



TREADS

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EDITORS BITS – Stu Bullock

You will all have seen the annual round of numbers of accidents statistics for our country. Usually together with a mightily wagged finger aimed at those of us who dare to flout normal rules of society – us RISK TAKERS!



I have sat at many tables surrounded by like-minded people, with the sincere belief that most motorcyclists want to be safe, look for risks and take steps to avoid them. It is the non-caring people who have more wheels on their wagon and so feel safer, and it must be said, often more superior, who are the problem. (Don't get me going).

One of the last groups I sat in with was Highways England Motorcycle Working Group. Who was I with, apart from the very influential Highways England? MAG, BMF, NABD, IAM, DVSA, TfL, DfT, MCIA, lots of councils, cops and firemen. I would say that, out of all the 'committees' I have sat on, this one has most influence over national policies affecting road design, layout, speed control and safety policies. It also produces most work. If you spark up a bright idea, you don't get away with just 'looking good', you have to prove it works and benefits motorcyclists. Just in the interests of balance, HE also has working groups for Tyre Safety, Caravan Safety, Trailer Safety and so on, but the importance to us all is that every interested group has an equal say.

So, out of this comes national policies. In the past, say for example Devon, create a policy to catch speeding and bad riding motorcyclists, targeting local well know 'biker meets. After a few hours, the motorcyclists become aware of the policy and move their target roads into Somerset. Because they are on strange roads and don't moderate their riding, they are at higher risk of accidents. In order to try and control rider behaviour (poor that is), councils are being guided by HE to create a common and National policy. Have a look at what Colin Brown, director of campaigns and political engagement say about the latest endeavour by Lincolnshire Council. Save the link into your browser to see the video, too.

Hello all. A refreshing approach from West Midlands Police to motorcyclist safety in the urban environment.

<https://www.west-midlands.police.uk/news/new-drive-improve-motorbike-safety?fbclid=IwAR38FsB2sgZ7EhPA1pt7msrKTbF6d9A13oYjIFFwY4CzUKIQrsSfB2TPqj8>

In my opinion, this kind of campaign is likely to have more impact, than a campaign that alienates riders in the first sentence of the press release which the Lincolnshire campaign achieves very well. I honestly believe that when it comes to encouraging behaviour change, we need to first generate an audience that is receptive to the message. This is not done by using the standard position of bikers putting themselves at risk, however true it may be.

Listen to what the target audience believe to be the risks they face, show that you have heard their opinions and are taking action, then they

are far more likely to accept the scrutiny of their own behaviour.

A refreshing change of approach that I hope has a good enough effect for a national campaign. Isn't it nice to know who is working on our behalf?

VIEW FROM THE CHAIR – Paul

I joined AAMC some 3 and a half years ago, with the sole intent of improving my riding skills, as I was a very tense and wobbly returning biker and even though I say it myself, I have achieved that and so much more.

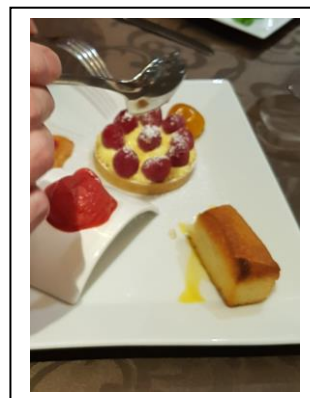
I took the improvers skills course and was blessed with having Simon, Nigel and Jim as my instructors. I was led through study on the Thursdays and then practice on the Saturdays to becoming a more confident rider, for confidence was definitely what I lacked, especially in the rain.

I soon progressed to going out with the senior members of AAMC on a Sunday, and remember the early days of riding down the Usk road and wondering why everyone was so much quicker and far more confident than myself.

Learning took place all the time, from realising the gears on a motorcycle are so different than a car, and according to Chris K, 2nd is a gear you actually use, rather than simply progressing through, as I did in a car. There was also the well-made point that the first mile and last mile are key, and that concentration is really important when on a bike, at all times.

As my training progressed, so the confidence very slowly grew. To the point where I decided to venture into going on Simons tour of France, my first proper trip away on the bike. I decided the VFR800 of 2002 vintage was probably not suitable for such a lengthy trip and chopped it in for the BMW K1300S Motorsport Edition. This proved to be a wise purchase and is a truly stunning long-legged cruiser of a sports touring bike, which I still own, and have now completed 24K miles on.

That trip to France opened my eyes to the adaptability of touring motorcycles and how very addictive that can be. Simon being Simon, we didn't slum it at all and had amazing food and stunning accommodation, including some of the best food I have ever had in a Chateau on our last evening. Very impressive, as was the route, the company, scenery and the riding. Absolutely superb.



Over the next year I took part in the Sunday rides and was lucky enough to go on some of the weekday rides with Stuart who demonstrated some outstanding routes and bike handling skills, almost like he had done it all before, he explained he had been a police motorcycle rider for years and it certainly shows, he is very smooth and calm. I have enjoyed a few days out with Stu, Martin and Bryn and been lucky enough to be regaled by the masters of their craft. I was please to speak to Stu at the recent AAMC BBQ in downtown Bristol where he let me know that his K1300S has now passed the 50K miles mark, and he has no reason to trade it in. I have done half those miles and see myself keeping the K for a good while yet.

I also went on the following two years AAMC big tours with Andy an amazing dash around Belgium and Luxembourg taking in Eau Rouge at Spa Francorchamps and the Nordschlieffe and its surrounding areas, amazing roads, if a little wet.

So, Monty Pythonesque, what has AAMC given us? Well, obviously the roads! But I would say amongst all else camaraderie, what a lovely bunch of people are contained within AAMC. Helen who organises the Sunday rides

so well, and often directs Mark expertly as the back markers on many of the rides I have been on. Sandra and Jamie, both amazing riders and excellent stalwarts of the club. Bryn just for being Bryn, an amazing rider and with such finesse. Nigel and Pam, with their young son Aden! What a scamp he is, hope he comes to some rides soon....

The list could go on, but suffice it to say, thank you all, you have brought great warmth and friendship to the club, but most of all you provide a very safe and welcoming environment where improving your riding is the key goal, and long should that continue.

