



TREADS

www.aamc.co.uk

The May 2018 Newsletter of AAMC

Editor's Bits – Morton

Back in February 2016 I mentioned the Confederate G2 P51 Combat Fighter:



mainly to compare/contrast it with the X-Diavel. I now see that Confederate Motors has (with Zero) become Curtiss Motorcycles, and is focussing its attention on electric bikes, starting with the Zeus, now in prototype form:



Just as quirky, in its way, as the earlier bikes, but as Curtiss's Design Director says: "Electric motorcycles have completely different components, so there's no need for them to look, or be packaged, like traditional ICE motorcycles. We ditch the

false fuel tank altogether and arrange the layout of the electric components to best suit weight distribution and rider ergonomics." Confederate used V-twins (of course) but Curtiss use what they say is the world's first *E-Twin* power unit, with two high-output electric motors driving one output shaft. Intriguingly (well, it intrigued me), Glenn Curtiss, after whom the company is named, developed the V-twin in 1903, 3 years before Indian and 6 years before Harley-D. He also set an unofficial world record of 136.36mph, on a 40-horsepower 4.4-litre V8-powered motorcycle of his own design and construction in 1906. His aircraft(!) company (later merged with Wright Aircraft) made 85 types of aircraft including seaplanes that won the Schneider Cup* in 1923 and 1925. The new owners have a lot to live up to! Apparently they chose the new name because of its associations and because "the *Confederate* name had cost the company business".

*won in 1927, 1929 and 1931 by the Supermarine S5, 6 and 6B that led on to the Spitfire.

Legal Questions

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!*

1. Notice of Prosecution

I have received a Notice of Prosecution for "driving without reasonable consideration" and it requests I identify the rider.

I genuinely have no idea what this is all about but I am the only one who rides

my ZZR1200. My mate who works in insurance has told me to ignore the request and that if the police cannot ID the rider I can't get done. I don't know what to do.

Answer: I suspect your mate who "works in insurance" may be well meaning but he is wrong. It is an offence under Section 172 Road Traffic Act 1988 to fail to provide the information requested in the Rider Identification Request by completing the rider identity form within 28 days.

If you ignore the request you are running the risk of being convicted for failing to provide information. This could result in a fine of up to £1000 and six penalty points on your licence. Therefore, my advice is comply with the request. Then I'm afraid you will have to wait to see whether the police pursue the matter further and what evidence they have before making your next move.

I would add that to be done for "driving without reasonable consideration" the CPS will have to prove that some other user of the road or public place was actually inconvenienced by you on your Kwak. If you are convicted, the likely punishment for such an offence would be three to nine penalty points and a fine.

Andrew Prendergast, Motorcycle Monthly
January 2018

2. Where do you stand when an accident provokes your family into banning you from bikes?

I had what was a very nasty collision in which both my lungs were punctured and for a period it was touch and go whether I was going to live.

Thanks to skilled paramedics and a brilliant A&E team, I am now fully recovered. The other driver's insurers topped up my physiotherapy and after a number of treatments during nine months I am about 100% recovered. This is all good, I thank my lucky stars.

My wife has absolutely put her foot down, and I have been banned from ever riding a road bike again. In fairness my eldest daughter gets very panicky about the idea of me getting back on a bike. So I have accepted that I will not be getting back on a road bike.

However, I now have to commute by car, I am paying £8 a day parking and losing over an hour a day in travelling to work.

I think I should be able to bring a claim for this, but my solicitor, a partner in a proper law firm, tells me that I have no claim. Surely this cannot be right?

Answer: Unfortunately for you, your solicitors are right. The legal logic is this. You were knocked off your bike and you had a very scary few days, which must have been absolute hell for you and your family. Your wife, for reasons I understand, has said that she cannot bear the idea of you being hurt again, and you putting your family through this type of fear. Your little girl is doing the "Daddy please don't go out on your bike" thing and I am not going to say that you should ignore the wishes of your wife and eldest daughter.

