



TREADS

www.aamc.co.uk

EDITORS BITS – Stu Bullock

Happy New Year. I hope you had what you wanted from Santa, (I won't say deserved, as that's a different thing altogether).

What weather! Muddy and wet, with fallen branches and so on has curtailed my riding. Still, tyres are not getting used up, so some silver lining.

I hope you were not too surprised at receiving a December TREADS. My fault for not reading the small print. However, if I can do it, I will.

The first major club news was an email from Morton, which follows:

I've decided it's time for us to leave AAMC after 8 happy years, now that I'm old(er) and slow(er), and my tastes run to trundling rather than "making progress".

Many thanks for all the training and company club members have provided to me and Elaine since we joined. I've no doubt that our riding is much safer than it would have been without that input.

Safe and happy riding to everyone in 2020 and beyond. Best wishes, Morton.

Personally, I am sad to see Morton leave but fully understand the reasons. He should not be allowed to go without a rousing "thanks for all you have done for the club", as he worked very hard to produce TREADS for so long.

So, on behalf of all club members, Morton and Elaine, do have a happy 'retirement' from AAMC, with great respect and fond memories from us all.

AAMC MEMBERSHIP RENEWAL 2020 – Tony

It's that time of year again!

Membership renewal is due at the end of December and the process is now digital to reduce admin.

All you need to do is:

1. Enter your name and mobile number onto the word document attached to the November Issue of Treads and email to membership@aamc.co.uk
2. Arrange a bank transfer for the relevant membership fee to the AAMC account shown on the form – INCLUDE YOUR NAME.
3. Note: If any of your details have changed in the last 12 months please fill in the appropriate box – if in doubt update and I will check we have the latest info.

If you have any queries or want an emailed membership form contact Tony by emailing membership@aamc.co.uk or call 07891 126850

Response to TopTips – Braking (December 2019) – Eddy

Big round of applause for Stuart for getting the mag out for December and particularly for going into print on his own account on the subject of braking.

To me the physics of a motorcycle is a never-ending source of interest. Including the elusive and sometimes surprising answer to questions

such as; 'What happens if.....? Or 'How does that actually work?'

My thrust is going to stem from p 136 of Roadcraft which encourages the reader to the view that braking in a bend causes the machine to sit up. This is a common view but one which I consider can be successfully challenged.

One simply has to look at MotoGP, BSB or WSB on the telly to see riders braking right into the apex of a bend, one can often see 1 or 2 downward gear changes (system overlap) during braking followed by a positive pressure on the bar to sit the bike up and fire out of the bend (acceleration phase)

I know, I know, we are not racers but the physics remain constant. The essential difference between road riding and racing is that in road riding safety trumps everything, in racing, speed is what is required. Common to both is that staying on board is a good plan. The old saying 'To finish first, first you have to finish' holds good for all time.

So now we are all on the same page – or at least, hopefully, the door is open a crack - what is happening to the machine?

When I tried my year at club racing I rather too slowly for my own health figured out that road riding, SSV, simply wasn't competitive. In fact, as I learned to my cost (after being rear ended when banked over on Craner Curves on Donnington) it put me at risk. The reasons being 2-fold; firstly my line into the bend was way too wide (who needs to maximise view on a race track?) and secondly my braking point was way too early, thus to the rider behind who crashed into me and who was no doubt focussing on his reference point for braking, or even his exit line, I would have appeared in his peripheral vision as if from no-where – a racing incident resulting in a messed up machine and broken collar bone. He was fine – lucky boy!

To the question 'When is a motorcycle most stable in a bend?' the answer is 'When it's under positive gas'. So, when racers brake

into the bends they must be consciously sacrificing stability. The result, however, is additional speed. The balance between the two, we might speculate, is the reason Marques falls off so often in practice, he's trying to find the optimum of that trade -off.

