



# TREADS

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The June 2014 Newsletter of AAMC

## EDITORS BITS

– Chris

The inbox was looking pretty empty a week or so ago so I dropped an email to a couple of people for articles and, hey presto, we have plenty! In order not to bore you all senseless with a large issue I am saving a couple of articles until next month. A big thank you to everyone who has sent something in.

The weather has been great and I am sure plenty of you are out on rides – unfortunately I have been tied up at weekends and not had much of a chance to get out. The photos on the Facebook page are just the nudge I need to set some time aside and get out on the bike. If you are posting images on Facebook, please send a couple into me here ([editor@aamc.co.uk](mailto:editor@aamc.co.uk)) so those not-so-internet-inclined amongst us can keep in touch with what others are up to (and it makes Treads that bit brighter too).

One last thing, did you know that many of the links in Treads are live? Clicking on the email address or web address will (ok, should) automatically open an email already addressed or the webpage. This has been active for a few months but it has been said that it wasn't obvious enough! Clue: the links are blue!

## View from the Saddle

– Andy

### Which are quicker over a given journey, Cars or Bikes?

When you consider that most of us probably keep the car outside and can just jump in, start the engine and go, compared to getting properly and appropriately dressed depending on the weather, then getting the bike unlocked before leaving, this puts us at an immediate disadvantage on a bike over a given journey. Depending on the length of that journey this might offer us the opportunity to make up this deficit.

The main advantage that we have on a bike is in being able to filter through queuing traffic, although this activity also carries its own dangers particularly if there is insufficient room to do so.

Then there is the modern tendency for all existing speed limits to be reduced and introduced where previously none existed, or to be correct National Speed Limit applied. If you observe all speed limits you find that you can make some progress in the NSL, but that the rest of the traffic tends not to and mostly does 40 mph everywhere, so the traffic that you recently overtook then tailgates you through the next lower limit.

The new 20mph speed limits,

whilst undoubtedly safer for those pedestrians unlucky enough to be accident victims, are seriously difficult to adhere to in or on modern vehicles and take considerable concentration to observe. Even more annoying though is that these limits have been introduced largely by public demand, incidentally the same public that intolerantly and impatiently tailgates you, if you inconveniently choose to observe these new limits! Whilst personal observations suggest that most traffic ignores these new 20mph speed limits, the local Constabulary have now decided to actively police these limits and reap the resultant revenue.

I was recently riding through Brislington towards Bristol during morning rush hour and I knew that I had another bike behind me. I had made progress, filtering through the traffic to the point where I was physically prevented from proceeding further by the presence of the central island and mandatory keep left sign. I heard an engine accelerating and was then promptly overtaken on the offside of the island by the bike from behind.... A Learner on a moped!!! This made me consider whether the benefits of riding in a manner that we in the Club would consider sensible and safe are

advantageous, you need to ride in a risky manner with a general disregard for the law and the rules of the road to make riding a bike significantly quicker than the remainder of the traffic!!

If you take a pride in your riding and ride to a good and safe standard without taking unnecessary risks then I suggest that riding a bike is not

necessarily any quicker overall on a given journey.

This does not however address the issue of personal choice or enjoyment involved in riding versus driving, which will depend on the prevailing conditions and the journey concerned. There is a certain gratification in having ridden a journey successfully and with the personal satisfaction that

you rode it well (whatever that means to you) safely and possibly taking some evasive actions to mitigate the errors or omissions of other road users.

A final thought, any ride where you can park the bike up, walk away from and look forward to the next one, has to be good!

# Motorcycling

– Stu

**Quite some time ago a well respected Journo' gave his opinion of advanced riding skills. He stated that in his view most riders did not understand cornering techniques and that misunderstanding caused mistakes to be made in the application of cornering ability.**

Although his view was rather simplistic I do tend to follow his thinking and an awful lot of questions aimed in my direction are concerned with cornering, bends or corners.

As a trainer, the first question is to ascertain what each rider wants to achieve as a result of dealing with the corner. If the result is to exit the corner at the greatest speed possible then that, in my opinion, is different to wanting the greatest safety. In my role as an advanced trainer and a race circuit instructor I found the two elements of speed and safety were considered separately by my customers.

