



TREADS

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The AUGUST 2022 Newsletter of AAMC

EDITORS BITS – Stu Bullock



Stu and Sue, Spain, the impressive in its day, BMW K1200RS, Sue filming the wonderful surroundings.

Original image by courtesy of Simon Gough.

Welcome to August TREADS.

CHATTY CHAIR – Simon Gough. This month I would like to extend a warm welcome to two new members. Roy Allen lives in Winscombe and rides a Yamaha XTZ E1200 Super Tenere, and Terry Balsdon, who lives in Weston-super-Mare and rides two BMWs – an R1250GS & S1000XR TE Sport. Both know Nigel B who kindly talked them into joining. Both Roy and Terry have already been out on a recent Club ride, so hopefully we will be seeing a lot more of them.

The theme for this month; TOGETHERNESS.

How do rider and pillion manage their riding trips, pack luggage, read maps, follow Satnav, work out rest stops and still remain friends after a long day's riding?

Well, read on to find the thoughts of a disparate group of people who ride as a pair, a couple, a twosome. It is worth reading and finding out why

for some, there is great pleasure to be had by riding together.

Starting off, Misti Hirst promotes the theme by advising on two up riding, from bike prep, to riding skills and pillion needs.

In addition, other club members and me have added to the theme of 'togetherness' and carrying a pillion as passenger on day trips as well as touring on longer trips, as well as being a pillion. Just what motivates a person who can manage the rear seat, routes, weather, boredom(?).

ALSO, IN THIS EDITION;

Jim regales us with tales from his yooof, in View from the Saddle. Who'd 'a thought it, Jim hording mags with some very attractive models on the cover.

Jim then takes over another slot with his Club Ride report, where even Mark Chamberlain is credited with AAMC chief 'snapper' as well as TEC extraordinaire. (TEC = Tail End Charlie).

Eddy gives us his insight into making a silk purse from a sow's ear, mechanically speaking. An enthralling adventure into home built engineering and technical wizardry, which kept me occupied in the story as much as I hope you will be.

Andrew Dalton provides sound legal advice. This time it's about The Highway Code, hmmm.

The BMF give us lots of information nuggets to guide us on our way.

The club diary page There is still time to get YOUR ride organised. Just make contact with Helen to fix your ride date, **07885 578105** – Nero1dog@gmail.com

TREADS - NEXT SUBMISSION DATE

We endeavour to issue Treads on a regular basis during the third week of the month. Therefore, if you have any items to be published in the next TREADS, can you please ensure that they reach the editor (editor@aamc.co.uk) at the latest by;

FIRST WEEK OF SEPTEMBER 2022

Submissions accepted:

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

We publish articles for the benefit of members – none are an endorsement or recommendation unless explicitly stated. You must make up your own mind if you think something is suitable for you.

Any images included in the context will be attributed to their provider/owner, unless they are the property of the current editor.

VIEW FROM THE SADDLE – Jim

All things bright and digital

Over the past few years but with ever increasing speed and effect, the march onto digital everything has continued. Whilst this has far reaching consequences for every aspect of life, not least the ease of being able to order a coffee from the comfort of your settee without having to make the effort of boiling a kettle, it is the effect on motorcycling that I am going to consider.

Some of the advances in digital technology are undoubtedly beneficial. The modern digital ignition system on my mid 70's two stroke

makes it run far cleaner and more efficiently than it would have done with the standard mechanical set up. Hopefully, holed pistons will be avoided as well! Many of us use some form of electronic navigation device which, if nothing else, is certainly convenient when compared to poring over a paper map on the tank bag. The facility to enlarge and help aging eyesight is a bonus.

There are some drawbacks as well. The effect of on-line purchases on the high street is well documented and this is equally true in the motorcycle world. I confess that it is a long time since I have been to a bike shop [though Covid is partly to blame] but I do look at websites frequently and my recent purchases have been made via the internet. This is fine for many items but I have a word of caution for anyone buying second hand, and certainly old, bikes – make sure that the video of the bike running includes it ticking over quietly!

I also read a related article [in a magazine!] that was written by a long-time motorcycle journalist. In this article he considered the effect of the digital age on traditional motorcycle journalism and publications. As people turn to reading everything on-line, magazine sales and, therefore, circulation diminishes. I am also guilty of this as I hardly ever buy a magazine, whereas a few years ago I would buy several each month. The author commented on the questionable quality of the on-line journalism, particularly on websites that were heavily advertisement financed. Several of the on-line 'magazines' were short lived and have disappeared. The author wondered whether anyone would miss them as they were 'immediate' and had no sense of occasion unlike paper periodicals where you had to wait until the next month [usually] before getting your next 'fix' of bike tests. I well remember the excitement I had as a 17-year-old when there was a road test of a Laverda, a Ducati and a Triumph Bonneville in the same issue – heady days indeed.



Yes, I still have it.

CLUB RIDE – Jim's Bimble Ride 24/7/22

When the diary was being constructed at the beginning of the year, I thought that I would run a shorter and 'softer' ride during the summer to mirror the one that Nigel organised a few years ago and which proved to be very popular. The aim was to find a route that would be of interest to all but which would also encourage members who don't normally attend club rides to come out and try one. It would also be an opportunity to take the 46-year-old RD350 on a club ride.

Robin had unfortunately had to cancel his ride the previous Sunday due to excessively high temperatures that were far from ideal for donning full riding gear and sitting out in the heat for several hours.



Someone appears to be thinking. "2-Stroke. It'll never last".

A week on and the temperatures had moderated and the clouds hung heavy on the tops of the Mendips above the meeting point at New Manor Farm outside Bishop Sutton. There was a reasonable turn out with a mix of regular and rarely seen members, so that aim, at least, was achieved.

It's a short run from Bishop Sutton to East Harptree and the long climb up Smithen Hill to reach the Mendip plateau. The dampness in the air increased and it was distinctly misty all the way to Nunney. The A359 down to Bruton was dry though, and as twisty as ever. I had cleared the oil out of the RD's exhausts earlier by covering Terry in blue smoke and the old bike was loving the corners and short straights. After Bruton, coffee was taken at the garden centre near Wincanton. I must have been to hundreds of cafes and garden centres on club rides over the years but this was the first time that we all had to evacuate the building due to a fire alarm. It also meant that we couldn't leave and had to hang around the car park for a while. No matter, there was still more talking to do.

The route to the lunch stop, at Langport covered a mix of A, B and unclassified roads, a good number of which were new to people.



