



# TREADS

[www.aamc.co.uk](http://www.aamc.co.uk)

## Editor's Bits – Stu

A Police motorcyclist saw a female riding a motorcycle very fast, whilst knitting! I know! Well, as she ignored his siren and blue lights, he caught her up and shouted “pull over”. She shouted back “no, cardigan”.

Highways England have been tasked with being the Government stakeholder delivering on a range of strategies that will affect road users.

Jim O’Sullivan, Executive, Highways England says. “We are potentially entering the “era of roads revolution”. A time when technology changes could drastically alter, not only our country’s transport network and roads, but even our concept of mobility. Now is the time for us to look to the future and consider what it might mean.



You might see the unintended link to my article “Control, or Controlled?” later in this edition.

If you are interested in where the above statement from HE will take us, check out the website,

<https://highwaysengland.co.uk/innovation-hub/>

## Club Ride Reports

Would you just believe it, 2 weekday rides affected by poor weather? It seems that the wet weather gods have seen my diary and planned accordingly. In between, I have had three stays in Cornwall, with worryingly warm and sunny weather. At least I got that right!!

*Stu Bullock*

## Early Notice – Motorcycle Gymkhana - Eddie

I am setting up another rider skills day for all commers in late September, based at the Landsdown North Playing Fields, Bath, in conjunction with BaNES. Please see extract below for an early heads up.

David Boardman, (Highways Safety Officer) at BaNES, has been a tower of strength and has obtained the support of the Parks Dept, under whom the Landsdown North Playing field car park operates. He has also offered to sweep the area and provide 200 cones so we can safely demark the various activities on the day. He is also hoping to be able to shift some of the top soil at the south end so we can maximise the surfaced area. David, I hope I have not boxed you in here - actually, correction I do!!

I am sorting out what can fit where. I am hoping to enlist Jim McCarter to run the braking event, (as he hid last year at CC). Apart from that, I plan to be playing tennis balls and cones and filtering games; to have Hector in charge of some gymkhana stuff (as last year at CC) and; to provide the opportunity to attempt some 'anchor swerve turns'. I also plan to have my 250 cc Super Dream available for folk to play on if they wish. In addition to all this we will need some observers to do ride checks.

So, we have venue and a venue, as for a date sometime late in September is where we are at the moment.

Advanced riders do things in advance so I attach a draft press release. Bill, I have included you in this circulation as nearer the event we shall be requiring you to do your stuff on local radio - I hope, despite your 'retirement' from this role I have been clear on this instruction!!! To make this fly we need the top

people operating at their very best - and this includes you Rob (I bet you regret offering now!). Eddie

### **Legal Questions** – Andrew Dalton

If you're planning on riding in Europe this year, chances are you'll be heading through France at some point – but how can you best protect yourself, legally speaking, if you have a road accident while riding through the country?



The interpretation of untraced driver's claims in Europe changed in 2016 and now the local law, not English law applies

If you have a prang in France, there is a fairly set procedure, but if you get it wrong the ordeal can become a French farce. If you have been injured you must contact the police (in an urban area) or the gendarmerie in the country, but if you phone 112 from your mobile you will be put through to the right people.

If there is no injury, much like in the UK the police will not usually attend. If the police attend, they will take details, but do yourself a favour and take those details yourself as well. It can be extraordinarily difficult getting details out of the French police and we have had to appoint lawyers in the past to go to the prosecutor's office to retrieve the papers by hand. All the information you can get, take it.

It is customary in France for drivers to carry a 'constat amiable' which is a form where each party gives their details. You can find a constat amiable in English on one side and French on the other [on our website](#). It has been known for a French rascal to fill in the form misleadingly, but you can protect yourself.

Use your phone camera to do the following things: photograph the number plate, photograph the vehicle in the road ideally with some kind of identifying point such as a road sign showing the location of any collision, take a shot of the windscreen which in France will have a short form insurance sticker affixed to it, but do not take a photograph of the driver without their consent. It is a minor criminal offence in France to take a photograph without permission, which is the rule that Kate Middleton relied upon when pictures were taken of her sunbathing. It is therefore best not to aggravate the situation by taking what amounts to an illegal photograph. I asked a couple of French lawyers what would actually happen if you took a photograph, and it seems very little.

