



# TREADS

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The NOVEMBER/DECEMBER 2020 Newsletter of AAMC

## **EDITORS BITS – Stu Bullock – 07711898178**

Who'd have thought that by the time you receive this edition, we would be in lockdown again, to try and suppress this awful virus. However, we are merging through Autumn towards Winter, so lots to look forward to as the seasons colours change, although it may involve cleaning a bike rather than riding one.

The last ride and Plug and Grub have been cancelled and so, naturally there are no diary dates. Can I ask that you have a think about leading a ride in 2021? If you have not led one before, there are plenty of people to help. Perhaps be a joint leader for your first one? You might also think about rides during the week, and of course evenings. Planning a long weekend is another task for a club trip as historically, there has been a UK based trip and an 'abroad' trip annually until 2020.

Any club needs its members to step up and support activities, and also to take on the odd event now and again. The more that do mean the same people are not tasked with leading events so often and although it's nice to lead a ride or weekend, it's also nice to be led. So again, please have a go if you feel able, and don't be afraid to ask for help if you need it.

If you are willing to help the club in this way, let Helen (Mob: 0 ) have your dates as early as you are able, so the hard copy club diary can be prepared.

There will not be a December issue of TREADS, so note the closing date for submissions for the next edition is **Monday 11 January 2021**.

In this 'double' edition, there is an explanation of WhatsApp and how it helps the club communicate. We understand that will not be everyone's cup of tea, and so TREADS will

continue, as will the aforementioned hard copy diary.

There are multiple Thoughts for the Month, just to tide you over until next year.

There is a piece on learning and development, which will carry over its part 2 into January TREADS.

As well as a 'View From' piece, there is information about the new edition of Roadcraft. Now the latter will fill a number of stockings, I bet. Also, Rich Jones continues thoughts about the demise of the sports tourer, a very good piece.

So, please read on, have a Merry Christmas and I'll be back in the New Year.



## **THE DEMISE OF THE SPORTS TOURER 2 – Richard J**

Oh, Tony W I feel your pain with regards to your comments on sports tourers, and this is my story with sports tourers.....

Back in 2013 my BMW R1150RS was in having a routine service at Cotswold BMW and I had an opportunity to take out a K1300s as a loan bike – it blew me away. Comfort, along with power

that I had never experienced before (I realised I was doing the legal motorway speed on the slip road onto the M5 just south of Gloucester and I was still in 2nd gear – very different to anything else I'd ever ridden) all wrapped up in, what's to me anyway, a perfect looking package. I knew then that I had to get one, reinforced by the rave write up in MSL sports tourer review in the summer of 2013 (cover photo attached from summer 2013)

When the main drive shaft of the RS smashed into the clutch (factory non-greasing issue apparently) on the way back from Wales an opportunity presented itself as CW Motorcycles of Dorchester were selling their 6-month-old ex demo K1300s, with 500 miles on the clock, so a deal was done at the end of summer 2013. I added panniers & centre stand (and later a Hepko and Becker top box) but the rest of the bike remained stock – there was nothing to change as BMW had built (almost) perfection!

As the miles were increasing on my bike, I started looking for a suitable replacement in

Then a couple of years ago disaster struck. I had just finished a training ride and then noticed a pool of liquid under the bike. It didn't take a moment to identify that the rear shock was leaking oil, in fact no, it had probably dumped all the oil all in one go under the bike. Well at least I could ride it as there was no risk of oil finding its way onto the rear tyre, so I rode a rather bouncy BMW home.

My first thought was that I would replace the rear shock on my now 55k mile bike, but investigation highlighted that a new electronic suspension unit would cost c.£2400 – gulp. Next plan was to take advantage of the opportunity to get my hands on another bike, although I already knew that getting a replacement for the K was going to be difficult.

