



TREADS

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The SEPTEMBER 2022 Newsletter of AAMC

EDITORS BITS – Stu Bullock

Welcome to September TREADS.

I include a picture of the late Queen Elizabeth II, to demonstrate our respect for her patronage of the Royal Society for the Prevention of Accidents (RoSPA) since 1952, and of which some of us are members.

Louise Duncan, formed The Finchley League of Safe Drivers in 1955. The principle behind the League was the police system of car control, already recognised in those days as the safest and most efficient method of driving a motor vehicle.

In April 1960, the League became The League of Safe Drivers. It had two patrons, Mrs. Margaret Thatcher (MP for Finchley) and Mr. Raymond Baxter.

On the 1st October 1980, RoSPA, took over the League. In April 1982 the name was changed to RoSPA Advanced Drivers' Association. In 2000 it became RoSPA Advanced Drivers and Riders.

(The link to the Royal family and advanced riding is wider, as HRH The Duke of Kent is a patron of IAM RoadSmart).

Therefore, I felt it was appropriate to include the image as a mark of respect for the passing of our Queen and patron of RoSPA.



21 April 1926 – 8 September 2022



The theme for this month; **our motorcycling future.** We know about our motorcycling history developed from bicycles in the early 1900's, Triumph, initially developed by a German in Coventry; Birmingham Small Arms (BSA) from Small Heath Birmingham; Ariel Cycle Company from Bournbrooke, (very close to Selly Oak and Edgbaston, for those with a history with RoSPA; also the early beginnings' of what became the First Volunteer Battalion of the Royal Warwickshire Regiment; the turnpike for Bristol Road was begun in Edgbaston, now known as the A441; and of course, the centre

of development of the canal system and then the railway system routes to Gloucester and Bristol) and also the start of the Birmingham and Norton Manufacturing Company Limited, from Birmingham. Phew! Our future is a completely different question.

Starting off, Tony opens our minds to the new breed of electric powered two wheelers. Never mind what we think about it, the changes to motive power are coming, although maybe not in the format currently popular with Governments. However, I've put in a piece this month to do with recognising risk and applying skills to deal with that risk before it becomes critical. We all have to learn and to keep learning, in order to remain safe, both now and in the future

ALSO, IN THIS EDITION;

Andrew Dalton provides sound legal advice. This time it's about the roll of the Police at accident scenes. From my experience, there is one thing to bear in mind if you are involved in an accident, either as an injured/innocent party or a witness, which is speculation. If there is a Police investigation, particularly if the coroner is involved, speculation is often very unhelpful and can be construed as unlawful, if evidence is caused to be lost, or changed. Of course, a lot of people want to know 'why?' but they don't HAVE to know immediately and should wait for an official announcement.

The other point is, if you require evidence to support your claim for damages, do NOT depend on the Police, collect your own evidence.

Robin Gazzard took on the role of club ride leader and from what he has written and the happy faces in his pictures, should do another!! The club's future needs us to communicate in order to associate, so anyone thinking of a ride out, get the info to Helen.

The BMF give us lots of information nuggets to guide us on our way. Here, they talk about electric vehicles as well as parking in towns and cities. Together with the potential for future widespread implementation of 20mph speed

limits in the countryside, we are all entering a very new phase of motorcycling in our future.

The club diary page There is still time to get YOUR ride organised. Just make contact with Helen to fix your ride date,



TREADS - NEXT SUBMISSION 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 (editor@aamc.co.uk) at the latest by;

FIRST WEEK OF OCTOBER 2022

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.

Any images included in the context will be attributed to their provider/owner, unless they are the property of the current editor.



VIEW FROM THE SADDLE – Tony

The end of petrol powered 'performance' motorcycles?

LiveWire™



Livewire Image courtesy of Harley Davidson
<https://www.harley-davidson.com/gb/en/motorcycles/2021/livewire.html>

The BMF News Roundup article in last month's Treads got me thinking.

It said 'The biggest news story of the month is the announcement of possible dates for the **end of petrol motorcycle sales**. The government is proposing to **end new sales of anything over 125cc by 2035**, with mopeds and A1 class motorcycles and scooters stopping five years earlier'.

Given the pressure to go zero carbon, this date may be even sooner so we may have less than 10 years before we see the demise of large petrol-powered performance motorcycles as we know them.

So, what are the currently available electric alternatives. I made a few phone calls, spent some time with Dr Google, reviewed MCN articles and have written a brief overview of the current market situation for interest and education.

Where are the big boys?

What was immediately apparent is that the existing performance bike players i.e., Honda, Yamaha, Kawasaki, Suzuki and BMW have little to offer the electric market at the moment.