In my view where we are is the first reference point. For example, if we are in an urban situation then there are a different set of expectations that if we were in a rural setting. If we cannot see the



exit from the entry then we have a more complex set of decisions to reach than when we can see the exit from the entry.

Greater experience in dealing with bends may lead to a different decision making process than in the early days of advanced training. Therefore the approach to teaching advanced skills in this area will need to be tailored to meet the needs of our trainees.

The science of leaning and turning a motorcycle stays constant, whether the need is for speed or safety. But are the two needs

necessarily the same? If we accept that the responsibility of every road user is the safety of every road user, should we place the need for safety in front of 'the need for speed'?

That horrendous term, 'making progress' may have an effect here but the fundamental question is how we understand and how we teach cornering skills to meet the stated aims and objectives of The System. Speed versus safety. Are they separate and is the teaching that simple?

# Club Ride to the Ace Café

— Simon

**The first time I went to the Ace Café was on the Club run I led in 2012, and having learned just how far it was and how long it took to get there with the London traffic, I decided to start my ride a little earlier this time.**

Eight of us met at Tormarton picnic area car park at 8:30am and it was already sunny and getting warm – not bad for the middle of May. To get some miles under our belts, I took the Motorway to Swindon and then headed north towards Oxford. We picked up Rob, who was waiting for us at the Esso petrol station on the A420, and made good time to the coffee stop at the garden centre on the outskirts of Banbury, where I had a real job persuading Sue she didn't need to go into the factory outlet shops...



Sue, Dave and Jaimie turned back after coffee as they had to get home by lunchtime, and we rode through Aylesbury along the A41 and A413 down to meet the A40 at Gerrards Cross. After a short stretch along Western Avenue we turned left at the infamous Hanger Lane gyratory onto the North Circular, and within two minutes we were at the Ace. It was just after 12 noon.



I had arranged to meet two former Club members who now live in London – Linsey and Estelle – and within a couple of minutes Linsey rode in and found us.

The Ace has some type of event on every weekend and today it was their Spring Sportsbike Special. We had a good lunch inside and it was great to catch-up with Linsey about what each of us was currently doing, then some of us went to the shop to buy some memorabilia whilst others walked around outside 'kicking tyres' and chatting whilst looking at the bikes.

I was starting to worry about Estelle so contacted her. Unfortunately she had been unavoidably delayed, and as time went on it became apparent she wasn't going to be able to get to us, which was a real shame as we hadn't seen each other in the flesh for a long time. Anyway, these things happen, so it will have to be another time.

It was now 1:30pm and 23 degrees in the brilliant sunshine, so time to make a departure for the tea stop at Benson. We managed to navigate our way back round the Hanger Lane gyratory without losing anyone this time(!), and headed off back through Beaconsfield where I picked some interesting lanes I know through to Bourne End. We skirted Henley-on-Thames, where I had

considered going for a tea-stop but decided against it on such a warm and sunny day with all the traffic there would have been, and the Riverside Café at Benson was soon upon us. It was packed, but we managed to get a table big enough for us all close to the edge of the Thames with the pleasure craft. Some of those looked pretty expensive!

After a long chat, Linsey left us heading back home to north-west London, and we headed west past the famous H café, through Abingdon and Lechlade to Cirencester. From there it was just a quick hop back to Tormarton for the finish.



What a great ride - the weather couldn't really have been better for us, and no-one even got lost!

Thanks very much to everyone who came along and especially to Mark and Helen for being my back-markers for the day. Thanks also to Rob, Nigel and Mark for the photos. Where next time, then?

# Bike Safe Castle Combe 2014

– Sandra

**I'd firstly like to thank everyone who helped out on the day, without your help it would have made it a very difficult day and it was very appreciated.**

Anyway, we've been attending Bike safe at Castle Combe for a few years now, but this was the first year with our new gazebo and flags and I have to say we looked very professional indeed. We even had a few compliments from other stand holders and clubs that we stood out amongst the crowd, so thanks to Helen for sorting this for us after very long discussions at numerous committee meetings.