I was after a new bike, rather than used, so tested the Kawasaki ZZR 1400, but that's a long stretch to the bars, while the z1000sx has a chain. Ducati's super sport is also advertised as a sports tourer and while it's a great bike, I was laughing a lot while I test rode it, its luggage was feeble and again, it's got a chain. I couldn't find a "proper" sports tourer in any of the other main manufactures range. Quite a change in only 6



2018 but was already finding it difficult, which is supported by the data shared by Tony in last month's view from the saddle. My "star letter", published in July 2018, within the letter's pages of MSL mag, drew attention to the demise of the sports tourer, as the feature that the magazine ran in early 2018 compared the new crop of sports tourers of which none of them had a shaft drive, and some had very little luggage carrying capacity.



years since they were road tested as a main feature in a mainstream motorcycle mag.

So, I took the only option left, 2 months after my original K1300 dumped the suspension oil, & limped my way to Lind BMW Welwyn Garden city with a knackered rear shock, and part exchanged it for a virtually identical bike, 2 years

newer, still in black and very low mileage. In fact, the only difference is that this bike has an Akrapovic exhaust – and the bike performance remains perfect.



My only hope is that a manufacture decides it's time to put a shaft drive on one of the current crop of bikes out there (so that I can swap it before the K reaches 30,000 miles which is the threshold at which the BMW warranty doesn't cover the electronic suspension) – this was a comment I had published in MSL mag earlier this year (see attached “sports tourers”).

Of course, as Tony highlighted – if the masses aren't buying then the manufactures won't supply them, so I might need to dig out some 1970's style platform boots and jump on one of them tall adventure thingy's when the time comes to change the current ride (pic attached)!



## TREADS - NEXT PUBLICATION DATE

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

**MONDAY 11 JANUARY 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.

## THOUGHTS FOR THE MONTH

100 years ago, everyone owned a horse and only the rich had cars. Today everyone has cars and only the rich own horses.

Why is there a 'D' in fridge, but not in refrigerator?

Why are goods sent by ship called CARgo and those sent by truck SHIPment?

The word "swims" upside-down is still "swims".

Did you know that if you have What? When? and Where? and then replace the "W's" with T's the questions are answered.

## WhatsApp and AAMC – Nigel Dean



You have recently been encouraged to use an “app” called WhatsApp for club messaging and communications.

What is WhatsApp?

It's useful. Not only for text messaging, but for voice and video calls (up to 8 participants), sharing photos, videos, documents, web links, map locations, voice messaging.

It's popular. Most people have heard of it and many use it already.

It's simple. It doesn't require a complex signing up procedure, just your mobile phone number.

It's secure. WhatsApp uses something called "End to End Encryption" which means it cannot be read by anyone outside the user, or group of users. Even WhatsApp cannot access the contents of the conversations.

It's flexible. It's easy to create Groups of people for various purposes. Anyone can create a conversation or a group by adding contacts from your phone or by entering someone's mobile number.

It's "Multi-Platform." This sounds hi tech, but it just means it can be used on devices from different manufacturers. Apple iPhones, Android phones, Apple Mac computers, Windows PCs. (via WhatsApp Web)

It's free! 😊 Even though WhatsApp is owned by the evil Dr Facebook, it is free to download and sign up. Because it uses WIFI to communicate, it is also free to use. If WIFI is not available it will use your mobile data if you choose to use it.

Why do we use WhatsApp?

Initially we created a group called AAMC Spontaneous Rides. This was created as lockdown eased as we wanted a better way of organising rides than email, telephoning and texting. We needed to manage group size to 6 and accommodate spur of the moment rides. This has proved efficient and successful and feedback was positive. We try and limit content to the management of rides.

We then created a group called AAMC General Chat and Q&A. With the lack of social gatherings and events, this group was created

to facilitate general communications amongst members and especially new members who may feel a bit isolated having just joined up with no regular contact opportunities. This group is an open forum and can be used for anything non-ride related. Newbie's questions, buy and sell, jokes, maintenance tips, showing off, etc, etc.

