



# TREADS

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

The September 2016 Newsletter of AAMC

## Editor's Bits - Morton

Remember the Saietta e-bike (*Treads* Nov et al)? Striking styling, of which I was reminded when I saw this Zagato concept for MV Agusta. Wouldn't it be great if this found its way into production?



No use to me, of course - the crouch would kill me after a few miles. When I decided, sadly, that my Blackbird was too sporty for me, and looked at more upright bikes, I sat on a Guzzi Brevia 750 and discovered for the first time that my left leg was longer to the knee than the right one. The left knee was resting on the cylinder head, while the right one had clearance. This surprised me, as I don't lean to the right (in any sense), so I deduced that my right leg must be longer from the knee down to compensate. Common sense eventually prevailed, however, with the realisation that the cylinders on the Guzzi are offset, so the left-hand one is further

back:



Doh!

Another "Doh!" - in last month's *Treads* I left in people's surnames and bike details in Paul's excellent ride write-up. Entirely my fault, and I won't do it again.

I see Christmas cards have appeared in the shops (see one of the GWAAC cards below), so perhaps it's not too early to remind you what great presents club regalia makes! Order form at the bottom of this issue; let Sue have your requirements.



Finally, I see that 25<sup>th</sup> September is the date of this year's Distinguished Gentleman's Ride. To quote their facebook page, it: "*brings together over 50,000 well dressed gentlemen on stunning motorcycles for Men's Health across 90 countries. The goal for 2016 is to raise awareness and \$5m for Prostate Cancer Research and Suicide Prevention Programs.*"

*All participating riders must be registered upon The Distinguished Gentleman's Ride website (<http://www.gentlemansride.com/>) to unlock local 'ride details', and to be in the running for amazing prizes".*

Some nice pics of bikes at <http://www.gentlemansride.com/about/style-guide>

## Legal Question

### 1. Feeling a bit sheepish

*I feel a bit 'sheepish' writing to you but I read your column a month or so ago about the farmer's escaped pig and wondered if I have a claim.*

*I was riding my CBX1000 with my wife on the back. We went over a cattle grid onto common land. I spotted a sheep up ahead and slowed down, as did the car coming from the opposite direction. However, the sheep was obviously suicidal and the 'woolly jumper' threw herself in front of the car.*

*The result was the car nailed Mrs Sheep, she bounced off and directly into my path where I hit Mrs Sheep and fell off. Being a six-cylinder bike I have trashed three of the original exhaust pipes on one side and my wife has broken her pelvis. Can I claim against the owner of the sheep? Or the car driver who first hit Mrs Sheep? I have fully comprehensive insurance but I don't want to claim off it.*

### Answer

It's up to 'ewe' how you deal with this one. However, the owner of Mrs Sheep will not be held liable as the accident happened on common ground. This is different to where a farmer doesn't keep his fences repaired and a sheep escapes. As for the car driver, from what you said they have done nothing wrong so they won't be liable to pay you anything either. Therefore as far as your bike is concerned unfortunately you have the option of either paying and fixing it yourself or claiming off your insurance.

On the more serious issue, your wife can bring a claim against you for her injuries as she was an innocent pillion. That may seem odd but if she/you can get your heads around it there is insurance in place to deal with this i.e. your fully comp policy.

Andrew 'Chef' Prendergast, [Motorcycle Monthly, June 2016](#)

### 2. Fireblade Track Day

*I've trashed my new Fireblade and bust my arm after I fell off on a track day; I lost the front-end after I tried to overtake the instructor on a bend.*

*The track instructor told me to f\*\*\* off when I threatened to slap him*

*afterwards. He was lucky I had broken my arm, otherwise I would have given him a kicking. I tried to claim for my bike on my fully comprehensive insurance, but they told me to forget it, as they reckon I wasn't covered. Who can I sue? I'm well out of pocket.*

### **Answer**

You sir, are an oxygen thief and a drain on the planet's resources. From what you have said, there is no one to blame for falling off other than you. Don't go on a track day if you don't want to take the risk of falling off. It's a bit like a boxer moaning he got broken nose after fighting in the ring. As for insurance, if you haven't insured the risk of taking your bike on a track then you weren't covered when it went belly up. Suck it up.