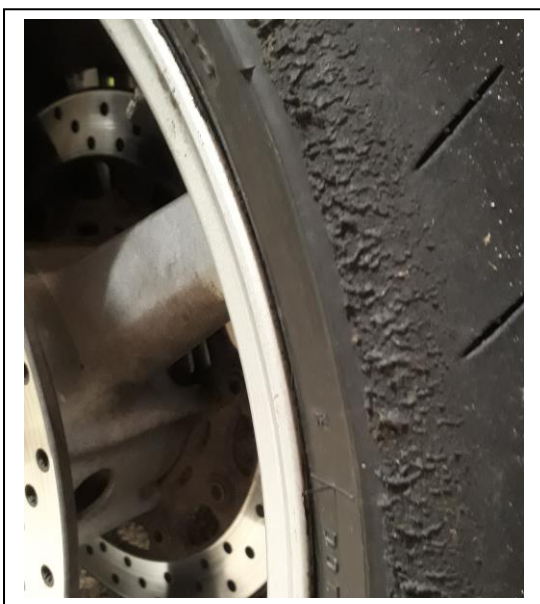
"Well", I hear you cry, "They have race rubber and sophisticated suspension and extraordinary skill levels;" all true, but that doesn't alter the basic physics.

The second area to ponder is turning ability: 'When does a motorcycle turn best?' to which the answer is 'When the front end is loaded'. So, as road riders riding into bends, we go through IPSGA Information, Position, Speed, Gear, turning input, followed by positive throttle (Acceleration) on a safe stable line through the bend.

The racer's rhythm will be different. The braking point will be later, very delicate to start with (to get some compression through the forks onto the tyre) then getting progressively firmer once that front end is compressed. This results in huge grip at the front end (upon which the whole bike hangs) into the apex. There will almost certainly be system overlap in that using the front wheel in this way means the clutch (if you have one) can be used, to effect 1 or 2 down changes right into the bend. Allowing positive drive with high revs on the exit.

So, let's pick up the whole essence of where we now are, braking front loads the bike, a bike turns most efficiently when front loaded i.e. can turn tighter than with a balanced or rear load. Now translate all that into a road riding situation where we have misread a reducing radius bend - a tightener. Roadcraft suggests that braking will sit the bike up yet by now we can now see this doesn't have to be the case. If we have followed IPSGA and reduced our speed for the bend we are about to discover we have misread, we will have selected an appropriately responsive gear; so, what do we do as, to our consternation, the bend continues to tighten? Well we can try using acceleration sense (the ability to control the speed of the

machine in response to changing road and traffic conditions by accurate use of the throttle) and roll off a little. This will put more load on the front end and thus enable the machine to turn tighter. If this is insufficient, we can use the brake. I haven't tried this, but my guess is that if we snatch or stab at either brake the machine may well sit up (as per Roadcraft), however if we trail brake (a light pressure only) either front or rear all we are doing is re-enforcing the roll-off and enabling the machine to turn even tighter. Eventually tyre grip trade off will suggest that the front tyre will lose its grip and we will low-side.



Picture showing tyre wear by braking into bends

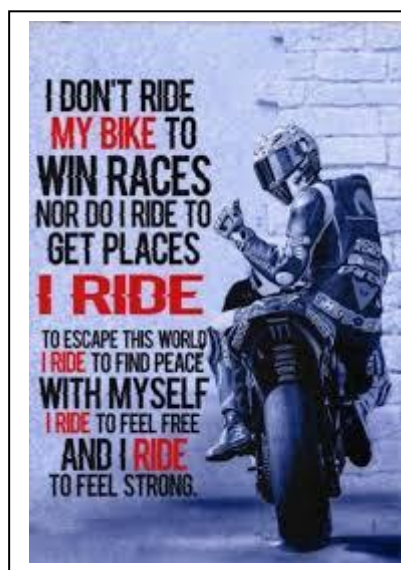
This is exemplified on the track where most 'offs' are low sides. A classic example of the opposite was in the final 2019 BSB round at Brands where an unfortunate rider was spat off accelerating out of Graham Hill bend when his rear end broke away and then re-established its grip.

