



TREADS

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EDITORS BITS – Stu Bullock – 07711898178

This edition is slightly longer than normal. I kind of felt you may appreciate something extra to read at this time.

Lockdown Ramblings, from Jim W , me and Andy B , should provoke your own biking memories. Eddie again entertains with some ingenious ways to make a two-wheeler move under power and Adan's View from The Saddle is a classic. Thanks to you all.

If *you* feel able, why not jot some thoughts and memories down to share with your friends and club mates and send off to me. Just remember to put your prose into a word document and have the spell check in English UK. If you have any pictures, please add them as separate documents, rather than embedded in the text. Its is easier to reproduce in a stable format.

You may be aware that Boris Johnson made an announcement on 10 May 2020, about how the Government intend to begin easing restrictions applied to deal with the Coronavirus Pandemic. The part that affects AAMC was that hospitality will not be released from restrictions until AT LEAST July 2020. **Please see the note in the diary page about how the club manages the new guidance.**

I hope you all keep safe and well during this time.

THOUGHT FOR THE MONTH

After hopelessness, there is so much hope and after darkness, there is the much brighter sun. Jalaluddin Rami. 13C

VIEW FROM THE SADDLE – Adan C

Well, what can I say? I was hoping this year, upon buying a second bike, that I would get as many miles in as I could fit in, along with a couple of small trips, but it now looks like this is going to be on the back burner for now, and I really hope that everyone is well and getting through these strange times.

I thought that it would be a good opportunity to talk about my new (old) second bike, and my first impressions all though I have only been commuting for the last few weeks, maybe taking a slightly longer way home, but if anyone asks, I live by Chew Valley Lake!

The bike in question is an 18-year-old, Kawasaki ZX9R and as I know Simon likes old bikes so I am sure he will be a fan! Buying it was a bit of an odd occurrence. There was a bike jumble sale in my local village hall and being a Sunday morning, I had promised to do something around the house. Luckily of course the dog needed a walk so this was a good excuse to escape. The sale is once a year, and is best described as group of people selling extremely random old motorcycle parts, nuts, bolts, mudguards, completely worn out useless tyres, etc and if you wanted a piston ring for a BSA Bantam there would definitely be one there but this time, there were a couple of whole bikes.

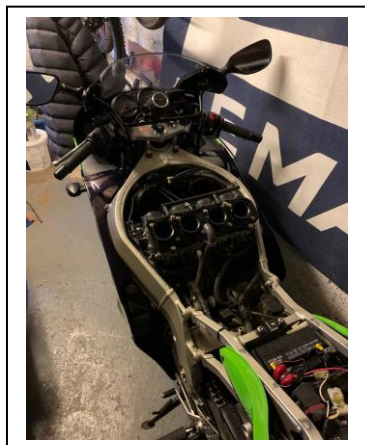
The Kawasaki was in the corner on a paddock stand, and the chap who was selling it is well known in the local area so I was very confident it was up together. Upon staring at it lovingly for a while, squeezing the brake lever and turning the handlebars that you **HAVE** to do before buying any bike, the deal was done and I returned from my dog walk with a new bike and a big smile. I had been looking for a second bike for a while, back when I had a

600, I used to do a fair few track days, and it is something that I would like to get more involved in with Castle Combe only being 45 minutes from Chew Valley Lake.



My first impressions are good, it is surprisingly quick in comparison to my other bike which is an Aprilia Tuono, but it is heavy in relation to anything I've had before so it always takes a bit of time to familiarize myself as I rotate them on my commute to work. I do intend on looking at getting a new rear shock to improve handling but at this moment in time I'm just enjoying it and its quite nice having a bike that I used to see on the roads growing up in the iconic colour, can you guess my age yet?

I think the key to owning older bikes is that they are so easy to work with. Shortly after buying it the choke cable appeared tight and grabby and after taking the tank and air box off to get to the front of the carbs (10 minutes work) I had the old cable off and new one ordered at a hefty £10. I have also changed all the fluids / filters including plugs and again it was very reasonable and with a Haynes manual for guidance where required very easy.



So, for now the next project is to manage the weight and make it handle a little better, after that I intend on fitting braided brake lines with a different configuration on the front. I was debating whether to remove the exhaust baffles and get the fueling sorted to suit, but all this is pointless until I improve the handling and stopping. I think my neighbors are also happier that I am using the Aprilia less, as the baffled Yoshimura is considerably quieter than the Akrapovic with the baffles removed!

In the meantime, I hope you all stay safe and well, and hopefully I'll see you on a club ride soon.

LOCKDOWN RAMBLINGS 1 – Andy B

I hope that you are all managing to keep yourselves amused during this surreal situation we currently find ourselves in, but apart from cleaning, tweaking or carrying out repairs to our bikes there's not too much motorcycle related stuff we can do.

To relieve some boredom, I thought I would reflect upon a few motorcycle related subjects; first motorcycle memories, what got me into motorcycles, favourite bike, favourite trip/journey, worst/most interesting breakdown and daftest thing done (not me, it was a mate!). So, having given these much consideration, I thought I may as well apply fingers to keypad.