If it transpires that the vehicle plates are false, or you were given false information, it is not the end of the world. Instead of your case being dealt with under French law it will be dealt with under English law.

If you are either sufficiently injured or shaken to go to hospital, a recovery agent will remove your bike to a local garage and the driver will give you a receipt. Keep that. You can have a nightmare otherwise trying to trace your vehicle. French garage storage is a lot cheaper than it is in the UK. In hospital you will be seen and invoiced for treatment, even if you have a European treatment card. On discharge you will be given a discharge letter which will make life a great deal easier if you keep hold of it as French insurers will usually expect to see one.

In the event of a more serious collision the police may ask to interview you. They will do this with an interpreter. Usually most town stations have one, normally of the rank of sergeant or above, with a basic interpreter's certificate. Their English is OK, but if you are interviewed by a French police officer, keep your answers very simple and if you are potentially facing a criminal prosecution in France you need a French lawyer. This little cut out and keep guide from Adventure Bike Rider does not substitute for a French lawyer advising you.

The French police are particularly hot on documents. If you do travel to France you should keep a printed copy of the constat amiable with you, along with your proof of ownership (V5 or hire document), your UK driving license and if you still have a counterpart take it with you. Keep your original documents on your person. I know they are no longer required here in the UK but the more official paperwork you present to a foreign officer the happier they tend to be, and you will need proof of your insurance, with the back sheet printed, because that explains in French what the document is. It is also wise to keep spare copies, either waterproofed or laminated and as any traveller will tell you emailing yourself scanned copies of your documents, including your passport, can save a great deal of aggravation if things go horribly wrong. Keeping copies of all your documents in a sealed bag under your seat is a good plan.



**Disclaimer:** The legal advice and statements contained within this/these article is correct at the time of printing. Modified 2018.

Andrew Dalton is a trial lawyer, with White Dalton Motorcycle Solicitors.

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

### **View from the Saddle** – AI

**To Farkle or not Farkle, that is the question.....**

The clocks have officially gone forward and Spring has officially sprung. So, assuming that you have not been seduced by those winter new bike bargains and all your kit is intact and waterproof, then the only thing to do is Farkle. Having carried out extensive research (googled the term), I can confirm it is one of those special words generally accepted to mean a combination of "function" and "sparkle", hence, farkle but special because its specifically attributed to motorcycle enthusiasts who may install accessories, to customize their machine. (One source attribute the term to Pete Wells, the organizer of a 1997 Honda ST1100 rally).

Anyway, irrespective of its origins, the practice of 'farkling' has become a massive business only brought home to me having recently watched a YouTube video, posted by an American guy proudly showing his 2017 BMW R1200GS Adventure, that he had purchased nearly new for \$24,000. He then spent 10 minutes of the video showing where he had spent a further £12,000 on farkles. I think that he had attached everything that Touratech have ever made, designed, and probably forgotten about, to the bike (which must have added 40kg to its kerb weight), which included replacement shocks front and rear??



Each of the accessories he had fitted had a purpose – some more of a purpose than others. The guard fitted to each radiator grille, likely to deter the 1 in 10,000 chance of a large stone causing damage; the additional brace fitted to prevent the lower front wishbone suspension arm breaking, probably a 1 in 1,000,000 event; the Akrapovic exhaust (complete) added power and made a great noise; panniers and other storage solutions



increased load capacity for that long journey; mount for the mobile phone; USB adaptor for the mobile phone; handlebar mounted remote control.....for the mobile phone. The list went on.

However, irrespective of the reason for the farkles purchased, they all contributed to what he considered was a better protected, louder, safer, quicker (?) version of the bike – indeed his version of the bike, which he was keen to share with anyone daft enough to view his YouTube contribution!!

