEMBER 2021**

Submissions accepted:

- In MICROSOFT WORD format. (May be edited to fit available space).
- Photo's as separate JPEG files, not 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.**

## **VIEW FROM THE SADDLE – Jim**

Ignition..... Power..... Transmission!

Motorcycle engines produce power to a greater or lesser extent but, whatever the amount, it is not generally sufficient to move the vehicle just by the force of the exhaust gasses alone. There are one or two honourable exceptions – Guy Martin's planned land speed record bike and the 'production' Y2K – that use gas turbine engines from aircraft but the majority of motorcycles need some device to take the power from the engine / gearbox to the back [driving] wheel.



Over the years there have been open and enclosed shaft drives, belt drives and the far more common chain drives.

Shaft drives are heavy and expensive to produce and have never become the norm as they did in the car world. However, although often seen as the transmission of choice for heavy tourers, they have been applied to all types of bikes from the humble 150cc LE Velocette, to the exotic MV Augusta America via the off-road Honda XLV750R.





The plus side to shaft drive is that it is clean and low maintenance.

Belt drive was the original drive of choice. In the early days of the twentieth century most bikes were driven by leather belts. These required frequent attention, often snapping or needing a link removing. It was common practice to carry a spare as shown on this early Norton. [The chain is for the rider to pedal uphill to 'assist' the engine].



The development of the drive chain with its greater reliability saw the demise of the belt. There has been the occasional comeback [a few Kawasaki's, BMW and big cruisers/Harley's] but it has never made a wholesale revival apart from on twist and go scooters.

So that brings us to chain drive. The chances are that most of your bikes have been driven by this method. It is cheap to produce, efficient [in terms of power lost during transmission] and flexible [in allowing gearing to be changed easily]. It is also dirty and requires regular maintenance and replacement. I would have gone on to say that the manufacturers aren't interested in this aspect but BMW recently announced that they've created a motorbike chain that needs no lubrication and no tension adjustment. The maintenance-free unit is a factory option at a relatively modest charge when compared to the total cost of the bike. It remains to be seen if this eventually makes its way to budget brands.

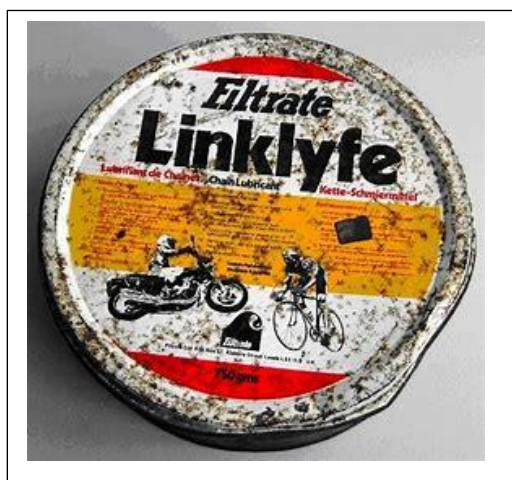
Another method of reducing the drawbacks to chain drive whilst still keeping all the advantages is to enclose it. This has barely been seen since the 1970's and, even then, it was restricted to commuter bikes generally. My guess is that this was a styling issue but, personally, I don't think that the MZ / Yamaha TR1 options were too ugly and who would have seen it behind the banks of chrome exhausts on 1970s superbikes anyway?



We are left with the exposed chain and trying to keep it lubricated to reduce friction, heat and wear. Whilst some may apply any old oil to the chain – including used engine oil [cheap but ineffective at best] – most will use some sort of proprietary aerosol spray which have become far more effective over the years, noticeably in their 'fling off' resistance.

I wonder whether anyone has used, or even remembers, a product called 'Linklyfe'. This looked like an overgrown tin of shoe polish. After

cleaning the chain to get all the muck off [in petrol of course!] and removing it from the bike, the idea was to heat up the solid wax, drop the chain in and boil for a few minutes to allow the grease to penetrate all the links and rollers. That done, the chain then needed to be hung up to allow the wax to cool and solidify with any excess dripping back into the tin for use another time. The now fully greased chain could then be fitted back onto the bike to repel all that Mother Nature could throw at it. The process was surprisingly effective. Not surprisingly there were a few drawbacks. Firstly, it STANK! Any teenager using the family's kitchen stove probably wouldn't get the opportunity to do so a second time. Also, the tin of now molten grease and the weight of the chain had to be carried by a flimsy tin handle that was only too eager to tip the contents onto the floor! I wonder why it is not so popular now?



