



# TREADS

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

The January 2016 Newsletter of AAMC

## Editor's Bits – Morton

Do you remember a mention of the “Engine Addict” (Jimmy de Ville), who combined two Royal Enfield 500cc singles into a 1000cc twin to power a quad bike across a desert? I noted at the time that his next project used a Rolls Royce Viper turbojet engine, and I wondered what he'd do with it. It turns out that he used the Jet Provost engine to power a speedboat:



They called the Cyclone boat “Frank” – I guess after Sir Frank Whittle, who of course invented the jet engine. One thing that appealed to Jimmy de Ville (and to me) was that the engine is all mechanical – no tricky electronics to go wrong. It still churns out 2,700 pounds of thrust at 13,800 RPM, guzzling fuel at 18 litres/min. It pushed the Provost jet trainer along at 440 mph, but the goal in the programme was “just” to create a boat that floated, balanced both stationary and in flight – sorry, motion – while covering 10km fairly fast up Loch Ness. Tricky – achieving that in a small, light boat with a bulky engine weighing over 250kg. But

apart from a heart-stopping, sudden 180° turn and dead stop, the run was fine. Real engineers, these guys.

### Get Unhinged ...

... an unusual motto, you have to admit. It belongs to Vozz (not Voss) Helmets (<http://www.vozzhelmets.com/>), an Australian company making helmets that hinge at the top:



It's claimed to fit better, and with its smaller bottom opening, reduce lift and wind noise. Something that particularly appealed to me, following the *Biker Down* course, is that both the lower clips and the top hinge can be fully released, allowing emergency responders to remove it more easily from an injured rider's head. They are due to go on sale this month, at an expected price around £440.

### New Year's Resolution

I *will* contribute something to *Treads*. Go on – repeat it, *with feeling*, regularly, say every time you have a cup of coffee. You know you can do it – anything bike related or of general interest: the

best/worst bike you've had, the best/worst ride, maintenance tips, your member profile ...

## 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. Clause for Concern

I got bashed off by an ambulance. Ironic as I'm a policeman. The ambulance service admitted liability and I have just been offered £100,000 to settle my claim.

While that is a lot of cash, I need another operation on my ankle and my career might be affected. From this amount, my solicitor says the £17,000 I was paid by the police while I was off work has to be repaid to the police service as claimed in the court papers. Is that right, as I had a contract to be paid sick pay and I don't see why I should I repay it?

### Answer

You need to check your contract of employment. However, having represented plenty of policemen/firemen/paramedics over the years it is very likely your contract of employment will have a clause in it that means you have to repay your employer.

If your contract has it, your employer has a right to bring a subrogated claim for the money paid to you while you were off work if that reason was because of a negligent third party. To put it another way, your employer paid you so you suffered no loss. However, your employer did this even though you couldn't work. As such, they suffered a loss.

In summary, check your contract but it's likely to be right.

Andrew Prendergast, Motorcycle Monthly  
**November 2014**

### 2. Scrap Happy? Not Likely...

*My son, as a 16 year old, used to have a scooter which was registered in my name for insurance reasons – and also because my son is a bit of a numpty who won't deal with any paperwork.*

*As soon as he passed his driving test, he left his scooter outside our house where it has slowly but surely deteriorated. He had it under a tarpaulin cover, and after two and a half years of not being used, I got a mate in the motorcycle trade to look it over.*

*He said it was only worth its scrap weight, which was not a lot. I had organised for a scrap man to come and take the bike away, and ready for the scrap man to take the bike away, I took the cover off it.*

*I then had my door knocked on by a PCSO, who very officiously told me I was committing about 200 different road traffic offences, and when I tried to explain that the bike was about to go for scrap, it had not moved in two and a half years, the brakes were seized on, all the petrol had evaporated in the tank, the battery was as dead as a door nail, and both tyres were flat, so the bike clearly was not going anywhere, she still told me that the vehicle was a motor vehicle and it was covered by the Road Traffic Act 1988 and as such it needed to be insured, MOT'd and not dangerous.*

*I have now been summoned to Court for the offences of failure to tax and failure to insure – but nothing about keeping a dangerous vehicle on the road. These offences could, quite probably, cost me my job.*

*I drive all day for a living, and I have had a clean driving licence for 26 years. I am now told to expect between six and eight points for the insurance offence, along with a fine for not having the vehicle taxed. Nobody seems that bothered about the MOT.*

*Apart from arranging to have my son shot, or at least beaten up, is there anything I can do?*

## Answer

As a matter of law, the prosecution is right. The law on this point has evolved over the years, but the Magistrates Court are bound to follow a High Court authority which is very similar to your case. If a vehicle is on the road it must have MOT, tax and insurance.