However, unless you have a medical condition causative or contributed to by this accident that stops you from riding you have no claim. If you had a psychiatric phobia or your hand was too mangled, or your back is too stiff to ride, then you would have a claim.

As the law sees it your decision to stop riding your bike is voluntary. While you may feel that if you never had this accident you would still be riding the truth is that you have made a choice. A kind judge might increase the part of your award for "loss of amenity" but as to increased costs and times for commuting, the answer is going to be no, you will not get home on this point.

The law is well established on this. There is nothing physical or psychiatric stopping you riding a motorcycle. Therefore the only thing that is stopping

you riding a motorcycle is a voluntary decision that you have made for your own reasons.

In this case it is to stop your wife and eldest daughter being very worried about you when you are on your bike. For your own reasons you are simply no longer willing to take the risks inherent of riding a motorcycle, which are exactly the same as they were before you had your crash.

Therefore, while your decision is understandable, the law will not come to your aid to offset your now increased costs of not riding a motorcycle.

Andrew Dalton, [Fast Bikes](#), March 2018

View from the Saddle –

Jim

Although this will not be published until the May edition of Treads and today is only 13th April – Friday!! – I thought that I would write this article now as it is a bit of a tale of woe in parts so in keeping with today's date. What follows is really the view from my saddle.

Firstly, I was very sorry to have had to duck out of leading my club ride planned for this weekend (15/4/18) and am very grateful to Simon for rearranging his weekend to accommodate this and lead the ride in my place. Sadly. I was also unable to participate in some of the Skills Development Course that I was hoping to attend. This is because I had an injury that was saddle, but not necessarily two wheeled, related – don't worry it's not THAT area. I developed a Baker's cyst which then ruptured last weekend resulting in a very swollen leg which is not dissimilar to a DVT so that it was important to get it checked out. At one stage I could not walk on the leg at all and couldn't even bend it enough to get into a car. One of the joys of living in a rural area is that there is not so much demand on the GP surgery (or are we just lucky) and I managed to see the Doctor and the

Physiotherapist quite quickly. Hopefully with some stretching exercises full function will return before too long but sitting knees-bent for a couple of hours at a time on a motorbike is not on at present. Although I may be predisposed to developing a Baker's cyst it probably wasn't helped by cycling in temperatures of minus 30 or so in Finland or going hell for leather on an exercise bike as part of a work charity event.

This, and a general lack of time, means that the Triumph hasn't been out yet this year and probably won't before its MOT expires on 1/5/18. Too many holidays in May mean that it could be a while before it is seen again. Panic not though [this is where it all links nicely to Morton's piece in the March Treads] I have another bike all ready to go. What is it?

A Yamaha TMAX!!!!

Mine is the 500, not 530 as in Morton's article, and courtesy of Fowler's who did pretty well although our relationship was certainly tested. I haven't had the opportunity to put many miles on the TMAX but it certainly feels more like an automatic motorbike rather than a scooter due to its aluminium frame, mid-engine etc. etc. The testing of our relationship is that it broke down the first time I took it out after riding it home from the shop. This turned out to be a faulty fuel pump. A week later I collected it again and rode home, and broke down with exactly the same symptoms. I wanted to break down myself. Another recovery & another few days in the workshop and I had the bike back with the possibility of returning it as unfit in the back of my mind. This time the cause was a bent wire on the new fuel pump that was giving the wrong reading on the fuel gauge and I simply ran out of petrol. I know that you should check before each journey but the gauge read a quarter full and I didn't have any matches with me to peer into the tank. Fully fuelled it seems to run much better & hopefully

will continue to do so. I look forward to taking it on a club ride.
Hope to see you soon,
Jim

Annual Bimble Ride - Nigel

The first annual AAMC Bimble was a great success last year so we shall try a repeat this year. Feedback from last year was predominantly about the weather (too hot!) and the length of the ride (too long!) I can fix the latter, but not the former.