And perhaps, that's one of the strange things about motorcyclists. Never satisfied with the thousands of hours that a manufacturer has spent designing and developing a bike to be perfect for its selected purpose, we all feel the need to 'farkle' them in some way – some a lot more than others. Happy farkling..... Al

### **Racing Queen revisited** – Eddie

IAM Roadsmart suggested an article to follow on from Maria Costello's 'Racing Queen' piece in last summer's National Magazine. I wrote this and gather it may be used in some new on line offering so please feel free to use it any way you fancy.

Let's suppose that Maria Costello is a racer first, road rider/ IAM Roadsmart supporter second. She after all has said that she didn't have a road bike at present. I would be happy to say different about me, but the reality is that I am the reverse. Years ago, I wrote a book about advanced riding – forwarded by Dave Shenton – but it wasn't until 2017 my 70th year on planet earth that I tried my hand at club racing, gingerly wearing my novice bib at NGRRC.

You may with reason wonder why, well I had been on a considerable number of track days, braved Simon Pavey's off road course on the Brecon Beacons, survived a good few Motorrad courses on the Nürburgring guided by my friend Neil Leigh of AE Ventures (see pic) – yes that's me at the sharp end for once. At school and later I enjoyed sport, I liked

competition including business and its attendant mental, psychological and physical requirements. As an IAM observer and RoSPA Diploma holder I also relished training/mentoring and generally unpicking a ride to understand what was actually going on.



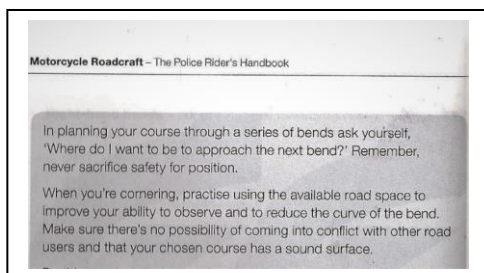
To race the first requirement is to get an ACU license – actually the simplest of tasks - part of the entertainment of which came when I looked over to my neighbor's paper to see the comparison of his birthday with mine 2002 plays 1947. When we came to get on the circuit, I was the quicker, but doubtless that would have changed in short order. It turned out more or less the same when racing I was giving away 30 to 40 years most of the time.

IAM Roadsmart's and no doubt RoSPA's mission statement is to "Improve driver and rider behavior on the roads". In her spring/summer 2018 article Maria responded to the question 'Does racing improve road riding?' With "Yes, because it heightens control skills". It is mainly on that platform that I want to dwell.

For many years I have given a talk called 'Staying on Track'. This looks at crossovers between track days and road riding. One example I use is the chicane. On a track a straight usually follows a chicane so the important thing to grasp is maybe not the speed you make through the chicane but how you set up in terms of balance, speed and gear to make the most of the fastest bit of the track that follows – whoops does that sound a bit like IPGA! But how often do you find chicanes on the road? – well let's call them roundabouts and the point is made.

Maria mentions control; the old saying 'To finish first, first you have to finish' holds good

for all time. In racing you try to compress bends and straighten what you can because the aim is speed. On the road we seek to open out bends and optimize SSV because safety is the overriding aim, but see p.150 Roadcraft blue box and the crossover is there. In both spheres moreover, staying upright is a good plan. This means control.



My first race was at Brands Hatch supported by Jon Taylor that feted IAM and Rapid Training alumni and his wife Kath. It didn't take long to realize that on the 40 or so bike grid, comprising new R1s and GSXR's as well as my 18-year-old pre-injection R6 – the Clockwork Orange – I was bound to be lapped – pure math's: ability x machine = time.



The picture shows me at Graham Hill bend sitting 3rd, a good term because in reality I was being lapped by the fast guys. Ciaran Bligh championship winner on the grid told me later at Donnington Park that he would use me as a blocker between him and the man behind – a privilege to be of assistance!

It was at Donnington that I was severely rear-ended at Craner Curves resulting in me and machine being lofted into space. Me a broken collarbone and machine not happy either, but both repairable.