*(Oh dear, I think I've had a flash-back! I used such a tin of wax/oil mix to 'cook' the chain from my brothers James Captain. It appears that during the hanging process, I may have allowed some of the chain wax to get into my mother's cake baking tin. Needless to say, I was charged without direct evidence, forced into penal servitude (stock our pub shelves for weeks without pocket money) and made to eat the cake. Yes, it did pong! Ed).*

### THOUGHT FOR THE MONTH



### LEGAL QUESTIONS – Andrew Dalton

**Disclaimer:** The legal advice and statements contained within this/these article(s) is correct at the time of printing. Andrew Dalton is a trial lawyer, with White Dalton Motorcycle Solicitors.

**Q1:** I was zipping to work on my Harley-Davidson. The traffic was chokka so I started overtaking it using an area of white diagonal stripes.

Despite it being a 60mph limit, I was doing around 50mph. Up ahead I could see a Corsa start to indicate and swing out to do a U-turn. I flashed him a few times and beeped my horn. I thought he had seen me, as he appeared to hesitate. However, he then swung out. I managed to get on





the anchors, but skidded and t-boned the side of the car.

The matter went to trial and whilst I won, the Judge said I was 20% to blame for the accident because of my speed, because I had time to see and react to the Corsa, and because I was overtaking on the stripes. I am not happy and have threatened to sue the Judge. I need to stress that the striped area was bordered by a broken white line.

**Answer:** The Judge has made a decision after he has heard all of the evidence. You cannot 'sue' him, but you could try and appeal the decision if the Judge has got it wrong legally.

Rule 130 of the Highway Code states: 'If the area is bordered by a broken white line, you should not enter the area unless it is necessary and you can see that it is safe to do so.' It is arguable it wasn't 'necessary' for you to be overtaking using the striped area.

Whilst not riding in excess of the speed limit, a Judge may well have been entitled to find you were riding 'too fast in the circumstances' e.g., overtaking stationary cars on the stripes, and that you failed to react in time to a hazard you had seen. Eighty/twenty in your favour sounds like a fair result and appealing could cost you a lot of money. Get full legal advice before making your next move.

**Andrew 'Chef' Prendergast, White – Dalton Solicitors.**

**Q2:** If you have a modular or flip-up helmet warm weather can tempt you into riding flipped up, as it does most of the Metropolitan Police in the summer. But is it legal?

**Answer:** The answer is that it is not illegal, and this is not me taking a jurisprudential point. In English and Welsh law, which is a common law system, everything is legal unless it is made unlawful. Because Road Traffic law is governed entirely by Parliament the law is contained within statute. Statute is interpreted strictly and, this may come as a surprise, in favour of the accused. If you want to delve into the law it is contained in a short 1998 Statutory Regulation.

The tests can be summarised as:

- (i) Is the helmet type approved to International or British standards?
- (ii) Does it have a strap?

The key test is ECE 22.05 which is an international UN treaty. Even though the UK is out of the EU and all European treaties, your helmet won't become illegal because the 1998 regulations stand alone in UK domestic law and your helmet will remain internationally legal under ECE22.05.

So, on those rules, riding flipped up does not breach the law, if your helmet is British Standard 1869:1960 or ECE 22.05 compliant, but riding unstrapped does. BS alone would be quite scary as it has not been updated since 1975.

So, in short. If you want to ride flipped-up the criminal law does not stop you. However, there are potential legal consequences. If you ride flipped-up and you suffer an injury or an exacerbation of an injury directly caused by being flipped-up (the obvious risk being to your jaw but less obviously rotational forces generated to the neck through the raised chin piece). It could be argued, with some force, that

your use of the helmet could amount to contributory negligence.

There is no decided law on that point. There is a general acceptance, supported by precedent in England that riding with your strap undone reduces your claim by some 10%. If you sustain a head injury, and riding with your strap undone is a criminal offence. So, riding flipped-up could fall within contributory negligence, but I am far from convinced.