My first biking memory takes me back to the early 60s, when a friend's dad took us to Mallory Park to see the Post TT International races (I had no idea that this is what it was at the time!). I must have only been 8 or 9 at the time so remember very little about it; except for the overwhelming smell of Castrol R!!! Addictive!

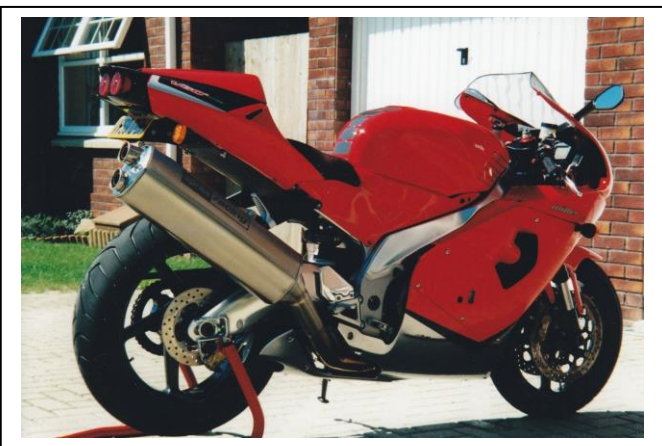
I can't really pinpoint any one particular thing that got me interested in bikes; perhaps the Post TT event (and Castrol R!) had wormed its way into my brain to lie dormant for the next few years? Or was it watching the Scrambling (before it became MotoX) on Grandstand on Saturday afternoons? Or going on the back of a mate's Norton Commando down to London for a bike show? Or going on the back of

another mate's Honda 750F1 to Mallory Park for the Easter Transatlantic Match Race?

Undoubtedly the one event that lead me to buy my first bike was the (yet another!) failure of the Mini Cooper S I had at the time; yes, I know it would be worth a fortune now if I'd have kept it but the snapped cylinder head stud really was the final straw!! So, having thrown it back together yet again it was sold and I went out and bought myself a brand new.....Yamaha XS250!! I think MCN at the time likened the performance comparable to that of a wet teabag! Probably no bad thing as it made it the perfect bike for learning on.....so on the 1st April (!) 1978 I took to the (very wet!) road on it for the very first time!

An overall favourite bike is a difficult one as I think just about every bike I have ever owned (many!) has provided good memories (with the possible exception of a fairly hateful Suzuki TS250!). If I had to pick one...jeez, this is almost as hard as choosing favourite music...it would be 2! Suzuki GSXR750 from 1997 and Aprilia RSV Mille from 2000. Did loads of miles on both, many of them in Europe; ultra-reliable, superb handling and wonderful engines.

A favourite biking trip is just too difficult to pick; perhaps going down to the Serra da Estrela in Portugal a couple of years ago? Riding across Mallorca on any Sunday afternoon?



Leading a mid-summer bike club bash up to Yorkshire? Many rides through France, including a very erm, progressive ride with a certain club chairman from a Gite, just north east of Limoges back up to northern France? No, sorry, impossible to decide!

Breakdowns have never happened! True, the aforementioned, hateful TS250 would misfire when the roads were wet but as long as I had a cloth and WD40 with me I got by. One puncture on the GSXR750 coming back from Brands Hatch after the August WSB round but remarkably, I had breakdown recovery so no drama there. My biggest problems have been with running out of fuel! Thankfully on most occasions it has happened within pushing or rolling distance of a petrol station but I did once run out of fuel on an autoroute on the Germany/France border and had to negotiate in pathetic French with a farmer to buy a couple of litres at an extortionate rate!

The daftest thing that I (no, sorry, I mean a mate!) did goes back almost 40 years; well, he was young and foolish.....but hey, weren't we all!? He'd been running a quiz night and was consuming ale in between asking questions, so by the end of the night he was just a tad over the drink driving limit. He could have ridden along the A65 safely enough back in to Leeds but no, the silly sod decided it would be a good idea to ride over Ilkley Moor!

He was doing OK until he came over a rise and missed the left-hand bend and instead went straight on and into a dry-stone wall. The rider himself thankfully cleared the wall only to hit a horse jump in the field beyond; 4 faults! The bike meanwhile, a very nice Honda CB750F (at least pre-dry-stone wall incident) suffered irreparable damage and had bounced back into the middle of the road in a myriad of pieces. Meanwhile, the slightly dazed idiot in the field climbed back over the wall and was grateful that the roadblock created by the disintegrated Honda at least prevented the on-coming car driving past and was therefore able to cadge a lift back to civilization.

Apart from huge embarrassment and a destroyed helmet, the only injury sustained was a stiff neck. The moral of the story? Don't be a dickhead!!

Let's hope this bloody awful virus leaves us before long and we can all get back to doing what we love so that we can create many more

good memories to look back upon in years to come...with hopefully not too many daft ones!

LOCKDOWN RAMBLINGS 2 – Jim W

Hi Everyone, I hope you are well. I guess that some will still be working, some from home and others will be at home waiting for the grass to grow so that they can cut it again. Anyway, I hope that you are all well, whatever you are doing.

Jan and I are still working full time so have plenty to do for most of the week. Jan works from home and does not speak to a real person all day making her a bit stir crazy at times. I go into the office each day as we have been designated as key workers. This increases the chances of getting the virus but it does mean that I have a change of scene and speak to a variety of people. To limit my exposure, I don't go anywhere other than work and home. It has been quite difficult to sort out shopping as it is impossible to obtain a supermarket delivery slot. We have at least managed to sort out the delivery of some basics locally.