As the range of WhatsApp experience ranges from newbies to seasoned users, it would be pointless (and needlessly time-consuming) to provide here a "How To" manual. For those that want to find out a bit more about the uses of WhatsApp, there are many useful web resources:

Here is WhatsApp's own Getting Started guide:

<https://www.whatsapp.com/coronavirus/get-started/?lang=fb>

This is a good "How To Use" guide:

<https://www.businessinsider.com/what-is-whatsapp-guide?r=US&IR=T#how-to-use-whatsapp>

Here is a "Tips and Tricks" guide:

<https://www.businessinsider.com/whatsapp-tips-and-tricks?r=US&IR=T>

There are many beginner's guides on YouTube, as long as you can tolerate the annoying presenters! Here are a couple:

<https://youtu.be/y3EdliJeTXk>

<https://youtu.be/6lqVkmH9jt0>

Finally, I'm happy to try and answer any questions you may have. I am the administrator of the current groups and hopefully they will be useful, fun, informative and self-regulating. We won't tolerate inappropriate, rude, aggressive or annoying content. (We'll see how annoying some of the jokes get! 😊)



## **VIEW FROM THE SADDLE – Nigel Dean – KEEPING UPRIGHT**

In the Sept 2019 issue of Treads (<https://tinyurl.com/aamctreads>) Morton and Stuart made some interesting and useful observations and comments regarding cornering speeds, the limit point, and road conditions. I began to wonder about the real-world practicalities of bringing a 650lb motorcycle laden with 300lbs of rider, pillion and luggage to a standstill while in motion and leaning at an alarming, but exciting, angle.

The mantra “Always ride so you can stop safely within the distance you can see to be clear on your side of the road” (preferably in an upright position) is something we think we abide by, but unless we are faced with an emergency stop on a bend, how do we know we are capable of doing it? Especially the “upright” bit?

The stopping capabilities of modern brakes and tyres are quite remarkable, even in the wet. We are encouraged to test and improve our braking techniques during our training by seeking out empty stretches of road or industrial estate car parks but in my experience, this is always in a straight line. Emergency stops in a straight line at speed are daunting enough.

It was so counter-intuitive to brake in a corner it makes it a very difficult thing to practice. If practice makes perfect, it follows that to get to “perfect” you must have had some imperfect tries at it! And there’s the rub!

I’m lucky enough to play an instrument. I can choose a new song to learn and make a complete hash of it as many times as I like to try and get it “perfect” (this rarely happens I might add) but I’m in no danger of leaving most of my skin on some patch of tarmac or bending my bike to an odd angle while trying.

When I returned to biking in 2011, after a very extended break, the thought of braking in a corner would have been anathema to me and I had never heard of “trail braking”. On my first Police observed Ridesafe ride in 2012 I was proud of the officer’s comment “Is your brake

light working?” But I came to realise quite quickly that progressive braking in a corner can be both an aid to stability and a useful practice in getting the feel of a slowing a bike on a bend.

Ultimately, if we are unsuccessful at stopping safely on a bend, we are not riding to the system or to the standard which we are trained and potentially capable of, but we do enjoy our riding and sometimes the balance of risk vs reward tips too far the wrong way.

In the future, maybe technology will come to our aid 😊



## **HOW ON EARTH... – part 1 – did we start? - Stu Bullock**

I never hesitate to say that I have, and will probably continue to make mistakes when riding. It is a basic human trait, that we ‘have a go’ at a task, learning as we go from the experiences we gain. As an animal, we have only taken 7 million years to develop ourselves into the people we are today. I would like to put that into context, because it’s important to our education that we are aware of our capabilities and our faults.

Francis Tapon, self-described as an author and global traveller, (*and a jolly good chap. Ed*) has produced a description of the earth’s development, and our ancestral development in comparison. *“If the history of our planet were condensed into a 12-hour period, Homo Sapiens would appear in the last 2 seconds. The point at which our ancestors began to leave a mark on our geological records, starts about 1/10<sup>th</sup> of a second ago”.*

Sylvester Roper, an American engineer built what could be described as the true first motorcycle in 1867 (the same year in which Canada was founded) but it was steam powered. Others describe Daimler's internal combustion engine powered offering in 1885, as the first true motorcycle. It did have two main wheels but also had two smaller side wheels as well.



So, even if we accept 1885 (the same year in which professional football was made legal) as the first motorcycle, that means we have been hooning around on motorcycles for 135 years. Just set that timescale against Tapon's chart above.

So, our human ability to manage our lives in varying surroundings, develop our planet to thrive and survive, has taken around 7million years. (Not enough ice for your G&T is another article).

We've only been motorcycling for 135 years!