The hospital registrar told me that was end of racing for the year, actually I was back riding within 5 weeks and racing in 7 it did however leave me 2 meetings short of being able to shed my novice bib.

One of the tips encouraged over the years has been; if things go wrong, replay, figure out why and fix it. The Donnington rear ending was almost certainly the result of my taking a wider road riding line and getting on the gas as soon as I turned in with the guy behind taking a tighter line resulting in our competing for the same space on the apex. That got me thinking about the how and why of that tighter line. Jon Taylor opened the door with the concept of closed throttle and trail braking cornering. The physics is that the machine will turn tighter with front end loaded – thus time in the bend is compressed with often a straighter line being picked up right back on the apex – sit the bike up and fire out. All this requires a whole new rhythm and is also quite physical in its execution, so how does that square with road riding? Well for the most part not much BUT the most commonly used word after an accident is 'Suddenly' and when things happen suddenly you need plans a, b and c readily available. So, can we brake when banked on a corner? – yes but delicacy and finesse is required and that takes practice. If we find a bend tightening on us, assuming we are in a responsive gear and we roll off the gas the bike's turn will tighten but we may need to experiment to believe it and feel it

If we turn into a bend too early – particularly at race speeds a wide exit is a likely result and that requires a greater lean angle to correct - the very thing we were trying to avoid by the early turn – I involuntarily did it at Redgate the left hander at the end of the straight at Donnington - believe me what I say is true!

Finally, as on a circuit, we come back to where we started - control. The 'system' is actually more accurately called the 'system of motorcycle control' anything that can enhance control is a positive contribution to road safety and that is what RoSPA, IAM Roadsmart and Roadcraft is about.



Shaun Cronin on board the Clockwork Orange at Thruxton. Eddie.

### **Control, or controlled?** – Stu Bullock

I am sure you are aware of how our roads are controlled and how we road users control ourselves, or are controlled. Of course, the idea is that we are educated in road traffic law through the Highway Code, but technology and artificial intelligence are believed to be cleverer in many instances. Or, should that be, more certain of an outcome. We all need to keep up with trends and developments, and so the following are a few little gems that I have picked up in recent months that just maybe have not yet had the advertising that we deserve.

**SPEED.** What is generally known amongst those who seek to reduce accidents and serious injury/death on our roads, is that the more certain you make it possible for a road user to be caught misbehaving, the less likely that behaviour will prevail and thereby affect behaviour in the future. Think about how drink/drive became socially unacceptable, with a variety of legislation and improved detection methods.



Not just speed, but ‘tailgating’, using a mobile phone when steering, eating/drinking when riding and riding in a dangerous, careless or inappropriate manner, are all under more and closer observation with new long-distance camera’s operated by many police forces. You’ve all seen the vans parked alongside roads? The newest cameras in those vans can record your oncoming image for up to 1 kilometre away.



It used to be that night time driving/riding was free of camera activity. Well, no more. Just arrived in the south-west is a new intelligent camera system that uses multiple cameras, set about 200m apart, paired with a nearby LED box. They detect average speeds, and can operate in the hours of night time and can also detect vehicles changing lanes and still follow their progress. The cameras don’t use film, so will be able to keep watch 24 hrs.

Another new camera system, currently being trialled on the M6, is being considered for wider use on **SMART MOTORWAYS**. So, on SM’s, there are gantry’s that can display lower speed limit signs as well as the national max of 70mph. Enforcement of those limits has been until now by fixed camera and only when the lower limit is in operation. The idea being too slow traffic flow before a problem causes the flow to stop.

Currently, the norm has been that, if a lower limit is displayed, the cameras will record vehicles travelling over that speed and penalise those drivers/riders. The new system will record vehicles speed ALL of the time, even when there is no limit displayed, meaning a driver/rider can be issued with a penalty charge notice (PCN) for excess speed at all times through the area covered by the SM, including night time and including contravening

the national speed limit. The trials are being rolled out over the northern motorways right now, but that will soon change once the operators see the advantages of less accident casualties.

