



TREADS

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The OCTOBER 2021 Newsletter of AAMC

EDITORS BITS – Stu Bullock



As we emerge from summer into Autumn, I'm thinking about club events for 2022. The diary page looks pretty thin, so how about everyone thinking about putting on an event for next year.

Look on the diary page and you'll see details of a Club Weekend Bash to north Wales, 10 to 13 June 2022.

There are also details of the Club 'Forrin' Bash, 7 to 15 September 2022, to France and Spain. This has been put off once due to Covid, so there are already some names down to go.

If you are interested in either, or both club events, get in touch with the organiser, I would say ASAP.

Tony Walmsley has provided an excellent article on the allegedly maintenance free chain. Read before you buy.

Information is provided about the revised Highway Code, Eddy's latest conquest, Club ride report and so on.

The night's drawing in and icy fingers keeping us out of our sheds, may allow more telly time. The Shed Meister, Henry Cole has confirmed more Motorbike Show episodes have been

confirmed. Series 11 has been commissioned by ITV4, so keep your eyes open for transmission dates.

Check out 'Henry Cole and Allen' on YouTube for their favourite bits from past episodes.

Check out the National Motorcycle Museum on 30 and 31st October 2021, when 'Henry Cole and Friends' will be live on stage.

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 NOVEMBER 2021

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 – Tony

Maintenance Free Chain: Myth or Marvel?

Out on a recent ride I was moaning about the lack of decent non-chain driven sports tourers and Stu mentioned a maintenance free chain had been launched, but he didn't know much more. Having started life as a metallurgist I was intrigued with the idea of running metal on metal without lubricant, so thought I would find out more and possibly rekindle my interest in oily, dirty chain driven motorbikes. Having scoured the internet to find the latest and credible information this is what I have found.

THE CLAIM

On the 28th August 2020 MCN had an article called **Diamonds are forever: BMW create maintenance-free motorbike chain.**

BMW say they've created motorbike chain that needs no lubrication and no tension adjustment. The maintenance-free unit is to be made available on the S1000RR and S1000XR models as a factory option (£100) or as an accessory to existing owners, but more models will follow.

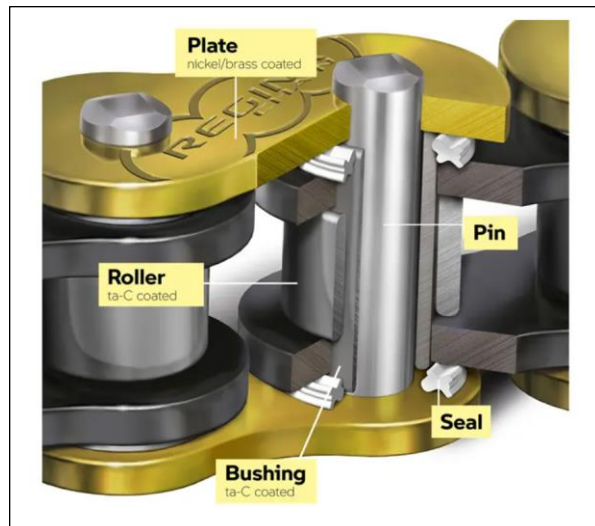
The M Endurance chain uses a standard X-ring set up to hold lubricant between the rollers and pins but BMW have added an industrial diamond coating to the bushes and rollers.

The industrial diamond is also known as tetrahedrally amorphous carbon (ta-C) and it sits somewhere on the diamond scale between the Diamond Like Coating we've seen manufacturers use to reduce friction in their engine internals and pure diamond.

This ta-C coating reduces the friction acting upon the chain and so reduces wear. And the best part is that it never wears off.

BMW said: "Thanks to excellent dry lubrication properties and the elimination of wear, the tetrahedral amorphous carbon coated rollers of the M Endurance chain offer maintenance

comfort equivalent to that of a shaft drive motorcycle. This includes all the cleaning work that is unavoidable with a conventional chain due to splashed lubricant. Accordingly, the M Endurance chain also offers maximum environmental friendliness."



All very interesting and sounds technically credible. BUT what about wear on the sprockets I thought and set about trying to find out more. It seems that the 'M Endurance' chain was developed by Italian company Regina Chains in collaboration with BMW (note Regina Chains call it the HPE chain).

THE REVIEW

The US based bike bits company Revzilla have carried out a review and say as follows:

It is said to require zero lubrication and adjustment while offering a service life equivalent to a properly maintained X-ring chain (read: 25,000 miles or thereabouts).