Bottom right, Mark Chamberlain, snapper extraordinaire. Far right, Helen, keeping an eye on old 'snapper'!!

The Bridge Café at Langport is quite small but is right next to the river and serves excellent food.

Main roads across the Somerset Levels were taken but they are always entertaining with right angle bends and bumps that were a challenge for the RD's rather unsophisticated suspension. A few more lanes took us to the tea stop at the East Somerset Railway café in Cranmore. Timing was perfect as there was a steam train due to leave shortly which provided a photo opportunity for some. The rest of us got on with the serious business of drinking tea and chatting.



From Cranmore it is only a few miles to Farrington Gurney and the end of the ride but a loop through Wells and up the Old Bristol Road to the Miners Arms provided some variety to

the usual route – even if the 100-year-old car in front did hold us up somewhat.

The total ride distance was about 125 miles which was enough for the not so regular riders, but everyone seemed to enjoy it and the RD made it to the end. A success I would say.



Thanks to [snapper] Mark and Helen for being the guard's van as usual and I hope that we see Jason, Steve, Chris and Julie out again soon.

THOUGHT FOR THE MONTH

Don't look back. You'll trip over.

Michael Caine (Maurice Micklewhite)

Rudge Indiana – Eddy

Yes, even those with great and detailed knowledge of the famous Rudge marque will not have heard of this rare title name. It's November 2021, I'm ploughing through my emails, when up pops one from Baz Sullivan of Lightning Services in Trowbridge, the guy who helps with my carburetors from time to time. A customer's father had died and had this 1940 Rudge, am I interested? My first thought was no, not really; so, five days later there it was in my lock-up.

I had plenty else on but knew from the very first time I saw it what I wanted to do.



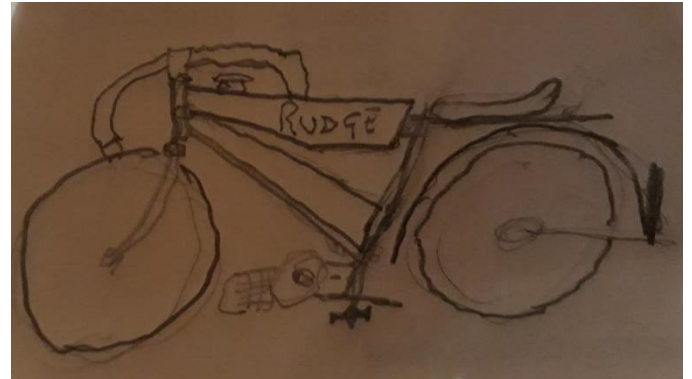
I should say, that before buying it, I squared with the owner my intentions and he was very supportive. The idea, pure and simple, was to turn it into an Indian Board Racer Special look-a-like.



With its 98cc Villiers Junior engine developing oooh..... must be all of half a horse, it should be awesomely competitive. Not only was that the plan but also included, was the notion that the transformation should cost next-to-nothing. The thought processes were on the lines of; deliver horizontality, build up some girder forks, fabricate from scratch a saddle and reposition it, fabricate a set of those iconic reverse cow-horn bars, not to mention get the engine to run and free up the seized clutch and pretty soon I would have something on the lines of one of these! A pedal start Indian Board Racer from 1912.

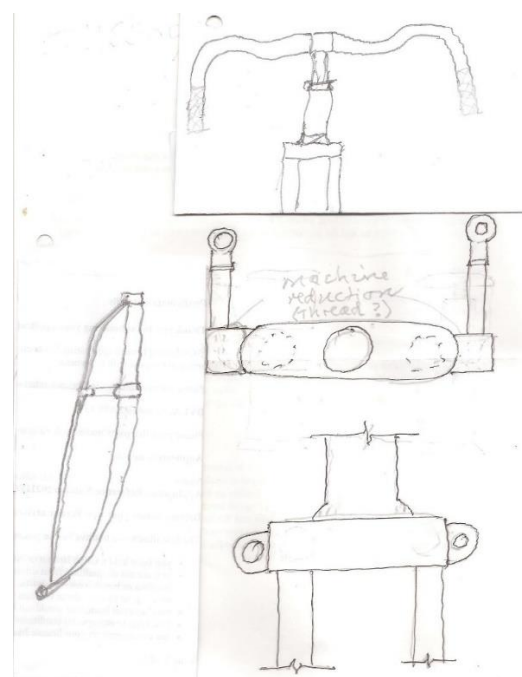
Regular readers may recall that at this time I was somewhat distracted by building a new engine for my Racing Super Dream, that and about 101 other things dictated that this project

would be on the back burner, progressed as and when.



Whilst I was thinking about and sketching the girder forks (for out of such sketching and engineering greatness was the British Empire built!) (A stunning thought for us all. Ed), I set about horizontality; a matter quite easily solved by relocating the tank above the top diagonal frame bar by building up a hanger clamped around the existing seat post tube using some galvanized safety rail oddments I had hanging about.

The compromise was the fuel tap no longer sits at the lowest point on the tank – but heck - we are all about looks here not engineering perfection. Still ruminating on those girders.....



So, on with the saddle. My solution was to carve a permanent former from an off-cut of builders Celotex insulation board, encase it in chopped fiberglass matting and resin, including glassing in a plywood base.



The final covering came from an old leather cushion handed to me by one of my brothers just retiring from 50 odd years in the classic car business. The bracketry was made from a destroyed R6 subframe – like Mrs. Beaton's chicken recipe; first catch a chicken – first get rear-ended at Donnington Park then you have a mulled sub-frame under the bench.



Now to the bars, I had the general idea in my head but wanted to mock up something without too much effort, the solution was to put my plumber's spring into some 15mm tubing that was lying about and see how it looked – in terms

of 'droop', width and cow-horn extension, which brought the project to something like this.

Observant readers, will notice the modern head stock. The original sit-up-and-beg bars were brazed into the headstock so the whole fitting was removed as a unit and from a skip came the replacement unit. Those same observant readers might also spot the beginnings of the girder forks. First some old tubing, then fashion lugs from some 1 in angle iron to sit on the front wheel spindle, then climb up to 2no. 15mm plumbing 'o' ring compression T pieces to form a horizontal brace, from there we use some deliberately rusty bar heated and bent on another brother's anvil which, with the brazing of fishtail plates on the top, bolt directly on to the existing headstock collar. The horizontal bracings comprise a couple of cut down bolts from an R1 head and the threaded receptor thimbles were from the same R1 engine that a contact had blown up side car racing and dismantled by me for the gear box.