This is a ride at a relaxed pace to encourage newer or ride hesitant members to take part in a club ride without feeling they will be holding up the rest of the group, or not cope with the longer distances of a regular ride. The club is lucky enough to have members of all experiences and abilities and it would be a shame for some to feel excluded from the enjoyment the rest of us get from club rides.

The Bimble is open to ALL club members (and suitable guests) and I would hope that it will also be attended by some of the main club ride regulars to show support.

This year's Bimble is Sunday June 24th meeting at the

at 09:15 for a 9:30 start. The precise route is TBA, but there will be a tea/coffee stop in the morning, then lunch and then back to the Cross Hands for mid-afternoon.

I look forward to seeing you for a lovely day out. - Nigel

LIFTING THE FOG ON RACE RIDERS - Stu

Yes, I do enjoy a good read. Particularly, blogs can be interesting, like those about Guy Martin, whose exploits are just outrageous and James Whitham, who is a

natural comedian. I could never really 'get' Carl Fogarty in his prime. I do think he achieved notoriety rather than as much 'fame' as his results deserved and I always felt it was due to the rather abrasive persona that he presented to the world, much like Barry Sheene in his younger years. However, I always admired the talent that often got the bike to perform better than it should have. I certainly have memories of him power-sliding around Monza in 1999. You may recall he just pipped Colin Edwards (Texas Tornado, my hero) for the double win, the second time by a mere 0.005 seconds. I did support him, but not like Wayne Gardner, Colin Edwards or Vale Rossi.

I read his first book and had an overall impression that the guy was a rather nasty piece of work. So, when the new book came out, I hesitated as I didn't want to be disappointed for a second time. Then came the prospect of 6 hours flying to Turkey from Birmingham, plus a big discount on "The World According to Foggy". I read half on the way over and two weeks later, the second half on the way back. On both journeys fellow travellers asked me what I was reading and what on earth could be so funny. It appears I couldn't help but laugh out loud.

First off, there is an admission that he was a big-headed person who felt he could say exactly what he wanted about anyone. Loss of friends and family taught him that was a mistake and he admits to a lot of regret.

Page 94 was a huge shock to me, where Foggy owns up to suffering from anxiety and depression. How can a man so obviously mentally tough, suffer so? Well, I can tell you that mental toughness can often lead to the sufferer presenting a rather arrogant public face. Anyway, the chapter resounded very much and I recognised many of the facets of mental illness that have also affected me. In

support of mental illness, all I have left to say is, “don’t just listen for cries for help – many are silent”.

More cheerful news is that the book is very, very funny. The section about his spell in The Jungle, is just hilarious. There is no evidence that Foggy had a ghost writer, so we must assume the words are his. I am pleased that I thoroughly enjoyed the book, as can be testified by at least a dozen Turkish Airlines fellow travellers, and I am sure you will too.

Foggy was forced to retire in 2000 after a horrific crash at Phillip Island near Melbourne, Australia. (Out of general ignorance, it’s also near Rhyll, Cowes and Torquay). He had clipped the back of a slowing bike and went straight into the barriers. I actually think he would have gone on to win a couple more titles, so race fans lost a great talent.

Has it changed my view of Foggy the racer? Not at all. However, I have more understanding as to the *why*, and that is important information.

FREE Ultra Slow Speed Skill Event – Sunday 27th May

When? 11am till 2.30pm

Where? Swindon Park & Ride. South side of Swindon, near Wroughton, post code SN1 4RW.

Use the traffic light-controlled BUS entrance on the B4006 Pipers Way, near the Nationwide Headquarters mini roundabout.

Who? Anyone with a road legal motorcycle or scooter.