Yet another camera system on trial, is for **traffic light systems**. Currently many but not all traffic lights have a camera system that records vehicles travelling past a red light. The new system records images ALL OF THE TIME. So, a driver/rider sees a traffic light turn to Green/Amber and, anticipating the oncoming Red phase, increases speed. Camera records the image and said driver/rider receives a PCN through the post for excess speed. Go through the red phase at a speed over the limit and two penalties apply. Both attract penalty points and, speeding penalty charges are on the up.

Highways England are running many trials and the Governments stated aim is to reduce road related offending as much as possible, simply because of the casualty rate when it all goes wrong. Using people, either Police Officers, or Highways Agency Traffic Officers (HATO's) or DVSA Goods Vehicles Inspectors, costs serious money. Leave any of them out in all weathers for too long and they want a break, or more money. They require continual training, uniforms, vehicles. A sensor on a pole costs far less and is not so complicated to work with. Of course, there is a cost. How will that be met, would you imagine? Possibly PCN's? It has been well recorded that fines are to go up, so the continual source of revenue is established unless every road user lives up to their responsibilities and keeps within the law at all times.

Another few items of interest that are not related to speed directly.

**SECURITY.** What I mean is the security of your identity relating to your vehicle. Ever since number plates were attached with sticky foam pads or plastic bolts, the time taken to remove one has dropped. By loads. Coupled with the increasing problem of a vehicle number plate

being attached illegally to a similar vehicle, you can see how you might want to take precautions to protect yourself.

How you can do that is, drill a hole through your number plate and vehicle and put a stainless-steel screw through. Takes longer to remove. Also, think about identifying your vehicle. If you get a picture of a bike with your number attached passing a speed camera, or an Automatic Number Plate Recognition camera (ANPR) 'seeing' your vehicle number leave a garage, car park etc without paying, what would you do? Panic, of course you would. However, sit down and closely scrutinize the number plate and the vehicle.

You may see marks on the fairing that yours does not have. You may see different wheels, or panel logos, or model differences. Always check colour. What you can also do, is attached a small badge, patch, sticker, something unusual, alongside the number plate, so that you can positively prove the vehicle in the image is not yours, even though the reg numbers are the same. "Hang on" I hear you say. "Won't the Cops sort that out"? Seems to me it's worth doing some detective work yourself just in case they won't look further unless you present them with the evidence. Same goes for car park operators and the like. YOU do the work, so making things easier to provide evidence.

**VEHICLE KEYS** are targets for thieves. In your home, don't leave them on display, don't hang them on a hook near a door or window. Put them away, out of sight. If they are 'chip' keys for keyless ignition, use a key holder that prevents the transmitter from being read, at all times, but especially around your home, where you may be more relaxed about security. I am told putting them inside a tin works well.

Now then, these occasions are extremely rare and are usually aimed at high value vehicles. However, if a robber enters your home and demands your keys, give them up. Jack Reacher is a fictional character, so don't try to



emulate him. GIVE THEM UP. It is just a vehicle and can be replaced.

**IN/ON VEHICLE CAMERA FOOTAGE.** A company called Nextbase, the biggest producer of dash cams, has launched the National Dash Cam Safety Portal, a website that allows all road users to easily send their images of what they consider to be dangerous behaviour, to the relevant police forces via a single online hub. This new system is designed to link all Police Forces with a one stop location, including the similar *Operation Snap* in Wales and *Extra Eyes* in Essex, to the data increasingly provided by the public. It is hoped that the provision of dash cam footage, along with a simplified witness statement to the App, will reduce the processing of the footage by Police, from several hours to a few minutes.

That's all for now. I hope I haven't scared you but I hope I have caused you to pause for thought. Reducing risk is what we all want to achieve, but sometimes the risk isn't obvious.

### Thoughts for the month

1. The greatest threat to our planet, is the belief that someone else will save it.  
*Robert Swan OBE.*
2. Make something idiot proof and someone will make a better idiot.  
*Unknown.*

### SHORTS

- David Beckham has been fined for using his mobile when driving. As he already had 6 points on his licence, he was handed a 6-month driving ban. (*An own goal? Ed*).