To quote from BMW's news release when the chain was introduced: "Like previous X-ring chains, the M Endurance chain has a resident permanent lubricant filling between the rollers and pins, enclosed by X-rings. What is completely new, however, is that the previously necessary additional lubricant addition for the rollers and thus the familiar 'chain lubrication' is no longer necessary, nor is any re-tensioning required from time to time due to the usual wear."

Never lube or adjust a chain again? Sounds great! But does it keep its promises?

PUT YOUR MILES WHERE YOUR MOUTH IS:

In reality, the M Endurance chain is good for about 12,000 miles. At least that's what my friend "Long Haul Paul" got out of it this summer on his Yamaha Ténéré 700. Paul regularly logs 1,000-mile days in pursuit of his goal to ride one million miles to raise awareness and money for multiple sclerosis. Nine years in, he has over 500,000 miles behind him, all on bikes with shaft or belt drive that he could more or less ignore.

"I'm not good about maintenance or checking things every day," says Paul. "I just want to ride and then fall into bed." Understandable, given the marathon nature of his adventures. Needless to say, Paul was enticed by the idea of a set-it-and-forget-it chain, even if it cost \$360. So, he slapped on a fresh set of OEM sprockets, set the M Endurance chain's slack as per the Yamaha's manual, and then did what Paul does. He rode.

A few weeks later, Paul sent a text and a picture of his bike outside the Barber Museum in Birmingham, AL: "About 5,500 miles in, 3-4 hours of rain, some salty New England brine, already stretched about 5 mm. This is going to be interesting."

His next update was at 10,000 miles. "No lube, no adjustments, no cleaning since installed. Slack is about 9 mm over factory spec." The accompanying photo showed a grimy chain drooping slightly between the sprockets.

Finally, an exasperated video text: "Here we are, 12,000 miles in and the chain is too slack for safety. I just rode from Lexington, KY, to New Hampshire, and had my rosary beads out for the last 5-6 hours!"

If you thought the M Endurance chain was the answer to your chain-maintenance prayers, sorry kids. We're not there yet.

THE AUTOPSY

With the victim stretched out on the workbench, I could push and pull the length like an

accordion and see play at nearly all the pivots. Some links had the tell-tale "red dust of death" that indicates failing sealing rings. No wonder Paul had his rosary beads out.

When I pressed the links apart, barely any of the factory grease was present and there was visible wear to all the pins. About 10 percent of the pivots had severe erosion due to damaged sealing rings and a total loss of lubrication. Interestingly, the inner diameter of the ta-C coated bushings showed minimal wear, even on the dry pivots. The sprocket teeth looked great, too, presumably due to the graphite-like lubricating properties of the ta-C treatment.

Clearly the ta-C coating is a boon, it's just not applied to all the necessary parts, namely, the pins. And the ta-C coating doesn't do anything to benefit the sealing rings, which are still susceptible to friction-induced wear and decomposition due to UV and ozone exposure, especially if they're left dirty and unlubricated.

The O/X what-have-you-rings are often the, ahem, weak link in any sealed chain, so I'm very curious to know who thought they would last if allowed to run dry and gritty. Lose the seal and you lose the grease, at which point no high-tech coating is going to avert wear. Keeping the seals happy is critical to chain longevity.

You know what a chain really needs to last? A little maintenance. And BMW agrees.

WALK IT BACK BUDDY

"The claim is now going to be 'low-maintenance chain' and not 'maintenance-free chain,' since depending on the riding elements (dirt, salt exposure, etc.) you experience, it could cause stretch or wear to the non-DLC-coated elements on the chain which would then require cleaning/relubrication as well as slack adjustments."

That's the feedback I got from BMW's Aftersales Marketing Specialist after I presented the results of Paul's test. A far cry from the set-it-and-forget it promise that BMW originally made!

REGINA CHAINS CARE INSTRUCTIONS

HPE Chain maintenance, cleaning and tensioning

To guarantee its best functionality and aesthetics over time, follow 3 simple rules:

- clean and re-lubricate the chain
 - after washing your bike
 - after using your bike in wet conditions and/or in salty or dusty environments
 - before storing your bike at the end of the riding season (winter season)
- re-lubricate the chain once a year
- check correct chain tensioning every 3.000 Km.

www.reginachain.net - Chain Maintenance section, for detailed instructions.