What? This is designed to improve your ability to ride very slowly, in traffic when filtering, when doing U-turns, or simply to win a slow-riding competition. It will be fun. All WaBAM events are fun. It’s what we do best. Actually, the best thing

we do is teach advanced riding, but fun is a very close second. So, there will be a lot of different courses set out for you to attempt. Can you be the SLOWEST, therefore THE BEST? I know a man who is probably, maybe, possibly, one of the slowest riders ever, and he will be the man to beat. So, we have thrown the gauntlet down.

Come and enjoy a FREE fun session on your bike with the chance to improve your skills.

For any more info contact publicity@wabam.org.uk

FREE Low Speed Skill Development Event – 10 June Cheltenham

“We are running a low-speed skill development event on Sunday 10 June and Sunday 18 October 2018 at the Arle Court Park and Ride Car Park, Cheltenham and would like to invite your riders to come along for free.

Who can attend? Any fully licensed motorcyclist or scooter rider interested in improving their low-speed riding skill

When? Sunday 10 June and Sunday 18 October 2018 - 9:30 a.m. to 1:00 p.m. Please arrive by 9:15 a.m. for safety and course briefing which begins at 9:30 a.m. prompt

Where? Arle Court Park & Ride, Cheltenham, Glos GL51 6SY
N51 53.598 W2 07.908
<http://w3w.co/sentences.paused.reward>

What? After the initial safety and course briefing the morning will comprise three optional activities:

1. A tutor-led refresher session at the beginning of the morning for those wishing to remind themselves about the three critical techniques needed to master low-speed riding.

2. A series of tutor-led cone obstacle courses designed to replicate real-life riding situations.

3. An advanced all-in-one multiple obstacle circuit designed to test your recently refreshed skills.

4. A slow race that anyone may attempt, throughout the morning, as often as you wish.

We may also be able to add a tutor-led advanced braking session. To be confirmed.

How much? Free to all RoSPA or IAM advanced riders and interested motorcycle licence holders on road-legal and insured powered two-wheelers (including scooters).

There's no need to book, just turn up by 9:20 a.m.

Contact? Stephen Wilkinson-Carr
Senior Tutor, Gloucestershire RoSPA Advanced Drivers And Riders, 07976 644485
swcsolcon@yahoo.com ”

Advanced Stop Lines

what are they and can I get fined for entering one? - RAC

Bike boxes - or as they're officially known, Advanced Stop Lines (ASLs) - are one of many causes for confusion among drivers and cyclists sharing the road.



Exacerbated by grey areas in the law, differences of opinion and seemingly steep

finer, do ASLs fuel unnecessary tension and confusion between users of the road? Are they the right measure to have in place and should they be policed differently?

ASLs are common at UK traffic lights and are put into place to give cyclists a safe place to stop at busy crossings and allow them to be positioned ahead of other traffic so they have more time to pull off as the lights change.

Is it illegal to enter an ASL?

Motorists could receive three penalty points and a £100 fine for stopping inside the Advanced Stop Lines (ASL) when pulling up to a red light.

Rule 178 of the Highway Code states: "Motorists, including motorcyclists, MUST stop at the first white line reached if the lights are amber or red and should avoid blocking the way or encroaching on the marked area at other times, e.g. if the junction ahead is blocked.

"If your vehicle has proceeded over the first white line at the time that the signal goes red, you MUST stop at the second white line, even if your vehicle is in the marked area.

"Allow cyclists time and space to move off when the green signal shows."

What causes the confusion?

Although the Highway Code states you must stop at the first white line, it offers an exception to the rule, saying that if the lights change and the driver is forced to brake quickly, if it's safer for motorists to stop in the box, rather than risk braking too suddenly.

Also, if a vehicle enters the box while the lights are on green but is unable to clear the area before they turn to red - no offence has been committed.

Furthermore, this makes prosecuting offenders difficult.

PC James Aveling, a city bike patrol officer for more than 15 years, said in a *Guardian* article on the same subject: "Booking cars which enter the zone is tricky as it's not illegal if they stop in one if a light turns red and they're part-way in. Officers thus have to watch a driver creep in on an already red light."