Jan is very worried about her parents who are both 90 this year. Trying to sort things out, mainly stopping them from just popping out to the shops to get a few bits and pieces, has been stressful from 250 miles away.

We are very grateful that we live where we do in such a lovely area. It is possible to go for a local walk or cycle ride and benefit from the experience, even though it is really nothing special. We have been out on our bikes quite a lot.

I have also been able to get a few motorcycle rides in, all the way from home to work and back! When the options are extremely limited something is better than nothing. Sometimes I have taken a (slightly) longer route home for a bit of fun along the back roads. The old RD350 that I bought last year has been brilliant at this, providing maximum smiles in a very short distance.

Who knows how long this will go on for and when the official restrictions are lifted will we all



trust each other and want to go out anyway? Personally, I think that caution is the order of the day.

In the meantime, look after yourselves and hopefully we will be out on the bikes for a proper ride. In 2020???????

LOCKDOWN RAMBLINGS 3 – Stu B

I was 8 when I got onto my first motorcycle, a rusty heap of metal that had been festering on a farm near my home. 10 seconds later I had my first crash landing. The flat tyred relic was leaning against a chicken shed whose wheels turned as I climbed aboard the bike and, down we went. If only that had been the last!

About two years later, a 'sit up and beg' bicycle came into my household, with a rotary engine in the rear wheel. I lived in a country pub, so my parents were busy and often didn't get to know about my 'adventurous spirit', until the someone let them know. Then, my older brother purchased a James Captain, 197cc, and I felt it needed an intensive evaluation from me on a number of occasions. That bike didn't last long as he got into cars, but I was well and truly bitten by the 2-wheel bug.

I rode several other people's bikes and scooters and whilst 'walking out' with Susan, my wife now, her parents bought her a scooter. First a Vespa, which proved unreliable, followed by a Lambretta. Marriage meant no cash for motorcycles, then we moved to Bristol on my joining the Cops. We bought a house in

a little village called Nailsea and that proved the catalyst for a bike purchase.

So, a Honda S90 joined the household and served me well, commuting to Bedminster, Bishopsworth and Knowle Police Stations over the next few years. I was riding to Bristol City Football ground one Saturday, (overtime duty at a football match), when the bike seized up on the Long Ashton by-pass. Getting the bike back home and the engine stripped, I found the piston skirt had completely shredded itself for some reason. Bits removed, new one fitted, oil changed and off it went for another year or so. Brilliant machine.

Transferring to the Traffic Cops at Weston Super Mare, I felt a bigger engine would be better for the extended commute. The decision was brought forward following a 'bit of a spill' near the outskirts of Nailsea. I had ridden the S90 from WSM after a night shift and turned off the main A370 towards Nailsea. The next bit is a bit of a blur, but I found myself sliding bum downwards along the grass verge. Must have been someone else's fault, but fortunately a quick kick and a rub down and all was well. The bike wasn't damaged either.



The next machine was a Honda CD175, from Hillman's of WSM. I found it a bit disappointing and so returned to the shop. The mechanic sat on the back and I took him up the A370 towards Congresbury. After about a mile I heard the mechanic shouting. "Rev the nuts off it". I did as instructed and crikey, what a difference and a totally different riding style was born.

Not long after, I decided to take my test. The main reason was that I had been offered a crack at a Police Advanced Motorcycle Course, but it would be an advantage to have a full bike licence. The rules were then that a man walked out into WSM and you met him outside the Post Office. He then directs you to make a circuit left, then right. Then he checks that you can stop without falling off. However, on the right circuit, the bike began to falter. It just so happens that Hillmans was close, so I rode in, explained the problem. Plugs changed and all well again. The test guy apparently didn't notice the extra 15 minutes on the one circuit, so that was OK.

In 1979, I transferred to the Traffic Garage at Taunton. Due to the usual problems of losing several house buyers, I started work at Taunton while we still living at WSM, so the bike certainly put on some miles for three months until we eventually moved. Soon after I noticed a trail of exhaust smoke on occasions, so found a work colleague who would take the thing apart. I took the opportunity to replace some rusty body panels and mudguards, as they were metal originally. By now polycarbonate replacements were available; longer lasting and no threat of rust and of course, lighter. I ran that bike for several more years. At one stage it gained a full fairing, so much better for all weather commuting.

I eventually swapped that bike for a Honda CB250 twin, bought from a work colleague. Such a nice solid bike but a slight issue with the gearbox. In the USA, this bike is a 350cc. For the UK market, a 250cc was fitted but with the same gearbox. In a head wind top gear struggled a bit, especially two-up. I didn't keep it too long, and it was replaced by a Yamaha 400cc Custom. Lovely engine and gearbox but the cruiser style was not really to my taste. (Incidentally, the CD175 was bought locally by a guy in the military, and his son still has it).

By chance a Yamaha XV1000 TR1 came up for sale from a colleague at Yeovil. Now, this bike is the actual one shown in the Haynes Manual, because the owner was friendly with the Haynes family. What a lovely bike this was.

