



TREADS

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EDITORS BITS – Stu Bullock – 07711898178

Hello and welcome to August TREADS, in which our 'resident' lawyer gives us his guidance and Jim let's rip in 'View from the Chair'.

Nigel B reports on a club ride and Simon the chair welcomes a new member.

It seems as though things Covid are changing at a rapid rate worldwide, possibly making people nervous about socialising. However, club rides have been going ahead, organised through the What's App AAMC Spontaneous Rides. As advised elsewhere, to join you need to give your details to Nigel Dean, 07736 275406, and he will do the rest.

This has given members the ability to log on to club rides, and for ride leaders to tweak ride details as necessary. I would urge members to sign up, even if you don't want to congregate just yet, because you will see how people are communicating. So, if you see a club ride in TREADS diary page that you fancy, be aware that any fine tuning may well be advertised on What's App.

All I need to do now is to persuade more ride leaders to jot a few words, perhaps a picture or two, of their rides for TREADS. Thanks to those who have, ever hopeful for more to show club activities.

Motorcycle racing and F1 2020 seasons are now underway. Scott Redding, from Gloucestershire, is doing well at time of writing.



I hope you enjoy this edition, even though it is slightly shorter than previous ones.

CHATTY CHAIRMAN – Simon Gough

Welcome. This month I'd like to extend a warm welcome to new member, Larry H , who lives in Nailsea and rides a Royal Enfield Himalayan. We hope to see you out and about with us on a ride or at an event very soon.

TREADS - NEXT PUBLICATION DATE

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

WEDNESDAY 14 SEPTEMBER 2020

Submissions accepted:

- In MICROSOFT WORD format. (May be edited to fit available space.)
- Photo's as separate JPEG files, not embedded in the text.

We publish articles for the benefit of members – none are an endorsement or recommendation unless explicitly stated. You must make up your own mind if you think something is suitable for you.

THOUGHT FOR THE MONTH

Wherever you go, go with your heart.

Confucius.

VIEW FROM THE SADDLE – Jim W

Plus ca change – as the French would say

I don't know if you have seen but there is a consultation document for the proposed changes to the Highway Code. Interested parties are invited to submit any comments.

You can find the document at:

<https://www.gov.uk/government/consultations/review-of-the-highway-code-to-improve-road-safety-for-cyclists-pedestrians-and-horse-riders>

This made me wonder how things may have changed over the years and so I dug out my 'Pass Your Motor- Cycle Driving Test' book that was published 1955.

I have quoted some of the details below & you can judge for yourselves whether the advice has changed or not over the last 65 years. I have added a few of my own comments.

The Driving Test

You must be able to:

- Start your engine [not just pressing a button like now!]
- Stop your machine both in an emergency and in normal circumstances, in the latter case bringing it to rest at an appropriate part of the road [so it was OK to stop anywhere in an emergency stop then?]

Application and test:

- The fee for the test is 10 shillings [look it up Adan!]

Preparing for the test:

- Treat with caution advice given by friends or relatives. Their technique, particularly if they obtained their licence before the driving test was introduced, may very easily be faulty.
- The best of road sense is useless if you fumble controls. And to fumble in sight of the examiner is asking for failure. [Never have a fumble!]

The day of the test:

- Don't wear elaborate clothing – goggles are hardly necessary.
- Drive with confidence and make use of the gearbox. Do not crawl around at a ridiculously low speed in a low gear... 'you will not be regarded as a competent driver if you drive at a crawling pace or in a low gear throughout the test'.

About the emergency stop:

- The examiner will thrust out his hand....and you are expected to apply both brakes instantly, coming to a halt, with an authentic sounding squeal of tyres. [Voice activated?]

Causes of failure:

- Overtaking improperly
- Turning right without due care
- Lack of care at cross roads and T junctions
- Giving no signals or bad signals that confuse others
- Ignoring pedestrian crossing regulations
- Excessive speed
- Lack of consideration for other road users.

Typical questions asked during the test

How should you not drive?

I would not drive in a spirit of competition with other road users, nor should I take retaliatory action if they show a lack of good manners.

How would you drive at night?

Within the limit of my head lamp.

How far behind a vehicle that you are following would you drive?

Sufficiently far behind to enable me to stop should it brake or swerve suddenly, and sufficiently far to prevent my vision from being obscured.