And lastly, but by no means least, to our Chairman Simon for being the glue that holds the whole thing together, without you I doubt this dynasty would have lasted so long, we raise a glass to you sir, of either very weak tea or very fine Champagne, you decide.

PS: If Simons Book, The Top 100 Garden Centre T and P Stops is published soon, I for one will purchase a copy of this insightful tome.

DOES TRAINING MEAN TESTING? – Stu Bullock

During my time spent training and testing, I have heard the above question asked numerous times, it being one of the most popular. (Even more popular? Try, “Why haven’t I got a Gold?”). However, an answer to the above question needs to be more detailed than you might think.

Counter question. “Are you ready and want to prove your skills with a test?” Not everyone does. The facts are that the IAM attracts more members than RoSPA. Bikesafe attracts amazing numbers of riders, for what is a quite simple assessment, often overseen by riders who are not trainers. The BMF Blue Riband Scheme mostly attracts BMF members. None of the previous comments are a criticism; not in any way at all. The four organisations provide different services for those who feel additional and continual training is a good idea to keep as

safe as possible. My experience tells me that any additional training over and above learning training, is vital to keeping on the ball with modern riding skills.



However, both IAM, BMF and Bikesafe ‘sell’ their products on the fact there is no compulsory test requirement. If riders want to, the IAM provides a test of ability at interpreting the tenets of Roadcraft in their riding. A retest is entirely up to the individual. Bikesafe has no test, but riders can partake in as many assessments as they want to. They just need to know where the assessment is taking place throughout the year. BMF provides a day and a half training course, followed by an assessment. Reaching their standards, riders receive a BMF Blue Riband award. Riders can attend other training sessions if they want to. However, does the RoSPA requirement to pass a test to gain/keep full membership affect it numbers? Fear of failure?

Having trained one or two riders over several years, I am aware that ‘fear of failure’ is a big problem for many. So, if putting yourself through an excruciatingly bad time trying to pass a test is a problem, it seems to me to be counterproductive. I would suggest having a go, or two, just in case being familiar with the test process will relieve the stress. I have seen that work lots of times. The thing is, would it be better to gain confidence and skills through training, rather than ride ‘poorly’ on test and risk losing confidence?

I remember a rider based near Plymouth, who put himself through several RoSPA tests, each with a different examiner. He either failed or was awarded a bronze (nothing wrong with bronze), and became obsessed with getting a better grade. Then I met him for his test.



Hearing of his history, I asked *him* to think of a route that would provide changes of road type, for around an hour. I said he should lead me around his route and when we stopped, we would discuss his technique and we would arrive at a grade. I have done this before and it works every time. The distraction of having to think up a route combined with the partnership method of a debrief, seems to settle people's nerves. So, there was absolutely nothing major to criticise in this guy's riding. Safety to the fore with a very good use of The System, combined with brilliant throttle and brake control. Questions answered accurately with confidence. A couple of "have you thought of this..." alternatives to assessing and prioritizing risk, meant a gold grade. He was so happy he paid for my coffee!!

However, there have been a number who just could not settle. My response is, if you keep performing badly only on test, stop taking tests. That does not mean giving up on honing advanced riding skills though. Oh no, no, don't do that, just look for an assessment of your skills.

Once upon a time, absolutely yonks ago, a guy became 'friendly' with a riding buddy of ours. That meant he, with her, joined our little band on leisure riders. It's fair to say, his riding was, shall we say "raw". No-one in the group would criticise another, despite several being trainers,

unless absolutely critical to everyone's safety. This little group was, for some of us, respite from training. Some five years passed and we were having a genial group discussion, when someone piped up that "R is a lucky bloke. He's had five years free training". R was surprised at the comment, because he did not see our trips as training. The thing is that he had absorbed some of our good stuff, ditching some of his bad stuff. Brilliant and what a way to learn, when you don't even realise it.

There is no doubt that passing a test of personal skill is very good for your confidence. It also shows proof of your endeavour, skill level and determination. It is not all there is though.

LEGAL QUESTIONS – Andrew Dalton:

Disclaimer: *The legal advice and statements contained within this/these article is correct at the time of printing. Andrew Dalton is a trial lawyer, with White Dalton Motorcycle Solicitors.*

Question 1 - If your bike breaks it's not always right or easy to point the blame and claim off someone else

I bought a 2004 RSV Mille R a little over two years ago. I had put 3,000 miles on it before I put it in for its service at a non-franchised but perfectly reputable dealer, but about 1,500 miles after the service the engine seized.

I do not really know how. I did the basic maintenance but had the more complicated stuff done by a bike shop. I have not touched the engine or gearbox. I have asked the original dealer for my money back as the bike was unfit for purpose but he has very rudely refused. First of all, he was mildly sympathetic and started telling me about how bikes get more fragile with age but when I started to press for my money back, he got dismissive and rude.

I have tried to compromise by offering the bike back as part exchange at 80% of what I paid for it.



I told him he can inspect the bike but he has emailed me back and said: "You bought the bike second hand, nearly two years ago. It has been serviced by somebody other than my company. You have not told me how the bike has seized in the 4,500 miles that you have had it for, so I have no offers to make, and I am not going to speak with you or email you again. I am not wasting my time stripping down a bike which I sold nearly two years ago and I have not seen since you bought it."

Basically, he has said "if you have a case, you had better go to the Small Claims Court". I have gone to trading standards but they are not prepared to take any action. Should I take the dealer to the Small Claims Court?

Answer

No. You really have not got any realistic chance of winning without gambling some quite big money at poor odds. The dealer has summed it up well, if bluntly, but I go further.

You rode the bike for 3,000 trouble free miles between the sale and the first time you had it serviced; the bike cannot have been unfit for purpose and then ridden for 3,000 miles. Then you put another 1,500 miles on it.

Fundamentally, you do not know why it has seized. If it has seized because you let the oil levels drop, then you have got absolutely no hope, but you know that. I don't think you are some sort of mug who can't check his oil, and as you say you did the easy bits of maintenance.