Andrew 'Chef' Prendergast

[Motorcycle Monthly](#), June 18, 2015

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!

## **View from the Saddle -**

### **The future is .... 4 wheeled!**

August's Treads has just popped into my inbox which means that it must be time for me to write September's. As ever, the content of the 'Saddle' is not Treads- or AAMC-endorsed and just the thoughts of the writer. If you have strong views about the topic then do send your contribution to Treads.

Having ridden motorbikes now for many years I have seen how their usage has changed from transportation devices to fun playthings that often prop up the sagging (male?) ego. There may be an argument to say that this is a good thing but I will propose that it is not.

Go on any long motorway journey and you will see very few bikes, possibly none. I accept that for the rider motorway trips are not the most stimulating but I consider that the lack of motorcycles in everyday use and on all road types leads to a general lack of understanding and awareness of motorcycles by the general public and the media, who still portray a 'biker' in a generally negative manner.

Personally, I don't consider the outlook for motorcycling to be very bright. The bikes might be great to look at and thrilling to ride but, let's face it, they don't need to be that good – they are generally far more capable than the rider. They are expensive to buy and the owners are (rightly?) very precious about them and barely ride them. I think that there is a danger of motorcycles being left behind by practical (eco-friendly) technology and becoming irrelevant or (dare I say it?) illegal, in the sense of not to current standards, to own.

The main reason for developing new models seems to be that they can shave fractions of a second off the test track whilst out on the road they consume more than their fair share of petrol and tyres and need frequent servicing. Compare this to new models of cars which are producing the same power as engines twice their size from only a few years ago. At the same time emissions have dropped and fuel economy of most popular models has risen to levels that would shame most motorcycles. Riding a motorcycle now can no longer be considered to be the 'green' option, especially as cars will now automatically stop their engines in traffic. I return to the motorway scenario; bike carries 1 person, or 2 with (generally) reduced comfort, at 45 – 50 mpg or car carries up to 4 or 5 people at 50 – 70 mpg. Enough said.

Add the attitude of motorcycle dealers when compared to that of car dealers and you wonder why we bother to give them

our custom. Arranging a test for a prospective customer seems to be more than their job's worth, whereas a car dealer will let you try several models over a good, varied route – and it doesn't matter if it is raining.

My view is that until motorcycle manufacturers, dealers and buyers take their blinkers off then there is a strong risk of motorcycling being even more marginalised until it becomes invisible.

Over to you and the *Treads* post bag!

## Retest Experience

When I first joined AAMC back in 2012 I was only looking for some training to overcome confidence issues with my ride. I have been on two wheels since 1984, but upon reaching my late 40s, early 50s I felt a lack in confidence as I rode and this was really having a detrimental effect on the enjoyment of riding.

So in 2012 I was not that bothered about taking a test. But as the training went on, thanks to [redacted] I began to think of the RoSPA test as being a valuable goal to reach for, in the ongoing quest to improve my ride. It was not until 2013 that I eventually took my first advanced motorcycle test, following some one-to-one training with [redacted]

My 2013 test took place on the back roads around Marlborough and my examiner back then was [redacted]. I remember it was a horrible damp day towards the end of October, wet leaves all over the place, even more so on Rob's favoured routes: unclassified roads around Hungerford. Among the hazards to navigate, I had to deal with a driver suffering from road rage, annoyed at my insistence on adhering to the prevailing speed limits, a learner driver refusing to leave second gear and a combine

harvester stuck in a narrow lane, too narrow for the huge machine. As we picked up the road out of Hungerford for Chilton Foliat, I totally screwed up and instead of negotiating a tight left hander, with a right turn on the bend, I went straight on and into the t junction! Rob described this on my report as a slightly messy execution of a tight bend!