Apparently, BMW themselves refer to the M Endurance chain as a “low-maintenance” chain in their own motorcycle manuals and refer to cleaning the chain and apply chain lubricant in their latest S 1000R manual. (See below).

CONCLUSION

So, there you have it; it seems to be more myth than marvel. It does look like an advancement on the current chain technology, and doesn't seem to destroy sprockets, but the 'shaft drive equivalence' claim appears rather overstated. I therefore won't be trading in my trusty shaft drive K1300S just yet, but who knows what technology changes there are round the corner. I wait in hope!

(The chain on my 2021 BMW S1000XR is the normal version. In my hand book page 186, advice is given for both chain types. Before each section, the same warning is given.

Attention. Inadequate cleaning and lubricating of the drive chain.

Accelerated wear

Clean and lubricate the drive chain at regular intervals.

The following detailed guidance for each chain is essentially the same. Check it, clean it, reoil it, reset the slack.

No, I'm not buying the, about £275 chain. ED).

Information about the newest Highway Code – Simon Gough

<https://www.gov.uk/guidance/the-highway-code>

For those who drive professionally, (*and us hooners. Ed*), it is vital to stay up to date with the Highway Code.

Very recently, there have been changes to the rules on using motorways, so it is important to check the Code regularly. It is easy to stay up to date online, by signing up for online alerts. Go to the above website for more information.

SUPERDREAM GETS A PODIUM - Eddy

Yes, it appears to be true the Superdream with Moi on board achieved a podium at Cadwell Park over the weekend of 14/15 August 2021.

The handicapped race was my last wearing the novice bib. Not a large grid - about a dozen on a wide variety of machinery complying with the Caldwell VMCC British Historic Racing series. When the race was over, I returned to the paddock thinking - another pre-penultimate result - and the guys were yelling, 'cos, so it was. They had worked out the handicap and I was pre-penultimate from first rather than last. Have to say, quite chuffed.

Now it's “rebuild the race bike engine”, (the road bike one was in over the w/e) to try and get the full 10,500 RPM rather than the 8,500 currently on offer.

(You might be 'quite chuffed' Eddy, but we are well impressed with a marvelous result. Ed)

Club Ride Report – Stu Bullock

Wednesday 15 September 2021, was a very warm and sunny day. Given the cold, wet and windy summer we had had up until then, these things cannot be taken for granted.

At 10.30am that morning, Sue and I led, Simon, Tony and Martin away from Southfields Services, through Ilminster towards Crewkerne. Initially we found traffic to be heavier than the previous two days. Was this a mass public break-out? We chugged through Crewkerne and then got up a head of steam on the A356 across Toller Down. Soon to be calmed down by a tipper lorry (Do they not appear just everywhere?) and no overtaking opportunities.

As we drew near to Higher Frome Vauchurch (everyone should go there), we were due to turn off the main road, cross Wynford Eagle to Kingston Russell. Then we would turn left towards Winterbourne Abbas. How very annoying that the box van that absolutely refused to let us pass, went the same way!!

It even led us out of Winterbourne Abbas to Portesham. Darn. There was a bit of a look at the Hardy Monument, on the edge of the Valley of Stones, but concentration is needed as the road falls steeply off the top of the hill to Portesham. The Hardy Monument is in remembrance of the Captain Thomas "Kiss me Hardy" mate of Nelson's, not the writer, Thomas Hardy. Odd, in the county author Hardy wrote so much about in his classic tales and love and loss.

B3517 to Portland Marina and at last a chance to pass the bounder in his van. Soon parked outside The Boat That Rocks, the café alongside the National Sailing Academy, where the sailing Olympics were held in 2012.

Well fed and watered, we set off north, bypassing Weymouth and Dorchester, to turn off the A37 onto the sinuous A352. Passing through Cerne Abbas, Minterne Magna, (such wonderful names), to Sherborne. Only one 'moment' as a deer ran across the road in front of me. Tony, following us, saw it and commented that I didn't react. Well, I did but didn't want to frighten the animal, so just sat quietly doing nothing until it all went away. Wonderful to see nature close up.

Arriving at Sherborne, my route plan had been crafted from various maps, both paper and online, to take us around the houses and onto the B3148 to Sparkford. However, it seems as though some house builder chappie has made the connecting lane one way. Although we were only going one way, so were the cars coming towards us. Anyway, we led a tour around the new houses and, satisfied the residents were keeping the Queens peace, we jogged on.