Just think, at some point someone realised they could not remember all they were learning, so developed stories, dance and song as a way to pass on knowledge, and also invented making pictures and the written word for the same reason.

Learning is how we develop and making mistakes is an important part of that development. Just imagine one of our ancestors, let's call him Coz, saw a woolly mammoth for the first time. He must have thought. "Crikey, I could eat for a year and make

all my clothes with that". So, he did what he normally did to catch a lizard, he threw a rock at it. Woolly took great offence and stomped Coz into dust. Those watching must have said. "Wow, that went badly wrong for old Coz. Let's call that a 'mistake' and try not to make it again". Possibly they used crushed plant sap to make a picture of the demise of Coz on the wall of their cave, so no one could forget. Development, that's what it is all about.



What then, does all that mean to us now. First off, just think how lucky you are to be here without Woolly and his mates. However, we are here with each other, all making mistakes, all at different times and not all making the same mistake. Blimey, still want to go on that Sunday blast?

At some point in the past, it was felt that the vehicle related rising accident rate was too much and voluntary testing was introduced on 16 March 1935 by the Road Traffic Act 1934. Compulsory testing was brought in on 1 June 1935 for all drivers and riders who started driving on or after 1 April 1934.

With the growth in the use of Police vehicles, the same problem became apparent. Cops making mistakes and crashing. Hendon Driving School was established in 1934 to improve police driving and reduce the number of accidents. In 1937 the Commissioner of the Metropolitan Police appointed Lord Cottenham, (a well-known racing driver) to train Police driving instructors in advanced driving.

Lord Cottenham's instructions allowed drivers to be in control of any situation they faced.

Through using an ordered system of car control they could ensure their vehicle was in the right place at the right time, travelling at the right speed and in the correct gear to clear a hazard safely and the accident rate dropped significantly.

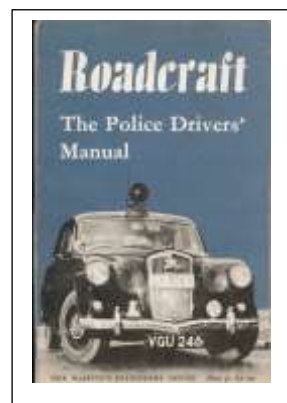
Lord Cottenham's notes were later published by a former senior Hendon instructor, Jock Taylor in 1954 under the title *Attention All Drivers!* In 1955 it was decided that the public might also benefit from the training. The notes were edited and published by HMSO, appearing for the first time as *Roadcraft*, followed in 1965 by *Motorcycle Roadcraft*. They quickly became bestsellers and in time their contents were recognised internationally as the foundation for driver training.



The vital element in this 'System' is that it was intended to allow a driver to 'clear a hazard safely'. Note that there is no mention of speed, and you can read into that, that speed was not an issue at that time, the skills to recognize risk and take steps to reduce that risk before arriving at the scene of your accident. In some ways this was because the Police did not provide an emergency response in the way they do now. The intention at that time was to move resources to where they were most wanted as the hours in the day changed.

That had changed by about 10 years later and the revision to *Roadcraft* reflected that in the courses Police officers would be referred to;

standard course (which included learner training), advanced course, instructor course. Eventually the following became available; response course, pursuit course, Tactical Pursuit and Containment (TPaC) course, VIP Escort Course. The basis of them all is the Police Standard Course.



So, back to us silly old humans making silly old mistakes. Normal, natural, everyone makes them, we will never, ever be able to stop making them. Today, 26 October 2020, I walked through a car park at about 3pm. On separate occasions I witnessed two cars begin to reverse out of a bay. Neither driver looking behind and both had a vehicle moving slowly across their path. A shout from a passer by saved each driver from an impact and a world of hurt from their insurer.

That folks, is such a common occurrence and caused by a mistake; not seeing danger. The mistake could have been generated by a number of things; drink or drugs; illness; lack of eyesight; inability to move one's neck; distraction; forgetfulness.

We begin to learn about road user behaviour when we first are carried in or on a vehicle. What we don't have, is the practical knowledge to go with the experiences, therefore some things don't make sense. I taught my three children when they were quite young, pointing out problems to them and how to avoid them. All in all, they impressed me greatly as adult drivers and riders. The younger you are, the more susceptible you are to learning.