If it seized, say, because a chunk of gearbox broke inside a properly serviced bike, then you may have an arguable case, but a second hand bike seizing up after twenty-two months and four and a half thousand miles since purchase really is evidence of nothing. You will need to show what the cause was.

You can only do this with expert engineering evidence. The bike will have to be stripped down, and you should invite (even if he does not take up the invitation) the seller of the bike. If the bike had a fault which led to the seizure then you have got a case, but you have to prove it. I do not really blame the vendor for effectively telling you to either pipe down, or put up some evidence. He does not really have to listen to you moan without you putting up some evidence. A consulting engineer's report with a strip down is likely to cost you the thick end of about £1,200.



Bearing in mind that the bike's value is going to be less than £10,000, with this type of bike at your type of age and mileage hovering around the £4,000-£5,000 mark, you will have to deal with this case in the Small Claims Court. You will not recover the full costs of your expert evidence, which is capped at £750.

Sickening as it might be to you, to have your pride and joy with a seized engine even though you paid for servicing on it, I do not really think the law is your remedy. I think you would be better off spending £1,200 fixing your engine rather than spending it on an engineer, and the area of law which you are going to have to enter into, that is if there is a 'latent defect' – that is a problem which had not been discovered in your motorcycle since 2004.

I suspect most District Judges hearing your case at the Small Claims Court would observe that you have a 14-year-old bike, which you can run for 4,500 miles and nearly two years

after it was sold to you, it seized up. I think most Judges would require pretty compelling evidence that the motorcycle was defective at the moment of sale, especially as it has had a service which picked up no faults.

It seems to me that you really have two fundamental choices, you either go after the dealer, with engineering evidence, and try your chances at the Small Claims Court, or you put the money that you would be spending on consulting engineers and court fees, and I think on balance you are unlikely to recover them, and spend it on repairing your bike. I know which option I would take. I would be spending my money on repairs, or a new bike, rather than engineers and potentially lawyers for a case which I strongly expect you will lose.

Andrew Dalton - Fast Bikes January 2019

Question 2 - Is it ever worth going out on the road if there is a real risk of ice?

I am an all-year rider, heated grips, jacket and even heated seat on my bike, but I will not go out if there is a real risk of ice, and certainly not on my road bike. The ice treatment of roads in England and Wales (Scotland has entirely different rules) is not confidence inspiring and if you come off on ice you have very weak comeback against the Highways Authority.



The test is superficially in your favour. If you look at the relevant law which is contained within Section 41(l)(a) of the Highway's Act 1980 the law reads that if you can prove you fell off on ice, the burden of proof reverses, and the Highway Authority has to prove it had a reasonable system of ice management, and bearing in mind that you have just slid off on ice, this must be really easy.

Of course, their system was inadequate. Your sliding along the carriageway on your backside with your bike exploding in an expensive mess must be proof. If only! What this has come to mean in practice, with Judges having an eye on Council's drastically reduced budgets is that you really have to show the road's winter safety plan was so unreasonable it really cannot be justified.

I speak from some experience, having brought three of these cases and fought them hard; I won one on a technicality, and lost two. The Court in all three cases declared the Highway's Authority's winter safety plan was suitable, and it was actioned properly, but in the one I won, the Highway Authority could not prove the route was gritted because of bad record keeping, and I also had close to a perfect witness in my client, a beautifully understated police motorcycle instructor who as an ex-copper knew exactly how to give evidence.



So, if there is ice on the road. It is damned difficult to get recompense for it, and even if the law, on paper, looks favourable, in practice it is not.

All is not lost though. If you do come off on ice you will more than likely struggle to find a solicitor to represent you, unless you pay as you go. Those with experience in ice claims are likely to give them a swerve on a no win no fee, those who are learning will find experience is a good teacher but the lessons are expensive. No win no fee has a mixed reputation but if a solicitor is not prepared to spend his/her time on your case you might want to think carefully before spending your money on it.

However, if you have a damage-only claim for a damaged bike and kit, my experience is that local authorities are more likely to pay up in the small claims court with an unrepresented litigant, whether for ice claims or potholes. The Courts have made it clear that if you go to court on your own, without a solicitor, you won't be cut much slack, so you will need to comply on time with court orders.

Andrew Dalton - Bike Magazine February 2019



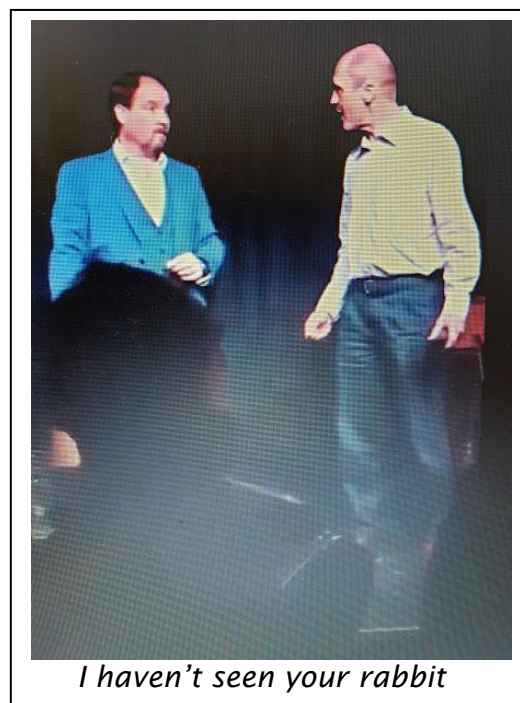
NB: The law changes all the time, so while the answer was correct at the time of writing [**RIDE Magazine** February 2019], things may have moved on – **so check before making any decisions!**

CLUB EVENT REPORTS – Smoke and Mirrors magic show – organised by Tony



10 of us met at 8 Denmark Street, in the heart of Bristol's theatreland, slightly nervous as to what the evening entailed. Basically, it's a pub but with a back-room stage. If you didn't know anyone before you went, you'd soon get to. It's 'neat', is the best description. That, however, just adds to the atmosphere, up close and personal.