Soon reunited with our B carriageway, joining the A359 at Marston Magna (the Marston Inn is open again) we arrived at Haynes International Motor Museum, hot and in dire need of refreshment. Mind you, when is that not the case?



Image courtesy of Tony

So here we all are, a happy little band enjoying the Club atmosphere, riding and the glorious sunshine, just before we all left for our homes. Thanks, one and all for supporting the club and adding a darned good laugh into the bargain.

THOUGHT FOR THE MONTH

There is no sense in being pessimistic.

It won't work anyway.

TOURING BY MOTORCYCLE – Stu Bullock



1995 Honda Pan European ST1100, no.2

Part Two:

To remind you: We had ridden to Tilbury, joined a large group of riders on an organised tour, ferry to Holland, mostly motorway to Berlin, wet rural roads to Dresden, then Prague and Vienna. This second part takes us from Vienna to home in the UK.

We left Vienna heading for Budapest. The big deal was that we would take a 240-mile route to pass alongside Lake Balaton in Hungary. Why? Lake Balaton is a freshwater lake in western Hungary. Riding past, knowing how far you are inland, yet seeing people in Speedo's, canoes, sandy beaches, is a bit of a mind blower.



Lake Balaton, Hungary.

Image courtesy of istockphoto.

It's a major holiday destination, bringing much wealth to the region. With beaches, volcanic hills, resort towns and high-rise hotels along its 197km shoreline, it's a lovely place to visit. The hilly north shore is a wine-growing region, with protected wetlands and hiking trails at Balaton Uplands National Park. The town of Veszprém has a walled Castle district, and 13th-century frescoes at the Gizella Chapel.

Arriving at our hotel in Budapest, we set out on a walking tour to get a taste of the city. Never been? Start making your travel plans now, believe me, you will be blown away. What follows are my words but the detail is from our guide notes from the trip and partly from official tourist information from the city itself.

Buda, Pest (pronounced Pesht) and Obuda are three cities inhabited since Roman times that grew alongside each other on the banks of the mighty river Danube. The Cities become united into Budapest in 1873. Growing in popularity and wealth, grand parks, an underground railway, bridges joining the three cities, opera houses, the exceptional parliament buildings, were all built up to the second world war.

Some of those original buildings were destroyed during WWII and the revolution of 1956.

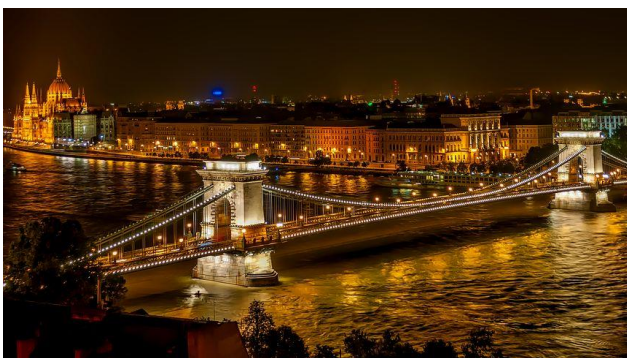
One of Budapest's main attractions is its truly unsurpassed architectural diversity: the houses in the Buda Castle area were mainly built in the Baroque period, while the streets of downtown Pest are marked by apartment buildings from the late 19th and early 20th centuries, along with Secessionist and modern buildings. Meanwhile, traces of Budapest's Roman past can be discovered throughout the city, as well as the legacies of the Turks in the 16th and 17th centuries and of Socialist Realist architecture of the 20th century. It is an exciting medley, just like the cultural activities that the city offers.

Buda Castle is the historical castle and palace complex of the Hungarian kings in Budapest. It was first completed in 1265, but the massive Baroque palace today occupying most of the

site was built between 1749 and 1769. The complex in the past was referred to as either the Royal Palace or the Royal Castle.

Initially, the river could only be crossed via a temporary pontoon bridge, by boat or over the ice. However, a big city needed a real, stone and mortar bridge, which is why Count István Széchenyi, the “greatest Hungarian”, invited English engineer William Tierney Clark to Hungary, as well as his (unrelated) namesake, Scottish engineer Adam Clark, who ended up building the bridge.

Completed in 1849, it was considered a technical wonder of its time. In World War II, the bridge was destroyed, along with all the other bridges in Budapest, but was rebuilt almost in its original form, except for some necessary modernisation. The square at the Buda side of the bridge bears the name of builder Adam Clark, who chose Hungary as a second home and later also designed the tunnel under Castle Hill. One of the highlights of evenings along the Danube is when the lights on the bridge are turned on, accenting the bridge’s arching shapes. With its characteristic shape, two enormous stone gates and beautiful suspending chains, the Chain Bridge has become an essential part of Budapest’s cityscape for over a century and a half.