Who's to blame?

As with most similar issues, there are contributing factors on both sides.

There are occasions when motorists flout the rules and drive straight up to the second solid white line at traffic lights, but there are also occasions where cyclists enter the zones illegally in the first place.

It is only legal for a cyclist to enter an ASL from the break in the solid white line, usually found as a small gap on the kerb-side edge.

So if a cyclist enters from the centre or right, they are committing an offence and potentially putting themselves in danger by weaving in and out of traffic to get there.

The Cycling Embassy

(<https://www.cycling-embassy.org.uk/>)

acknowledges the negatives of ASLs, stating there are many disadvantages including the fact that they may encourage people to filter past traffic when it may not be always safe, and to position themselves in dangerous positions in front of HGVs and other vehicles with poor visibility.

With the many contentions and confusions around Advanced Stop Lines, how they are used and whether they are being enforced by the police, we ask should they be used at all?

RAC, 23rd Apr 2018

<https://www.rac.co.uk/drive/advice/driving-advice>

Discover Tuscany ...riding a Motorcycle

My name is Adrian and I'm contacting you from Florence, Italy. Are you or your MC preparing a trip to Italy? So, why not Tuscany?



Tuscany is probably the most famous Italian region and one of the most touristic in Europe. Not only for its culture and cities but also for its landscapes, gastronomy, nature and... wine! This region is particularly amazing to visit while riding a motorcycle as the roads that link these medieval hamlets are really a "rider's heaven".

As we love to host big groups and motorcycle clubs (funny tours, great ambiance, expert riders), we are glad to offer to your CLUB a special offer valid for all our tours in 2018. These discounts are up to 14% for big groups and MC's!

Check this page to have more information about our special offers:

<http://tuscanymotorcycletours.com/tour-category/deals-and-discounts/>

Tuscany Motorcycle Tours offers trips from 1 day to 1 week to bikers who love travelling and discovering new places in a safe way, where everything is under control and you just have to ride your bike and enjoy the trip.

Check here all the tours we offer in Tuscany:

<http://tuscanymotorcycletours.com/tuscan-y-tours/>

If you wish to reach Italy with your own motorcycle that is great (and you will save money on the tour), if you prefer to arrive by airplane, you can just rent a motorcycle here in Florence (we have BMW, Ducati and Moto Guzzi) and enjoy your tour on a new motorcycle.

I hope to have news from you soon, we will make our best to reach your expectations and make you and your MC have an unforgettable Tuscan experience!
- Adrian



Diary of Events

New items in red

MAY

Saturday 26th - Bideford Bike Show

12 noon - 6 pm, Bideford Quay, EX39 2HW

www.bideforedbikeshow.org

JUNE

Sunday 3rd - Club Ride

Meet at

4BH at 9:45am for a 10am start.

Eddy

Thursday 14th - Ride Smart at Castle Combe — a machine handling course.

Eddy

Sat 16th & Sun 17th Prescott Bike Fest,
Prescott Hill Climb, Gotherington,
Cheltenham, GL52 9RD (Note new dates)

Sunday 17th - Club Ride

A 200-mile scamper around West Somerset and Devon.

Meet in the car park of

at 9:15am

for a 9:30am start. Morning coffee, lunch and afternoon tea stops assured!

Andy

Friday 15th to Monday 18th - Club Bash to the North Yorkshire Moors, staying at the Premier Inn in Thirsk.

Bookings open whilst the hotel has rooms available. See November 2017 TREADS for further details.

Stuart Bullock - 07711 898178

Wednesday 20th - Weekday Ride

Meet at

at 9:15am for a prompt 9:30am start. Food and fuel available on site, with free parking.