Stress that Mark Bennet's humour is 'adult', the magic is..., well, magic!! Naturally, not one opportunity is missed to take the mickey out of the audience.



What a special fun evening it was. I enjoyed myself a great deal but, smoke, mirrors and magic just about sums up the skills of a motorcycle trainer/examiner. Just as well I retired! Thanks to Tony for organising. More events like this please, especially in the winter months. *Stu Bullock.*

SPECIAL EVENT REPORT – Stu Bullock

This ride was, in my view, a massive achievement as it was unsupported and carried out on his own. Being so impressed, I felt this

report was worth placing in TREADS, for us all to be inspired.

Tony 's charity ride.



A number of AAMC members enjoy two wheeled challenges without an engine. Treasurer and Membership Sec, Tony, has cycled the length of the country to raise awareness and funds for the charity Crohn's & Colitis UK. Having been diagnosed with Ulcerative Colitis ten years ago, Tony also set out to prove that life can continue as normal while living with the disease.



Cycling unsupported and on his own for most of the 911 miles from Land's End to John o' Groats (LEJOG), 55-year-old Tony achieved the epic cycle ride in just 12 days during the first two weeks of September. Challenges included strong headwinds in the Highlands of Scotland, a broken spoke, loose front wheel bearings and some very busy A roads.

One of his challenges was carrying everything he needed for the 12 days in the saddle. He had to take essential tools and spares to address any maintenance and repairs he might need to carry out. He also had to carry his supply of medication which was both bulky and nearly a kilo in weight at the start of the ride. However, with careful packing he managed to keep all his luggage including weighty bike lock to less than 12Kg.



Commenting on the experience Tony said:
"I found the experience remarkably therapeutic and really enjoyed some fantastic scenery. All I needed to do was concentrate on getting from A to B every day. As I neared the completion of the ride I did find the last few miles of the final three days quite hard work and I was hindered in Scotland partly because they are called the Highlands for a very good reason and also because there were some very strong winds caused by the aftermath of the US Hurricane Dorian. The ride was challenging, but in

a good way, and although my legs ached at the end of the journey, I have been ready to hop back into the saddle, which was a surprise!"

Tony has been bowled over by the support he has received from members, friends and complete strangers who have contributed to the cause resulting in a current total of funds raised to nearly £2,500 (incl Gift Aid).

If anyone would like to donate, they can find Tony's Giving Page on Virgin Giving at <https://uk.virginmoneygiving.com/fundraiser-display/showROFundraiserPage?userUrl=TonyWalmsley3&pageUrl=1>



THOUGHT FOR THE MONTH

Each day provides its own gifts.

Marcus Aurelias.

Understanding Roadcraft, and other unlikely stories - Stu Bullock



When I applied to join the Cops, (1969 – I know!!) I had to complete a 'booklet' of tests. I got the maths test, pages 1 to 3. I got the English test, pages 4 to 6. I got the practical test, pages 7 to 9. Then I read, DO NOT ANSWER ANY QUESTIONS ON PAGES 10 to 14. I went back to the beginning, checked what I had put was as good as I could do. Packed up and left the room. About 2 hours later (by now I had convinced myself I had monumentally screwed up), and joined by the other applicants, it appeared I was the only one to follow the instructions. That means that "following the instructions" rather than "seeing what you expect" was important.

The reason for the previous nonsense, is to press the point that we (the human animal) will see what we expect, hear what we expect and respond as we (or society) expects us to react. When we read Roadcraft, we need to read it properly, interpret what we are reading and not set the tenets against our own and society's standards. So, over the next few editions of TREADS, I will add some items about what we all know about Roadcraft (or do we?) and how we should interpret the lessons. Fair warning; as you learn more, you see different things in Roadcraft. I never promised it would be easy!! So, here goes with the first, and rather lengthy edition.

TopTips – Steering and Cornering – Stu Bullock

There are no secrets to steering. Most of us can steer naturally. At walking pace and below we actually steer right for right and left for left, keeping the bike more or less upright. You need to apply some rear brake and slip the clutch as you match the engine revs to turning speed for U turns.

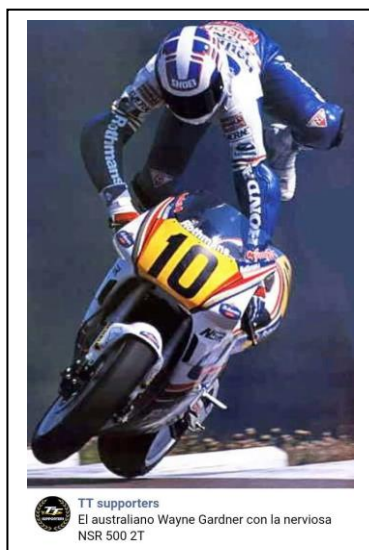
Over that speed and we need to lean the bike to help it to do what it really wants to do; steer.

Counter steering is a natural phenomenon that very few people cannot get to grips with. A simple explanation is that it is the small amount of pressure we put on the end of the handlebar on the inside of the curve as we begin the turn.

We actually push minutely in the opposite direction that we want to turn, but that little push sets off the steering process. Developing balance skills will mean smooth steering.

Once leaning and cornering, you can make the steering circle tighter and quicker by putting some extra weight onto the **inside handlebar**. As you enter a corner just try gently pushing down on the inside bar. As you get used to the feel of the steering getting quicker, add more weight carefully. There is a limit of course but learning methods of steering until they become second nature to you is darned good fun.

A major lesson to learn, is that a leaning tyre has less grip for braking, steering and accelerating. It's vital to understand the limits of tyre grip for YOUR bike, in varying conditions.



TT supporters
El australiano Wayne Gardner con la nerviosa
NSR 500 2T

Although gears can be used to reduce speed, it's not advisable. Be wary of obtaining a lower gear to slow the bike without matching speed with engine revs, or risk locking the rear wheel. Loss of control can happen if the bike is being leant in a curve and especially so on a wet road or on loose surfaces. As with all these tactics, try them carefully and slowly until perfect.