We will all know where risk can rise. Junctions, anywhere where there are more road users.

Statistics show clearly that most accidents are where there are most vehicles. Motorways hold the record for the lowest accident numbers and as it should be when you separate oncoming traffic. However, motorway speeds are higher on average, hence the risk to life and limb rises, controlled mostly these days by the way vehicles absorb impact and protect occupants.

Rural roads have the middling number of accidents. Simple really, make a road where you can't always see far ahead; make it narrow in places; put monster trucks on it and allow everyone to make their own mind up about how fast to approach the unseen. No brainer. In these circumstances, motorcyclists most often have a single vehicle accident during a bend. Once again, no brainer is it?

What is a most basic of basic problems when you allow a race of people who continually make mistakes, drive vehicles without any mechanical means of speed control? The answer is that you really want all those lovely people to be quite placid and react early to risk. In fact, what you have is the most aggressive animal on the planet using our roads. Oh yes you are! How do you imagine our species has evolved through 7 million years of the earth's evolution and come out as the top animal? Aggression.

All motorcyclists are risk averse. Some will say we actively seek out risk and mean in a bad way. Well, it only has two wheels and an engine, so maybe there is something in what 'they' say. I wonder whether the hundreds of commuters on small powered two wheelers will agree.

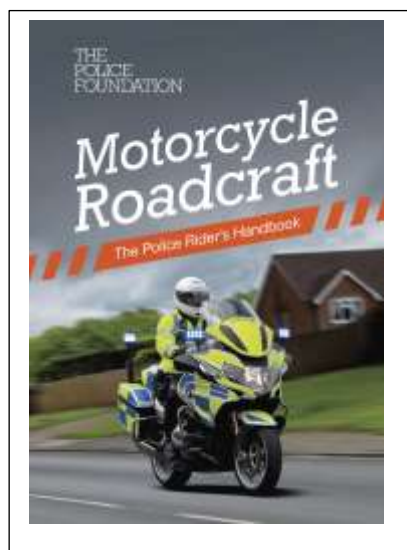
I'm not sure I agree with the basic sentiment because I do recognize there is a greater risk from riding a two wheeled vehicle with no covering bodyshell, than one with more than two wheels and a bodyshell. So, I realise that as I approach a hazard the risk to me is already higher, so yes, I am seeking out risk but in order that I can reduce it. That does not mean that I welcome that risk but it also means I am not afraid of the greater risk.

In terms of developing, you may have used a well-known hand gesture to indicate to

someone else to call you by phone. You curl your first three fingers, leave the thumb and little figure extended, and hold your thumb near your ear, the little figure near your mouth, like a landline telephone handset. Do you know that many people currently in the late teens, early 20's won't know what the gesture means, because they have never used a land line telephone, and holding a mobile does not fit the image of the gesture? Those humans have just developed.

The next part of this piece will be in January 2021 TREADS.

## **MOTORCYCLE ROADCRAFT REVISED FOR 2020.**



The Stationary Office and the Police Foundation are pleased to announce that Roadcraft and Motorcycle Roadcraft have been updated for 2020 and due to publish in late October.

The new editions of these iconic titles have been developed in consultation with expert representatives from the police and other emergency services.

Readers can look forward to:

- An updated modern design.
- A revised overtaking chapter with separate sections on passing stationary vehicles, single stage



overtakes and multi-stage overtakes.

- New explanations of advanced concepts, such as limit points on left-hand bends.

Rick Muir, Director of the Police Foundation commented:

*“The Roadcraft handbooks are recognised as providing the very best in driver and rider training for anyone who wants to take their skills to a higher level. Prepared through extensive consultation with experts, they will make a significant contribution to improved road safety and help users become safer and more skilful on the road”*

To ensure consistency across platforms, Roadcraft Online has also been updated.

This comprehensive eLearning package contains the same content as the hard copy, as well as the end of section quizzes and video resources that bring key concepts to life. With administrator features that enable managers to monitor their learners’ progress, Roadcraft Online is a flexible, cost-effective alternative to book learning.