Having had some good weather prior to the event, it was a little disappointing that we awoke to grey skies and cold temperatures and knowing that it is quite windy at Castle Combe we knew we were in for a cold day. However, thankfully it did stay dry for us, with the occasional glimpse of the sun! (Although I think Simon had turned blue by mid morning, but refused to put his additional coat on which he had in the car! Stubborn man).



As Simon mentioned in last months Treads we had a good position and drew numerous

enquiries about the club, and by mid afternoon had run out of literature.

There were several displays by stunt rides and maneuvering/speed trial with the police. Plus you were able to watch everyone out on track. I know several of our club members took advantage of the event to check with the police how their riding had fared over the winter period, with most being pleasantly surprised with positive comments.

Overall a very good day by all. Hopefully if I'm lucky Chris would have been able to add a few photo's to this article to show just how professional we did look!



# Speedway

– Sandra

**Friday July 18th 7pm.**

Well we thought we would try a different social event this year and had the idea of going to a speedway meeting. I've never been so I'm not entirely sure what to expect but I am looking forward to the evening.

We thought we'd go and see the Somerset Rebels in Highbridge, the date is Friday 18th July, racing



starts at 7.30pm and the gates open at 7pm, their opponents for the night are Newcastle.

The address is: The Oak Tree Arena, Bristol Road, Edithmead, Nr Highbridge, Somerset, TA9 4HA.

Ticket prices are, pay on the night, adults £15, children under age 11 free when accompanied by a paying adult, OAP's £13. (Car parking charge is £1 payable on entry).

As this is a weekday event and starts quite early, I don't think it's possible to organise a club ride to the event, therefore I'd suggest if you plan to come and are able to spare a bit of time for a ride down, that you let your fellow club members know via the website message board and facebook, as there may be others that might like to join you.

I propose meeting in the car park so we can all go in together, so if you could drop me an email to let me know if you intend coming, just so I have an idea of who to expect. My email address is [events@aamc.co.uk](mailto:events@aamc.co.uk).

Hopefully it will be a good evening for all. For more info on the Somerset Rebels please see their website [www.somersetrebels.co/homepage](http://www.somersetrebels.co/homepage).

I look forward to seeing you there.

**SOMERSET REBELS**

**SOMERSET SPEEDWAY**

Home of the Somerset Rebels....  
**OAKTREE ARENA**  
**BRISTOL ROAD**  
**HIGHBRIDGE**  
**SOMERSET**  
**TA9 4HA**

**FRIDAYS 7:30pm**

**0-60 IN UNDER 3 SECONDS**

**NO BRAKES**

**NO GEARS**

**NO FEAR**

Visit [www.somersetrebels.co](http://www.somersetrebels.co)

Call 01278 782216

# Air Ambulance Ride Out

We would like to make you and any of your fellow riders aware of Devon Air Ambulance Trust's Motorcycle Ride out on 13th July.

The ride out is starting at Heathcoat Cricket Club, just outside Tiverton. There will be refreshments and catering. Registration is from 9:30am until 10:30 with the ride starting at 11am.

This year the route is a fully marshalled 76 miles across Devon, finishing at the Den in Teignmouth. At the Den there will be live bands, refreshments and trade stands.

If riders pre-register the £5 entry will include a free T-shirt. If they turn up on the day, T-shirts can be bought at the Den.

The ride out is organised to raise awareness for Devon Air Ambulance Trust, to help us keep operating Devon's 2 air ambulances. We work independent of any government funding and rely entirely on the kind generosity of Devon's residents. Each year Devon Air Ambulance Trust needs to raise in excess of £4.5million, something your riders can help towards.

Please see the attached poster. We look forward to seeing you on the day!

**Devon Air Ambulance Trust's  
Motorcycle RIDE OUT**  
76 mile route across Devon's beautiful countryside  
**Sunday 13th July 2014**

**£5\*  
entry**

**Heathcoat Cricket Club, Tiverton to The Den, Teignmouth**

Register on the day: 9am-10:30am  
Start: 11am

Live music from "Thick as Thieves",  
stands, refreshments  
& much more!