The welding of these receptors is the only element that cannot be unbolted for the

machine to be returned to its original autocycle status, should anyone be pedestrian enough to want to do so. The next step was to get the proper bars sorted, so off to brother again with tubing, dried sand and a redundant scuba diver's gas bottle as a mandrel – surely everyone has one such under the bench? Apply some serious heat and there we have it!

All this fiddling and I had no idea about the engine, although I did know the clutch was seized. These engines came with a decompressor valve. Some might remember the insane arrangement I devised for building a decompressor actuator for my GYS engine. I did spend about 30 seconds contemplating something similar here and then about another 60 seconds ordering one together with some carburetor bits from Villiers for a few quid. Its operation is by way of an adapted carburetor cable fitted to a standard bicycle brake lever the latter retrieved from the same skip as the steering head.

So finally, we come to the engine, the HT lead was very perished so my ex SBS golfing pal – subject of another story maybe - who had at some time liberated a roll of the stuff, supplied the necessary and to my joy there was both spark and compression. The choke control lever was made from a polished-up brazing rod wound twice round a broom stick to form a loop at the top. I had rigged up a flexible petrol line and had been fortunate in picking up for a fiver a little 'pigs tail' copper fuel fitting at the VMCC Shepton Show which I fitted to the now cleaned carburettor, for stylistic purposes. The original chromed fuel line is in the box of original parts including the handlebars and saddle.

Now there is a strange bit of nonsense that I have experienced over the years; engines are mechanical things; they don't have memories or souls yet once you get them fired up after a long rest or rebuild and got them running for a bit, they seem to understand what is required of

them and they re-start much easier. And so, it transpired here. Up and down the road pushing and operating the decompressor valve – the clutch was still stuck at this stage – when eventually I could feel it starting to fire and run. Stood it on its rear wheel stand, spun the pedal to fire her up again, opened the throttle lever a bit more, held the rear wheel in the air whilst clipping up the rear stand then – with some trepidation - dropping it onto its rear wheel and hey presto! The engine continued to run and bike was not careering down the road – the clutch, thus shocked, was free.

In terms of 'look' which, after all, is the essence of this project, the way I found to get the new/old metal introduced in forming the girders to match the existing green, was to paint it with red oxide then to select the most frayed paint brush I had and dab dark green Hammarite paint on as badly as I could. After lightly flattening to remove any shine with some wet and dry, the red oxide was allowed to 'grin' through, giving the impression of rust – all in all not too bad.

Now for the final touches: Costs, see box;

Bike £200.00
Villiers £ 35.82
Handlebar grips £ 8.00
Tubing £ 13.00
Signwriting £ 40.00
TOTAL £296.82

The tank needed to proclaim the machine's heritage so Malcolm Kite of Chew Valley Signs wrought his magic by freehand painting 'Indiana' on each side of the tank.

Neil Leigh of Aeaventures, a longtime motorcycle friend, living near spa in Belgium, was highly enthusiastic but commented it needed rear pegs, so the rider could lie flat.



Surprise, surprise, a pair of Super Dream pillion pegs were brought into service and finally, the creation of a leather chin pad for the top of the tank – we would hate to young Neil bruise himself wouldn't we!



Does it run? Well yes of course but at a max speed of something under 30mph. Does it stop? Well just about, but let's be clear, the old board racers had no brakes at all, stopping was by means of (often) a broken hacksaw blade rigged up on the bars to short out the HT spark. They were entirely bonkers.

Post script: since finishing the project this photo showing 2 smiling board racer riders has come out of the woodwork. On the reverse there can be seen a very faint date. The year is not legible but the remainder looks as if it might be 1st April.



Eddy Lambah-Stoate.

Photography:

The author and Photoshopservices.co.uk

Questions for the lawyers - Andrew Dalton, White Dalton Solicitors.

WHAT THE NEW HIGHWAY CODE MEANS TO US?

People have worked themselves up into a state of self-righteous frenzy about the new rights accorded to, in particular, cyclists. The changes also incorporate we motorcyclists, pedestrians and equestrians. Do they make a difference?

Well, they are modestly useful to us but don't change the substantive law. We as motorcyclists sit in the vulnerability spectrum as less vulnerable than equestrians but more vulnerable than car drivers. The new Highway Code sets out a league table of vulnerabilities, with pedestrians as the most vulnerable and drivers of large vehicles the least.

HIGHWAY CODE IS NOT LAW

However, if you overtake at a junction and get scooped up, the judge will make exactly the same decision as s/he would

have done, with or without the Highway Code changes because the Highway Code does not make law. Parliament does and judges make the common law.

The Highway Code has set out in terms what the law has said since the 1970s. There are old cases which make it very clear that the duty of the driver of a 'large and invulnerable vehicle' 'requiring special skill and licence' to drive owes a higher duty than a less imposing vehicle, in a case which considered the duties of a truck driver from the 1970s. The idea that the bigger and more dangerous your vehicle, the higher your duty of care to other road users is not new.

Lady Justice Hale, as she was, and who went on to become the presiding judge of the Supreme Court (the judge who declared the proroguing of Parliament unlawful if you recognise the name but cannot place her), so in legal terms a very serious judge, coined the phrase 'destructive disparity' in a 2003 case which every lawyer who knows about claims involving cyclists, pedestrians and equestrians knows off the top of their head.

The doctrine, in a case which turned on a pedestrian injury, was that the courts can take into account the danger intrinsic in a car, and by implication larger vehicles. I have used Lady Justice Hale's doctrine in front of judges with mixed results. Judges are not especially convinced as to the particular vulnerabilities of motorcyclists but now the Highway Code specifically draws a hierarchy of vulnerability, I think those submissions will gain more traction.

A court is obliged to pay attention to what the Highway Code says. It does not bind the court; the courts certainly pay it more than lip service. However, motorcyclists have always been noted as vulnerable users in the Highway Code,

and the advice for other road users, as to how to interact with motorcyclists has not really changed.

Overall, the change to the Highway Code will be of some benefit to advocates in court and solicitors advising motorcycle clients as to their prospects, but it is not a huge change, whether to cyclists, motorcyclists, equestrians or pedestrians.

BE NICE TO EACH OTHER

Rules about sharing the road nicely, and looking before you commit are still at the core of road safety. That is, everyone is still expected to act responsibly which is pretty well what the old Highway Code said. The only substantive change I can see is cyclists are encouraged to ride in the middle of lanes on twisty roads to be more visible. But they always could.