One final point to ponder; when I was being shown this technique back when Ron Haslam's school was at Silverstone, the instructor was at pains to ensure that I understood the importance that having loaded the front end to turn, it would be a bad (and destabilising plan) to release the front brake too soon, or too abruptly, as that would take load off and therefore reduce grip on the front wheel and

the kitty litter beckons. The other thing when racing is that the circuit is just that, riders build up a vast number of reference points, when to brake, when to turn, change gear, etc etc. all of which are adjustable, this is not realistically available as we road ride.

However, when we next pile into that bend a little on the warm side we might now have some new weapons in our armoury to get us out of jail. They do however require some finesse. Might the suggestion of track or skills days on a circuit might be a good starting point to practice and experiment?

THOUGHT FOR THE MONTH



Motorcycle TopTips and other unlikely stories - Stu Bullock

This time we are going to have a close look at Observations. (Close look – Geddit)?

Basically, using a pair of Mk I eyeballs whilst riding a motorcycle. Those Roadcraft aficionados amongst you know that this is a biggie in Advanced Riding Circles and, as often happens, comes with some decidedly dodgy advice.

I've tried to cut the cr.... errr nonsense to give you the basic requirements. Its then up to you to practise and develop in your own time.....

TopTips – Observations

Observations are simply, what we see. Or, what we have to take in from all potential hazards, from the movement of other road users, weather conditions and the road surface, fixed hazards such as junctions, brows of hills and changes to white lines and signs. Some signs may not be clear or immediately visible or make sense.

It is vital for safety and an important tool to understand, how to use your available road width. Road position can be altered to gain view. Think how you look ahead as you walk through a crowded street. The further ahead you look the more people you bump into. This situation changes with less people, as you can then walk more quickly and look further ahead without risk of collision. Apply this basic analogy to your riding in busy and less busy traffic situations, whilst looking ahead.

You are looking for links to any hazards there may be ahead. Look for road signs, oncoming traffic, hedge lines, telegraph poles, street-lights and so on as these things will provide vital clues as to what is ahead of you. Use your road position to defend yourself, such as from opening car doors. Be wary of altering road position and putting yourself into greater danger. Start by using the road between the 'tyre tracks', and gradually widen your usable space for road position, as you gain experience and confidence. Think tactically.

Just a brief word on how some trainers break up the lane they are using into thinner strips, in order to demonstrate changing road position. Just be careful that you don't fixate on a place in the road, rather than avoiding a hazard.

Your planning has to be based on information gathered from far ahead of you, and include what is happening as well as what might develop. You also need to scan from side to side, and include the foreground. Don't neglect what is going on behind you with other road users. We need to assess what is happening, what could happen, and what we can do about it. Keep scanning, looking around, thinking and assessing the risk to you in every situation.

For instance, a cross roads is always a **HAZARD**. The **RISK** increases with the addition of other road users. So, each time you meet the same hazard, the risk will be different and may require a different line on approach, or a different speed and gear. Constant observation and assessing of every situation will lower the possibility of confrontation. If for no other reason assess the potential hurt factor to you each time you think you may be at risk. Hurt and expense – neither are good.

Would you be ready to turn into a low bright sun? Consider the problems of being suddenly unable to see clearly, or of a driver being unable to see you through a windscreen.

There really isn't anything to gain by trying to go as fast as you can everywhere. You need to be able to measure your speed against oncoming traffic and your approach to hazards. Keep looking & assessing and try to create TIME and SPACE, your passport to safety and an essential skill to learn. Trying hard to go fast in modern busy traffic situations will usually create frustration for the rider, and can lead to fatigue setting in early. Being relaxed and smooth is a better option.