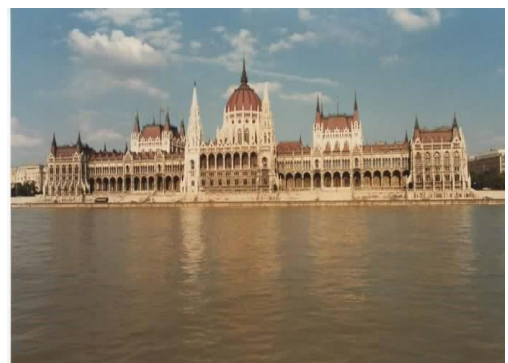


Chain Bridge, courtesy of Pixabay

The best way we found to see this, is by taking an evening boat cruise. Dinner, amazing wine,

stunning views and the tremendous light show is a real highlight. (All true. Ed).

A truly amazing City, which even with two days, there was not enough time to do it justice. So, we’ve been back twice more. It is well worth the walk to the chain bridge and recognise the engineering cleverness of an Englishman and a Scotsman, so many years ago. Just a pity there was not an Irishman, to make the story complete.



Budapest Parliament buildings

Time to go came all too soon. Budapest to Graz isn’t very far, 250 miles and our little group decided to pass Lake Balaton by the south bank. Less populated than the north bank but a good main road, for tourists of course. Almost reaching Maribor, the route to Graz swings north and begins rising into the mountains.

On this leg we were joined by a chap and his partner on an un-faired Kawasaki, well laden with kit and them. A nice chap, but so are many axe murderers on their days off. However, riding was not his strong point and frankly, he scared several of us sideways. On the narrow, dust covered mountain passes he would overtake other riders, then suddenly slow in the middle of a bendy bit, taking followers by surprise. At one tea stop I just had to have a quiet word because he was, at best a nuisance but at worst, a danger with his sudden manoeuvres. The good thing was that he showed himself capable of learning and making some positive changes to fit better into group riding, which he had never done before this trip.

This day was a short one in riding terms but well worth it as Graz is a most beautiful City and Austria's second biggest. Why have you heard of Graz? Very close to what was the Österreichring, then named the A1 Ring, now called the Red Bull Ring race circuit.

A lovely sunny evening and a stroll amongst the cafes and trams and other people just chilling out in the town square. Perfect.



Tram in Haupt Platz Square, Graz, Austria. Image courtesy of freeimages.com and istock.

Graz to Venice and more trouble. Spending time before leaving home planning is to keep out of trouble as much as possible. I've not always achieved that mind you, but let's move on. Ahem.

Arriving at our hotel at Mestre early was a good thing as it gave us time for a short train ride to Venice and a short walk to the Grand Canal. Why Mestre? Cheaper by miles than Venice itself. Venice has no road traffic, so getting to a hotel is complicated. Mestre train station is close by and next stop, Venice, for about 50p per person, return!

Arriving back for a quick buffing before dinner, only to find a real buzz of concern, that some of the tourers were missing.

Quite some while later, we learned that about six riders, all singletons, had 'strayed' into the Balkans. Remember the Balkans conflict? It ended in November 1995. That means in the middle of 1995 it had not ended. So, these guys

drifted slap bang into an area controlled by the military from a country that denies being in the Balkans at that time, apparently. Depending on what you read, fiction or non-fiction. They were very quiet for a couple of days, so you might expect the confrontation was not too pleasant. Oh, come-on, their grandkids will love it.

So, the last leg of the tour but not to home, Venice to Macon, France. 450 miles but fast open roads in the main. Head west, along the Po valley. Bologna and Ducati too far for this trip. Skirt Lake Garda, Bergamo and, most annoyingly, almost touching the Autodromo Nazionale Monza to the north, with the wonderful city of Milan to the south. Still heading west, the fast but very busy E64 takes a dip to the south west as it approaches Turin. However, we turned slightly north, north west to Aosta and 'much more like it' Mountain Roads. Not much further but climbing all the time through village ski resorts to leave Italy for France at Mont Blanc. Our group had changed. One couple left early to take an alternative route back to Germany. We collected a new couple, Mike and Rita. I met these two wonderful people on many occasions following this tour and became touring friends.