- UK MP's have rejected calls to lower the drink-drive limit in England and Wales. New stats show that road casualties have risen in Scotland since stricter regulations were introduced there.



- Public Health England have recommended 'no idling' zones outside schools, along with other measures to improve outdoor air quality and health. (*If there had been a 'no idling' zone outside my school, I would have had to do my idling somewhere else. Ed*)

### Diary of Events

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



**Saturday 25 May to Friday 7 June – Isle of Man TT races.** [www.iomtt.com/tt-info](http://www.iomtt.com/tt-info)

### JUNE

**Wednesday 5, Weekday Ride, Stu Bullock 07711898178**

Meet at Budgens Fuel Station, West Buckland Road (A38), Wellington TA21 9FF at 9:45am for a 10am start.

Heading for Lynton, EX35 6JL. Back to Riders of Bridgwater TA6 4DH, for tea/coffee/disperse.



**Friday 7 to Monday 10 – Club Weekend  
Bash to Lake District. Stu Bullock**

**07711898178.** [sbullock@gmail.com](mailto:sbullock@gmail.com)

We will travel to Cumbria for a lurk around the Lake's and possibly a doddle around the Dales, basing ourselves in the Cumbrian town of Kendal.

The only limiting factor for people attending is accommodation. The hotel selected is the Premier Inn Kendal Central, Maude Street, Kendal LA9 4QD, but there may be others.

As usual, you need to make your booking, but do let me know so that I can keep track of numbers. Hoping very much to see you there.

**Saturday 15/Sunday 16, BMF at Prescott Hill Climb, Gotherington, Cheltenham, GL52 9RD. Check out [www.bmf.com](http://www.bmf.com) for details, Proceeds to National Association of Blood Bikes and Severn Freewheelers.**

**Sunday 23, Club ride – Nigel Dean 07736 275406**

Ride around Wessex. Meet at the Cross Hands Hotel, Old Sodbury, BS37 6RJ (On A46 north of M4 J18).

**Sunday 30, Club ride – Mark 07974**

Meet at Farmington's Farm Shop, Farrington Gurney, BS39 6UB. 9:15am for (:30am start.

**JULY**

**Wednesday 3, Club Evening Ride – Simon Gough 0117 973 4120**, to Whitstone's, Shepton Mallet. Meet at South Bristol Retail Park, (Ashton Gate), Winterstoke Road, Bristol BS3 2LQ. 6:30pm for 6:45pm start.

**Thursday 4, Weekday Ride, Stu Bullock 07711898178**

Meet at Budgens Fuel Station, West Buckland Road (A38), Wellington TA21 9FF at 9:45am for a 10am start.

Heading for Sea Shanty Café, Branscombe EX12 3DP. Back to Haynes Motor Museum BA22 7LH, for tea/coffee/disperse.

**Saturday 6, Club BBQ. Helen 07885**

Chattertons Café, Redcliffe Way, Bristol, BS1 6NA, courtesy of Alan Webber.

**Sunday 7, Club ride – Simon Gough 0117 973 4120**

Meet at Severn View Services M48, BS35 4BH. 8:30am for 8:45am start. Ride to Mid Wales over the Cumbrian Mountains.

**September 10 to 14th. Club Bash to Normandy – Simon Gough 0117 973 4120**

The trip to Normandy in September is now fully booked, as all twelve hotel rooms have been taken.

We may be able to accommodate the odd extra single person who is willing to share, but you will need to check with me first please. It's going to be a great trip!

**Wanted – Ride Leaders for 2019** – Helen  
Mob: 07885

**TREADS**

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 TREADS, can you please ensure that they reach the editor by;

**MONDAY 3 JUNE 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. IF necessary, I can carry out a grammar/spell check. Please understand that submissions may be edited to fit available space.

*Stu Bullock.*

E-mail [editor@aamc.co.uk](mailto:editor@aamc.co.uk)

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