For directions see: - <http://wellington-somerset.cylex-uk.co.uk/company/budgens-23722527.html>

Stuart Bullock - 07711 898178

Sunday 24th - Club Bimble Ride

Meet at the

at 9:15am for a 9:30am start.
Nigel Dean - 07736 275406

Wednesday 27th - Evening Ride

Meet at the

t 6:45pm for a 7pm start.
Sue

JULY

Thursday 5th - Weekday Ride

Meet at

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

Stuart Bullock - 07711 898178

Wednesday 11th - Evening Fish and Chip Ride to

Meet at

at

6:45pm for a 7pm start.

Simon Gough - 0117 973 4120

Sunday 15th - Great Western Air Ambulance Ride-out and Festival.

Bradley Stoke RFC.

Sunday 22nd - Club Ride

...probably to Mundeford. Meet at

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

Mark

Saturday 28th - 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.

AUGUST

Sunday 5th - Club Ride

Meet at the

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

Nigel Dean - 07736 275406

Sunday 19th - Club Ride

Meet at

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

Jim

Thursday 30th - Weekday Ride to Lee (EX24 8LR). Meet at

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

Stuart Bullock - 07711 898178

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.

Minutes of the Committee Meeting, Tuesday 15th May 2018 at 7:30pm

at The New Inn, Farmborough

1. Present: Helen, Simon, Jim, Keith, Chris, Al, Paul.

2. Apologies for absence: Sue, Sandra, Jaimie.

3. Skills Development Course

Simon reported that there had been 11 riders trained on this year's SDC and that several were ready for RoSPA Testing. Simon further congratulated the Club Tutors for their help with the smooth running of the Skills Development Course.

4. Website: Nothing to report.

5. 2018 Diary: The Diary is now full and complete. Thanks to Helen and Sue.

6. 2018 AGM Addendum

From the discussion at the previous Committee Meeting and the AGM around safety on rides with reference to the Club's ride rules, it was decided that a complaints procedure was to be put in place. This action was picked up by Al who presented the committee with a very extensive draft complaints procedure he had produced with help from Cambridge University and adapted for AAMC's riding requirements. The Committee suggested several amendments/additions to this document and once these have been carried out, the document will be published and added to the AAMC Facebook page and possibly the website as a PDF.

7. BikeSafe events

Simon reported that the next Bike Safe event in Bristol was on 20th May then on 16th September. Both were already fully booked for delegates.

Gloucester - events on 22nd April & 15th July were again fully booked. Spaces available on 7th October.

Devizes - events on 3rd June & 23rd September were again fully booked. Spaces available on 14th October.

It was felt that the Club would only support the Bristol events as the other locations were too far out of our catchment area, and even the Bristol events had not proved successful in recruiting new members.

8. Bashes -2018

Stuart has issued details of his North Yorkshire Bash on 15th - 18th June.

Simon has run into difficulties with Ferry bookings for Spain and has decided to go to another part of Spain called France. Due to members already committing to summer holidays etc. from their place of work, the event will still be on 7th - 15th September. Simon will book this week and send out revised details. Helen was particularly pleased with this turn of events as she is not a big fan of the longer ferry crossings.

9. View from the saddle reminder

June - Jaimie, July - Mark, Aug - Keith, Sept - Al, Oct - Andy.

10. AOB

Simon had received an email from Paul Long about 'Ride the County 2018' on Saturday 19th September in aid of the Air Ambulance. It will take the form of a treasure hunt. Details will be put in Treads.

Helen is organising a Gliding event, details to follow.

The Skills Development Course is almost over with another very successful year of training: -

Wednesday evenings: Last theory session, (this 'last supper event' traditionally involves all members bringing a small offering of cake or a tasty morsel to end the SDC on a high) 23rd May.

Saturdays: Last skills ride out is 26th May to Chipping Norton, and will include a few members who haven't been on the course as it is a 'dummy' Club ride.

11. Date of next meeting

Tuesday 21st August at the New Inn.

Meeting closed at 21:00