If you had pushed the vehicle on to your drive you would have been committing no criminal offence. Because you are the registered keeper, it is your duty to keep the vehicle insured. You put the vehicle into your own name because you knew your son would not be bothered to tax or insure it so you wanted the reminder to come to you.

Unfortunately, the Magistrates are bound to follow the law, and once they follow the law, they are bound to impose the mandatory punishment of at least six points. The fact that you have got yourself into this position by your son leaving a bike registered in your name out on the highway to rot, does not really help you.

The entire band of punishment goes from the minimum six points, which is where I think you are going to be, to a possible 12 months disqualification. Not good for you. If, as I expect the magistrates will be merciful, because they can see this has happened by oversight and with no real criminal intent I suspect you are on for six points and a relatively modest fine, but I cannot give you any better news.

Andrew Dalton, [Fast Bikes](#) - December 2015

## Keith's request for club info - Morton

I checked with Keith before this issue, curious about the responses he'd had with information about the early days of the club. Sadly, there have been none. Surely *someone* has *something* to offer, even if it does mean you won't spend that time writing something for *Treads!*

Again, His email address is [keithvalwhite@btinternet.com](mailto:keithvalwhite@btinternet.com).

## Off-siding and straight-lining - Stu

Just recently I seem to have heard quite a bit of chunter about road position and cornering. So what have I been asked about? Off siding and straight lining, that's what. I didn't hear you groan did I? There seems to me to be quite a bit of confusion over what each term means. So, which is which?

**Off siding** is where the rider (or driver) places the vehicle on the offside of the road (that is to the right of the road centre) on approach to a left bend, to open the view ahead. The position can be adopted as a complete manoeuvre. It can also be obtained following overtaking by remaining on the off side of the road after the overtake. It may also be called an extended overtake position; because you took the position initially to overtake and extended it for the oncoming left bend. You note I refer only to left bends and of course I mean closed bends or those where view ahead is restricted, maybe by trees or buildings. It does not work for right bends in the UK.





You can imagine how it would be very easy to get into all sorts of trouble if you miss anything on the right, or ahead. The risk to the rider would be immense and so it would take excellent observation and planning to get this right all the time. There is also the question of whether other road users witnessing the manoeuvre would be misled as to the rider's intentions, or indeed alarmed by what they have seen. Certainly it would be well down my list of learning priorities for less experienced riders.

**Straight lining** is where you approach a series of shallow and open bends and you take a straighter line than the bends would usually require. That may mean crossing any centre line markings on occasions. The result may be increased view and stability. However, first of all the rider's view ahead HAS to include the whole of the road surface and any pavements or footpaths present. That is ALL, not some, or most, or 99%. The man and his dog may occupy the 1% and what a surprise that would be! It also does not mean taking a *straight* line, but a *straighter* line because you may want to avoid small road surface issues, white paint and drain covers. The same applies to other road users as above. What will the effect of your actions be on them?

Two things strike me: 1. Why? Don't make these manoeuvres a habit – too risky. Be aware of solid white lines. 2. Are these tactics adopted to go faster? Well of course they are. I've certainly carried out both manoeuvres in the past. However, I was responding to serious incidents and I was supported by blue lights and wailers.

NEVER sacrifice safety for position. ALWAYS be able to stop on your side of the road in the distance that you can see to be clear. NEVER adopt any position if it has no value or might mislead other road users as to your intentions. Our

responsibility as a road user is the safety of all road users.

Discuss.

## View from the Saddle

– Guest rider

In a departure from normal topics for the Saddle review, I thought I would look back at one specific aspect of motorcycling last year. It has to do with recognising sporting talent motorcycling and no, it isn't the fact that Iwan Thomas was knocked out of "Strictly" so early. Still, with that shirt, do you blame the voting public!



No. I am talking about Danny Kent and his amazing feat of becoming the first British motorcycle rider to win a world championship since Barry Sheene in 1977. He took the 2015 Moto3 title after battling hard all year. He is also the first British rider to win the lightweight class championship since 1969 when Dave Simmonds took the title. I, for one, am too young to remember that, but I bet there are members who do!