Some seem to be focussing on battery powered scooters or kids' bikes, but nothing yet announced to whet our appetites on the big bikes' scene. No doubt they have developments in the pipeline, but at the current time the only exception seems to be Harley Davidson with their Livewire Bike. (By the way Triumph have a prototype – the TE1, but a production motorcycle isn't available yet and I haven't seen a press release promoting when they will have a bike available).

The Harley Davidson with their Livewire bike does seem to be a product to make a serious attempt at luring us petrolheads off our bikes. Performance data looks interesting with >100mph and circa 100-mile range, but that performance currently comes with a hefty price tag.

Who are the new players?

Scanning MCN plus other non-bike mag reviews of electric motorcycles yields a host of new names such as Cake Kalk, Super Soco, Cezeta, Horwin, Tromox and Maeving. Further exploration of these reveals that many are focussed on either scooters or '125' equivalents. For brevity I have not detailed these, but instead focussed more on the performance bike products and manufacturers. The name that seems to come up most frequently and with the widest range of bikes is California based manufacturer **Zero**. Their electric motorcycle line-up includes 'Street bikes' and what they call 'Dual sport' bikes with eight models at last count. In addition, Italian manufacturer Energica has a



Zero Electric Power, Made in California USA

range of four appetising models, but with naff names such as Experia, Ego, EsseEsse9 and Eva Ribelle – no seriously I haven't made this up. There is also an interesting product from another US company called Lightning with their LS-218 but as I can't find a UK dealer, I haven't detailed their product. This last batch of manufacturers has electric superbikes in their range which boasts exciting performance with speeds up to 'a limited' 125mph, range over 250 miles and charging in 60 minutes, but again with price levels not for the faint hearted.

Electric Superbike Comparison

Manufacturer	Zero	Energica	Harley Davidson
Location	US/California	Italy	US
Local Dealer	Fowlers Bristol	Hayball M/C Salisbury	Riders Bristol
Models	Street Bikes SR/S, SR/F, SR, S, FXE	Experia, Eva Ribelle Ego, EsseEsse9	Livewire
	Dual Sport DSR, DS, FX		
Model Spec	SR/S	Eva Ribelle	Livewire
Price	£20,180	£26,690	£28,995
Max Speed	124 mph	125 mph	115 mph
Peak Torque	190 Nm	215 Nm	116 Nm
BHP	110	149	105
Range	156-227 miles	261 miles	99 miles
Battery	14.4 kWh (15.6 kWh*)	21.5 kWh	15.5 kWh
Charge time	4.5hrs (2.7hrs*) * Premium model	1 hr 20kW charger 6 hr 3 kW charger	1 hr
Weight	235 Kg	260 Kg	251 Kg
Website	www.zeromotorcycles.com	www.energicamotorcycles.co.uk	www.harley-davidson.com

Will I be changing my hydrocarbons for electrons?

It is quite impressive just how rapidly electric bike performance is increasing, but all this comes at a price as you might expect as an early adopter of the technology. I certainly don't plan on switching to an electric motorbike just yet, but in a few years who knows. Watch this space!!!



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CLUB RIDE – Robi

Sunday August 14th

Jim had originally arranged to be leading the club ride today but being a dutiful son-in-law was now required to help the in-laws move house instead! As this date was now unexpectedly vacant, I thought it would be a great opportunity for me to lead the ride that I had originally planned to take place on the 17th of July, but due to it being forecast as the hottest day of the year so far, I had thought it prudent to cancel. Little did I know that having stepped into the breach to take over Jim's day, that this was also now going to be another hottest of the year! Ho Hum, but this time I was not to be deterred!

I did however decide to reduce the distance from my original 160+ miles to a mere 120+ to try and avoid the heat build-up of late afternoon. Also, to aid comfort levels, the start time was brought forward.

So, it was at 09.00 I turned up at the Cross Hands Hotel Old Sodbury, to find 7 brave souls on 5 bikes, who were looking forward to a 'warm day out!'

We started promptly at 09.15 and headed North on the A46. I was heading for Chipping

Norton and the route I'd chosen was a standard one, Tetbury, around Cirencester, through Bibury and Burford and onto the A361 heading towards Chipping Norton. I had planned to take the right hand turn off the A361 onto the Charlbury B4437 (aka 'The Charlbury TT'), but when I arrived at the junction, I had no following rider, so naturally stopped to mark the junction myself. Soon a bike appeared on the horizon. As it approached, I started to become a bit concerned at the lack of indication and reduction in forward velocity! Soon panic set in, and I entered manic windmill mode waving my arms frantically to attract attention. I was also, (not very usefully), shouting into my crash helmet, whether "the nice rider of the motorcycle would care to come this way please" Those weren't quite the words I used but I'm sure you get my drift! Obviously, my junction marking skills sitting astride a bright orange motorcycle needed further work! Thankfully the rider noticed my flailing arms just as the bike passed the junction.