A twin cylinder 1000cc engine, so full of grunt, it really was a pleasure to ride.



It also had a fully enclosed final drive chain, so reduced maintenance and the first bike of mine to have the engine as a stressed part of the frame. The engine was well proven as it also powered the Virago range of cruisers in 1000 and 1100 variants. This bike took us longer distances across the UK and many fabulous memories were made.



We decided to go a bit up-market, and I answered an ad for a BMW K100C. I had a bit of experience with the BMW K series, although the C was an un-faired bike and very 'captain sensible'. We rode down to Bridge Motorcycles in Exeter and met Barry Anthony, the owner. We discussed bikes for a while and the K was test ridden by me. On my return, Barry suggested I try a Honda VF1000FF. I'm afraid to say, there was no contest. With stunning looks and performance, the Honda made the BMW look very tame indeed. A deal was struck and the Honda found a new home with us. We were able to do more touring and for the first

time on a motorcycle, toured France, after fitting a set of Krauser luggage.

Leaving a French motorway to head for the ferry Port near Caen, a French Cop tried to tell me I had been speeding from the Tancarville Bridge to his Péage. "Wot, moi Gov?" Showing my very best innocent face, I advised him that the attendant at Tancarville had waved me through the barrier. Therefore, there was no official record to support his speeding allegation. During our following conversation, he discovered I was a UK Cop and we then had a two-bike escort right to the ferry terminal. (*Frères d'armes*).

When the Honda ST1100 Pan European was launched in 1990, it pretty much took the motorcycle touring world by storm. It was fast (for its time) comfortable for all day touring, handled like a sportier machine (for its time) and was economical. Arthur Vincent, Vincent and Jerrom, Taunton, a dedicated Beemer man, asked me to run in his demo Pan European. We took a weekend off and toured Cornwall. What a machine. Loads of luggage space and masses of power, with Honda reliability. The only question for us after that weekend was, WHEN we get one, not IF.

Not long after I traded the VF for an ex demo Pan from Taylors Motorcycles at Calne. Yes, a long way from home but the deal was very sweet, and so had to be struck. Apart from some dodgy stickers (which soon came off) the bike remained stock for the time we had it. We toured the UK and Europe, helped by the addition of a Givi Topbox and custom pannier bags. Having had this bike for a while, we traded the Silver Pan for a brand-new shiny burgundy one, again, very well served by Bridge Motorcycles. We were now in a position to travel further and longer. The picture shows Sue and the fully loaded bike, as we set off for a 2-week tour of Eastern Europe.

We had this bike for a fair while, but in 1997 I retired from the Cops and started my own business, motorcycle training being a part of that. I obtained a great contract with Honda as

a Honda MAC motorcycle training instructor. Our 'job' bikes were Honda Pan Europeans!



I loved the bike so much but it was a great pleasure for someone else to be paying the bills. In 1999 I purchased a Honda VFR800F. I had stood beneath a bright yellow one working on the Honda stand at the Bike show and by the last day, had struck a deal for it to be shipped to Branson's at Yeovil for assembly. However, the suspension was replaced with Ohlin's, exhaust with a high-level Remus system; Harris rear sets; flatter bars and Bridgestone track day tyres. The final touch was a power commander engine control unit. What a difference. Gone was the rather lumpy V 'bumps' and now a smooth ride was produced.

I had been offered an opportunity to take groups around Thruxton, not as a race instructor, but teaching riders handling skills for road use. That quickly followed with a more permanent, and similar role at Castle Combe. The VFR was my track bike but more room in the shed was required to squeeze the fleet in.



Training abroad with a popular touring company was great and the Pan filled that role perfectly.

The Burgundy model was replaced with a black version, then a major change occurred. Whilst on holiday in Germany, I was tempted by some bounder with an offer that resulted in the sale of the Pan and purchase of a BMW K1200RS. Shock, horror.

Well, I still had the VFR, and shared the use between the two bikes. About a year later, our grey and red trimmed bike was exchanged for a white and blue K1200RS. Oh yes, I really liked this bike, even though it was very heavy. Also, a pity that BMW didn't buy Honda gearboxes!



BMW brought the K1200RS to the end of its life, replacing it with the lighter and more powerful K1200S. For quite some time I resisted changing because of the pretty bad press reports of overheating, poor electrics and some poor paint finish reports. With the miles piling on my K1200RS, I needed to change or I would not get a bean in part ex. So it was that an electric blue K1200S came from a dealer at Rednal, near Birmingham. Birmingham? Really? Well it came about because the dealer's premises lay on one of our training routes from RoSPA HQ, from where I worked at times. One of my 'little chicks' had a BMW that developed a problem and so we stopped off for a fix. Their offer for my bike was too good to miss and so the change happened. Although a fast bike, the K12 was not really a good allrounder, needing to be revved and constantly changing up and down the gearbox. However, we enjoyed the journeys and my, could that bike carry some luggage. That also

meant a fond farewell to the VFR, only because the two bikes were close in style.



Fortunately, BMW got the message and produced the K1300S to replace the 12. Now, this is how the model should have been from the start. Bags of grunt and power, so comfortable and also such accurate handling, even two-up. The black and grey model was followed by a red and white one, in anniversary markings, (don't ask who's) that I have now.