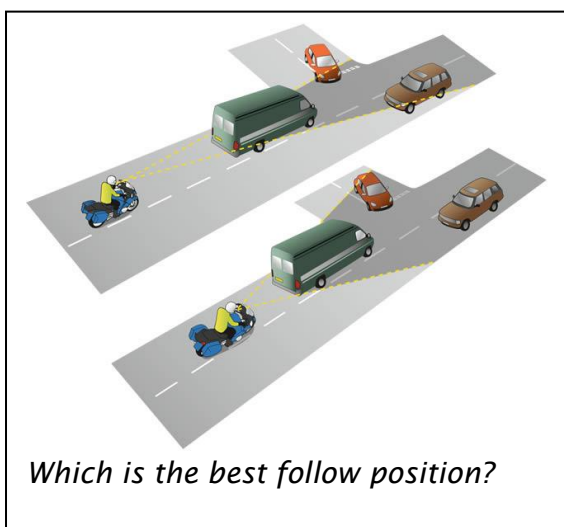
Road surfaces that change in colour may mean the level of grip has reduced. Your forward observations should detect any such changes as well as any deposits on the road that have a potential to reduce the grip of the tyres or deflect the front wheel. White or other coloured paint, thick white markings such as those found at mini roundabouts can be slippery, especially when wet. Traffic calming systems often have road humps or protruding kerbs that can create a risk if ignored or not

seen in time. Loss of grip can lead to loss of control. Ouch!

In order to give you time to see hazards and be able to react smoothly. You should create TIME to react and SPACE to manoeuvre. Be aware that whatever speed you are travelling at will be your reaction time in feet. In other words, approaching a hazard at 40 mph means that if you see the need to brake suddenly, you may travel 40' (just over 12 metres) before you get the brakes on. You then of course, have to stop, which may be difficult on a dodgy road surface. From some of the accidents I went to in my Cop career, it is obvious that many riders consider they have enough time to get the brakes on. They do not allow for the time it takes to stop in a controlled way.

As you lean the bike into corners, remember that you lose braking ability and some grip. Once again, looking ahead will allow you to identify bends that may have road surface problems, which are a constant factor. You will be wise to slow down before entering such hazards to allow for the tyre grip trade off. More lean means less braking force can be applied.

The grip your tyres have on the road will change as the angle of the machine changes. An upright bike can take more braking and acceleration. You need to plan your approach to hazards so as to be able to brake and accelerate in the best places. Think of where road surface problems can occur; gravel, spilt fuel, farm debris and so on.



You should be able to **stop in the distance you can see is clear**. Use a two second gap between you and other traffic. However, if a vehicle pulls across your path do not fixate on it. Look for an escape route and start to turn, braking gently as you do. We all make mistakes but we need to limit the impact of an error by taking swift decisive avoidance action. Keep looking, thinking and planning at all times.

What you will find is that by being smooth with everything you do; you will have a greater degree of control over the 'bike. That will increase your confidence. Try to be smooth when gear changing, braking, steering. Combine that smoothness with looking well ahead and making assessments.

Linking together the things you can see with the things you can expect can help your assessing ability. Look at the white lines ahead and see if the whiteness fades as the lines begin to bend left.

What that can mean is that oncoming traffic habitually crosses those lines. You could expect an oncoming vehicle any second. You may slow, take a lower gear and change your road position. You may also consider what else could be lurking just out of sight.

Whilst looking at other vehicles, things like a foreign number plate should cause you to react. Is the driver looking like they know what they are doing? Can the driver see you from the drivers' seat in his vehicle? If in doubt, create some space.

The list is endless and you will develop IF you concentrate and keep looking. Also, **FAST first won't always be smooth. SMOOTH first will always be fast.**



LEGAL QUESTIONS – Andrew Dalton:

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

Q1. Urban myth has it that If you apologise for a collision, it is an admission of liability.

Urban myth also considers you liable if you offer to repair a scratched fairing or cracked mirror after a minor knock. This proposition is also nonsense. An apology, or offer to fix, is not an admission of liability. Said urban myth is unhelpfully recycled whenever you get one of those, 'what to do In the event of a collision,' cards with your Insurance certificates. Admit nothing and call us is the general gist. And here is your insurer's motive: it is not to keep you from opening yourself (and your insurer) to liability for losses, it is so your incident gets filtered through the 'collision management' circus that pays insurers so handsomely.