If you really want to have lovely airflow on a hot ride I would go open face, possibly using a giant hipster beard as impact protection: an open-faced helmet could not constitute contributory negligence any more than the driver of an open topped car being hurt if their car rolled could constitute contributory negligence.

Finally, there are now 'urban' helmets which are approved, internationally, with the chin piece down or up. Riding flipped up with one of these would not create legal difficulties.

**Andrew Dalton**

**Artivert – Andy Strapz ([andystrapz.com](http://andystrapz.com))**

**Tested by Richard Newland, Motorcycle News, for 2 months/600 miles.**

If you've ever had a close call with a bungee strap, due to their eye threatening, paint damaging hooks, you'll be keen to use luggage straps that don't pose the same risk.

These Australian made, 2" broad elastic straps will hug your luggage with a death grip but don't roll up, slide off or cut in like Bungees can. They loop onto themselves with a long, double Velcro fastening and will work to secure kit either direct

to your bike, a rack, or even to other luggage panniers. They don't have the versatile range of adjustment of RokStraps, but they do offer a broader contact patch. So long as what you are strapping is within their operating range, they are superb. Multiple lengths are available. Nice big 'grab-tabs' also make it easy to stretch them into place. Super secure to use and rugged as heck.

Available from [www.nippynormans.com](http://www.nippynormans.com)



### **AND FINALLY – Ed**

I've been watching the new series of The Motorcycle Show, presented by Henry Cole. He really is an infectious giggler. So far, I have learned:

The A35 goes *through* Abbotsbury.

The Old Station near Tintern is in Somerset.

I don't know what I would do without Henry?



*Henry Cole - The Motorcycle Show - episode 9*

# 2021

## AAMC CLUB EVENTS

### Helen

Please send your club event dates and descriptions to Helen, as above, and a club events calendar will then be published.

Where club events are detailed, it would be sensible to contact the ride leader to confirm final details and let them know you are attending.

Keep an eye on the Club WhatsApp page for last minute changes or additional rides.

- Please be sure to arrive at the starting point promptly, with a full tank of fuel.
- Each club run will have a **ride leader**, who leads the group, and a **sweeper**, or 'Tail End Charlie', who stays at the rear of the group.
- At any junction, deviation or situation which may cause confusion as to the route to be taken, the leader will signal to the rider immediately following to pull in and stop at the point of route deviation, often referred to as being '*dropped off*'. This person should indicate to following riders the correct route to take.
- The '*dropped off*' rider will re-join the ride after the **sweeper** has passed, and then pass the **sweeper** when it is safe to do so. (ONLY if the **sweeper** indicates to do so should the '*dropped off*' rider re-join the group in front of the **sweeper**).

- Overtaking within the group is permitted, provided it is carried out safely and with courtesy and consideration for **ALL** road users.
- Please advise the **ride leader** well in advance if you plan to bring a *guest rider*.

### AUGUST.

### SEPTEMBER.

Wednesday 15. Stu Bullock 07711898178

Meet at Shell fuel/Burger King site, off Southfields Roundabout, Horton Cross, TA19 9PT in time for prompt 10:30hrs start. About 40mls, 1hr.1/4 travel to Dorset.

Lunch, The Boat That Rocks, Portland Marina, DT5 1DX. Menu at [www.tbtr.co.uk](http://www.tbtr.co.uk)

Return to Haynes Motor Museum Café, BA22 7LH, about 42mls, by approx. 14:30hrs.

If you can let me know if you ARE coming, the intended lunch stop will appreciate numbers.

### OCTOBER.

### NOVEMBER.

Sunday 7. Final organized club ride of 2021. Simon Gough.

Saturday 20. AAMC Plug and Grub annual dinner. Helen Chamberlain 07885 578105.

### **Non-Club Events –**

#### Tewkesbury Classic Vehicle Festival

Date: Sunday 22 August 2021

Event Address: Tewkesbury School,  
Ashchurch Road, Tewkesbury GL20 8DF

Website: <https://tewkesburycvf.org/>

***BMF DISCOUNT CODE.***

**Code for 2021 - CLB21TAH**

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.