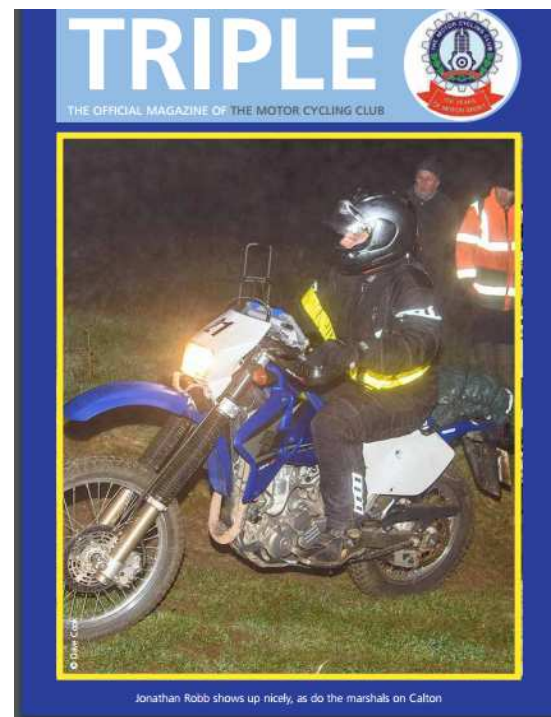
Maybe I am a bit biased! Kent was born (on 25 November 1993) in Chippenham, so he is a local lad, but surely his achievement warrants national recognition? It is not as though there haven't been many triers in the time since Sheene won. Jeremy McWilliams, Neil Hodgson, James Toseland and John Newbold to name just 4. None succeeded in the way that Danny has. And yet, when it comes to the BBC's annual parade of the good and great in Sport for the year, Danny is not mentioned at all. Indeed, we had to contend with two tennis players, three athletes, a gymnast, a swimmer and the not very pleasant boxer amongst others, but no Danny. It just goes to show that you can be a world champion and an achiever of awards that are few and far between, but if you don't fit the establishment's idea of worthy, there is no national recognition. Such a shame.

On a brighter note, I also read with interest that John Surtees was awarded a CBE in the New Year's honours list. Surtees, (born 11 February 1934) is a British former Grand Prix motorcycle road racer and Formula One driver. He is a four-time 500cc motorcycle World Champion – winning that title in 1956, 1958, 1959 and 1960 – the Formula One World Champion in 1964, and remains the only person to have won World Championships on both two and four wheels. Perhaps there is still a possibility for Danny in another 50 years if he keeps winning. In any event, good luck for the 2016 season Danny!



## The MCC – Morton

Since last time's letter from their PRO, I've had a look at the MCC website (<http://www.themotorcyclingclub.org.uk/>), and it's impressive: lots of background on the club and its three major events (as mentioned, with links, last time), and access to the latest newsletter, *Triple*, at <http://www.themotorcyclingclub.org.uk/documents/Triple124.pdf>



There's a video of bikes tackling the Fingle Bridge (Exeter EX6 6PW) hill section: <https://www.youtube.com/watch?v=cO7Q7qXxtac>

## AGM

Sandra has unfortunately decided to step down at the AGM from the Events Co-Ordinator position on the Committee, so we need to find a new person to help organise things. This year's diary will be finished well before the AGM, so it will be a matter of organising any extra events for the current year and then producing the

Diary early in 2017. If you think you might be able to help with this, please have a chat with a member of the Committee - especially Sandra, who knows the job best. Any help would be greatly appreciated.

## Club Meal - Saturday 20<sup>th</sup> Feb 6:45 for 7pm

Well firstly Happy New Year. I hope everyone's had a great break and is looking forward to hopefully a warm and sunny 2016. I'll be keeping my fingers crossed for good biking weather and great rides.

To kick the AAMC season off we usually get together for a meal in January. Well, it's all become a little frantic to organise and would be difficult to get numbers and orders in time, so we've had a change of heart and decided on Saturday 20<sup>th</sup> February. We also thought we'd move away from a curry this year and so I've booked Farrell's Restaurant in Temple Street, Keynsham. This is well situated and easily accessible for everyone, and has a very varied menu.

We need to pre-book and I'd be grateful if you could let me have your orders and money by Thursday 28<sup>th</sup> January. I know this is early but we'll be on holiday after this and I need to confirm numbers with the restaurant as early as possible.

There is a menu and booking form at the end of this Treads, so please complete the form and send it with your cheque made payable to AAMC to me. If you've got any questions please give me a call on 01275 838087 or 0787 6068756.

Thanks,

*Sandra*

## Events for the Diary

I know I asked Simon to send an email out and I've posted on Facebook, but as this is the first Treads of the year I thought I'd take the opportunity to put pen to paper, so to speak!