Most recently, the stable has been joined by a Honda CB1300 2005 model. No, I just could not go further without returning to Honda for an additional bike. However, the CB is poles apart from the Beemer, with no fairing, no electronic gizmos, a thumping great 1300 engine developed from the CB1000 'Big One' of the very early 80's.



During my time, I have also seen bikes come and go for my family. Sue's Honda 600 Hornet; Simon had a Yamaha TZR 250 and Honda

VTR Firestorm; Lee a Honda VT250F and Suzuki GS500E. (My daughter? She thinks motorcycles are the devils spawn).

During my Cop career, it was decided that a number of us should be trained to ride off road, in order to patrol areas of countryside and beaches that are in fact roads under the Road Traffic Act. When on a training course at the Home Office centre in Devizes, riding off road was on a Wednesday. So, I decided to take this seriously in order to get a longer course of instruction.



Even though I made the Police off road team, off roading is not my first choice. However, I do advise that off road training will provide more learning of the skills necessary to handle a bike fully. My experience came in useful when training in Greece led us up a gravel mountain pass, two up on a borrowed yellow Triumph Tiger, to a restaurant for lunch. There we were in Greece looking at the Albanian army looking at us on another mountain top. As it turned out, the chap I was following had gone to the wrong restaurant. The journey down was even more 'character building', especially for my wife as pillion. I've also had the opportunity to ride other types and makes of bikes, here in the UK and abroad.

I've also met loads and loads of wonderful people interested in motorcycles and motorcycling and, it never gets old.

The good thing is that, it's not over yet! What is to come is the question. Electric? If it's got two

wheels it will be interesting and provide another chapter and talking point.



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 Many riders choose to use a trailer to transport their bikes. It's cheaper than buying a van. and easy to do, but what does the law have to say on the matter?

Answer. When figuring out if you're legally able to tow a trailer, it all depends on when you passed your driving test. If you passed after 1 January 1997, you can tow a trailer up to 750kg which does not have to have its own braking system. That's plenty for three trail bikes, but before you rush out and start loading up – there's more you need to know.

If you passed before 31 December 1996, your maximum 'all up' weight for the entire vehicle train is over eight tonnes. Unless you are towing three GSs, weight is unlikely to be a concern for you.

It would be a very odd insurance policy which covered your trailer and bikes fully comprehensive whilst being towed, and you'll find most insurers will cover it third party. With this in mind, it's important to understand that you're towing at your own risk.

When it comes to towing safely, your bike needs to be strapped down properly. A dangerously loose bike will get you three points and a fine of up to £2,500 per load, meaning two poorly loaded bikes could see you £5,000 and six points down. Furthermore, if this is your second unsafe load conviction in three years, you're looking at a mandatory driving ban of three months.

If you want to attract the attention of the boys in blue, don't bother with a working light board or registration plate. The police are attracted to these easy nicks like moths to a flame, and they would be well within their right to pull you over – they can, and they should.

So far, so obvious. But hands up who knows what nose weight is? Extra points if you know what your nose weight limit for your car is, and top class if you can actually measure it!

Nose weight is the static down force generated at the hitching point by a towed or otherwise affixed load onto the tow bar. It is second only to the weight ratio to the tow load to the tow vehicle (which should not exceed 85%) as a safety factor, and the heavier the load, the bigger the nose weight needs to be. If it's not, traction in the rear wheels will be compromised and the trailers could snake, causing an accident.

Nose weight is crucial to safe trailering. Once you know the nose weight of your car (it will be in your owner's manual), you can work out the ratio of the rate to the tow vehicle to the towed load. For example, if you have an un-braked trailer (and just about every bike trailer will be un-braked), a Ford Focus Zetec 1.6 has a range of safe towing loads, depending on the model, between 300-625kg. Going beyond the manufacturer's limits could easily constitute a dangerous driving charge if your trailer gets bent out of shape as a result of such actions.

Unfortunately, if you want to check if you are safe to tow, you are going to have to do some homework. You'll need to know your tow vehicle's limit for towing an un-braked trailer, the manufacturer's published nose weight, the

gross vehicle weight of the tow vehicle, and ensure the towed load does not exceed 750kg or the manufacturer's maximum if lower on an un-braked trailer.



Also, the lighter your trailer, the less crucial down force/nose weight becomes. If you are towing a 750kg load behind a 1.1 tonne car, the load is about 68% of the weight of the towing vehicle. If you do not have weight pressing down through the towing hitch, when the trailer bounces the static force that goes through the hitch starts to vary. Three quarters of a tonne pulling 1.1 tonnes is clearly going to start lifting, even momentarily, the tow vehicle's suspension, which means that your back wheels are more likely to break out, leading to snaking which can bend your vehicle out of shape and is the reason why you see cars on their roofs in the summer holidays as people are towing caravans without making these checks.

So, it is not as simple as going off and buying a trailer, sticking your bike on and hoping for the best.

Finally, a word on racks. I have seen enduro bikes on the back of family cars and MPVs, even the ubiquitous VW T5 will have a dirt bike perched on the rack on the back. I own a T5, so I happen to know the maximum nose weight for my model is 80kg. I have a rack, which I know weighs 9kg, therefore if my bike weighs more than 71kg I cannot put it on a rack on the back of the van.