Once [redacted] and I got back to Marlborough golf course we went through the usual post-test debrief, where upon [redacted] announced to my relief that I had passed and then after the q and a, he awarded me a Silver grade.

Friday the 16<sup>th</sup> September 2016 saw me attend my first retest. A very stressful week at work, including the Friday morning before the test, left me feeling a bit run down. Nevertheless I would give it my best shot. The examiner this time was [redacted] (aka Rossy Advanced Training, or RAT). I met [redacted] at McDonalds, Cirencester, on a bright and sunny afternoon, if a bit breezy with thankfully no sign of the thunderstorms from the night before. As some know, I do have something of an aversion to wet riding!

[redacted] route for me saw us leave Cirencester and head off for Stroud, the same route I used last year for my AAMC ride. At Stroud we headed off for Slad and Cowley, roughly half way between Ciren and Gloucester, before emerging at the top of Birdlip hill on the A417. The narrow lanes out of Slad were strewn with loads of loose debris, the sort of thing which would wash out a front wheel at the slightest hint. On tight bends, Simon did appreciate my use of the horn to signal my presence. From Cowley and Birdlip we made our way back to Cirencester along the old A419 and back to the starting point.

[redacted] then conducted the debrief and we went through some Highway Code and Roadcraft questions before discussing my



ride. I achieved another Silver pass, which was a shame as I had really wanted to up it to a gold this time round. But to do that I need to improve consistency of speed and make some more progress. I also noted that I should and could have demonstrated more intent to overtake, even though in my view, the speed differential was too small for a safe overtake. I think nerves crept in a little too.

I suppose at the end of the day the positive way to view my result is to suggest that I maintained the standard I achieved back in 2013, rather than dwelling on not quite hitting Gold standard. But I am not about to throw in the towel just yet. I am already thinking of another test next year, if I can sort out some more training and resolve the demerits and see if I can't get that gold.

## CLUB WALES BASH 2017

- CAERNARFON, WALES

It has been pointed out to me that the Premier Inn at Caernarfon has increased in price for the above dates to a current £213. I did say that was likely to happen.

However, there is a nearby Travelodge that, for the same period, costs £79 as an up-front payment, or £112 with a cancellation policy as the Premier Inn.

If you are interested in booking, or changing your booking, please do check out the two sites for comparison: -

Travelodge:

[www.travelodge.co.uk/hotels/392/Caernarfon-hotel?checkIn=12%2F05%2F17&checkOut=14%2F05%2F17&rooms%5B0%5D%5BroomId%5D=relp5u320nzc0h&rooms%5B0%5D%5Badults%5D=2&rooms%5B0%5D%5Bchildren%5D=0&rooms%5B0%5D%5Bextras%5D%5B0%5D=](http://www.travelodge.co.uk/hotels/392/Caernarfon-hotel?checkIn=12%2F05%2F17&checkOut=14%2F05%2F17&rooms%5B0%5D%5BroomId%5D=relp5u320nzc0h&rooms%5B0%5D%5Badults%5D=2&rooms%5B0%5D%5Bchildren%5D=0&rooms%5B0%5D%5Bextras%5D%5B0%5D=)

PremierInn:

<http://www.premierinn.com/gb/en/hotels/wales/gwynedd/caernarfon/caernarfon.html?INNID=CAEBAR&ARRdd=12&ARRmm=05&ARRyyyy=2017&N>

[IGHTS=2&ROOMS=1&ADULT1=2&CHILD1=0&COT1=0&INTTYP1=D&B&SID=4&ISH=true&BRAND=PI](#)

Naturally the choice is yours.

We would love for YOU to be on the trip wherever you stay and have no recommendation to make about the various budget hotels.

All we ask is that, after booking, you let us know BY EMAIL that you are coming with us and let us have a contact mobile number for when we are on the trip.

Guided routes up, back and whilst there will be arranged IF you want to stay with the group. You will be more than welcome to 'go it alone' if you prefer.