Andrew Dalton

RIDING MASTERCLASS – Misti Hirst



Courtesy of Misti Hirst and Adventure Bike Magazine.

Sharing your passion for motorcycling with your better half can be a joyous experience, but with it comes a huge responsibility. For

the final article in this series, *Misti Hurst* explains how you and your pillion can ride in perfect harmony

(In this and following sections on the same theme, all images belong to me, unless it says not. Ed).

Taking a passenger on the back of your bike is a big deal. You are now responsible for that person's wellbeing. They have trusted you with their life so you'd better do everything in your power to take care of it. But, before your passenger steps onto a foot peg, there are a number of checks you should make to ensure your motorcycle is ready for a pillion passenger.

Firstly, make sure the bike's suspension is set up for the combined weight of the rider, pillion, and any luggage or gear that you might have.

Get this wrong and the extra weight at the rear of the bike can make the front end feel light and vague while steering. You also risk bottoming out the suspension if you don't adjust it.



The 'classic tour', don't be sniffy about bike choice.

In fact, it's always a good idea to do a quick health check of your bike before you set off to make certain everything is in good working order, such as checking your brakes, lights, and tyre treads.

All the gear



Picos de Europa, Spain.

It's important to ensure your passenger is wearing proper riding gear even if you have to give them your own jacket or gloves, although this isn't an ideal situation to be in. It infuriates me when I see a rider all decked out in leathers, boots and gloves, while their passenger is on the back in shorts and a T-shirt. *(I agree. Ed)*

Your passenger should also be wearing good quality gear including a motorcycle jacket, trousers, boots and gloves, as well as helmet that fits properly and meets your country's regulations.

Buying a cheap helmet in a large size just so you have an extra one lying around is not going to be any good for a passenger with a small head if you crash. Helmets need to fit snugly and properly for both rider and pillion.

Learning the ropes

Before you take a passenger on your bike for the first time, it's important to educate them about being a pillion rider. Tell them where to put their hands and feet and where the hot surfaces are (I've been burnt on an exhaust before).

Also explain how to safely and smoothly get on and off the bike without the both of you tipping over, and tell them to make sure that you are

ready before they climb aboard or dismount. A little pat on the seat to indicate he or she can get on can be a helpful way to communicate.

Teaching your passenger how to hold onto the motorcycle when you are riding is very important. Their options are either to take hold of the grab rails or to use your waist. Either gives them something solid to push against under braking when their body tends to slide forward. It also ensures they don't jerk back under hard acceleration either.

Make sure you explain that they should never hold onto your shoulders or arms because that will interfere with your ability to steer the bike.

Come up with some basic hand signals so you can communicate while riding and be sure to check in with your passenger regularly to see how they are doing. Thumbs up or down is super easy, or if you are planning on doing a lot of riding with a pillion, investing in a helmet-to-helmet communication system is a good idea.

Adapt your riding style

When you ride with a passenger your bike will be heavier and it will steer and manoeuvre differently, so take the time to learn the new characteristics. You'll need to be smoother with all your inputs such as rolling on and off the throttle, applying and releasing the brakes, gear shifting, and steering. If you're too jerky, you'll be bashing helmets the entire ride.

Explain to your passenger that the best thing they can do while on a motorcycle is to remain relaxed and neutral and to go with the bike. Doing so is going to make the motorcycle handle and perform at its best and it is important that your passenger knows this. Tell them to look over your inside shoulder in a corner and not to lean away from the bike or fight against which way you're leaning. And certainly, make sure they know not to make any sudden movements.

Learn about the bike

To help your passenger feel more comfortable, and to prevent them from tensing up in situations that are out of the ordinary, talk to them about how the motorcycle works. Show them how you steer the bike and how it leans into a turn. Tell them what you are looking at when you ride through a corner, and teach them how to look far ahead into a corner and not to target fixate on things they are nervous about. Show them how you roll on the gas in a corner and how you shift gears, and then talk about the different situations that could come up that would require sudden or unexpected actions.



That's my seat; don't even think about it!!

An excellent way of helping your passenger stay relaxed on the bike in all situations is to practice making emergency stops and sudden avoidance manoeuvres in a car park before heading out for a long ride. Then ride some tight turns and longer sweeping bends so your passenger can work on going with the bike. After all, pillion riders should try and become one with the motorcycle and rider, as if they aren't even there at all.

Practise makes perfect

The more you practise together, the better you will be able to read each other and work together as a team. In my work as a motorcycle instructor, I always talk about educating the rider and how practise makes perfect. The same certainly holds true for two-up riding. Educate your passenger and practise together so that you both know what to expect

on the road. That way, sudden manoeuvres won't seem so sudden and you'll know how to communicate together effectively. This will increase the enjoyment of riding for both of you.

It is an amazing feeling when two people on a motorcycle are able to metamorphosis from rider and passenger into a unified team. Follow this advice and prepare for some very happy two-up travels throughout the world.



Massif Central, France. Touring in the early nineties, togetherness at its best.

STU BULLOCK – Project Pillion.

So, as some of you may know, motorcycling is what I live to do. I would endorse everything Misti Hirst from Adventure Bike Magazine has to say on the subject of carrying a passenger. In particular, not ignoring your bike's ability and roadworthiness. To that I would add, don't ignore YOUR ability either.

My wife Sue is my pillion rider and we always have an intercom. To be able to communicate without actually stopping on every occasion is, for me, essential. Route finding, direction checking, tea stop preferences are all much easier and just having an extra pair of eyes on the lookout is very useful. It may also be very handy for the pillion to feel they are not isolated back there in the 'command' seat but part of a team.



Touring, mid 90's.



Touring 2022 style.

Of course, it does help loads if your passenger has also ridden, but not essential, provided you both approach things in the right way, as Misty has explained. However, as my wife will attest, she can steer the bike from the pillion seat very easily, so the person you trust to occupy that seat, in my view, really does need to understand how the machine works. Susan is also liable to nod off on the rear seat. I mostly notice a visor gently bouncing off my back as a snooze clue!!

We have often had more jobs to do when travelling, with leading organised tours to group training. Susan has used various Digi cams to record our trips, for us and our customers and it is a job that can take the passengers mind off long riding hours. The images can prove to be a good source of evoking memories as time goes by.

I've found it best to approach longer journeys, with a flexible plan for each day. You may be happy to ride for 2 to 3 hours on your own, but you now have someone else to think about, their comfort and safety are very closely linked and, of course, a much heavier bike. Researching alternatives than the preferred stop is useful if you find delays on your route. It is also worth remembering that in mountainous territory, your average speed will be reduced considerably.

