



TREADS

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The June 2017 Newsletter of AAMC

Editor's Bits – Morton

I saw the headline *Harley-Davidson Teaches Entire Town How to Ride, Changes Town Name to 'Riders'* with disbelief, but it turned out to be true: Ryder, a small town in North Dakota, will become 'Riders' and every qualified resident out of the 84 (who wants to, presumably) will learn to ride Harley-Davidson motorbikes. Harley has refurbished the town's water tower and labelled it like Harley's own in Milwaukee:



The project is a great publicity stunt – as long as no-one gets seriously hurt in the process – but Harley's stated aim is "By teaching the entire town of Ryder [how to ride] we believe we'll show others how

easy – and fun – it can be to make the switch from four wheels to two."

Perhaps Triumph could do something similar in, say, Nempnett Thruwell? There must be somewhere they could have the Triumph logo writ suitably large:

TRIUMPH

Now, what could we call the village (biking related) that could do justice to Nempnett T?

Welcome

I would like to extend a warm welcome to new member [redacted] who has joined us this month. [redacted] lives near Chippenham and rides a BMW R850R. Unfortunately [redacted] works most weekends so is hoping to come out on some weekday rides to get to know us better. We hope to see you out and about during the year.

Legal Questions

1. Can police seize a head cam?

Can police in Scotland seize the footage from my helmet camera (on which you can see the dials, including the speedo)? What conditions would need to be met for them to be able to do so?

Answer:

While I am no expert in Scottish law, the Police and Criminal Evidence Act (1984) applies in Scotland as in England and Wales. In the UK, the system of law gives a police officer powers contained by an Act of Parliament. Police officers are, to use a lawyer's phrase "the creatures of statute" - they exist because Parliament enacted the

laws that created the police and their powers are constrained by the powers Parliament has given them.

I asked some experienced police road traffic officers about this - and their answers varied.

One old-school copper said he would seize it anyway and let the lawyers argue it out. Two said they would demand it, but if arguments were made they would not attempt to seize it. A fourth said he thought he had no right to seize it.

So if the police do not know the answer, what does a lawyer say? Like every lawyer, I could argue the point either way, but my opinion is that it is not something that you are obliged to hand over as a matter of law.

The starting point is the year of the PACE Act: 1984. That was the year of the miners' strike, Frankie Goes to Hollywood and the Kawasaki GPZ900. In other words, a long time ago. Having a camera on your helmet would probably have taken some explanation in 1984, and PACE never contemplated them.

Section 19 of the Act gives the police a general power to seize evidence while on premises - which can include a vehicle. If your camera is mounted on your bike, my view is you would have to hand it over. It is stretch to say a camera on a helmet is "on a vehicle." It is on an item of apparel, so section 19 gives the police no power to seize it.

However, if I were arguing for the police I could make a case that the purpose of Section 19 is to allow the police to do their job properly - including the seizure of evidence. This means "vehicle" should be interpreted "purposively" rather than "strictly" as it is clearly the intention of Parliament to allow evidence to be seized.

I think if this case were argued in front of a judge, the motorcyclist declining to hand over his head camera would win as most judges would fall on the line that there is no power specific in the Act and a helmet cannot be defined as a vehicle or

premises. If the same arguments were run in front of lay magistrates, I suspect they would fall on the side of the police - they usually do.

As for the camera picking up the reading of the speedo, this is a red herring. Your bike's speedo is not calibrated, so it cannot stand as evidence. However, you charging between two fixed points at a spirited pace is admissible and calculations arising from this are also admissible.

So if a police officer wants to seize your helmet camera, I think you would be well within your rights to decline: ask by what authority the officer has the power to seize. It might frustrate a more officious officer, but having a warrant card, a big stick and a pointy hat does not actually give any powers over and above those that Parliament has specified. Section 1 of PACE - the power to stop and search - does not give the officer the right to take your camera away (though if you are carrying an axe, lock-picking tools or a massive bag of weed, those can be taken away).

Unless and until a High Court judge determines whether or not Section 19 applies to helmet cam footage, the police do not have the power to demand it. But if you are involved in a road traffic collision and carted away by ambulance, there is absolutely nothing stopping an officer picking up your helmet camera and watching the footage.

Andrew Dalton, August 2017 [RiDE](#)

2. **Trackday Splat** - Who's to blame when you lob it down the track?