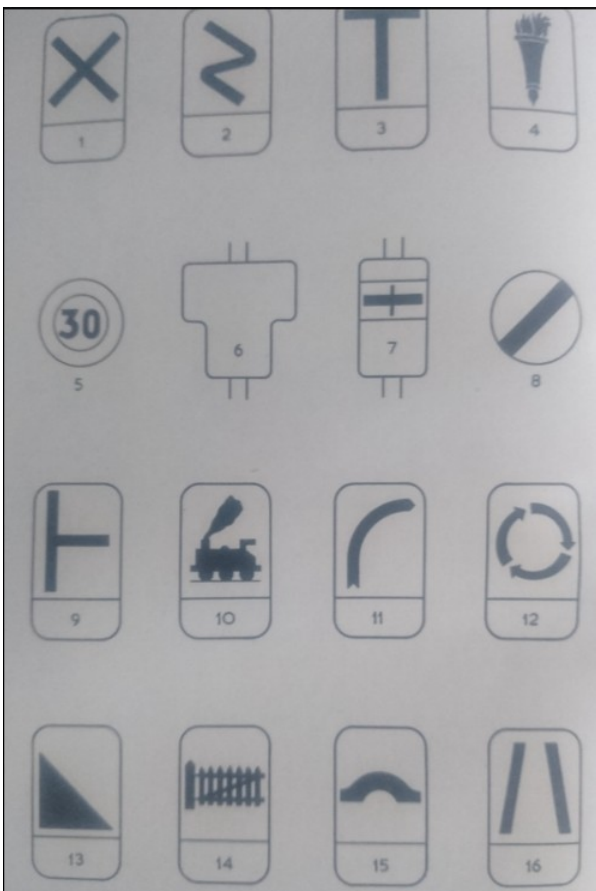
What does this signal given by a police constable mean?



'Release' signal to bring on vehicles. It is a beckoning movement. [These look like very shady characters to me. I would be very wary of any beckoning and bringing on. Why are there two of them? It looks like a secret hand shake to me].

Traffic signals and traffic signs.

How many do you recognise and know? Surely none were still in use when you started driving / riding?



[Answers]

- 16. Road narrows.
 - 15. Hump bridge
 - 14. Level crossing
 - 13. Steep hill
 - 12. Roundabout
 - 11. Corner
 - 10. Ungated level crossing
 - 9. Road junction on the left
 - 8. Speed limit ends [remember it is 1955!]
 - 7. Slow: Major road ahead
 - 6. Halt at major road ahead
 - 5. Speed limit commences
 - 4. School
 - 3. Road junction
 - 2. Double bend
 - 1. Cross roads
- Traffic sign answers:

The technique of driving may appear in a later article. I hope that you enjoyed this but remember that some of the advice may not apply nowadays.

LEGAL QUESTIONS – Andrew Dalton:

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

Q1. Do wheelies have any place on UK roads? Andrew Dalton explains the laws position

If you ride an enduro bike or a dual sport, a wheelie is, in my experience, easy. In fact, so easy they can happen by accident.

I once took a 2012 Ducati Multistrada for a test ride and, rather foolhardily told the Ducati salesman (a much wiser fellow than I am) to turn off all the rider aids. Warily he did so.

My first overtake had my front wheel pawing the air and the remainder of the test ride was me trying to turn all the controls back on.

A pity that I didn't know switching the ignition off and on again reset it. Doh.

On a light dual sport with luggage, it can be a bit of a struggle to keep the front wheel down

and planted, but to avoid bother with the law, do not wheelie, no matter how much fun a wheelie is



I have represented motorcyclists at about half a dozen Magistrates' trials for wheelieing. In a couple, and by the skin of my teeth I have had a charge of without due care accepted in place of the usual dangerous driving.

The police evidence follows a well-worn path. A Police Class 1 motorcyclist gives unassailable evidence that a motorcyclist wheelieing has lost a great deal of his forward vision, and the more spectacular the wheelie, the greater the loss of forward vision.

Most of your steering and a big chunk of your braking has also been lost. And, you have done this deliberately.

The Magistrates, who at this time look as though they are eating several pounds of lemons, are listening carefully to this highly qualified and credible police officer.

Brace yourself for a year's ban, minimum, an extended re-test for all classes of licence that you hold, and vastly inflated insurance premiums for five or so years.

The two riders I managed to get down to 'without due care' (in one case, with a rather sympathetic police officer giving evidence), had the Magistrates accepting that the wheelie was inadvertent.

I know that an over exuberant throttle hand and a lively bike can lead to an accidental wheelie. but the odds of persuading a Magistrate's

bench of this is thin. The truth is, wheelies have no place on the road. Do not do them.

However, on a trail, the use of a controlled wheelie to cross an obstacle does not, in my opinion, constitute dangerous riding or riding without due care.