If you decide to sort things out between yourselves, then the insurance brokers do not get the chance to: move your bike to a storage compound at £25 per day; arrange an engineer's report at £180 (with the engineer assessing 20 or more vehicles at one location); keep the vehicle for three weeks; organise an exorbitantly priced hire vehicle at north of £100 per day and then inflate your premium for five years. The second 'income stream' is keeping the dispute open so both parties get spanked for five years' worth of loading. And finally, even if you have a non-fault prang, if it is run through your insurers the fact you have had a claim marks you as being a higher risk so you will get a loading.

Fair? No. But fairness is not a factor in insurance. The real law is simple: prior to the Compensation Act 2006 an apology for a collision was treated by the law as a matter of good manners with no legal consequence. Likewise, an offer of redress, if unaccepted, had no legal consequences. Occasionally when I was a junior lawyer I had equally junior opponents arguing that an apology amounted to an admission, but this got short shrift from

every Judge who would, without fail, regard an apology as a normal human reaction and of no value in determining blame.

Since 2006 it is now a matter of clear statute that 'an apology, an offer of treatment or other redress... shall not of itself amount to an admission.' However, if you offer to repair someone else's vehicle and they accept you have an agreement, that is different. That becomes a matter of contract...

To become formal, in Civil Law, and for an admission to be binding (and even then, not totally binding) it must be in writing and is governed by Part 14 of the Civil Procedure Rules, and must follow a formal notification of a claim. And even in these formal circumstances the Courts are relatively forgiving about allowing a formal admission, in writing after having received legal advice to be withdrawn. So, you saying 'sorry' for clipping a mirror and offering to pay is both good manners and legally irrelevant in so far as your insurers are concerned.

Andrew Dalton - Bike Magazine June 2019

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?

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, to which the UK subscribes as a member of the EU. Even if Brexit results in a complete crash 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 - BikeMagazine
August 2018**

NB: The law changes all the time, so while the answer was correct at the time of writing [Bike Magazine June 2019], things may have moved on – so check before making any decisions!



Club events are clearly marked; other non-club related events in blue text.

JANUARY 2020 – HAPPY NEW YEAR

21 January 2020 – Motorcycling event - Edd

I am giving a talk at 7.30 at the Fox and Hounds pub, Nursteed Road. Devizes, SN10 3HJ. It is called 'A motorcycling cornucopia - 60 years of mucking about on and with bikes'. It's an open house and any AAMC members would be very welcome.

EARLY 2020 CLUB EVENTS NEWS

14 – 17 May 2020 - Celebrate 60 years of the BMF

<https://www.bmf.co.uk/news/show/bmf-announces-60th-birthday-celebrations>

**Friday 5 to Monday 8 June
AAMC CLUB WEEKEND BASH 2020,**
Stu Bullock – 07711898178.

Hotel: Premier Inn, Rhuddlan, North Wales, LL18 5UA.

Please book your hotel and let Stu know you are attending at bullock.stu@gmail.com with

your email and mobile details. Further details will be provided nearer the event.

4 to 5 July, BMF EVENT

National Road Rally
nationalroadrally.co.uk

Thursday 9 to Sunday 12 July 2020

AAMC CLUB WEEKEND BASH

Nigel Dean - 01454 885343 - 07736 275406 -
nigelwestdean@gmail.com

Hotel: Y Talbot hotel in Tregaron, West Wales.

As this hotel is now full, please see the list of alternative accommodation at the end of this edition of TREADS.

If you are attending, please book your accommodation and let Nigel know.

Tewkesbury Classic Vehicle Festival – Sunday 23 August 2020

Sunday 23 August 2020 will see The Rotary Club of Tewkesbury stage their popular Classic Vehicle Festival at Tewkesbury School Playing Fields, Ashchurch Road, Tewkesbury GL20 8DF.

The event features a spectacular display of over 1000 classic vehicles, from the dawn of the motoring era, to pre-war, post-war, American classics, custom cars, hot rods, supercars, motorbikes, those of historic and engineering significance to modern classics. It's not just cars either . . . over 200 classic motorcycles will be on display, with all the major marques represented.