Tour group catch up stop, just before entering France from Italy. Me left, Mike right.

So, we made good progress on the grandly named Autostrada della Valle d'Aosta but now lunch was required. Close to Runaz there is a

large service area with food outlets of all kinds. We sat in a café eating, drinking and watching the many Ferraris, Lamborghini's, Ducati's and all sorts of supercars/bikes, also heading west but stopping here to allow their average speed to drop below the speed limit from wherever they joined the road.



Watching for Ferrari's, Po Valley tea stop, Italy.

So, if you find yourself on a European Motorway, buying a ticket to use a section means you can be busted if your average speed is higher than that set when you reach the next Peage. Nudge, nudge.

Having fooled the French into welcoming us, we beetled off towards Macon, just avoiding Geneva with a good swerve to the left. Arriving at the nominated hotel, we found we were the first. That in itself was a first, given our mini groups penchant for taking photos. So that meant we (that means me) had the dubious honour of dealing with a problem.

The tour operators were not with us. They had left us at Mestre to head further north, checking out hotels for future tours. We had been on several tours with them, they are the nicest people in the world and we did get on with them well. Anyway, they had asked Sue and I to 'help' the tour onwards to Macon and deal with the hotel on arrival.

Peter had booked rooms for the whole group. However, the hotel manager was determined to

uphold his rule, no motorcyclists. Oh darn, no-one mentioned that little gem!

So, the manager and I had a conversation, a compromise was agreed, alcohol sealed the deal. Other than me, the rest of our group booked in, showered and drinks in hand, came to sit on the terrace and gawk, shouting encouragement and other rather unsuitable recommendations, as the other riders gradually drifted in.

The agreement was. "Never mind you are on a motorcycle. Never mind you are in motorcycle kit. Never mind the lingo. As far as the hotel staff are concerned you are part of a luxury coach tour. Do not deviate from that story as they will not accept motorcyclists as guests here". Fortunately, everyone was tired enough, or hungry enough to not mind the slur on our hobby and explained they were, "on a luxury coach trip".



Macon, France. "A slightly riotous evening" last tour dinner.

A slightly riotous evening meal followed on, friendships confirmed, addresses exchanged, promises made, alcohol consumed and laughter rang around the room. Finally, I also advised anyone who could listen, "we will have left by 8:00am sharp the next morning" from Macon bound for Calais ferry port (Not the Calais 3 miles away from Macon. Oh yes, two riders had that on their map)! Our ferry was due to depart Calais to Dover at 5.30pm, leaving a small amount of wiggle room for problems.

Quickest/shortest route is via the A26 but why on earth would we go that way?

Sue and I had agreed a route, and being brilliant at map reading and route finding, she was very capable at leading me along all 450 miles of it, even making some deviations that looked 'interesting'. So roughly, up towards Beaune on the A31 and load up on fuel. Pick up the A6 towards Auxerre. Then cross country towards Sens, Soissons, Arras (Magnificent), where, after a spell on the classic D341, we would join the A26 the last few miles to Calais. This is what I love about touring by motorcycle. Finding cafes and rest stops, meeting people for just this visit, seeing the changing countryside, is all just wonderful.



Checkpoint Charlie, Berlin.

Loading the bike before breakfast next morning, we were surprised to find most of the tour also getting ready for 'lights out' at 8am. We found every foot of our route, great cafes and fuel as we went without any problems. One or two found the pace a bit warm and dropped out to make their own way. 2 couples went on to overnight in Paris, so we wished them luck with that as they left us to whang up the A5.

The singletons did their usual trick of howling off into the distance from Beaune. As we rode along the A6, they passed us, heads down, arses up, going the other way. Hmm. Someone was wrong, and it weren't us!! They were not on our ferry but I'm absolutely sure they enjoyed

themselves and that they found other tours to go on in their futures. However, we never saw them again!

One guy on a Goldwing just would not listen to a calculation about fuel available and mileage left. Was he tired? Fed up? Had something to prove? Don't know but I did know that Mike had travelled the world as a senior engineer for a well-known airline. I would guess he was good at calculations like those. Result, Mr Winger last seen flying down a motorway slip road, pointing to his fuel tank, for a huge roundabout around 3 miles from the ferry port. Oops. We never saw him again!

Most people who wanted to, made the ferry, although they go every half hour until late evening, so nothing really to be concerned about with a motorcycle. Once again, so many happy people making friendships, telling tall tales and promising to do another 'grand tour' the following year. Truly what motorcycling is for me and I could not have been happier.