I went to a track day on my bike. I am quite a quick rider and I put myself into the intermediate group. The track day had four groups, novice, experienced but slow, intermediate and a fast group. My bike was fully prepared but the track day organisers did not check my bike for me. We had a few warm ups with one of the organisers taking the intermediate group, faster and faster around the track and showing us the lines.

I had no problem keeping up. The organiser's rider peeled off into the pit lane and we were all riding at our own pace. I binned my bike at the third corner. A following rider has me on GoPro. I suffered a number of broken bones, and my insurance policy will not pay out for my bike. I am self-employed and I am going to be off work for a minimum of 12 weeks.

I am hoping to get compensation but I do not want to ask for it if I am not entitled to it. I do not want to worry the track day school with a solicitor's letter if I do not have a real chance of getting some money. So do I suck it up or do I sue? I did sign a damage waiver which seems to say short of one of the organisers shooting me in the head with a harpoon they are not liable for anything.

Answer:

I am glad you did not run into a chancer accident management company. The track day organisers very sensibly filmed the track day briefing, and panned the camera round to show every single rider listening to the track day briefing, and the guy running the track day must have said at least eight times "do not ride faster than your talents allow you to".

In order for you to succeed against the track day organisers you will have to show that their organisation fell below a "reasonable level of care and skill". They gave you a safety briefing. They took you around the track, showed you the lines but when you were in control of your own bike you binned it. Put bluntly, what else could they do?

You had complete autonomy at that point. The video from a following rider shows you going into a corner too hot and even though you look like a pretty handy lad, it was too fast for you, your bike or your tyres – but probably you. The lowside was nasty but predictable. I note you are pulling away from the camera bike that makes it through the corner, despite the fibreglass explosion that your bike became. He got round it by travelling a

touch slower and dealt with bits of your bike all over the track.

The 'damage waiver' document that you signed has clearly been ripped off an American website, and the damage waiver part of it is meaningless in law across the United Kingdom. No contract can exclude liability for inadequate care and skill, which is what this damage waiver purports to do.

It is my opinion that the track day organisers did organise and run the day with reasonable care and skill and you just got it wrong, which is a sad fact of life.

There is a principle in Scots, Northern Irish, English and Welsh law called '*volenti non fit injuria*' and while this takes a couple of hours of undergraduate lecturing the simple test is if you immediately think 'he has got no-one to blame but himself' then *volenti* is likely to apply. The test is a bit more complex but in all three jurisdictions the test is 'did the injured party knowingly consent to the risk?' and in your case you did.

The video of the safety briefing, along with the waiver form clearly sets out that riding a motorcycle at high speed on a race track carries a high risk of serious injury or death and you accept the risk, it also says clearly "ride at your own pace, this is not a race" so while the "exclusion from liability" part of the form does not help the organiser, the fact that you knowingly accepted the risk does, in much the same way as a boxer cannot sue for assault for a punch in the face, you cannot sue for crashing your own bike.

I am glad you do not want to cause torment to this track day organiser for what was, unfortunately, entirely your own error. Getting hurt is not enough. You need to prove that you got hurt through somebody else's fault, and if you want to take the enjoyment of a track day, you have to take the risk. So in answer to question "suck it up or sue?" the answer is: Suck it up.

Andrew Dalton, [Fast Bikes](#), June 2017

View from the Saddle -

Simon

I thought I would try something different this month for the 'View' article, so here goes.

I receive regular e-mails from RoSPA to keep me updated on developments in the training and testing world, and I thought you may be interested in one particular message from a few weeks ago, so I have reproduced a part of it below.

Now that the Driver and Vehicle Standards Agency (DVSA) has decided to stop providing taxi assessments for local councils, several Local Authorities suggest or require their taxi and private hire vehicle drivers to pass an Advanced Driving Test with RoSPA or another organisation.

RoSPA can provide Advanced Driving Tests for taxi and private hire vehicle drivers. **However, it is not a taxi assessment. It is a normal Advanced Driving Test, and does not cover issues specific to driving a taxi or private hire vehicle.**

Most people will need Advanced Driver training in order to pass the test. However, if the individual wishes to book and take a test without any training they may do so; individuals are made aware that they will be tested to the same standards as all other Advanced Drivers, and if they fail to pass the test because they are not properly prepared, they will not be able to claim a refund.