The e-learning platform also contains exclusive videos which demonstrate key manoeuvres such as limit points and overtaking. The platform enables learning transparency and the ability for the course conductor to offer support where necessary. An administrator log-in, allocated to a company or person when multiple licences are purchased, allows the administrator to see a full audit trail of each student’s progress.

For any questions, or to review this product, please contact Tim Key at TSO Marketing. Email [timothy.key@wlt.com](mailto:timothy.key@wlt.com) or telephone 01603 694805.

## **LEGAL QUESTIONS – Andrew Dalton**

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

**Q1. We all hope the roads we ride are safe and sound for our two-wheeled escapades, but what happens if you crash on a surface you consider sub-standard?**

I was on a ride, on a quiet Wednesday morning. I picked a road from a forum as a ‘good biking road’, as indeed it was, until I hit a long and deep split in the road. My front wheel got caught up in it, it knocked me off my line, and I bounced into a shallow ditch.

***“The road was suboptimal but not dangerous...”***

I was completely uninjured. However, my R1 was quite badly damaged cosmetically. I have written to the local council with an estimate for the repairs, which are a little over £4,000, but the council have come back and said, and I summarise, ‘The road was suboptimal but not dangerous, and having been inspected 22 days prior to your unfortunate collision, and was then deemed safe by our highly experienced highways inspector, we are satisfied we have met our legal duties, whilst we are sorry that you were injured, not every injury gives rise to a claim.’

Obviously, they really carefully read my letter as I never mentioned any injury, but I want to sue. Can I?

### **Answer**

You can sue, whether or not you win is a different story, and if you start this up in a small claims court, you really do need to be prepared to finish it.

The law is set clear enough and it is in three stages. The first stage is. ‘is the road dangerous to an expected class of road user?’ That does

include motorcyclists, and anyone else who might reasonably use the road, but it would not cover a unicyclist or a pogo stick user, for example. The test is not just for car drivers, though.

***“ideally take a picture showing the size of the defect with a clear photo and a tape measure or ruler”***

The photos show a road which looks like one side has slumped into a camber leaving a split in the road, exposing, I reckon, 75mm to 100mm of hard-edged ridge. That is dangerous to a motorcyclist.

You may need to look at some sources which show this is dangerous to a motorcyclist, and ideally take a picture showing the size of the defect with a clear photo and a tape measure or ruler. The easily Googled Institute of Highway’s Engineers Safer Motorcycling is a good source, especially as councils are supposed to use the best practice contained within that guidance.

***“The law says you must be able to identify the dangerous defect”***

The second element is that you must be prepared to say on oath that it was a particular defect which caused you to fail. This can be difficult, particularly if the road is in very bad order, and there are so many pot holes that you really cannot say which one caused you to fall off, but yours is one long and proud ridge, so not a problem for you. The law says you must be able to identify the dangerous defect.

The third element is the ‘statutory defence’, whereby if you can prove the first and second elements of the claim, but if the council can show they had a decent and working inspection regime they may have a complete defence. The relevant law is set out in section 41 and Section 53 of the Highways Act 1980 and the legal test is set out in a case called Mills v Barnsley, which is easy to find online if you need to.

***“councils tend to be more sympathetic to non-injury claims for bent bikes or cars than they are to injured people”***

In my experience, councils tend to be more sympathetic to non-injury claims for bent bikes or cars than they are to injured people, but my experience is that you need to start and be prepared to finish a small claim.

If you Google **‘White Dalton basic guide sue the Council’**, it will bring up forms and a court Precedent if you want to take the council to court, and for £4,000 and potentially half a day out of your life going to court, I would!

**Andrew Dalton**

Last modified: October 23, 2020.

**Q2. If you plead guilty and accept a fine, it’s not all that easy to reverse the situation**

During the first phase of the Covid-19 lockdown I was pulled over riding alone in the north of England, the police officer asked me the purpose of my journey and I said “exercise”.

The copper asked me If I was planning on going jogging dressed as a Power Ranger and asked me where my trainers were, I did not have any trainers, so the copper issued me with a £60 fine, which I paid the following week as it was reduced to £30.