New for 2020 live music with the marvelous songstress Betsy Harmony and the 'hot rockin' powerhouse vocalist Jon Clare who will be belting out classic hits from the 195s and 60s. 110+ quality trade stands selling everything from car accessories, autojumble, memorabilia to jewelry and crafts, plus a large dancefloor and a wide selection of catering.

The annual event is a must-do on the classic car show calendar. It's a superb family day out, whilst raising vital money for worthwhile causes!

Display Vehicles and Advance Tickets:

- Visiting car clubs welcome
- Classic Cars, motorcycles and other Vintage vehicles are priced at £5.00 via online pre-

booking (driver included), passengers also £5.00 (on the gate price £7.50). Due to the event popularity pre-booking is advisable to guarantee a space for display vehicles. <http://tewkesburycvf.org>

- General public admission tickets are now available priced £5.00 (on the gate price £7.50). Children under 12 years old go free. <http://tewkesburycvf.org>
- Gates open at 9.00am for display vehicles and 10.00am for general admission.
- Trade stands pitches are 3mx3m at only £30, available to book via the website and always sell out.

The ticketing provider is the Everyman Theatre Cheltenham. You can book online computer 24 hours a day, 7 days a week <http://tewkesburycvf.org>. Tickets can be collected in person at the box office Mon-Sat 9.30am-6.00pm (not Bank Holidays) or print at home by choosing the Print at Home option. You can also book by Telephone on 01242 572573
Please note: Dogs are not permitted on site.

BMF DISCOUNT CODE.

Code for 2019 – CLB19FJH

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 benefits.

WANTED – Ride Leaders for 2020

Helen

Mob:

ALSO WANTED – Club ride/event reports.

Just a few words in WORD, or email, I'll sort out grammar/spelling/punctuation. It's OUR club and we need to know what is happening. In order to associate – we need to communicate. – Stu Bullock, Editor

TREADS - NEXT PUBLICATION 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 at the latest by;

MONDAY 10 FEBRUARY 2020

Contributions for Treads are always needed, whether they are motorcycle related or of general interest!

Please don't be shy, as I will be very pleased to accept articles for publication consideration, preferably in MICROSOFT WORD format. I will carry out a grammar/spell check. Please understand that submissions may be edited to fit available space.

If you have a comment about anything you see or read in TREADS, please let me know and I'll put those comments in TREADS.

Please submit 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.

Stu Bullock.

E-mail editor@aamc.co.uk

Nigel Deans west Wales Bash – Additional Accommodation

The Y Talbot Hotel, Nigel's base for the weekend is now full. The owners have kindly provided details of alternative accommodation, should you wish to attend. Once you have booked, please let Nigel know so that he can email everyone attending in one email.

Nant Yr Onnen

Located about 500 yards up the hill past the abattoir. One B&B room and also a barn that sleeps 4. 01974 299346

Maes Y Felin

50 yards from Y Talbot. Two bedrooms. sleeps 4. Self catering.
Gwilym and Demelza 01974 251217 or
07940 835428

Brynteg

About 7/8 minutes walk from Y Talbot. Sleeps up to 8 with 3 double and 1 twin bedrooms. tel 01974 298274 or 07815 764603 , speak to Delyth Owen

Dol Wen Bronant

07792 134657 Very nice B and B

Brynarth

Four star guest house near Lledrod. Recently renovated. Evening meals available on prior request. Quiet rural location, v. comfortable.
bookings@brynarth.co.uk 01974 261367

Y Granar. Tan Yr Allt

400 yards from Y Talbot on mountain road. Shepherd's hut and Barn
The Old Fire Station, Chapel St.
Newly refurbished. Owners Nigel & Jan.
www.tregaronoldfirestation.co.uk
0845 644 3862 or 07855 428791

Other Accomodation
New Inn Llandewi Brefi
01974 298452

Black lion Bont
01974 831624

Stags Head Caravan Park - Mara Crutchley
Mara has two 6-berth static caravans available for rent.
Tel: 07540429768 Email:
marisia1279@yahoo.co.uk