We (all) continued along the very scenic, undulating, and twisty B4437 in a very 'purposeful' manner until we reached Charlbury. Then, out through Spelsbury and on into Chipping Norton.

We then stopped at a club favourite, "The Old Mill Coffee House" where most of us ordered toasted tea cakes with a choice of beverage. Then we (well it was probably just me!), reminisced about the early days of the club when it was mandatory that all club rides visited at least once during the ride, the very popular, (at the time) Little Thief sorry, 'Little Chef' chain of restaurants where their toasted teacakes were usually our snack of choice.

As we left the coffee house we said goodbye to Paul, who was taking a more direct route home, but we continued out of Chipping Norton on the B4450, towards Bledington and on to Stow-on-the-Wold. This road is a favourite of mine and the village of Bledington is little gem. At Stow we crossed the A429 onto the B4068 and on into Andoversford.



Waiting patiently for Teacakes at the Mill House Cafe. (Sorry Helen!)

After Andoversford we headed for another lovely little village of Withington, and then on to Cirencester along 'The White way'. It was getting very warm at this point, and we were passing through some very hot air pockets of up to 34°C.

It was now fast approaching 'tea and cake 'o' clock', and I had planned to stop at a small lake side café, at the southern tip of the Cotswold Water Park. As we travelled through the park, it was evident that this was a popular destination on a hot Sunday afternoon. Cars were parked either side of us on the verges and people were walking in the road. The road was narrow with plenty of oncoming traffic. I was soon aware of a vehicle to my left, that was reversing out from a lake entrance between stationary vehicles, and was now facing us, on our side of the road! Excellent, well done!

I started to worry slightly that my little café I was intending to stop at would be packed and all the shady spots (of which we were in great need) would be taken. We soon arrived at the 'Dragonfly Café' run by volunteers of the Wiltshire Wildlife Trust. Thankfully I needn't have worried, and soon we were all together under cover, and with a lovely open view to the lake from which was coming a very welcome cooling breeze. Cake was had by most, chosen from the good and varied selection available.



Cake at the Dragonfly Café

Unfortunately, the time arrived all too soon when we had to leave this lovely spot and venture back out into the heat of the afternoon. Our onward journey now took us through Oaksey and on to the A429 heading towards Malmesbury, followed by riding down the B4040 which brought us back to our starting point some 5 hours later.



Lakeside at the Dragonfly Cafe

Many thanks to Julie and Chris, Geoff, Paul, and Mac for making the ride a success, not forgetting the usual quality 'backmarkering' (shame that's not a real word) duties of Helen and Mark!

(Images the property of Robin Gazzard)



Trouble at the rear end, Sir? - Stu Bullock.

The main skill area in defensive riding is how to manage the space we ride in and be able to effectively create time and space. Time to react and space to manoeuvre. Many road users are inclined to travel at a mean speed, rather than maintain the ups and downs dictated by variations in speed limits or periods where a speed variation is required.

One problem being that most traffic wants to enter a lower limit at whatever speed it has been travelling at previously. If any slowing does take place, it is usually at or after the limit signs. We of course want to slow before the signs so as to enter the limit at the required speed, or whatever speed circumstances dictate. This difference in road user practise can create less safety behind our machines.

In many instances we can cause our own problems by the use of acceleration sense, or acceleration no-sense if used poorly. That gradual deceleration process takes more road space than riding closer to the limit and braking to adjust speed. Of course, we have to consider whether gradually reducing speed gives following traffic more time to react than if we lose speed by braking in a short distance. However, showing a brake light is a pretty positive way of passing on your intentions.

IF the start of the limit can be seen, known about or guessed at, the rider can prepare following traffic to accept their intention to slow for the limit by showing a brake light before real braking speed down takes place. The rider needs to know the point at which the lever operates the light without creating too much retardation. Where this is done depends on available view but showing two steady periods of red light is my suggestion as a minimum. The rider would then have to gauge the follower's reaction.

A word about brake lights. There are those riders who make the claim that they hardly ever use a brake light, making all their speed

reductions by gradual speed reduction without using any braking. My questions are:

Are they actually making the best use of their machine?

Are they creating risk to following traffic who could be confused by a speed reduction without any warning?

Is what they are doing approved by Roadcraft and advanced testing processes?

In my view, there are situations where a brake light is not required because gradual deceleration is preferable. Then there are occasions when riding closer to a bend, braking and cornering is allowing bike and rider to make better controlled progress, which as we know is a factor in advanced riding.

However, approaching every bend and braking speed down may not be safe or practical, so learn to judge which approach is best in varying situations.