Susan has a remarkable ability to find routes when 'on the go'. Give her a map and some clues as to where we want to end up, and she can find some very good roads to use and enjoy. Her greatest achievement was just over 400 miles in a day, from Macon to Calais France, leading a group on tour. No plan, just a map and 'no autoroutes', and off we went. This is the team in teamwork and makes for less stressful journeys.

Luggage! Most motorcycles can have manufacturers luggage fitted but have a think about what you intend to do when riding. We do a lot of walking. So, luggage has to contain our walking kit. Some clothing can be worn under or double as motorcycle kit. Once kitted out in walking gear, riding gear has to go into the same space, so planning is vital.

Adding a tank bag, top box and panniers can seriously affect your motorcycle. Be sure to check out the manufacturers weight limits and DO NOT exceed them. Doing so can have dire consequences if you need to make an insurance claim and it's too late to change things when you find the brakes don't stop your overweight sled as you approach a hairpin bend in the mountains, or Vale Street in Totterdown, with a 25.6% gradient!! (In 1971 my Sgt fell off his Police pedal cycle there. Ooh, Nurse, he slid for hours!!).

Adding additional bags can be useful for when you are using a ferry, for example. Having your essentials in a separate bag, ready to grab and go, can be very useful. The contents must not ADD weight however, so be wary.



Bound for Spain, with 'ferry pack' of essentials on the top shelf.

Packing clothes can be tricky but normally rolling clothes is better than flat packing. They crease less and take less space but, look for stuff that does not easily crease and 'smart casual' is usually OK but for the guys, "every pair of pants has four sides"..... **is a joke!!**

Some riders pre plan sending used clothing back home by post, replacing it with new stuff from wherever they visit. I can imagine the excited rellies opening a package from the intrepid travellers, only to find...

Now for the serious stuff. As Misti has told us, the responsibility for carrying a passenger is enormous. We have had the experience of being knocked off our bike and then dealing with the aftermath, concerned family and friends and our own fears and concerns and injuries. It is reality that people will make mistakes and as riders, we have to learn enough skills to be able to cope. It is helpful for the passenger to be aware of what can go wrong and how the rider will deal with it.

Some while after a recovering from our crash, Sue did a fast lap of the IoM TT circuit, with John Truelove, a TT racer, as his passenger!! Courageous lady who has my utmost respect.

Just a however though. If you feel unsure about carrying a passenger, ask someone more experienced to give you both some guidance, rather than just not bother. Then

make a decision once you have more knowledge.

One thing I can say, riding solo is great but sharing the most wonderful scenery, countries, and experiences together is very satisfying and pleasurable.

SUE'S VIEWS

As a pillion you are able to enjoy all the great pleasures of motorcycling without all the stress and pressure that modern riding presents. You have to have utter faith in your rider. In his ability, in his knowledge, his temperament whilst riding, and the knowledge that your safety and wellbeing are of paramount importance. Personally, I would not ride with anyone else.



Touring first attempts, France mid 80's.

Your riding kit is also paramount for your health and protection. You need a suit that fits well so that the body armour is in the right places and is of a good and tested quality. Also needs to be waterproof as being a pillion means sitting still for long periods and getting wet also means getting cold. You also need good quality waterproof boots, with ankle protection, and gloves. Crash helmet needs to be a good fit, and not too heavy, as this can cause neck pain and headaches.

Of course, having said all this, a female wants to look good too!! When packing for a long tour abroad you ideally want clothes to be fairly

crease resistant. Take plain coloured shorts, trousers and/or skirt that can be teamed with a variety of different tops. Choose clothes that aren't too bulky.

We use an intercom as this is useful for direction finding, to be able to indicate if you need a drink or comfort break. They are also useful for pointing out something of interest but avoid general natter as this could distract the rider!!

We have ridden abroad a lot. My most memorable trip was for Stuart's 60th birthday and involved riding around California, Arizona and Utah for three weeks with a friend. We planned the tour and it was all booked through a company in Southampton who were really helpful in suggesting hotels. A holiday of a lifetime and one I will never forget.



Zion National Park, Utah, USA. "My map, my route".

Another ride to Transylvania was memorable but for different reasons. Over the years I have recorded hundreds of hours of video with a camcorder on a mono pod, or bike cameras with a remote device on my wrist for recording front and back. These were then whittled down at home by hubby who always moaned at how much film I had taken!! We have scores of DVDs that we watch from time to time and will, I am sure, keep us entertained when we are too old to ride!!! (The music on them isn't bad either).

I learnt to ride as a teenager. My parents bought me an elderly Vespa scooter for my 16th birthday. It wasn't very reliable so they replaced it with a beautiful gold Lambretta for my test. It had chrome crash bars and I thought I was "the bees' knees".



Gave up when we were married and didn't try riding again until my 50s. We had had an accident on our motorbike and I was very wary about riding again. I still had my full licence and decided to go to a motorcycle trainer we knew to see how I liked riding and if it would help the nerves. Got on okay and was very surprised a few months later when a brand-new Honda Hornet turned up on our drive for my birthday. I gave it a try but decided riding wasn't my thing anymore and once again took up pillion riding. Something that I still enjoy at 72.



As a pillion you have a fantastic view of the countryside around you and you are out in the open air. You are not often held up by traffic queues and parking is a lot easier, and cheaper!!

There is a great camaraderie amongst motorcycle riders, and whatever country you are in they want to talk, even if they speak a different language!! All in all, I love motorcycling as much as my husband, even though our daughter hates it and often demands that as great grandparents we should give it up and act our age.

NOT A CHANCE!!

NIGEL DEAN and PAM – One in a Pillion

When I was 18, I had a Honda CB125. My mate at that time, now my brother-in-law, was a 6'4" giant of a lad who liked to amuse and annoy with his wicked sense of humour. His name was Dean. Anything, and I mean anything, which would get a laugh or a rise was worth it.

Dean had a Yamaha RD250, which I was always behind, never in front, so my world smelled of two stroke oil. He used to rev the balls off that thing leading to a piston seize and a lengthy time in bits in his garage.

"Nige, can you give me a lift into work?" I craned my neck to look him in the eye. There was a devious twinkle. "Er, I guess so". I was never very good at saying no.

Between Yate and Fishponds, where he worked, is a long sweeping left hand bend at the end of Coalpit Heath's main drag. It's just before the railway arches. It used to be quite fun before current speed restrictions and it used to have an undulation which was distinctly noticeable at cornering speeds. I had never taken a pillion before, certainly not a 6'4" giant. Certainly not on a 125. Most certainly not with a practical joker.