I thought no more of it, until this Dominic Cummings ‘defence’ turned up and it seems to me that after the Prime Minister rewrote the rules so that I can use my discretion. Can I get my money back?

**Answer**

No. You accepted the fine, which is the equivalent to a guilty plea, which is, practically, impossible to turn over. There are limited circumstances to withdraw an admission of guilt, but you are in a legal minefield.

If I had to think about the process, I think you would have to make a High Court application to the Administrative Court or the Divisional Court, and your application would inevitably fall, and

even without a lawyer it would cost you way more than £30.

You also have a fundamental problem in that the case, such as it was, is finished, so there is no appeal process. The law likes finality. If there is an administrative lawyer reading this, feel free to correct me because the procedure is new to me, but the basic premise of overturning a formal acceptance of guilt is pretty standard law, and you are stuffed.

There is no defence in law that someone else got away with an act so I should too.

Had Mr Cummings been pulled over, I suspect that he would have been fined, both for the drive to Durham and the 'eyesight test' 60-mile round trip, and if he had said "I'm not too sure about my eyesight", any copper would have given him a roadside eye test.

I have looked at these Regulations closely, and formally advised a number of riders' rights organisations as to the post May 13, 2020 impact on motorcyclists.

In so far as your case is concerned the police officer exercised his discretion and offered you a fixed penalty. Had you wanted to challenge the on-the-spot fine you could have challenged it at the Magistrates Court, but you chose not to, instead taking the £30 hit.

Do not waste your time trying to get a refund, the Police have no power to refund you, and bearing in mind you were simply going for a leisure ride during lockdown, you have no legal grounds for a refund.

The position has now changed. The amended regulations which came into force on May 13, 2020 allow unlimited travel, provided you do not ride with more than one other Individual if they are not part of your household, and they have since changed once again on June 1, 2020.

There is some ambiguity in the law, but if you are riding to a particular point, and you get off your motorcycle at that point and go for a walk

around, you will not be breaching any rules by riding a motorcycle.

You are still obliged to maintain social distancing, and riding in a group (even if you observe social distancing) is likely to constitute an offence if riding in a group of six or more.

**Andrew Dalton**

Fast Bikes Summer 2020

Last modified: September 21, 2020

### **CLUB RIDE REPORT – Andy B**

#### **11<sup>th</sup> October 2020**

This ride was originally scheduled for the previous Sunday but due to rain of biblical proportions all over the country the previous day it was decided to postpone. Interesting fact; did you know that on Saturday 3<sup>rd</sup> October the quantity of rain that fell on the UK was enough to fill Loch Ness? Quite how they were able to calculate that, I don't know, but either way that's a lot of rain!

Originally, at the start of the year when the world was blissfully unaware of things to come, this ride was entitled "Another Airfield Landing" as it was my intention to lead a ride in May which, unsurprisingly, was called "An Airfield Landing"! As far as I'm aware we've never visited Old Sarum airfield just to the north of Salisbury nor Dunkeswell airfield just to the north of Honiton but, as they both have cafes (although the Aviator at Dunkeswell laughingly calls itself a restaurant!) and I could put together some reasonably interesting routes to and from these destinations, it seemed like a good idea to put plans together to go to both.....or, as it happened, maybe just the one!



As ever time became tight for doing a recce so, as Dunkeswell is quite local to me and I know most of the roads we were due to use, it became our destination for the day.

I don't know if other ride leaders have this issue, but finding convenient morning coffee stops and, indeed, lunch stops has become increasingly difficult. Maybe it's just when we try to plan new routes/destinations by definition it will mean finding new feeding stations.

Whatever, it took some research on Google maps to find somewhere for a morning coffee stop; Sherborne to the east of Yeovil seemed like a reasonable option but, even so, it still required a visit there to ensure that it was viable. And it was just as well I did; the one I'd earmarked was way too small and on Sunday the street on which it was located had been taken over by an "antiques" market and was therefore closed! Thankfully, at the end of Cheap Street and located in a sunny square I came across the Cross Keys Inn; open every day from 8am, serving very nice coffee and, temptingly, homemade cakes! That'll do nicely.