You can also help the steering by pressing your foot down onto the peg on the inside of the turn. Do this with care as you learn how things feels. Lowering the inside elbow can also help steer as it moves your upper body to

the inside of the bike. You are creating a counter balance to the forces acting on the bike.

Moving your **head** towards the inside of the curve can also help steering, but remember to keep looking to **where** you want the bike to go, and keep scanning through the bend. If you keep looking you will keep assessing, which helps being smooth.

Just to kill off a myth; trying to get a knee down on a road will generally mean slower cornering, also a possible loss of control on the bumpy (in comparison with a race track) road surface.

That does not mean you cannot lean, but lean as well as keeping control. Being smooth with the bike controls is helped by being comfortable on the bike. Even for straight roads you should not have rigid arms. Sit in a relaxed position with your arms bent and hands resting on the bars, not gripping. Keep your legs relaxed but ready to grip the tank when braking or steering.

Your pillion also needs to learn to be relaxed so as to assist the rider and machine through curves. It's good technique to ask your pillion to look ahead also. On seeing a right bend, they look over your right shoulder, left shoulder for a left bend. Their slight movement of body weight on the inside of the turn, will help the bike turn more smoothly. How can you tell when they get it right? The rider needs much less effort to steer. Very helpful on long journeys.



Hanging toes can scrape the ground when cornering; ow! Move your foot back slightly on the footrest. This allows more flex in your ankle, which means more feel, and more ground clearance. Be active on the bike, not just a tank bag. A well set-up bike will be less tiring to ride.

On wet roads try to be more relaxed and steer smoothly to corner well. As you begin the curve, try pressing your foot down onto the OUTSIDE footrest. This action puts you into the correct seat position for the curve, and steadies the bike onto the road surface. **Try these techniques with care.**

The correct road position is where you can see well ahead, be seen by others and away from hazards. Spray and visor fogging reduce vision so allow more time and space for decelerating and braking.

Gauge your speed for the start of the curve, and obtain a gear to allow the engine to pull the bike and rider freely without any risk of the rear tyre spinning. Employ smooth steering skills through the curve and keep the throttle settings smooth so that speed is maintained to pull the bike through the curve.

Allow more room and time to see tar strips and damaged roads, especially when leaning the bike. Be smooth with all operations of throttle, brakes, steering. Remember also that other road users will not be able to see you as well in wet weather. Cyclists getting rain in their eyes often look down a lot. Pedestrians can turn and accelerate faster than you can on your bike. You will require more concentration for a wet day.



Try all of these tips with care. Gradually introduce them into your riding style. Don't fixate on objects mid bend, keep scanning into the curve. Use the limit point, where the verges *appear* to meet, and keep adjusting speed smoothly to match the radius of the curve, the road surface conditions that appear in front of you, and *expect them to change*.

Making mistakes over getting speed right when approaching a bend is a common issue and the results often painful. The manner of recovering from entering a bend too fast is to scrub speed off with the brakes and try to obtain a lower gear whilst keeping the engine power balanced. Beware of the risk of losing tyre grip. It is therefore vital to be cautious when making those assessments. Having constant good view is vital. There is a well tried and tested saying:

If in doubt – chicken out.

Now go back to Roadcraft, find the relevant sections and read. You may now find that interpretation has made a difference in what you read and see. You may also see where Roadcraft fudges an issue, like it does with counter steering.

The small print is to try new techniques with care. If any technique does not work for you, it doesn't matter, try something else with care.

BIKE TEST – Ben Purvis, Bennetts



2019 Kawasaki Versys 1000

Every manufacturer likes to have a contender in the big adventure bike class even though, regardless of their virtues, buyers still flood to the BMW R1250GS at the expense of all its rivals.

The Kawasaki Versys 1000, though, has always been a bit of an outlier. Less 'adventure' than most of its competition, it's more of a high-rise sports-tourer. Its inline-four engine and resolutely road-oriented 17-inch wheels mean there's no pretence that this is a bike to take you across the Gobi Desert, but it remains one that's more than up to the job of both the daily commuting grind and long-distance touring.

For 2019, the essence is unchanged, but the Versys has been restyled and updated, with two versions – a base Versys 1000 and higher-spec Versys 1000 SE – making up the range.

The 1043cc engine is basically the same as before, with identical performance to the 2018 version at 118hp and 75lb-ft of torque. But it's leapt into the 20-teens by finally adopting electronic throttle valves, opening the door to much more advanced traction control.

That TC system is now a lean-sensitive "engine and chassis management package" that uses the ubiquitous Bosch Inertial Measurement Unit (IMU). The ABS also uses the same IMU to work in corners as well as straight lines.

On the new SE version, Kawasaki has also added its KECS electronic suspension system, a semi-active setup that reacts to changes in riding style or road surface and allows the damping to be adjusted on the fly. An electronically-adjustable rear preload means you can instantly switch between solo mode, luggage mode and a fully-laden, passenger-and-luggage setting.

The SE also gains Sport, Road, Rain and Rider-adjustable riding modes that link the traction control, suspension and power modes

into pre-set packages, while an up-and-down quick shifter means there's no need to touch the clutch once you've got underway. Cornering lights in the fairing sides are another SE-only feature, as is a higher-spec instrument pack that includes a colour screen and Bluetooth connectivity - you can even adjust the suspension from your phone screen, if you so desire. And finally, the SE also gets Kawasaki's self-healing paint, which first appeared on the Ninja H2 and slowly flows back into minor scratches, so they disappear over time.

Cruise control appears on both versions of the bike, as does an adjustable screen – although the SE's is a taller design. Both bikes also get new styling, with LED headlights adopting Kawasaki's current family appearance.

(Price for the SE ABS version around £14,399. Worth considering if you hope to get ride across the UK, rather than the Gobi Desert. Ed).

Moto Gymkhana Round 5 – Eddie

Ballet, Broncos and Brakes

Round 4 had to get along without me as a few of us were burning some rubber in Spain. So Round 5 (the last of the season) it is.