We made our way from Yate, a bit wobbly at first through my inexperience with a passenger, but we got going using a great deal of persuasion from the struggling 15 horsepower and some copious clutch slipping.

We must have looked a sight, with a giant on the back struggling to bend his knees enough to get his feet on the rear pegs.

It was all relatively uneventful until the Coalpit Heath left hander. Dean saw a golden opportunity for some mirth. As we rounded the corner at a reasonable lick for a 125, bouncing over the undulation, he decides to lean violently to the offside, taking me suddenly offline. As I correct, he then leans dramatically to the nearside, cackling loudly as we weave and slice back and forth, luckily within our lane, but using every part of it.

We did survive, as did all those around us luckily (health and safety hadn't been invented yet), but from that day onwards I would refrain from any temptation to take a passenger.

Fast forward 41 years. I'd been a born-again biker for 5 years and I'd just met a lovely lady called Pam. The subject of pillion came up quite early and both of us rejected the thought immediately. Pam had been on the back of a friend's boyfriend's bike once many years before and was told in no uncertain terms, "You're a crap pillion!", and I recalled my wobbly experience with my "mate" and we left the matter there.

A few months later, I was on a Germany bash with some friends doing the wonderful B500. I got to thinking these roads would be a fabulous experience to share with Pam, I wonder if we should try it?

I was riding the Bonneville at the time. I tentatively ran the question by her, and we agreed to try it out but to go through some pre-ride instruction and guidance, something which was sorely lacking on both mine and her previous experiences.

My daughter Charlotte had been riding for a short time and was a similar size to Pam, so proper gear was available for a try-out. I wheeled the bike out onto the driveway and put it on its side stand. We went through some simple rules for pillions, and we then sat on the bike for a bit to get a feel for it before heading out. The Bonneville doesn't have a centre stand and was propped up on the side stand as we acclimatised.

"Does it lean any more than this?" she asked.

Pam was certainly nervous at the start, but as soon as we rounded our first two bends, she realised she loved it. In fact, we both did.

After an hour spin around the edge of the Cotswolds, and a stop at the end for a cake, a coffee and a debrief, we both enthused about how much fun it was.

We hunted down a more appropriate bike and found a second hand FJR in excellent condition from a fellow club member.

We had only a couple of weeks to prepare for Simon's bash to the Massif Central which we now were determined to do as a couple, but that only left a couple of available days for some longer practice runs, and after a couple of trips to the Honey Café and the Cotswolds, we felt we were ready for the first big trip.

So, there we were, a group of us starting our trip in St. Malo (I think it was), having just got off the ferry, and as sometimes happens, the group fragmented a bit with a confusion of turns and missed directions and we all finally gathered in a backstreet before heading off properly. As we pulled away, I paused at a give-way. Not used to the full weight of the bike, the luggage, the full tank of fuel and the passenger (no reflection on Pam!) I lost my balance on the camber and we did a slow-motion tip over in full view of everyone else. Pam brilliantly stepped off the bike as it went so no injuries or damage was done, except a small dent to my pride.

"I'll pick it up" she said. Everyone smiled and kindly came forward to right the bike and we were off on the journey proper.

A couple of hours into the first morning we were motoring along in the lovely French countryside, and I asked if she was enjoying the pillion experience? Luckily, she said yes as a different answer have prompted a detour to a railway station for an early return trip.

By her own admission Pam felt a bit exposed and vulnerable in the early days and hung on to me and the bike quite a lot, but as she got more experience, she became much more confident and road/ride aware, watching for braking points, overtakes and bends. She has become integral part of the bike and my riding experience also.

For me, as a rider, there is certainly a greater sense of responsibility in taking a passenger, especially if you consider having to answer to her family if anything untoward should happen.

PAM'S VIEWS

Why ride pillion; **Because I love it.**

What do you gain from motorcycling this way? **The enjoyment which we share being on the same bike rather than separate bikes.**

How do you explain the trust you have in your rider? **I feel the trust in the way Nigel rides, and I get my confidence from his confident way of riding.**

How do you choose your riding clothing? **I went on Charlotte (Nigel's daughter) and Nigel's recommendation.**

How do you decide what can be packed onto a motorcycle? **I roll my clothes and work out what I need depending on holiday length.**

Do you and your rider use an intercom? If not, how do you communicate? **Yes, we have comms.**

Have you ridden abroad? **Yes**

Have you been a rider yourself in the past? **No**

Would you ride as a pillion with someone you had never ridden with before? **Depends on how experienced the rider, how well I knew them and mainly that I had confidence in them. I don't have any plans to ride with anyone else.**

What sums up your enjoyment of riding pillion? **Sharing a wonderful experience, plus the thrill and excitement with a great way to see beautiful scenery on our travels.**

HELEN'S VIEWS - quietly confident

Why do you ride pillion?

Way of participating in something Mark loves doing but I'm not as good at – way of being together and enjoying the hobby/passion together.

Always been around bikes and fascinated so didn't fear them as some people do. Used to ride horses so different sort of horsepower!! Exhilarating feeling! However, when it's wet, freezing and blowing a hurricane my view might be different!

What do pillions think about their role?

I always like to sit quietly with no sudden movements, if possible, assist the rider when required, take in the view. It also helps to know where we are going so, I always like to keep an eye on signposts and road signs!

Over the years I have understood more about what manoeuvres are more difficult when riding a bike and that concentration levels need to be higher so I know when to sit still and be quiet.

What do you gain from motorbiking in this way?

An understanding of what it takes to ride a bike – great feeling of freedom as you can go so many other places and it's quicker than by car and more at one with the countryside and

nature. There is a certain rush of excitement and adrenalin when glance at the speedo' and see the high numbers!!

How do you explain the trust you have in your rider?

From the moment I sat on the back of the bike I have always felt perfectly safe. 100% trust in Mark's ability to ride the bike and with me on it. Think he probably takes less risks with me on the back though. He often says that he doesn't know I'm on the back as I don't interfere in what he's doing. I think I've only had to mention something 2 or 3 times in all the years we've been riding together and that only when I was certain he hadn't seen something.



'Snapper' and senior management, near Brecon.

I very regularly fall asleep on the back of the bike so that should tell you how much trust I have in Mark's riding skills and shows how smooth his riding is. I cannot explain how I stay on and have never fallen off though have come close a couple of times!

How do you choose your riding clothing?