Despite the change of date, our AAMC Spontaneous Rides WhatsApp, er App, worked well and we were due to have to the maximum permissible of 6 out on the ride; on Sunday morning that was sadly reduced to 4 due to one flat battery and one puncture. Doh! The drop-off system just about works with 6 but it definitely doesn't with 4, so it would have to be a case of keeping the following bike in sight.

Anyway, on a bright but cool morning the 4 of us set off from outside the Farrington Gurney Farm Shop and set off south down through Shepton Mallet on the good (?) old A37. Down through Bruton and on towards the Haynes Museum it gets much better! At the crossroads with the A371 we turned left towards Wincanton; a nice piece of road when it's empty as it had been when I've previously ridden it but, of course, on this day there was lots of other (slow moving, naturally!) traffic so that was a tad frustrating but just to the south of the A303 we took the B3145 to Sherborne and, riding with purpose, made up for any of the previous frustrations!

After the coffee stop and a good natter (has to be done, doesn't it, when you haven't seen others for ages!) we continued heading south towards the Cerne Abbas Giant but turned off before there along an unclassified road past Batcombe, Evershot and on towards Beaminster; this is mainly riding along a ridge so the views are fabulous and on a sunny day with the leaves turning and with very little other traffic about, it really is a joy. Views to the north beyond the Somerset Levels and glimpses of the sea to the south, even a few buzzards overhead; bloody marvellous! After Beaminster there's a cheeky little road through Broadwindsor and on to the B3165 which goes down to Lyme Regis.

The A358 between Axminster and Seaton is a nice stretch of road (short but sweet) when there's little on it but today there was a lot on it.....not so sweet then! Along the coast road, again with glimpses of the sea, as it undulates towards Exeter before heading north to Honiton and on to Dunkeswell airfield.

There's a lot going on at the airfield; plane and helicopter flying lessons and tandem sky-diving, so lots of people.....and a restaurant (Haha....no it's a café!) that is woeful in its ability to cope. Again, I'd been to check it out just a few weeks earlier to make sure it would be suitable; can I book a table? Yes. Great. And order at the table? Yes. Great! A table for 6 in that case please. But all that had changed in the intervening weeks! We were shown to our table.....eventually, then told we had to queue up to place our order but they would then bring it to our table.....eventually! Very, very eventually!!! And the spicy beanburger with chips that I had enjoyed previously was no longer available and had been replaced with crappy veggie sausages. Grrrr! Just as well there was lots going on there to pass the time.....and of course more time for nattering!

Finally, we were on our way again; back down towards Honiton and on to the A30; initially it's a pain in the ass as it morphs into the A303 with lots of (presumably) London-bound traffic but once it turns off towards Chard it becomes a

very different proposition, especially as much of it has recently been resurfaced. Hmmm, nice!

Fuel stop in Chard, up to Ilminster, B3168 up to Langport, A372 to Bridgwater to include the 7 bends section which is always fun with a clear road....and it was! Avoided going through the middle of Bridgwater (always a plus!) to get on to the A39 then up through Woolavington, on to Wedmore, then Cheddar, carefully avoiding wayward pedestrians and car drivers, up the gorge, back to the A39 and to Farrington Gurney Farm Shop. 175 miles. Not bad.

Thanks to Robin, Gary and potential new member Dave T for joining me; I hope that you enjoyed it!

Let's hope that we can all look forward to some great rides next year!! Take care all.



### **WANTED – Ride Leaders for 2021**

Helen Chamberlain.  
Mob: 07885 578105

**AAMC CLUB EVENTS** – Please note – If any are planned, Club events are listed first. Please contact Helen C to fill in any empty dates with Club events, 07885

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

Events can change with little notice. PLEASE check the **WhatsApp AAMC Spontaneous Rides** site AND check with the ride leader if in doubt.

Everyone is doing their very best to organize rides for Club Members, that comply with current Covid19 travel and socializing guidelines. As guidance changes, the Ride conditions may change.

**In order to attend a Club Ride/event**, first contact the ride/event leader, either through WhatsApp AAMC Spontaneous rides, or by telephone. The allowable places will be allocated on a first come first go basis.

### **BMF DISCOUNT CODE**

#### **Code for 2020 – CLB20FMB**

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

### **AND FINALLY:**