It would be much appreciated if you could contact me either on the phone numbers above or via email ([fry69@btinternet.com](mailto:fry69@btinternet.com) or [events@aamc.co.uk](mailto:events@aamc.co.uk)) if you're able to lead a Club Ride this year. I know I've said this before but your club does need your help to be able to put on a varied riding program. There really aren't any new roads out there, but there are still some good ones and perhaps you know one or two we don't.

I will start making phone calls to try and nudge people in the next few days, but it would be great to think I don't need to.

Many thanks,

*Sandra*

## Club Bash to the Massif Central

8<sup>th</sup> to 17<sup>th</sup> September, inclusive.  
Details from Simon later in this issue, after Diary of Events.

## UK Weekend Bash - May 2016

Details below, after Diary of Events.

# Diary of Events

## JANUARY

### Fri/Sat 8/9 **MCC Exeter Trial**

Based at Haynes Motor Museum, trial itself starts at midnight on the 8<sup>th</sup>.

### Sat/Sun 9/10 **Winter Classic Bike Show,**

Newark Showground, Lincs:

Trade stands, autojumble; pristine restored and maintained classic bikes. Stage chats between James Whitham and Steve Plater; Scooter World, with an Engine Rebuild competition and sprint champion Norrie Kerr.

## FEBRUARY

### Sat/Sun 6/7 **Bristol Classic Bike Show,**

Bath & West Showground. Classic auction on the Sunday

### Fri – Sun, 12 – 14 **London Bike Show,** Excel

4 Zones: Sports and Performance, Adventure (with 8 biking explorers), Custom and Classics.

### Saturday 20<sup>th</sup>. **Meal at Farrell's Irish**

**Italian Restaurant,** 44 Temple Street, Keynsham BS31 1EH. Meet there at 6:45pm for 7pm. Time for a catch-up with friends after the winter break. Further details and a booking form in January Treads.

## MARCH

### Wednesday 2<sup>nd</sup>. **Club AGM.**

Come and have a say in the running of your Club.

**Sandra Fry – 07876 068756**

### Sunday 6<sup>th</sup>. **Club Ride.**

Meet at the Cross Hands Hotel, Old Sodbury BS37 6RJ (on the A46 north of M4 junction 18) at 10:15am for a 10:30am start. We won't be going to Chipping Norton (if I can help it)!

**Simon Gough – 0117 973 4120**

### (Easter) Monday 28<sup>th</sup>. **Coleford Carnival of Transport & Autojumble**

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.

# AAMC Weekend Bash 13<sup>th</sup> – 15<sup>th</sup> May 2016.

Here are the plans for the popular weekend bash: -

**Dates:** Friday 13<sup>th</sup> to Sunday 15<sup>th</sup> May 2016.

**Location:** Liskeard, Cornwall.

**Accommodation:** Premier Inn, Liskeard.

Currently for 2 people in a double room 13/14 May 2016 = £102. Meals extra.

On site restaurant, Liskeard Tavern Pub Restaurant. Both hotel and restaurant have guaranteed standards with refunds available for instances of reduced standards.

**Meeting point:** Budgen's Shell Service area, Bristol Road, Bridgwater, TA6 4RR.

Directions: Leave the M5 at junction 23 roundabout towards Bridgwater. First roundabout with A38 turn left. Next roundabout straight on. Next roundabout Budgen's on right. Shell fuel, Subway food, Costa coffee, free parking available on site. Link: <http://www.budgens.co.uk/store-locator/find-your-local-budgens>

**Details:** We are using Premier Inn for accommodation. Liskeard Hotel, Haviland Road, Liskeard, Cornwall, PL14 3FG. On site restaurant; the Liskeard Tavern Pub Restaurant. Reasonable cost for reasonable meals and a menu available online (<http://www.premierinn.com/en/search.action>). Other restaurants and cafés in the nearby town.

For the best flexibility, we all make our own bookings. Current prices are above, as at 27 October 2015. Prices nearly always change as time goes on.

You can opt for a room with amendments/cancellation possible up to 13:00hrs on day of arrival, or include breakfast with your room, so very flexible. You can opt to pay on arrival with the support of credit/debit card details, so no need for deposits. Simpler all round. Meals are extra but good choices available. Everything can be seen online before deciding so please read carefully.

**Travel:** We will meet you at Budgen's Shell service area, Bristol Road, Bridgwater, TA6 4RR (see above) in time to leave at 10:00hrs on Friday 13<sup>th</sup> May 2016 for our hotel, approx 145 miles.