Like anything else it has to do its job so it needs to be waterproof, have proper safety provision and be comfortable to wear. When you go on bike holiday it is the constant you will be wearing so it must be comfortable all day every day and have extra room for those

croissants!! Lots of pockets for easy access to phones, passports, paperwork are also very useful. There has been less variety for women; this is improving now though conversely there are less physical motorcycle shops around. I still mourn the passing of the Hein Gericke shop in Bristol!

How do you decide what can be packed onto a motorcycle?

Going to Spain for the first time we had so much stuff I'm surprised the bike's sub frame didn't snap with the strain. Fifteen t-shirts/shirts were a little excessive (Mark vigorously refutes this number but I was the one who ironed them all on our return!!) and that was only Mark's clothes. Plus, it was no fun having to pack it all every time we moved hotel! Good job we didn't have to pick the bike up as it would have given Mark a hernia!! I well remember the incredulity of a group member exclaiming 'Another pair of shoes!! How many pairs did you bring exactly?' That trip taught me a valuable lesson for sure and ever since we take less and I try to take items that fold flat/roll up/don't crease and are easy to dry if washed! And Imelda Marcos has downsized in terms of shoes too!

Do you use an intercom? If not, how do you communicate? How do you use the intercom?

At the start of riding together we shouted at each other through raised visors or a 'tap' system on the shoulder to indicate a left/right turn. Fairly rapidly it became clear we needed a better method of communicating so we invested in an intercom system. We only use it when needed – I don't think it's helpful to be chattering constantly in his ear as I feel he needs to be left to concentrate on the road and riding. It works well and didn't cost the earth.

Have you ridden abroad?

Yes, we have but always with the Club or others, never ventured out alone on our own bike though when we were on holiday aboard, we did hire a scooter to get about more quickly on the island of Zante – best tan I've ever had, though that was a bit scary with no protective

gear and only a helmet which was hired along with the bike!

Have you been a rider in the past?

I like to be different and did it the other way round. I became a rider after riding for several years as a pillion. This was largely due to our trip to the Picos de Europa Mountains in Spain. I get all the stuff about exhilarating and exciting but there are only so many bends you can go round on the back of a bike before the experience palls somewhat and I did get a bit bored!! (OMG!) At this point I started to idly think to myself that I could do this myself. I discovered it wasn't quite as easy as it looked from my position on the back but got there eventually. I still find it's not as easy as club members make it look!

Would you ride as a pillion with someone you had never ridden with before?

I think that would depend on the circumstances – if it is someone I know and know how and what they ride then yes, probably and if it was the only means of getting somewhere then of course I would have to do that. It's difficult because some people are happy to take pillions and others wouldn't consider it at all. I imagine that you need to be a certain sort of rider to contemplate passengers as it is an art on its own. For example, I never get on or off until I have the ok that Mark is ready and when we are on a different bike everything goes to pot!

What sums up your enjoyment of riding pillion?

It's a privilege to be at one with Mark on the back of a powerful machine and know that I have complete trust in him and vice versa and that it is an activity that no one can come close to sharing. It's exhilarating, different, exciting and we get to venture further afield and to different places on the bike. It certainly opened up Europe to us!

CAROLINE'S VIEWS

As a rider of motorbikes, I initially reluctantly agreed to pillionjust as a one off when Andy came into my life 14years ago!

I had to fully trust this person with my life!!! And I did and still do to this day.

I had been riding 600's for the previous 8 years and continued to do so with the occasional ride out as a pillion. Our European holidays became further afield, and slightly more tiring for me, so I decided to give a trip to Europe a go as a passenger.

Mind made up; this is good.

Firstly, I trusted his abilities.

Secondly, I had no responsibility.

Thirdly, I enjoyed the views and back roads we travelled.

Joining a club further confirmed I had made the right decision. Fantastic holidays with great people into Europe as well as fabulous day rides discovering our own beautiful country. No brainer

I did not collude with anyone about their thoughts, I simply asked for views. I am impressed that so many of you took the time and effort to 'talk' about our sport. It confirms to me, as if I need reminding, that a pillion rider is as much part of the riding team, from map reading / route checking, to enjoying the motorcycling freedom that we all get.

I also get the idea that those who do ride pillion, take it very seriously and have considered the pros and cons carefully.

For me, I can't think of anyone braver than those who accept the same risk riders do, but without the physical control, yet gain the same pleasure from our sport.

I hope every has enjoyed this other perspective and maybe we have tempted someone else to give the 'command' seat a try.

I am uplifted folks, I really am, so a thank you from me to you all who have spoken about your important role as pillion and those who manage the engineering you. Ed.

BMF NEWS ROUNDUP – 2022 - Helen Hancock, BMF Administrator - Written by Peter Henshaw – editor@bmf.co.uk

The monthly news roundup, brought to you by the BMF

The biggest news story of the month was of course the announcement of possible dates for the end of

petrol motorcycle sales. In case you missed it, the government is proposing to end new sales of anything over 125cc by 2035, with mopeds and A1 class motorcycles and scooters stopping five years earlier.

Both bans could come sooner, "if a faster transition seems feasible," according to the consultation document. It comes as no surprise, with new petrol and diesel cars and van sales ending even earlier, in 2030 (hybrids in 2035). The extra five years before the motorcycle deadline recognises that electric bikes are far less developed than electric cars, with very few models available and (in most cases) demanding a hefty premium price. The 2030 moped changeover is less controversial, as electric mopeds already make up half of UK sales. A1s on the other hand are facing the early deadline with an undeveloped market.

Either way, the BMF opposes the ban. Jim Freeman, Chair of the BMF said: "The BMF will oppose any proposals to ban the use of motorcycles powered by internal combustion engines while such vehicles are still capable of being run. We also oppose a ban on the sale of new internal combustion engine-powered

motorcycles while there is the possibility of providing alternatives to fossil fuel and while the electric vehicle charging infrastructure does not adequately support electric motorcycles."

The government is asking for responses to its consultation document by 21st September 2022 – email:

LCategoryConsultation@dft.gov.uk

Wheels to Work (W2W) schemes are expanding, with Shropshire being the latest county to adopt a W2W. These offer cheap moped and 125cc scooter hire to younger riders, and there are currently 22 such schemes across the UK, all of them aimed at riders who could not otherwise afford personal transport –

that's why they've proved such a boon in rural counties where public transport is sparse. Shropshire's Community Resource charity has contracted W2W Silverstone to administer the scheme, which offers moped hire from £40 a week and 125s from £55. That includes maintenance and third-party insurance, though there is a mileage limit of 750 per month and delivery/courier work is excluded (wonder why?...)