Whilst there is no decided law on the point the use of a low speed front wheel lift does not constitute dangerous driving and it is something which I occasionally do.

However, I am ostentatious in my slowness of approach. As delicate as I can be, in my ham-fisted way, in the use of the throttle, and mostly use body weight being shifted backwards to raise the front wheel in a way which I hope, looks controlled.

I cannot however guarantee this, and at least once this time with luggage, I went through this entire process on the French Trans Euro Trail and made a complete pig's ear of raising my front wheel, I got the speed wrong, crossed the obstacle well enough, and then 5m later was picking my bike up much to the amusement of my riding companion.

I suspect, if an English Police Officer had seen that on an English byway, I would have been facing a criminal charge, not because of any deliberate misbehaviour on my part, but a fundamental lack of skill.

Andrew Dalton

Last modified June 2020.

Q2. Everything you need to know about the speed awareness course and what you need to do if caught speeding.

1. Is It Speed Awareness Course or Driver Improvement Program?

It's known as both; they are the same thing.

2. When Is A Speed Awareness Course Offered?

The choice of a speed awareness course is only offered if your speed is naughty rather than shocking: the formula is the speed limit plus ten per cent, plus 9mph as the upper level.

However, this formula is not mandatory and is subject to local police discretion - some forces will not offer it if you are speeding in a 20mph zone, others will.

3. Does the Speed Awareness Course Have Any Legal Standing?

The course has no particular legal standing

4. What If I Am Caught Speeding Again Within 3 Years?

You are unlikely to be offered a repeat if you have already attended in the last three years: the database is now centralised so a course offered by the Met will be known by Cheshire Constabulary. And so on...

5. How Much Does the Speed Awareness Course Cost?

The cost (£70 to £120) is usually less than the fine

6. What Is the Speed Awareness Course Like?

I can only speak from my own driver improvement course, which was in 2012, it is worth taking a day's leave and sitting through the eight-hour detention at a driver re-education camp.

I learned a few useful things. It was not especially dull and I did not feel as though I was in a school detention. Our instructor was a former Police class 1 driver and motorcyclist, and was far from preachy.

7. Do I Have to Declare I've Been on A Speed Course to My Insurers?

As far as I am aware, only Admiral insurance ask the question: 'have you been on a driver awareness course?' on a policy proposal...

The rules on declaration for an ordinary consumer on a contract of insurance are pretty

straight forward: if asked a question you must answer it honestly, with a reasonable amount of care, if another insurer does not ask the question then you do not have to volunteer the information, but if you do go on any form of police instigated driver improvement course do check your renewal forms.

'Auto-renewal' is a brilliant little scam for insurers because the onus is on us, the consumers, to check the details. If it slips your mind and the premium leaves your account and you are unfortunate enough to have to make a claim, they will scrutinise every aspect.

8. What Happens If I Don't Declare That I've Been on A Speed Course?

In my experience some insurers deserve to be trusted while many more do not and they will try everything to wriggle out of payment: if your insurer has asked you about a driver improvement course at question 27b of your renewal and you do not declare it, you will not be paid if your bike is stolen.

9. What If I Am Late to The Speed Awareness Course?

If offered a course, get there on time. I know of at least one solicitor who was offered a course, turned up a few minutes late due to traffic congestion only to have the offer withdrawn and points applied to his licence.

10. Isn't the Speed Awareness Course A Substitute for Less Traffic Police?

It seems to me that the driver improvement course has simply monetised what used to happen - when we actually had police officers who patrolled roads, pulled over drivers, deployed a proper verbal going over if said driver was speeding before sending the offender on his/her way with a flea in their ear.

Andrew Dalton.

Last modified: October 2019

NB: The law and expert guidance 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!

RIDE REPORT 26th July, THE EXMOOR EXPLORER – Nigel B

On the day, 5 of us assembled at the bottom of Cheddar Gorge all optimistic but cautious about the weather, and rightly so as it turned out. Saturday pm, as you may recall we had had the almightiest thunder storms throughout the afternoon and evening and although these were supposed to have passed their legacy remained.



Stock Image

My first set of challenges were that the 'main' road route out to Wedmore was fully closed due to rolling roadworks that had been going on for days. Secondly, that the famous (infamous?) Cheddar Car Boot Sale has recommenced under social distancing rules, causing chaos on the Wells road. My solution was to take a goat track at the base of the Mendip hill line and then a similar single track across the moor to my planned route.