That, dear readers, is that. Riders star burst off the ferry to their various homes. We went to a nearby hotel, planning to ride back the 255 miles home the next day via the coast road to Polegate, A27/M27 to Southampton, then A31 to Bere Regis, A35 and Blackdown roads to home. A long day but more relaxing than motorway and, proper roads for motorcycles.

Around 3500 miles for the trip and although needing a darned good buffing, the ST1100 had behaved magnificently, not one missed beat. Used a drop of oil, as expected but nothing significant.

Starting touring with an organised outfit is a good thing. For one, guidance is offered about things like riding insurance, breakdown insurance, licence issues, hotels and so on. What our futures will hold over those things after all Brexit deals are finalised, is still a bit of a mystery but surely, things will be clearer soon. One thing will not change. The huge difference in attitude towards motorcyclists from other

Europeans. The vast majority will see you as a bit of an adventurer, a heroic figure if you will. The hotel in this piece at Macon is the first in thousands of miles touring by motorcycle that has had any kind of 'attitude' towards motorcyclists. I've only ever met one more.

One thing I know, you can tour by most motorcycles. Just choose your destination carefully. A tour of a mountain range may include some dodgy road surfaces, even ice and snow. A race replica two stroke may not be the best choice. But then, if that's your choice..

When touring by motorcycle, you will meet more experienced tourers and gain your own experience and hence confidence, which is all you need to enjoy long distance touring by motorcycle and be able to "read the next page".

Always keep in mind, that some of the people you meet, *you may never see again!*



Honda CB 1300, loaded for touring by motorcycle.

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.*

Q: I am involved in a case which I was initially told was worth about £20,000.00, I have no problem with that. The compensation seems fair enough.

However, my solicitors are pressing me to take £16,000.00 on the basis that I must have been either speeding or not paying attention because I did not leave a skid mark.

The suggestion is that I either did not have time to react due to my speed or I did not react because I was listening to music through my Bluetooth headset.

My own solicitors are saying that this is reasonable and I should take the £4,000.00 hit. What do you say?

Answer: This is nonsense. No inference at all can be drawn from the absence of a skid mark, but even more so if your bike has ABS. It is extraordinary for a motorcycle with ABS to leave skid marks.

The circumstances when it can happen are so weird that I need not worry about them, but even if your bike was non-ABS, the absence of skid marks proves only one thing – you did not brake hard enough to stop the wheel rotating and did not leave a skid mark.

A skid mark – which is evidence – can have certain conclusions drawn from it but only one conclusion can be drawn from the absence of a skid mark from your bike, namely your bike had functioning ABS. Even though your solicitors do not want to fund it, a positive allegation has been raised by the Defendant insurer.

A desktop report of a few lines from a qualified collision investigator would probably cost less than £200.00 simply to say "a bike fitted with ABS will not leave a skid mark" and this nonsensical line of defence can just be killed off.

The second line is "you were distracted by your Bluetooth headset" – this too is likely to be dismissed as nonsense. The law of England and Wales has a simple evidential burden, if you make a positive allegation, you must prove it.

So, if the defendant is saying you were distracted by your headset, then it must

prove you had a headset, it was engaged and crucially it distracted you. They must show all of these things to be more likely to be true than untrue. However, cars come with radios and music playing systems and no one bats an eyelid.

I suspect what you have got here is a poor-quality claims monkey who gets paid the same whatever the outcome of your case and gets paid a flat fee, so where is his motivation to press on to trial?

The insurance companies are fully aware of the claims companies that fold and your one is one which has the reputation of taking any offer. The value of your claim at £20,000 is at the lower end of what is reasonable, it represents a very ordinary day in court but it certainly isn't a good offer. It is an adequate offer.

You are unlikely to do less well as your injury is straightforward and varies in value between £4,500 and £5,500. Your kit is worth about £1200 even allowing the usual discount of 25% for it being second hand.

Your out-of-pocket expenses and lost earnings come to a little over £14,000. Most judges would hear argument as to the value of your case at the £20,000 mark and there is nothing unusual, unproven or weird about your losses. You lost 13 weeks wages, you had to travel by taxi to a number of appointments and you had a course of recommended private physio. None of these are even slightly unusual.

Your current lawyers have not factored in time your girlfriend helped you and took time off work to drive you to appointments. It is not a huge element of claim but it is worth a few hundred pounds. The valuation of £20,000 is realistic but not with a completely nonsensical reduction for "contributory negligence" of £4,000.