Taxi Drivers are not encouraged to join local RoADAR Groups as their requirement to pass a RoSPA Test is for financial gain. They can contact RoSPA Sales team who can provide training, although many have refused this offer to date.

All Taxi Driver enquiries are provided with information on RoSPA's Advanced Driving Test, and are strongly advised to buy and read a copy of "Roadcraft" and "The Highway Code" before taking the test.

We understand that local Councils will accept a Bronze grade for taxi and private hire vehicle drivers. Candidates who do not reach the Bronze standard will fail the test.

Frankly, I have a pretty dim view of the driving standards of a large percentage of taxi drivers, so this sounds like a good thing to me. Unless, that is, you know different!

Studland Weekday Ride

- *Stu*



Wow; what a day out. Meeting near Ilminster with tea, coffee and silliness started this weekday ride well.

The weather helped, of course. Not burning hot but 'pleasantly warm'. So, the technical bits are; Ilminster, Crewkerne, Dorchester, Wareham to Knoll Beach at Studland Bay. 90 minutes of rural England.

40 minutes of bacon rolls, pasties, baked spuds and panninis all washed down with a variety of hot and cold drinks. All whilst sat on one of the best beaches in the region. More banter, some may have been mushroom driven, but time to go as important matters are ahead of us.

First the major sea journey from Studland to Sandbanks. Then the usual trundle through Poole to pick up the A358 to Blandford. Then off-piste to pass near to Compton Abbas down Spread Eagle hill to Shaftesbury. Across country through Gillingham to Stourhead House café. More drinks and one or two slices of cake were consumed, along with more chunter with mushrooms.

All too soon time for a bomb burst departure to our various homes. Just as I descended off the Blackdown Hills it started to drizzle. Oh well, it didn't spoil my day, which ended with a meal of chicken and, errr mushrooms!!

Thanks to all who turned up and made the day a good one. Hope to see you next time, Friday 7th July.

Approach to Racing - 3. Pure ignorance

December, and NG Road Racing Club have sent out their renewal forms, mine's come back with confirmation of my race number 47 and a calendar of fixtures. Surprise number one, in my innocence I had assumed that I would rock up to Castle Combe from time to time, which is only a few miles from home, fall off, limp home and await the next opportunity to beat myself up. Not so, it's all rather more grown up than that. The calendar shows race meetings all over the place from Oulton Park and Brands to Donnington, Cadwell, Thruxton and Pembrey. I have to think carefully about this and am coming to the conclusion that I will go over to Pembrey in early March for the shakedown/novice non-race weekend. I have never been to Pembrey let alone ridden the circuit and it would be a good opportunity to meet folk in the paddock. My next fixture would be Oulton Park, which I love and of which I have close and intimate knowledge having kissed the deck at Druids chasing that IAM and Rapid Training stalwart Jon 'The Robot' Taylor

round. This will be followed by Castle Combe, Pembrey again and lastly in early October, Thruxton – a circuit I am on 3 times a year anyway as part of an IAM Roadsmart Skills Day instructor group. And let me stick to that subject a little longer.

It has taken something like a decade to get the naming, ethos and material together to provide a day that is not replicated anywhere else. The IAM RoadSmart Skills Day is a day after which you can actually shake hands with your machine and say 'Nice to know you'. I would suggest without at least one of these days in your top box, your riding may well be a bit like learning to scuba dive in a quarry, you get the basics but not the point.

[To be continued – Ed]

BLOODHOUND Update



[Recap for new readers: The BLOODHOUND project is putting the world's best military jet engine (from the Eurofighter Typhoon) plus a prototype hybrid rocket system into the most sophisticated Land Speed Record Car ever. Then they're aiming to reach 1000 mph.]

The primary audience for BLOODHOUND's Education Programme is the next generation of young scientists and engineers. Last year it directly engaged with around 110,000 students. Based on UK Government figures, this is over £1 million of science education value, and that's just the stuff they know about. At the other end of the scale, BLOODHOUND is providing key research

data to the academic world. Witwatersrand University, Bloodhound's aerodynamicist Dr Ben Evans (Swansea University), and our performance expert Ron Ayers are exploring how BLOODHOUND's extremes of speed and acceleration can affect the airflow around it. The airflow around cars (and aeroplanes) is governed by the 'Navier-Stokes' equations,