The main thing is, it's your club and therefore your trip.

We'll be waiting for your email.  
Best wishes

## A Friday Night with Biker Down

I travelled up to Gloucester on blustery Friday evening foregoing my normal beers with friends and arrived at the very plush Skill Zone centre next to the Fire Station on Tuffly Lane Gloucester GL4 0AS. After an initial introduction of our instructors for the evening, who happened to both be ex-police traffic officers, we were led at a canter through the main topics which are:

**Module 1 – First on scene** – this module includes an introduction into the course followed by detailed input on risk assessment, prioritisation of activities, calling the emergency services and giving accurate details, parking safely on arrival, scene safety, hazards that can be encountered at an incident and how to

deal with each, managing adrenaline and generally staying calm and safe.

**Module 2 – First Aid** – this module covers basic lifesaving first aid techniques that can be applied when arriving first on scene. Covering: managing the airway, breathing and circulation of casualties whilst reiterating being mindful of the hazards detailed in module 1. The instructors also performed a ‘Motorcycle Helmet’ removal demonstration and allow participants to practise the correct technique for this.

**Module 3 – Avoiding the accident – Being Seen:** this module enlightens attendees with current statistics with regards to motorcycle accidents, the most common causes of motorcycle accidents including both motion camouflage and the looming effect. The module concludes with a discussion on some advanced riding techniques that can be used to reduce the chance of becoming involved in an accident.

**Module 4 – The Law** – this module covers various aspects of the law and how it can affect persons involved in an RTC (such as modifications to vehicles invalidating your insurance). It also covers the information the Police will require after a serious collision, what to expect from the Police after a collision, the court process including what to expect if you are required to give evidence and finally a ‘frequently asked questions’ session covering several other interesting topics.

Although a lot of what was being discussed was common sense there were lots of nuggets of information that were very useful and thought provoking. Accident scene management as you may expect centres on safety and minimising the risk to yourself the person in the accident and managing other road users (the most thought provoking part) Our instructors had some very scary stories of

idiots who just don’t care and will do almost anything it seems to get past and carry on their particular journey, which of course is the most important! I think most of us are also aware that motorcyclists and moped riders make up only 2% of traffic; yet they are involved in around 30% of all collisions where somebody is killed or seriously injured.

The Biker Down course is being delivered in partnership by a number of organisations who all have a vested interest in reducing motorcycle-related casualties and reducing the severity of injuries sustained, including: the Safer Roads Partnership, Avon & Somerset Police, Warwickshire Police, Hereford and Worcester Fire & Rescue Service, Midlands Air Ambulance, the Institute of Advanced Motorists (IAM) and of course RoSPA.

Designed for motorcyclists, pillion passengers and interested friends and family members of all ages and abilities (we had an 8 year old lad on our course who was frankly excellent), Biker Down is a free three-hour course which offers bikers the chance to learn practical skills to help avoid being involved in a collision, as well as essential first-aid training and advice on what to do should they find themselves first at the scene of a collision where a motorcyclist is injured. As explained earlier the course is made up of four modules: collision scene management, basic first aid and casualty care (including CPR and helmet removal), and ‘the science of being seen’ – advice on visibility and positioning. A lot of which we have covered on our AAMC Thursday evening training evenings, the good news here was that I was able to join in with discussions on ‘Looming’ which definitely made for a more interactive and interesting course.

Anna Higgins, Communications Manager at the Safer Roads Partnership, said:

“Over the past three years, there have been almost 500 collisions involving motorcyclists across West Mercia and Warwickshire, where someone has been killed or seriously injured. Providing bikers with some basic information about how best to manage a collision scene and how to provide basic first aid to a casualty before the emergency services arrive could help to preserve life and reduce the severity of injuries sustained.”