The previous Saturday I had put on a machine handling day in Bath, where Rob Fox the then National Moto Gymkhana champion, held a taster session. Listening to his patter, some points were landing in my head which I rationalised into the title of this piece – Ballet, Broncos and Brakes. So, Ballet - We all know the 'You go where you look' mantra, Rob suggests that, rather than simply moving your head to the next target, you whip it round rather like pirouetting ice skaters and ballet dancers do. So, the rhythm becomes, fix on target; as you approach, whip like a velociraptor, to fix on the next target. When I tried it, it seemed to do 2 things, firstly it tended to do away with the anxiety of 'am I going to make this turn?'. Secondly, it made the turn itself a little quicker. Now to Broncos –

definitely from my own imagination – when accelerating you will almost certainly be leaning forward.



When making the turn get your body to lean backwards, grip the tank with both knees and stiff arm the machine down counterbalancing with your body. In other words, the exact opposite of accepted cornering techniques. Finally brakes. Here we are body back inside arm straight, bike unstable but making the turn, now to pick it up using the gas department. If when doing this the rear brake is applied it helps to anchor the rear wheel – racers sometimes use the same technique.

So how did all that work out? – like the curate's egg good and bad. But first note that my bike has changed from the blue 250 Super Dream to a black 400 Super Dream – That must surely make all the difference (the colour, I mean). Justin sent me a photo from which it's plain to see my body isn't far enough back, inside arm could be straighter and my knees are flapping out like chicken wings – nevertheless there is some hint of technique coming through. My first attack resulted in a wrong course, so no time record. For my next attack I was determined to get a score on the door even at the expense of a slow time. It ended at 3mins 14 secs.

This included re-doing one obstacle as, although I knew where I was going, I just couldn't persuade myself to make the very sharp turn my chosen line demanded so I, aborted and repeated the obstacle. The fast boys were +/- 2 mins with the middle ground 2mins 20secs to 2mins 50secs. So well off the pace still, but quite different from when I started a few months back.

Talking of total commitment here is what Grant Fraser's trousers look like. No-one else's look anything like these – but it seems, like Mark Marquez, he only knows where the limit is by falling off. Congratulations Grant – 3rd in the Nationals and still wearing the novice yellow bib.



DIARY OF EVENTS



*Club events are clearly marked; other non-club related events in **blue text**.*

OCTOBER – winter draws on.

Sunday 6, Club ride, Alan

Meet at the Cross hands Hotel,
A46 north of J18 M4,
9:15am for 9:30am start.
Heading towards Salisbury Plain.

Sunday 27, FREE Low Speed Skill Development Event – Tony Dix
Gloucester RoADAR - 0786666 9198 - tdix@me.com

AAMC have been invited to this event by Glos RoADAR. From 09:30hrs to 12:30hrs. Please arrive by 0915 for safety and course briefing which begins at 0930 prompt. Location; Gloucestershire Science and Technology Park Berkeley, GL13 9FB. Contact Tony Dix for further information.

DATE CHANGE - Sunday 27, Club ride,
Andy –
Meet at Farrington's Farm Shop,
Farrington Gurney, BS39 6UB,
10am for 10:15am start.
(Café open from 9:30am).

NOVEMBER – got that tree decorated?

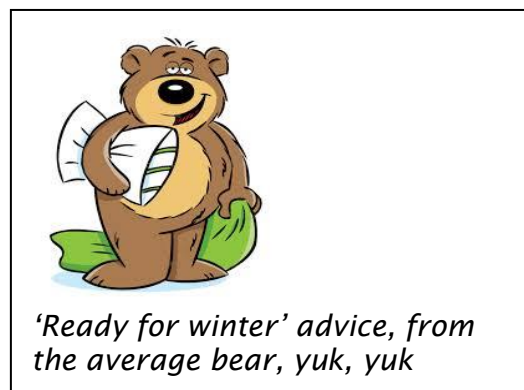
DATE CHANGE - Saturday 2, PLUG and
GRUB – venue, The Riverside Inn, Saltford.
Helen

**Sunday 3, Club Ride, Simon Gough –
01179734120**

Meet at the Cross hands Hotel,
A46 north of J18 M4,
10:15am for 10:30am start.
Last Club Ride of the Year.

16 to 24, Motorcycle Live,
NEC Exhibition Centre, Birmingham.
Motorcycletolive.co.uk

DECEMBER - JANUARY



EARLY 2020 CLUB EVENTS NEWS

**14 – 17 May 2020 - Celebrate 60 years of the
BMF**
<https://www.bmf.co.uk/news/show/bmf-announces-60th-birthday-celebrations>

Friday 5 to Monday 8 June
AAMC CLUB WEEKEND BASH 2020,
Stu Bullock – 07711898178.
Hotel: Premier Inn, Rhuddlan, North Wales,
LL18 5UA.
Please book your hotel and let Stu know you
are attending at bullock.stu@gmail.com with
your email and mobile details.
Further details will be provided nearer the
event.

4 to 5 July, BMF EVENT
National Road Rally
nationalroadrally.co.uk

Thursday 9 to Sunday 12 July 2020
AAMC CLUB WEEKEND BASH
Nigel Dean - 01454 885343 - 07736 275406 -
nigelwestdean@gmail.com
Hotel: Y Talbot hotel in Tregaron, West Wales.
**As this hotel is now full, please see the list
of alternative accommodation at the end of
this edition of TREADS. You will be
welcome to breakfast at the Y Talbot hotel,
if you are staying elsewhere.**
If you are interested, please get your
accommodation booked and let Nigel know.

BMF DISCOUNT CODE

Code for 2019 – CLB19FJH
Club members can use the above in
conjunction with the Club Name, to receive
discounts on advance tickets to all BMF rallies
and events; discounts on Insurance and other
BMF member benefits.

Wanted – Ride Leaders for 2020

Helen

Also wanted – Club ride/event reports.

*Just a few words in WORD, or email, I'll sort
out grammar/spelling/punctuation. It's OUR
club and we need to know what is happening.*
**In order to associate – we need to
communicate. – Stu Bullock, Editor**

TREADS - NEXT PUBLICATION DATE

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

FRIDAY 15 NOVEMBER 2019

Contributions for Treads are always needed, whether they are motorcycle related or of general interest!