Andrew Dalton, White – Dalton Solicitors.

AND FINALLY – Ed

Have you ever wondered why telephone conversations to 'help desks' are recorded?

Customer: 'I've been calling 700-1000 for two days and can't get through; can you help?'

Operator: 'Where did you get that number, sir?'

Customer: 'It's on the door of your business.'

Operator: 'Sir, those are the hours that we are open'.

Caller: 'Can you give me the telephone number for Jack?'

Operator: 'I'm sorry, sir, I don't understand who you are talking about.'

Caller: 'On page 1, section 5, of the user guide it clearly states that I need to unplug the fax machine from the AC wall socket and telephone Jack before cleaning. Now, can you give me the number for Jack?'

Operator: 'I think it means the telephone plug on the wall'.

Caller: 'Does your European Breakdown Policy cover me when I am travelling in Australia?'

Operator: 'Does the policy name give you a clue?'

Caller: 'I'd like the number of the Argo Fish Bar, please'

Operator: 'I'm sorry, there's no listing. Are you sure that the spelling is correct?'

Caller: 'Well, it used to be called the Bargo Fish Bar but the 'B' fell off.'

Then there was the caller who asked for a knitwear company in Woven.

Operator: 'Woven? Are you sure?'

Caller: 'Yes.. That's what it says on the label -- Woven in Scotland ...'

Tech Support: 'I need you to right-click on the Open Desktop.'

Customer: 'OK.'

Tech Support: 'Did you get a pop-up menu?'

Customer: 'No.'

Tech Support: 'OK. Right-Click again. Do you see a pop-up menu?'

Customer: 'No.'

Tech Support: 'OK, sir. Can you tell me what you have done up until this point?'

Customer: 'Sure. You told me to write 'click' and I wrote 'click'.'

Tech Support: 'OK. At the bottom left-hand side of your screen, can you see the 'OK' button displayed?'

Customer: 'Wow! How can you see my screen from there?'

Thanks, and have a great Autumn.

DIARY DATES

Helen

Please send your club event dates and descriptions to Helen, as above, and a club events calendar will then be published.

Where club events are detailed, it would be sensible to contact the ride leader to confirm final details and let them know you are attending.

Keep an eye on the Club WhatsApp page for last minute changes or additional rides.

- Please be sure to arrive at the starting point promptly, with a full tank of fuel.
- Each club run will have a **ride leader**, who leads the group, and a **sweeper**, or

'Tail End Charlie', who stays at the rear of the group.

- At any junction, deviation or situation which may cause confusion as to the route to be taken, the leader will signal to the rider immediately following to pull in and stop at the point of route deviation, often referred to as being '*dropped off*'. This person should indicate to following riders the correct route to take.
- The '*dropped off*' rider will re-join the ride after the **sweeper** has passed, and then pass the **sweeper** when it is safe to do so. (ONLY if the **sweeper** indicates to do so should the '*dropped off*' rider re-join the group in front of the **sweeper**).
- Overtaking within the group is permitted, provided it is carried out safely and with courtesy and consideration for **ALL** road users.
- Please advise the **ride leader** well in advance if you plan to bring a *guest rider*.

NOVEMBER 2021.

Sunday 7. Final organized club ride of 2021.
Simon Gough – 07774 835025

Saturday 20.

AAMC Plug and Grub annual dinner. Helen

MARCH 2022

Wednesday 30. Crossing Counties - Stu Bullock - bullock.stu@gmail.com

Start time: 10:00hrs(am) Southfields Services, junction A358/A303 Nr Ilminster, TA19 9PT.
Lunch @ The Boat That Rocks, 7 Hamm Beach Road, Portland Marina, DT5 1DX. (12.00hrs)

Last stop (tea & disperse) @ Haynes International Motor Museum, Sparkford, BA22 7LH. (About 16.00hrs (4pm). Please let me know if you are coming, even the day before, for table booking.

APRIL 2022

MAY 2022

JUNE 2022

Friday 10 - Monday 13 Club weekend, based in Caernarfon, Wales – Stu Bullock – 07711898178 – bullock.stu@gmail.com

Let me know if you are interested by email and I will email you the necessary information and all should be clear.

JULY 2022

AUGUST 2022

SEPTEMBER 2022

Club Bash to France and Spain – Simon Gough – 07774 835025.

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

Non-Club Events –

BMF DISCOUNT CODE.

Code for 2021 - CLB21TAH

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.