Anyone interested in attending a Biker Down course in other areas should register their interest by going to @ThinkSaferRoads on Twitter where details will be advertised. *[Locally, email [bikerdown@glosfire.gov.uk](mailto:bikerdown@glosfire.gov.uk) to reserve a place - Ed]*

Whilst researching this topic I chanced upon this little nugget of information: you can register your mobile phone to send an SMS message to the Emergency 999 number when in areas of poor phone reception. For a brief overview please check out the following link: <http://www.go4awalk.com/the-bunkhouse/walking-news-and-discussions/walking-news-and-discussions.php?news=710209>

So to summarise: this is an excellent course and well worth taking the time and effort to support it. As I mentioned at the beginning of this missive, I took this course on the Friday evening and then went out on an excellent AAMC ride with \_\_\_\_\_, where we happened to meet a lady who had sadly just ‘dropped’ her motorcycle whilst trying to complete a U-turn because she had managed to go down the very same road as we had erroneously pondered down.

Leaping into action we secured the area, made the scene safe and assisted the ‘Biker Down’ as prescribed by the course... In truth we picked her bike up for her, turned it around and made sure she had no serious injuries. Fortunately this

damsel in distress had the foresight and good sense to wear stout motorcycle boots and clothing which had done its job very well. Apart from a broken indicator lens, bent handle bar end and a few minor scratches to her steed’s paintwork, there was little to report. But I did think it was a good thing that I had completed some training as you just never know what’s around the next corner.

Please ride safe - All the best,

## Biker Down Workshops

-

Biker Down workshop dates for this season are detailed below: -

23<sup>rd</sup> September,  
21<sup>st</sup> October,  
18<sup>th</sup> November &  
9<sup>th</sup> December.

Please email [bikerdown@glosfire.gov.uk](mailto:bikerdown@glosfire.gov.uk) to reserve a place and we look forward to seeing you at SkillZONE.

\*

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](mailto: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.

# Diary of Events

## SEPTEMBER

### Sunday 4<sup>th</sup> **Shelsley Bike Festival**

Shelsley Walsh, Worcestershire, WR6 6RP.  
Discounted Advance Tickets, free parking,  
free side stand puck, free helmet park.  
[http://shelsleybikefestival.co.uk/whats\\_on](http://shelsleybikefestival.co.uk/whats_on)

### Sunday 4<sup>th</sup> **Wheels of Steel Bike Show,**

Tank Museum, Dorset BH20 6JG, 10am -  
5pm. Details of tank rides, bike displays,  
trader's village, classic bikes, café, custom  
bikes, etc at  
[www.wheelersmotorcycleevents.co.uk](http://www.wheelersmotorcycleevents.co.uk)

### Saturday 17<sup>th</sup> & Sunday 18<sup>th</sup>

#### **Nailsea International Bike Show**

The Royal Oak, 43 High Street, Nailsea,  
BS48 1AS

### Sunday 25<sup>th</sup> **The Distinguished Gentleman's Ride**

Bristol - to register and learn location:  
<http://www.gentlemansride.com/>

### Thursday 29<sup>th</sup> **Weston Bike Night**

6:00pm, Last of the year; Beach Lawns,  
BS23 4BG

## OCTOBER

### Sat 1<sup>st</sup> **Castle Combe Autumn Classic**

(car) race meeting

Sunday 16<sup>th</sup> **Bike Auto Jumble**, Churchill  
Arms Pub, Alderholt, Fordingbridge,  
Hants, SP6 3AA trade stalls, live bands

## NOVEMBER



# AAMC – Club Shirt Order Form

Name.....

Initials to be included on shirt.....

Address.....

.....

Post Code.....

Please tick your preference(s) in the following:

Male	Tick	Size		Female	Tick	Size	Tick
Polo Shirt (£25) Crew Neck Shirt (£12)		S (36/38) M (40) L (42) XL (44)		Polo Shirt Crew Neck Shirt		8 (30) 10 (32) 12 (34) 14 (36)	
		XXL (46/48)				16 (38) 18 (40)	
Initials Required				Initials Required			

Please send your completed form and cheque to:

Avon Advanced Motorcycle Club, PO Box 1170, Pensford, Bristol BS39 4ZN