We know the Autocycle Union (ACU) as Britain's body governing motorcycle sport, but it's also just launched a guide to towing a motorcycle trailer – that's a trailer towed behind a car or van, carrying a motorcycle, not a trailer towed by a motorcycle! The guide covers the law surrounding trailer use, safety checks, hints and tips. All good common-sense stuff, but let's not forget that it's still legal to tow a trailer behind a motorcycle, as long as the bike is of 125cc or above and the loaded trailer weighs no more than 150kg or two-thirds of the bike's kerb weight, whichever is lighter.

Meanwhile, Guy Martin is planning an attack on the rotary-engined motorcycle speed record, on a Crichton CR700W and aiming for 200mph. BMF members will have read our profile of the machine and its Dorset-based

manufacturer Rotron. The CR700W is a development of Norton's rotary racers of the 1990s, masterminded by ex-Norton man Brian Crighton, who carried on refining the racers until they were banned from circuits in 1995. With claimed power of 220bhp and a dry weight of just 130kg, the CR700W promises the power to weight ratio of a Moto GP bike. It's for track days only but a road version is planned for launch in spring 2024.

And finally, we hear that classic motorcycle numbers are increasing. According to research by the Federation of British Historic Vehicle Clubs (or FBHVC, which is marginally easier to say), there were less than 300,000 bikes over 40 years old registered in Britain in 2015. By 2020 that had risen to 417,535, 27%

of all historic vehicles.

Did you know that a far bigger proportion of classic bikes are saved from the scrapyards than classic cars? Maybe it's because they're easier to stick at the back of a garage. Honda are the most numerous classic bikes, followed by BSA and Yamaha, then Suzuki, Triumph, Kawasaki, BMW and Norton. A ban on new petrol bikes may be coming, but we've still got the classics.

For detail on all these news stories, go to www.britishmotorcyclists.co.uk or catch up with us on Facebook, Twitter and Instagram

AND FINALLY – Ed

Thanks very much to Jim for his club ride material and photos. Just what is needed to show what the club is up to and encourage people to turn out and even organize a club ride or event. AS you can see in the diary page, late September and October has no events listed, YET.

Thanks to you all for reading.

We'll be back for September, so don't go away.

DIARY

2022

DATES

1. Where club events are detailed in TREADS, WhatsApp or Facebook club sites, it would be sensible to contact the ride leader to confirm final details and let them know you are attending. Please advise the ride leader well in advance if you plan to bring a *guest rider*.
2. Please be sure to arrive at the starting point promptly, with a full tank of fuel.
3. Each run will have a **leader** who leads the group, and a **sweeper** who stays at the rear of the group. Both will be clearly identified at the start of every AAMC ride.
4. At any junction, deviation or situation which may cause confusion over the route to be taken, the leader will signal to the rider immediately behind him/her to drop-off and stop at or close to the point of deviation. The dropped rider should ensure their own safety, be visible to following traffic and be able to clearly indicate the correct route to following AAMC riders.

5. The rider who has been dropped to indicate the correct route, will wait until the sweeper has passed before re-joining the group and overtaking the sweeper can be carried out safely. ONLY if the sweeper clearly indicates can the rider re-join the group in front of him/her.
6. Overtaking within the group is allowed provided it is carried out safely and with courtesy and consideration for ALL road users.
7. ALL riding in groups organised under AAMC rules must take account of the varying skill levels that may exist within each group. Putting any road user at risk and/or bringing AAMC into disrepute is unacceptable behaviour.

SEPTEMBER 2022

Club Bash to France and Spain – Simon Gough – 01179 734120.

Out: Portsmouth to St. Malo leaving **Wednesday 7th** September 2022, 20:16 hrs.
Return: Santander to Plymouth leaving **Thursday 15th** September 2022, 15:45 hrs.
 (Timings approx.)
 Please contact Simon for more detail.

OCTOBER 2022

NOVEMBER 2022

Sunday 6 – Simon Gough – 01179 734120 - Last ride of the year – details tba.

Saturday 19. 7 for 7:30pm. The AAMC Plug & Grub annual dinner. The White Horse, Hambrook, BS16 1RY. More details from

NON-CLUB EVENTS that may be of interest.

Castle Combe info and contact details

Castle Combe 'action day' dates available from www.castlecombecircuit.co.uk

Castle Combe Motorcycle Track days are detailed at <https://castlecombecircuit.co.uk/motorcycle-track-days>



british motorcyclists federation

BMF EVENTS:

19 – 21 August 2022 Dambusters Rally.
 Thorpe Camp Visitor Centre, Tattershall
 Thorpe, Lincoln, LN4 4PE. **Tickets on sale NOW:** BMF Members £20; Non Members £25

20 August 2022 The Women in Motorcycling Exhibition 2022. at Tutbury Castle, Burton on Trent. <https://womenmoto.co.uk/book-tickets/>

22/25 September 2022. The Armchair Adventure Festival.
<http://www.fimteamgb.co.uk/fim-mototour-2022.html>

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BMF DISCOUNT CODE.

Code for 2022 - CLB22VJTR

Club members can use the above in conjunction with the Club Name, to receive discounts on advance tickets to all BMF rallies and events;

discounts on Insurance and other BMF member benefit.

BMF INFO – Benefits of membership

The British Motorcyclists Federation is one of the largest motorcycling groups of its kind in the world. United by a love of motorcycling, we represent our members by safeguarding their rights on and off the road. *(AAMC is a BMF affiliated Club – Ed).*

Join the BMF community today!

Just £28 a year. Alternatively, save £22 and create a joint membership for both you and your riding partner (if you live at the same address) at only £34 per year.

Political representation

The BMF represents the best interests of UK motorcyclists, whatever machine you ride.

Discounted insurance with Bikesure

Receive a great discount on your motorcycle insurance in a special deal with Bikesure.

F1, Moto GP, WSB, BSB race dates 2022

21 Aug Moto GP Austria

28 Aug F1 Belgium (Spa)

29 Aug BH BSB Cadwell Pk

2 Oct Moto GP Thailand

F1 Singapore

BSB Donnington

9 Oct F1 Japan

WSB Portugal (Final)

16 Oct Moto GP Australia

BSB Brands Hatch (Final)

23 Oct Moto GP Malaysia

F1 USA

30 Oct F1 Mexico

6 Nov Moto GP Italy (Final)

13 Nov F1 Brazil

20 Nov F1 Abu Dhabi (Final)