I've seen 160kg bikes on the back of a Renault Espace, with the front wheels virtually pawing the air and the rear suspension sat so low that the tyres are pretty much touching the arches. That was a crash waiting to happen, and any

copper worth his salt will have that vehicle over and have the driver nicked.

Once you make the decision to transport your bike to the dirt in anything other than the back of a van, you need to do some thinking and research. Hitch and hope might work, and probably for a single dirt bike on a trailer you're unlikely to go wrong, but a bit of homework will keep you on the right side of the law.

Andrew Dalton

Adventure Bike Rider – Sep/Oct 2017

Q2 The attraction of technically challenging tarmac is catnip to most riders. A new twisty road, with some nice black top and the little black and white chevrons is an invitation for riders to play.

Answer. But what happens when the disappearing apex isn't signposted and you overcook a bend which disappears into itself when you're riding at a pace where your skills are outstripped by a sneaky deviation? If you cannot ride out of it, and it all goes wrong, can the law help you?

In short, not really. The Highway Authority has the power to erect warning signs but no duty. In English law in order to bring a negligence claim there has to be a duty, otherwise there can be no breach of duty. If there is no duty you do not get past first base.

The law In England and Wales, unlike most of the rest of Europe takes, a 'look after yourself approach'. Crudely summed up the law is 'you can see the road, it is not going anywhere, so it is up to you how to ride it'.

The case law is tough. Highway Authorities have been sued every which way to try and get around their power to erect warning signs, but this power does not come with a duty. The Highway Authority can be liable if it designs a dangerous road, but where a road has been adopted over time, its twists and turns are not

down to the Highway Authority, but down to history, land ownership and local geography.

The law does not place a duty upon the Highways Authority to tell you what a road looks like. If you cannot see what is round the next corner, or cannot see your way through the next bend then the law says, fairly enough, ride at whatever pace is suitable for what is an as yet unseen road layout.

It will get you nowhere in front of a Judge to say that there were 12 bends which were chevroned and peppered with sharp deviation warnings but the one bend, the one you overcooked, was not so warned, even if it was sharper or tighter than the 12 others which were chevroned.

It is one of the most common single bike collisions which I see, and almost without fail I cannot help the injured rider involved when it's the result of overcooking a corner. What is peculiar is quite frequently these are not even especially demanding bends. The common factors are panic braking and overrun when the rider fails to take the corner.

It also is not just novice riders that fail to make bends. It is usually a loss of concentration, and in my experience group riding tends to be a factor. If there is a pattern, it tends to be either at the beginning of a group ride, before riders have got their eye in or at the end of a spirited ride when tiredness sets in.

In short, if you finish up in a ditch because you have not made a completely unsigned hairpin bend, while you might have a justified sense of grievance that the road should have been signposted you will have no cause of action in English and Welsh law.

Andrew Dalton

Bike Magazine July 2017

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!

CAN'T GET NO - DECOMPRESSION! Eddie L e. With apologies to Messrs Jagger and Richards

The story so far:



I have recently bought a couple of non-running cycle-motors. One, the Power Pak, is a fairly well-known rear wheel variety. The other is the much lesser known 1950 GYS which is a front wheel drive engine. The idea is of course total madness, you stick an engine weighing, with juice, something like a stone and a half over the front wheel, suspended from the handlebars and stayed by the front wheel spindle. The drive is by friction directly on to the front tyre, so you have to chop your front mudguard to accommodate it.

The bike that it is to sit upon is a 1954/5 Raleigh with 1956 4-speed FW Sturmey Archer hub gears (that don't work) and a period fully-sprung Brooks leather saddle.

I have stripped the motor down and am awaiting new piston rings and other bits and pieces.



Meantime.... the technique with these engines is to set the friction drive on your tyre, peddle away with the motor in decompression mode

then slowly move the throttle lever forward to close the decompression valve and open the throttle – yes one lever does it all. By great good fortune, Mark Daniels, the same genius who helped me with the Benelli engine has supplied me with that cunning period control lever. My problem whilst waiting for parts has been how to fabricate the Bowden cable operated decompressor. Pic shows one version.

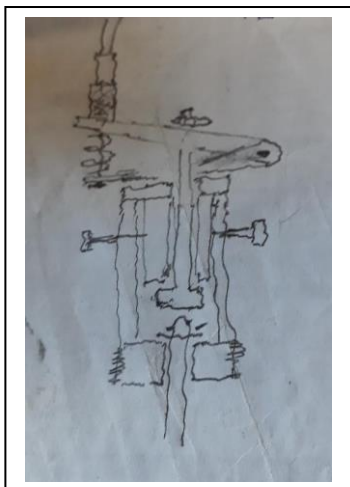
Next pic shows mine – no innards which should sit in the half inch brass tube. I understand the principle; basically, the reverse of a carburettor slide, but quite how to get all that in the space available has had me stumped.