I did give fair warning at the brief about this route likely to be full of irritable locals but I hadn't accounted for the vast amount of debris washed down off the hill. Instead of a narrow single track we had a damp riverbed of rocky debris and silt. All good practice for anyone wanting to raise their greenlaning skills and good preparation in reading the surface for the rest of the day!

Once away from Cheddar we routed out behind Street and then swept down to Taunton where the first heavy shower hit. Had I not posted a What's App advertising our remaining one place to anyone who could join us at the Norton Fitzwarren garden centre, I would have stopped earlier at the garden center we were passing just as the heavens opened. However, when we reached the Otter garden center, we were treated to our very own private dining facilities in their converted conservatory sales area. Very exclusive treatment, or they just wanted us out of the way!

From there we were away onto the moor for a morning zig zagging across the northern parts of Exmoor. The pattern set earlier continued - one moment dry roads, then damp, then heavy showers and always huge accumulations of gravel where you least wanted them. It certainly kept your concentration levels up. When there wasn't debris, the road was slimy, and at lunch we all had 'moments' to share.

After lunch in Barnstaple we routed more southerly towards Crediton before coming back northerly to South Molton and crossing back across the A361 and on to Bampton. It was at about this point that I had the ride leader's advantage in that I was able to pass traffic into free space, just before a whole series of double whites. I then noticed I was getting pounded with rain but the road was barely damp and the cars coming towards me didn't have their wipers on. Conclusion; I was riding right on the edge of the shower and selfishly I pushed on trying to stay dry rather than wait for the others.

A few miles on and feeling just a little guilty I was pleased and relieved to see a very familiar pair of FJR headlights growing rapidly bigger in my mirrors. All safely regrouped we followed the familiar route back to Bishops Lydeard, past the ruins of the Pines café and on into Bridgwater. Unfortunately, we were just too late for a cuppa in Morrisons, but the chance to stretch off the bike was welcome before we all went our separate ways.

Thanks to those who came, I think we all enjoyed it.



AAMC CLUB EVENTS – Please note - Club events are listed first. Please contact Helen C. to fill in any empty dates with Club events, 07

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

Events can change with little notice. PLEASE check with ride leader if in doubt.

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

Nigel has kindly organised a club WhatsApp page, AAMC Spontaneous Rides. This is for members to advertise club rides during the COVID19 crisis. *Please contact Nigel Dean, 01454 885343 - 07736 275406 - nigelwestdean@gmail.com* for access to the site.

In order to attend a Club Ride, members MUST first contact the ride leader, either through WhatsApp AAMC Spontaneous rides, or by telephone. The allowable places will be allocated on a first come first go basis. Please do not just turn up, or you will be turned away, until the restrictions are altered.

AUGUST

Sunday 16, Club Ride – Paul B 07

09:15am start from Severn View Services, BS35 4BH, for 09:30am start.

SEPTEMBER 2020

Sunday 6.

Sunday 20, Club Ride – Alan W 07

09:15am Meet at White Row Farm Shop, Beckington BA11 6TN. Off the Beckington Roundabout, junction of the A36 and A361. 09:30am start.

Sunday 27, Club Ride – Steve C 07

09:30am meet at Farrington's Farm Shop, Farrington Gurney, BS39 6UB, for 09:45am start.

OCTOBER

Sunday 4, Club Ride – Andy

09:30am meet at Farrington's Farm Shop, Farrington Gurney, BS39 6UB, for 10:00am start. Another Airfield Landing.

Sunday 11.

Sunday 18, Club Ride – Jim W

10am meet outside Costa, at Severn View Services BS35 4BH, for 10:15 start.

Sunday 25.

NOVEMBER

Sunday 1.

Sunday 8, Club 'Last of the Season' Ride – Simon Gough – 01179 734120.

10am meet at , for 10:15am start.

Saturday 21. P&G Club Celebration Dinner – Helen C

Riverside Inn, Saltford. Times to be confirmed.
Application form in September TREADS.

WANTED – Ride Leaders for 2020

Helen C

Mob:

ALSO WANTED – Club ride/event reports.

Just a few words in WORD, or email to editor@aamc.co.uk I'll sort out grammar/spelling/punctuation. It's OUR club and we need to know what is happening. **In order to associate – we need to communicate.** – Stu Bullock, Editor

OTHER 2020 EVENTS NEWS

Please check the various organisations websites for details of their policies in relation to the current Govt issued travel/socialising restrictions.

All BMF events are cancelled.

Tewkesbury Classic Vehicle Festival – Sunday 23 August 2020 – Postponed until SUNDAY 22nd AUGUST 2021.

BMF DISCOUNT CODE.

Code for 2020 – CLB20FMB

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