$$\rho \left(\frac{\partial u}{\partial t} + u \frac{\partial u}{\partial x} + v \frac{\partial u}{\partial y} + w \frac{\partial u}{\partial z} \right) = \rho g_x - \frac{\partial p}{\partial x} + \frac{\partial}{\partial x} \left[2\mu \frac{\partial u}{\partial x} + \lambda \nabla \cdot \mathbf{V} \right] + \frac{\partial}{\partial y} \left[\mu \left(\frac{\partial u}{\partial y} + \frac{\partial v}{\partial x} \right) \right] + \frac{\partial}{\partial z} \left[\mu \left(\frac{\partial u}{\partial z} + \frac{\partial w}{\partial x} \right) \right]$$

$$\rho \left(\frac{\partial v}{\partial t} + u \frac{\partial v}{\partial x} + v \frac{\partial v}{\partial y} + w \frac{\partial v}{\partial z} \right) = \rho g_y - \frac{\partial p}{\partial y} + \frac{\partial}{\partial x} \left[2\mu \frac{\partial v}{\partial x} + \lambda \nabla \cdot \mathbf{V} \right] + \frac{\partial}{\partial y} \left[\mu \left(\frac{\partial v}{\partial y} + \frac{\partial v}{\partial y} \right) \right] + \frac{\partial}{\partial z} \left[\mu \left(\frac{\partial v}{\partial z} + \frac{\partial w}{\partial y} \right) \right]$$

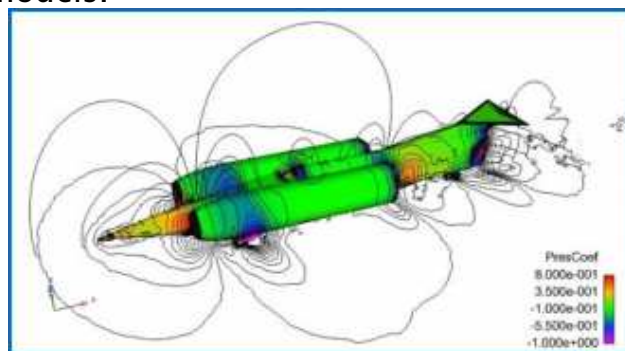
$$\rho \left(\frac{\partial w}{\partial t} + u \frac{\partial w}{\partial x} + v \frac{\partial w}{\partial y} + w \frac{\partial w}{\partial z} \right) = \rho g_z - \frac{\partial p}{\partial z} + \frac{\partial}{\partial x} \left[2\mu \frac{\partial w}{\partial x} + \lambda \nabla \cdot \mathbf{V} \right] + \frac{\partial}{\partial x} \left[\mu \left(\frac{\partial w}{\partial x} + \frac{\partial u}{\partial z} \right) \right] + \frac{\partial}{\partial y} \left[\mu \left(\frac{\partial w}{\partial y} + \frac{\partial v}{\partial z} \right) \right]$$

described as 'one of the 7 most important open problems in mathematics'. It's called an 'open problem' because no-one has managed to prove that a complete solution exists, and there is a \$1M cash prize for the first person to solve these equations. Computer models are not trusted with the really difficult problems like high-speed turbulence, when the airflow breaks away from the wings/bodywork of vehicles. The best computers can do is an approximate answer, using a technique called 'computational fluid dynamics' (or CFD for short). To make up for CFD's limitations, designers use wind tunnels to test airflow around cars and aircraft - most of the Eurofighter testing is still done in wind tunnels, and it's the same in Formula 1.

However, they can't really put BLOODHOUND into a wind tunnel. Supersonic wind tunnels are extremely expensive and there's no way to make the ground beneath the car rush past at up to 1000 mph, so they can't properly reproduce the flow underneath a supersonic car. That just leaves computer modelling and CFD.

Back in the 1990s, as Ron Ayers wrestled with designing Thrust SSC to be the

world's first ever supersonic Land Speed Record (LSR) car, CFD was largely unproven and often wildly inaccurate. He validated the computer results by putting a model of the car (fitted with high-speed pressure sensors) onto a supersonic rocket sled. This unique experiment was hugely successful, showing an astonishing level of agreement with the computer predictions. Using this breakthrough, he could finalise the shape of what would become the first supersonic LSR car. With this background, they are feeling very confident about using CFD to model the airflow around BLOODHOUND SSC, with vastly improved computers and far more detailed and more accurate airflow models.