Enter online at  
**daat.org**  
or ring  
**01392 466666**  
for a form

\*Pre register for your free t-shirt. T-shirts  
will also be available to buy on the day, but  
will not be free unless pre-registered.  
Devon Air Ambulance Trust

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Registered Charity No: 1077998 Company No: 3855746

# Bus Lanes

**You will be aware in Bristol we motorcyclists can use most bus lanes – taking heed of the sign at the start of each lane (provided the council has actually put one up and it hasn't been vandalised).**

At a recent theory session of the training course, a question was raised about entering and leaving bus lanes. One suggestion was that we could only enter and leave at each end, as the solid white line all along the lane meant it was an offence to cross it to enter or leave. My own view was that the solid line is only a prohibition for prohibited vehicles, not vehicles which have the right to be in it. This means when I am on my bike in a lane where I have the right to be riding, I can enter and leave that lane anywhere along its length without committing an offence.

As none of us actually knew the law, it seemed like a good time to turn to Stuart Bullock, guru of all things motorcycling at RoSPA, and ex-police traffic officer.

Here is his reply:

*Hi Simon.*

*I have not researched the answer to your query but am relying on my knowledge gained from listening to the often feeble excuses of those caught using a Bus lane when they should not have.*

*The white line on the right (or drivers side) edge of a Bus lane is a marking to show the extent of the lane. This is a marking required by the Bus lane directive included in the Traffic Signs Regulations and General Directions 2002. It is NOT a section 38 Road Traffic Act 1988 sign as provided on a road centre and which will carry penalties for various offences of crossing or straddling.*

*Vehicles barred from a Bus lane often cross or straddle the white line into the Bus lane. They are not prosecuted for crossing the white line, but for using a Bus lane. So, for instance if a rider correctly using a Bus Lane caught up a Bus going slower (hardly credible but stick with it) the rider could cross the white line onto the non-Bus lane, pass the bus and cross back to regain the bus lane after passing. That manoeuvre may cause other retribution (legal or physical) if not carried out within the guidance provided by the Highway Code, but technically it is possible.*

*Hope that helps. If anyone would prefer to research the various regulations, they are very welcome. All are available at [www.opsi.gov.uk](http://www.opsi.gov.uk)*

*Best wishes  
Stu Bullock*

*RoSPA Driver and Fleet Solutions  
Motorcycle Training Manager  
[sbullock@rospa.com](mailto:sbullock@rospa.com)*

And following a further enquiry to Avon and Somerset Police (thanks, Rich) came this reply:

*Dear Mr Jones,*

*Thank you for your recent enquiry concerning Bus Lane use. The lines used to divide a Bus lane are Highway segregation lines, not solid white lines as used under Section 36 Road Traffic Act 1988. As long as you are entitled to use the Bus lane there is nothing to prevent you coming out of the lane – providing it is safe to do so.*

*I hope this answers your query. If I can assist further please let me know.*

*Mark Whitfield  
Police Sergeant 4422  
Tri Force Specialist Operations*

*(01935 40 22 74 07747 648113  
or central switchboard 101  
[markwhitfield@avonandsomerset.police.uk](mailto:markwhitfield@avonandsomerset.police.uk)*

*East Somerset Road Policing Unit,  
Yeovil Police Station, Horsey Lane,  
Yeovil, BA20 1SN*

# Diary

## June

### Wednesday 18th

**Sue**

Evening Ride.

### Friday 20th to Monday 23rd

**Stuart**

Club Bash to Cornwall. Pre-booking with deposit required before Jan.

### Thursday 26th

**Simon**

Evening Fish and Chip Ride to Shepton Mallet.

### Sunday 29th

**Mark**

Club Ride.

## July

### Sunday 6th

**Andy**

Club Ride.

### Thursday 10th

**Stuart**

Club Ride.

### Wednesday 16th

**Jim**

Evening Ride.

### Friday 18th

**Sandra**

Speedway night. Meet at Somerset Rebels Speedway, Oaktree Arena, Bristol Road, Highbridge TA9 4HA at 7pm for a 7:30pm start.

## Something to say?

Please don't be shy. E-mail [editor@aamc.co.uk](mailto:editor@aamc.co.uk) And send some photos in too!