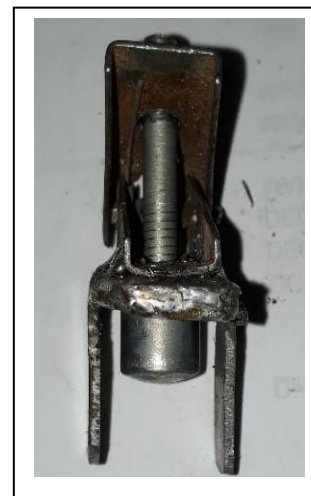
Decompressor



Eddie's version



Then a eureka moment; go back to principles and make something that will work. So, pic shows my, Leonardo type, sketch idea. Next rummage through boxes of 'usefuls' to see what I had to fabricate my sketch. The brass element is the base of brass pipe clamp. Could be handy but would need some machining on a lathe (which I don't have). Keep rummaging to find a 6mm Rawlplug dry lining toggle fixing, two metal roller blind brackets and a dear little plunger off God knows what, with a 5mm stem and by miracle a plunger end that slides perfectly down my brass tube. All that is needed now is a tap and die (my golfing friend obliges here) to put some threads on the plunger and my neighbour's fabulously clever induction soldering iron - Acid flux and solder I have. Whether or not soft solder will stand up to usage remains to be seen but usage seems some way off yet!



AND FINALLY – Humour

Professional advice versus a barman?

Ever since I was a child, I've always had a fear of someone being under my bed at night. So, I went to a shrink and told him, "I've got problems. Every time I go to bed, I think there's somebody under it. I'm scared and I think I'll go crazy."

"Just put yourself in my hands for one year", said the shrink. "Come in and talk to me three times a week and we should be able to get rid of those fears".

How much do you charge?"

"Eighty pounds per visit", replied the doctor.

"I'll sleep on it", I said.

Six months later the doctor met me on the street. "Why didn't you come to see me about those fears you were having?", he asked.

"Well, eighty 80 quid a visit, three times a week for a year is £12,480. A bartender cured me for £10.00. I was so happy to have saved all that money that I went and bought myself a new motorcycle."

"Is that so?" With a bit of an attitude, he said, "and how, may I ask, did a bartender cure you?"

"He told me to cut the legs off the bed. Ain't nobody under there now!"



EVENTS DIARY

2020

AAMC CLUB EVENTS – Please note - Club events are listed first. Please contact Helen Chamberlain to fill in any empty dates with Club events, 07885 578105

Other non-club information that may be of interest to you are listed separately and in blue print.

Events can change with little notice. PLEASE check website and/or with ride leader if in doubt.

FOLLOWING THE PRIME MINISTERS ANNOUNCEMENT, MADE ON 10 MAY 2020, ABOUT THE TIMING OF MEASURES PUT IN PLACE FOR THE CORNAVIRUS PANDEMIC, A DECISION WAS MADE TO CANCEL CLUB EVENTS UP TO 1 JULY 2020.

THE DECISION WILL BE UNDER CONSTANT REVIEW, SO PLEASE TAKE THIS INTO ACCOUNT WHEN BOOKING HOTELS.

JUNE 2020 CLUB EVENTS CANCELLED

Friday 5 to Monday 8 June

CANCELLED

AAMC CLUB WEEKEND BASH.

Stu Bullock – 07711898178.

Please check the Premier Inn website for details of their policy in relation to current travel restrictions.

**Sunday 14, Club Ride – Mark C
07974 . CANCELLED**

in –

Tuesday 16, Club Invitation, Eddy La S -

THIS IS NOT AN AAMC CLUB EVENT

The day is all about machine control and how this can save lives, enhance road safety and add to rider enjoyment. It's NOT a normal track or race practice day, but about the physics of how our bikes work and how we as riders can influence outcomes. Instruction comes from Castle Combe's dedicated team. **Cost £135.** Can I please ask you to let me know your interest as soon as possible?

Sunday 21, Club Ride - Nigel Dean – 07736 275406. CANCELLED

JULY 2020 IF GOVT RESTRICTIONS ALLOW.

Wednesday 1, Club Fish & Chip Ride – Simon Gough – 01179 734120.

6:30pm meet at Starbucks/Greggs, 821 Bath Rd, Brislington, BS4 5NL, for a 6:45pm start to Whitstone's, Shepton Mallet.

Saturday 4, Club BBQ – Helen C n

- Chattertons Café, Redcliffe Way, Bristol, BS1 6NA, courtesy of Allan r. Further details in June TREADS.

Sunday 5.

**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.

Please check your selected accommodation website for details of their policy in relation to current travel restrictions.

Wednesday 15, Club CYCLE Ride – Tony W 0 –

tony.walmsley@pressline.co.uk

6:30pm meet in Aust Village for a 6:45pm start. Let Tony know if you intend going. More details at the meeting point.

Sunday 19.

Sunday 26, Club Ride – Nigel B –
07788 4

09:15am meet at F for 09:30am start, to Exmoor. Expect 200 miles.

AUGUST

Sunday 2, Club Ride – Nigel Dean – 07736275406.

09:15am meet at Cross Hands Hotel, Old Sodbury (A46 Nth from M4 j18) for 09:30 start.

Thursday 6, Club Evening Ride – Jaimie

6:30pm (18:30hrs) meet at S NL, for 6:45pm start.

Sunday 9, Club Ride – Jim Wa

10am meet at Far for 10:15am start.

Sunday 16, Club Ride – Paul

09:15am start from S for 09:30am start.

SEPTEMBER 2020

Sunday 6.