We will have a route planned so that we travel as a group and we will also have a ride out planned for Saturday 14<sup>th</sup>. Possible rides to South Devon / North Cornish coast either side of Plymouth. Dartmoor. North Devon / Cornish coast. Our return journey will also be planned and should get you back to the Bristol area by around 18:00hrs, Sunday 15<sup>th</sup>, approx 155 miles. You are welcome to travel independently if you wish.

**Next:** If you decide to accompany us please book your accommodation. Let me know by email and please include a mobile telephone number for use on The Bash. I will keep you updated regularly and advise you of any amendments and approximate travel weather/routes. Please keep me informed if your circumstances change.

**Stu and Sue Bullock.** [bullock.stu@gmail.com](mailto:bullock.stu@gmail.com)

07711 898 178 / 01823 661 916.



# 2016 AAMC Bash to the Massif Central

## 8<sup>th</sup> to 17<sup>th</sup> September, inclusive

The main Club bash for 2016 will be ten days away to the Massif Central area of France. The provisional details are as follows: -

- Thurs 8<sup>th</sup> Meet at Warminster Services for ride to Portsmouth. 100 miles.  
Evening meal in Portsmouth (early) or on ferry (late);  
8:15pm departure on 'Bretagne' for overnight sailing to St. Malo.
- Fri 9<sup>th</sup> 8:15am disembarkation in St. Malo, then  
Ride to Chateauroux for overnight stop in Ibis Hotel. 240 miles.
- Sat 10<sup>th</sup> Ride to Murat for 4 nights in Logis Hotel Les Messageries. 165 miles.
- Sun – Tues 11<sup>th</sup> to 13<sup>th</sup> 3 days riding around Massif Central area. 600 miles.
- Weds 14<sup>th</sup> Ride to Vareilles area for 2 nights in hotel. 150 miles.
- Thurs 15<sup>th</sup> Day riding around area. 150 miles.
- Fri 16<sup>th</sup> Ride to Laval area for overnight stop in hotel. 200 miles.
- Sat 17<sup>th</sup> Ride to Cherbourg to catch 'Barfleur' ferry to Poole. 140 miles.  
Ferry departs 6:30pm, arrives Poole 9:45pm  
Probable evening meal on ferry.  
Ride home to arrive just before midnight. 80 miles.

The hotels are: -

Ibis. <http://www.accorhotels.com/gb/hotel-1080-ibis-chateauroux/index.shtml>

Messageries, Murat. <http://www.hotel-les-messageries.com/index-gb.html>

Due to increased numbers this year, I have had to change two of my original hotels as they are no longer big enough to accommodate us. I will advise the new details in due course.

The hotel room costs currently are: -

Ibis	£ 55
Messageries £46 x 4 nights	£184
Vareilles £52 x 2 nights	£104
Laval area	<u>£ 52</u>
Total accommodation	<b>£395</b>

Breakfast is about £7.50 per day (extra), but varies from hotel to hotel.

For coffee, tea, lunch and dinner, I allow £30 per day, which doesn't include any alcoholic drinks. Total refreshment cost is therefore **£350** per person.

The total anticipated mileage from door to door is 1825, which will be around 180 litres of petrol (for me, at 47 mpg), costing around **£200** per bike.

The ferry costs currently are: -

Outbound £66.50 per bike

Cabin from £55 to £85. These are for a maximum of either two or four people, so you may want to consider sharing to reduce cost.

Return £59 per bike

Total ferry cost is therefore **£180.50**

So, the approximate total cost for one person on one bike, not sharing is: -

Accommodation	£ 395
Food and drink	£ 350
Petrol	£ 200
Ferry	<u>£ 180</u>
Total	<u>£1125</u>

This can easily be reduced, if desired, by sharing a ferry cabin and/or hotel room. You will, however, need to find someone to share with.

I have used an exchange rate of €1.35 to £1, which was current as at December 2015.

Please remember the costings include everything you will need to spend, apart from any alcoholic drinks. Holiday costs usually do not include petrol or food and drink, so please be careful if making comparisons.

These trips are always great fun and we have a real hoot, but we will be riding somewhere approaching 2000 miles in ten days, so please bear in mind the serious side to the riding.

Finally, the ferry and first two hotels are already booked for those who are coming, so if you would like further details on anything, or you're thinking of joining us on this trip, please let me know very soon.

Best wishes,

*Simon*

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Mobile 07774 835025

**P.S. I will need to close off bookings by Easter, so please don't delay.**