BLOODHOUND is the most sophisticated (and with around 500 sensors, the most heavily instrumented) car in LSR history, with the chance to validate CFD at high speeds, and at high 'G' forces, in a way that has never been done before. The car will accelerate at nearly 2G and decelerate at 3G, so the shock waves may move quite a lot between full-power acceleration and maximum deceleration. Moving the shockwaves will cause the pressure over the bodywork to change, which in turn affects the all-important download on the wheels, so this is important stuff. Scientists and engineers all over the world will be checking their work in great detail! *[Adapted from Andy Green's Diary - Ed]*

PS - BLOODHOUND SSC is named after Ron Ayers' first missile, the Bristol Bloodhound 2 - a surface-to-air missile that accelerated from standstill to Mach 1 in 2.5 seconds.

Motorcycle Grand National, Castle Combe, 8th - 9th July

This year's Grand National race meeting will be the biggest bike meeting since the non-championship superbike races in 2004. It features the famous 'Honda Six' machine on track with Guy Martin, and Sunday's special Mike Hailwood commemoration parade. The weekend of motorcycle racing is run by [NG Road Racing Club](#).

Feature races on both days will be rounds of the British 125cc & 250cc Championships while the Bonham's British Historic Championships will highlight the classic feel of the meeting. Add in another 15 or so races for just about every solo class right up to the King of Castle Combe open class and it's easy to see why the meeting has a growing reputation for one of the most popular outside of BSB.

The Classic & Specials parades with some 50 bikes on track will make a great display in the paddock.

Debate will forever rage about the **Greatest of All Time** title, Hailwood or Rossi, but to honour Mike Hailwood 60 years after his first Castle Combe Race with the family's support and enthusiasm is a privilege. What started as a comment at the end of last year's meeting has become something very special - as one well known motorcycle racing journalist recently commented "I've never seen a Hailwood Tribute like this before"
More at www.bikesatcombe.com

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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 before or during the first week of that month. Contributions for Treads are always needed, whether they are motorcycle related or of general interest! Please don't be shy.

E-mail editor@aamc.co.uk

NB - We publish articles for the benefit of members - it is not an endorsement or recommendation. You must make up your own mind if you think something is suitable for you.

Diary of Events

New items in red

JUNE

Friday 23rd - Sunday 25th Summer Solstice Rally Laverstock, Salisbury SP1 1QX

Run by Sarum Bikers. sarumbikertrev@gmail.com

Sunday 25th - Club Ride

Meet at Severn View Services

Gear' Tour of Wales.

Weston Bike Nights

Every Thursday night until September, 6pm - 9pm Weston sea front, in support of the Poppy Appeal.

JULY

Friday 7th - Weekday Ride

Meet at

9:15am for a 9:30am start.

Food and fuel available on site.

Saturday 8th - Sunday 9th

Motorcycle Grand National, Castle Combe

www.bikesatcombe.com

Sunday 9th - Great Western Air Ambulance Charity Event and Ride4Life.

Clifton Rugby Club, Cribbs Causeway, BS10 7TT. 9am to 4pm. Come and help man the Club Stand, or pay us a visit at least.

Wednesday 12th - Evening Fish and Chip Ride to

6:45pm for a 7pm start.

Simon Gough - 0117 973 4120

Sunday 16th - Long Club Ride to North Wales, probably Machynlleth or maybe even Lake Vyrnwy. Meet at

at 8:30am for an

8:45am start.

Simon Gough - 0117 973 4120

Sunday 23rd - Club Ride to the famous Loomies moto cafe near Winchester. Meet at

9:45am for a 10am start.

Saturday 29th - Calne Bike Meet. One of the largest free motorcycle events in Europe and a great family day out with bikes of all shapes, sizes and colours lining Calne's historic streets.

Rob Slack - 07971 493751

Sat 29th - Sun 30th Aberdare Park Races

www.aberdare-park-road-races.co.uk

Sunday 30th - Club Ride

Meet at

9:45am for a 10am start.

AUGUST

Sunday 13th - Club Ride

Meet at

9:30am for a 9:45am start.

Nigel Dean - 07736 275406

Thursday 17th - Weekday Ride

Meet at

at 9:45am for a 10am start.

Food and fuel available on site

Note date change from Tue 29th

Stuart Bullock - 07711 898178

Sunday 20th - Club Ride

Meet at

at 9:15am for a 9:30am start.