Please don't be shy, as I will be very pleased to accept articles for publication consideration, preferably in MICROSOFT WORD format. I will carry out a grammar/spell check. Please understand that submissions may be edited to fit available space.

If you have a comment about anything you see or read in TREADS, please let me know and I'll put those comments in TREADS.

Please submit photo's as separate JPEG files, not embedded in the text.

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

Stu Bullock.

E-mail editor@aamc.co.uk

Committee meeting, Wednesday 2nd October 2019 at 7:30pm at the New Inn, Farmborough

Present: Simon Gough, Jaimie & Sandra ,
Helen , Nigel Dean, Tony

Apologies for absence: Jim , Stuart
Bullock, Keith , Al , Paul
, Chris

1. Bank balance & member numbers: Tony confirmed as at 5th September we have a total of 79 members & the account balance is £3762.50

2. Club e-mail addresses: Nigel confirmed all Club e-mail addresses have been updated and forward to the relevant committee member.

3. Devitt Insurance proposal: no new information, to be carried forward to the next meeting.

4. Bike safe & Biker down events: No new Bike Safe events listed for the rest of the year. One more Biker down event on 18th October 2019. Chris also confirmed Wiltshire Air Ambulance have been running similar courses throughout the summer at their new facility in Semington, no dates available yet for next year.

5. Club literature: Al sent in revised literature which the committee reviewed and adjusted; Simon made notes & will discuss them with Al. - review at the next meeting.

6. Update on 2019 & 2020 bashes:

It was agreed all the 2019 bashes had gone well & a good time was had.

2020 Bashes: Stuart has booked North Wales for 5-8th June & Simon plans on going to Spain via France in September. Nigel D is looking at options for an additional trip to West Wales.

Some thoughts for 2021 are possibly Champagne region & 2022 possibly Chamonix area.

7. P&G venue/date: Date is confirmed as 2nd November 2019 & it was agreed we'd go to the Riverside at Saltford. Helen has confirmed the booking.

8. Freewheelers contact: We've received an email from the secretary of Freewheelers asking us about what support we offer as a club for RoSPA / IAM retests. Simon replied explaining our training options as long as they

were a member of the club and support we give them.

9. Treads contributions and feedback: The committee confirmed they were more than happy with the content and Stuart's input. We agreed each committee member would provide feedback to Stuart. All club members are encouraged to provide feedback.

10. View from the saddle reminder:

November - Tony
January - Nigel D
February - Jaimie
March - Helen
April - Keith
May - Al
June - Chris
July - Simon
August - Jim
September - Andy B

11. AOB:

- a) Date for curry night Saturday February 8th 2020 at Mint Room 7:30pm;
- b) Date for the AGM set at Wednesday 26th February 2020 at the New Inn, Farmborough;
- c) Diary of events will start to be collated & we'll bring it to the P&G.

Date of next meeting - Wednesday 12th Feb at the New Inn, Farmborough 7:30pm

Meeting closed at 9:25pm

PLUG & GRUB

SATURDAY 2nd NOVEMBER 2019

This year's event will take place on Saturday 2nd November at the Riverside Inn, Saltford, BS31 3EZ at 7 pm for a 7:30 pm start. Please note the new location.

So, if you wish to try a different venue, are looking for a fabulous night out with marvelous company and lots of fun and laughter, this might be for you – partners and family are very welcome.

If you wish to come along, then all we need is your food order and your money! Maximum number is 60 so there should be enough room for all who want to come!

Attached is an order form with the full menu; please complete and return it to me with a cheque made payable to: "Avon Advanced Motorcycle Club". If you pay online, please can you let me know.

Any drinks will need to be paid for separately on the night.

I need to have your forms returned to me no later than 25th October 2019 please.

Forms to be returned to:

HELEN CHAMBERLAIN
6 MELLIS LANE
RADSTOCK
BA3 3NN

By 25th October 2019

Any questions please contact me on 07885 578105 or 01761 437939 (evenings)

Look forward to seeing you there!

Thanks
Helen

PLEASE ENSURE YOU
HAVE A
TABLE NUMBER

Riverside Inn

SALTFRD, BRISTOL BS313EZ
01225 873600

TO START

FRENCH ONION SOUP £6

with melty cheesy crouton
Served with fresh bread

BUBBLE & SQUEAK £6

Home-made bubble & squeak topped
with black pudding, poached egg
& hollandaise sauce.
Available without black pudding (V)

GOATS CHEESE & BEETROOT SALAD (Gf)(N) £6

With maple candied walnuts

NACHOS (V) £7.50

Homemade Tortilla crisps topped with melted
cheese, chunky salsa, jalapenos
sour cream and guacamole

BREADED WHITEBAIT £5

smoked paprika mayonnaise & lemon wedge

BAKED BRIE (Gf) £6

Baked brie wrapped in parma ham
topped with tomato onion chutney
on mixed leaves

BEER BATTERED MUSHROOMS (V) £6

'Wadworth' Beer battered mushrooms
with aioli & mixed leaves

SOUTHERN FRIED CHICKEN GOUJONS £6

With aioli & mixed leaves

GARLIC CIABATTA £3.00 (V)

Freshly baked garlic ciabatta
Add Cheese £1

FROM THE LAND

ANGUS ABERDEEN BURGER £12

Our 8oz burger griddled to order
With a great deal of love and attention.