Wednesday 9th to Thursday 17th September, 2020 AAMC CLUB FRANCE TO SPAIN BASH – Simon Gough

Email simon.gough@finecal.co.uk
Home tel. 0117 973 4120
Mobile 07774 835025

The France to Spain Club bash will be nine days (eight nights) away, riding through Western France, crossing into Spain for 3 nights and then taking the ferry back from Santander.

The hotels are: -

Manoir de Beauvoir, Poitiers.

<http://manoirdebeauvoir.garrigae-resorts.fr/en/>

Château des Reynats. <http://www.chateau-hotel-perigord.com/English.phtml>

Les Jardins de Bakéa.

<http://www.bakea.fr/uk/index.php>

Hôtel Don Paco.

<https://hoteldonpacollanes.com/en/>

These are brief details only, so please contact Simon if you would like further details or would like to attend and want a booking form.

These trips are always great fun and those attending have a real hoot. The total anticipated mileage from door to door is about 1300 so please bear in mind the serious side to the riding.

Sunday 20, Club Ride – Alan W

09:15am Meet at W

Off the Beckington Roundabout, junction of the A36 and A361.
09:30am start.

Sunday 27, Club Ride – Steve C

09:30am meet at F op,
Farrin, for 09:45am start.

OCTOBER

Sunday 4, Club Ride – Andy B

09:30am meet at F UB, for 10:00am start. Another Airfield Landing.

Sunday 11.

Sunday 18, Club Ride – Jim Wa

10am meet outside C
for 10:15 start.

Sunday 25.

NOVEMBER

Sunday 1.

Sunday 8, Club ‘Last of the Season’ Ride – Simon Gough – 01179 734120.

10am meet at Starbucks/Greggs, 821 Bath Rd, Brislington, BS4 5NL, for 10:15am start.

Saturday 21. P&G Club Celebration Dinner – Helen C 5.

Riverside Inn, Saltford. Times to be confirmed.
Application form in September TREADS.

WANTED – Ride Leaders for 2020

Helen C

ALSO WANTED – Club ride/event reports.

Just a few words in WORD, or email to editor@aamc.co.uk 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

OTHER 2020 EVENTS NEWS

Please check the various organisations websites for details of their policies in relation to the current travel restrictions.

All BMF events are under review and may be cancelled. Please check before booking any BMF event:

<https://www.bmf.co.uk/events/show/187>

Sunday 14 June, 10th Stroud Classic Vehicle Show.

The Playing Field, Bisley Old Rd, Stroud, Glos, GL5 1NL. Information from 07883604522 or E. jwiddy@aol.com

Tuesday 16 June, Castle Combe Track Training day, Eddy Lambah-Stoate - lambahstoate@aol.com 0777 920 6326

The day is all about machine control and how this can save lives, enhance road safety and add to rider enjoyment. It's NOT a normal track or race practice day, but about the physics of how our bikes work and how we as riders can influence outcomes. Instruction comes from Castle Combe's dedicated team. **Cost £135.** Can I please ask you to let me know your interest as soon as possible? **Eddy.**

Saturday 4 to Sunday 5 July, BMF EVENT

National Road Rally; nationalroadrally.co.uk

Sunday 5 July 2020

Alan Mossman Memorial Ride, charity event.

Contact Total Triumph, Taunton, 01823 358899, www.ttaltriumph.co.uk

Important Event Update: Corona Virus and the Gloucestershire Vintage & Country Extravaganza 2020, Friday 31 July – Sunday 2 Aug 2020.

I regret to inform you that the above event has been **cancelled due to Covid 19 restrictions.** Those that have purchased advance tickets will be issued an automatic refund.

However, rest assured, we look forward to returning on **6–8 August 2021.**

For further information, please visit: www.glosvintageextravaganza.co.uk

Tewkesbury Classic Vehicle Festival – Sunday 23 August 2020

The Rotary Club of Tewkesbury stage their popular Classic Vehicle Festival at Tewkesbury School Playing Fields, Ashchurch Road, Tewkesbury GL20 8DF.

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> or 01242 572573
Please note: Dogs are not permitted on site.

BMF DISCOUNT CODE.

Code for 2020 – CLB20FMB

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.

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 15 JUNE 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. tele 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 Accommodation

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

ARTIVERT (Or is it an ADVARTICLE?)

Dear BMF Club Member. We are keen motorcyclists who have opened holiday apartments in a glorious part of the UK for motorcycling Carmarthenshire, in south west Wales. We'd be delighted to provide a warm welcome to any of your club members. What we can offer is Bright, spacious and comfortable newly renovated self-catering apartments.

What's available

One self-catering first floor 1-bedroom apartment for 2 people (double bed) - ready now. Cost: £60 per night per apartment. Minimum 2 nights.

One self-catering first floor 1-bedroom apartment for 2 people (twin beds) - ready in April. Cost: £60 per night per apartment. Minimum 2 nights.

One self-catering ground floor 2-bedroom apartment (1 king, + twin beds) - ready end August.

One self-catering ground floor 2-bedroom apartment (1 double, + twin beds) - ready end 2020.

More info or to book

Best regards

Penny Thomson

Sannan Court Holidays

Sannan Court

Llanyfynydd

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0787 653 1370