With mayo, red onion chutney
tomato, gherkin & lettuce
in a brioche bun with skinny fries

PIE OF THE DAY £11

Homemade with puff pastry lid
Chunky chips & peas

10oz RIBEYE £22

Chunky chips, grilled tomato, flat mushroom
Beer battered onion rings

KANGAROO FILLET £15

Grilled Kangaroo Fillet Steak - (cooked PINK)
root vegetable mash, braised red cabbage,
With Red wine jus

SOUTHERN FRIED CHICKEN BURGER £11

With paprika mayo, tomato, gherkin & lettuce
in a brioche bun with skinny fries

HOME COOKED HAM, EGG & CHIPS £10 (Gf)

Hand carved roasted ham, double eggs
chunky chips & peas

BEEF CHILLI CON CARNE CHIMICHANGA £11

sour cream, Jalapeno jam, salsa, guacamole

VEG PATCH

CAJUN SWEET POTATO ROULADE (Gf)(Ve) £11

Spinach, braised red cabbage,
& potatoes

THAI VEGETABLE PENANG CURRY (Gf)(Ve) £10

Thai red veggie curry White rice & salad

SPINACH & FALAFEL PITTA (Ve) £11

Tahini vegan mayo, peppers, mixed leaves
Served with skinny fries

CHEDDAR & BRIE PLOUGHMANS (V) £10

Pickled Egg, Onions, Gherkins, Beetroot,
Branston pickle, salad & fresh bread

FROM THE SEA

WHOLETAIL SCAMPI £11

Breaded whole tail scampi, skinny fries,
Tartare sauce, mixed leaf salad

HAND BATTERED COD & CHIPS £12

A hearty portion of cod in crispy batter,
served with chunky chips, garden
peas, Tartar sauce and
a lemon wedge

SWORDFISH STEAK† £14 (Gf)

Pan seared on a bed of seasonal greens
& potatoes with Thai sweet chilli cream

SOFTSHELL CRAB BURGER £12

Whole beer battered softshell crab
Pickled cucumber, lettuce,
Thai sweet chilli sauce in brioche bun
With skinny fries

MUSSELS

WHITE WINE & GARLIC OR SPICY CIDER & CHORIZO

Served with Freshly Baked Bread
Starter £7 / Main £13 also includes skinny fries

CARVERY

Slow Roasted Meats, Giant Yorkshire Pudding, Sage & Onion Stuffing, Crispy Roast Potatoes,
Cauli Cheese PLUS a selection of freshly steamed seasonal vegetables.

(Suitable for Gluten free diet except Yorkshires & Stuffing which are kept separate) Regular & Gluten Free Gravy Available

Wednesday 12-2pm & 6-8.30pm £7.50 Thursday 12-2pm £7.50

Sundays 12-6pm Adults £11.50 Children Under 12's £7.50

SOMETHING SMALLER

£7.50

ALL SERVED WITH SKINNY FRIES

Available Monday to Saturday until 5pm.

RARE BEEF, HORSE RADISH, LETTUCE & TOMATO
CIABATTA

BACON, LETTUCE & TOMATO with mayo CIABATTA

'CODFATHER' BRIOCHE BUN
Battered cod, pickled cucumber, tartare
sauce

MELTED BRIE & CRANBERRY CIABATTA

A LITTLE EXTRA

SIDES £3

Chips – Skinny Fries – Garlic ciabatta – Beer Battered Onion rings – Veg of the day – Side salad

EXTRAS £1

Cheese – Bacon – Egg – Gravy – Bread & Butter

TO FINISH £5.50

KNICKERBOKER GLORY (Gf)

Fresh Fruit layered with vanilla
ice-cream & fruit coulis topped with
cream

TRIPLE CHOCOLATE BROWNIE (Gf)

Served warm with vanilla ice-cream,
chocolate sauce & dark chocolate pencils

STICKY TOFFEE PUDDING

with toffee sauce & banana ice-cream

ESPRESSO MARTINI TIRIMISU

MANGO & PASSIONFRUIT
CHEESECAKE with cream

CHEESE AND BISCUITS £8

A selection of English & continental cheeses,
accompanied with red onion chutney,
& cheese biscuits

CARAMEL APPLE PIE (Gf)

Served with Vanilla Ice-cream

BLACK FORSET ICE-CREAM
SUNDAE

Vanilla ice-cream layered with black
cherry compote, chocolate brownie
bites & chocolate sauce topped with
cream

GOOD FOOD FOR LITTLE PEOPLE

£6.50

Fish goujons, fries & peas

Southern Fried Chicken goujons, fries & beans

Pork & Leek Sausage, fries & beans (Gf)

Ham, egg & fries (Gf)

Veggie sausage, fries & beans

£2.20 Selection of pots of Marshfield Ice-cream

We cannot guarantee that our products do not contain traces of nuts and/or seeds. If you have any concerns about the presence of allergens in any dish, please ask a member of the team who will be happy to help you. All weights are approximate uncooked. All prices are inclusive of VAT. (v) These dishes are suitable for vegetarians. All our sides are suitable for vegetarians. † Whilst every effort has been made to identify and remove any shell, please note that some fragments may remain. All fish dishes may contain bones. Products and offers are subject to availability. Gluten free items (Gf) Vegan items (Ve) Contains nuts (N)

Nigel Deans west Wales Bash – Additional Accommodation

The Y Talbot Hotel, Nigel's base for the weekend is now full. The owners have kindly provided details of alternative accommodation, should you wish to attend. Once you have booked, please let Nigel know so that he can email everyone attending in one email.

Nant Yr Onnen

Located about 500 yards up the hill past the abattoir. One B&B room and also a barn that sleeps 4. 01974 299346

Maes Y Felin

50 yards from Y Talbot. Two bedrooms. sleeps 4. Self catering.
Gwilym and Demelza 01974 251217 or 07940 835428

Brynteg

About 7/8 minutes walk from Y Talbot. Sleeps up to 8 with 3 double and 1 twin bedrooms. tel 01974 298274 or 07815 764603 , speak to Delyth Owen

Dol Wen Bronant

07792 134657 Very nice B and B

Brynarth

Four star guest house near Lledrod. Recently renovated. Evening meals available on prior request. Quiet rural location, v. comfortable. bookings@brynarth.co.uk
01974 261367

Y Granar. Tan Yr Allt

400 yards from Y Talbot on mountain road. Shepherd's hut and Barn

The Old Fire Station, Chapel St.

Newly refurbished. Owners Nigel & Jan. www.tregaronoldfirestation.co.uk
0845 644 3862 or 07855 428791

Other Accomodation

New Inn Llandewi Brefi

01974 298452

Black lion Bont

01974 831624

Stags Head Caravan Park - Mara Crutchley

Mara has two 6-berth static caravans available for rent.

Tel: 07540429768 Email: marisia1279@yahoo.co.uk