We should also consider our road position. On a normal two-lane road, the usual considerations apply. Too far left may invite an overtake and too far right an undertake. Adopting a more central position may deter either of the former but what if the following driver does not react to the speed adjustment and compromises safety margins. If plan A fails, revert to plan B1 and find a safe place to move over to let them pass? The alternative, plan B2 may be to accelerate, at least until there is room to implement plan B1 at a place of our choosing. Phew!

In solving the safety side of things, we do need to be very careful not to enter a lower limit whilst paying more attention to what is happening behind and raising the risk to us. Avoiding trouble at the rear ends requires all of our assessing skills and also a well-tuned defensive attitude. We know we are one of the most vulnerable road user groups but in many instances the more knowledgeable and professional.

Position in corners.

Most riders will admit that cornering is their biggest area of concern when out riding. There is indeed a lot of science involved, which ought to be understood. First, we have to understand how the forces acting on the vehicle can make cornering more or less difficult. Momentum is controlled by our approach speed. This approach speed also affects us in the time we allow ourselves to make an assessment of the bend, our required corner speed and gear. We then have to consider how the bike will behave in a corner.

Most people tell me we shouldn't brake in a bend and for sure it isn't the best way of cornering safely. However, I have actually taught riders to brake in a bend in controlled conditions on a race circuit, in order that they can feel what happens. Harsh or over hard braking will make the bike stand up as the weight of the bike and rider is transferred onto the front tyre. Obviously, we need to develop our judgement of speed over distance over time, in order that we can reduce speed and select gears in good time, but we still need to know what happens in all situations in order to be able to deal with them.

We use counter steering to hold the front wheel in the line we want the machine to take into a curve. Counter steering is all too often made unnecessarily complicated, and in fact when talking about Counter Steering, many are actually talking about steering. We don't even need to learn it as we do it naturally. So, accept you do it and concentrate on steering techniques.

We can use extra weight on the inside handlebar or on the inside footrest. Leaning to the side of the bike that is 'inside' in the turn, can help as can moving your head closer to the mirror on the inside of the turn. I don't mean hanging off. That is not a method that gains anything in normal road situations, and often leads to a lower cornering speed. I recall one punter I was training who insisted on trying to get his knee down around every bend. Just to show him what can be done I overtook him ten

miles an hour faster as he hung off ape like through a monster left hooker. He on a cutting edge CBR600. I was on a Pan European going the long route! Larf? I didn't know when to start.

What we must not do, is sit rigidly on the machine with solid arms and expect the bike to do it all itself. That's what tank bags do. Leaning forwards and slightly bending the arms helps by smoothing out the steering action. Placing feet so that the footrest is not directly under the arch of the foot, will allow the foot to flex and lessen the pounding from the road surface. We should look across the curve towards the exit, which will help us maintain the curved path. If we keep our eyes level with the road surface, we will not get those panic messages as we lean over and we will have a much clearer view of the exit. Also, bending the inside elbow just a touch more as we lean into the curve helps keep a good riding position.

We have to consider the throttle, because this has the most control over the turning motorcycle and is directly controlled by your eyesight. Smoothness is the key, both in reducing the amount of throttle being applied, or increasing it. We need to have the weight of the rider and bike balanced as we negotiate the curve. The front tyre is the guide to where we want to go, or in other words applying the directional force that overcomes momentum, which tries to make the bike go straight on. The rear tyre controls the rate of turn as we cause the machine to enter the curve at a speed where the rider can maintain his assessment of the continuing radius.

We want a gear that will assist us apply delicate amounts of throttle to maintain our speed through the curve, or even slightly increase speed if conditions allow. It is called positive throttle, open enough to keep the bike driving forward, but not increasing speed. A lower gear that keeps engine revolutions in the middle third of the rev range will mean less throttle movement to make those speed adjustments. As the curve opens, we should

be able to feed in extra touches of throttle to gradually and smoothly increase speed to the required level. As speed increases and the curve becomes less acute, we can apply more speed and allow the bike to become more upright. Get the sensitivity wrong, too harsh with the throttle, not judging the curve correctly and leaving enough power 'in hand' for any changes in angles and you risk more trouble at the rear. The rear tyre can lose grip and slide causing a crash.

It might sound sissy to look well ahead, plan your entry into a curve, whilst looking for the tell-tale signs of the severity of the curve. Then balance the weight of the bike and throttle on the lean angle and speed. But, get it right and you can feel that tingling down your spine that tells you that you are cookin' on gas with handling the bike and the bend.

I can promise you that something I learnt years ago in my Police training. 'Trying to be fast may not be smooth. Trying to be smooth will be fast'.

Position at roundabouts.

It appears to be the case nationally that roundabouts are subtly having their characters altered, with inconsistent lane markings, hedges being planted on the approach thereby losing the observant rider valuable forward view, and boulders, trees and shrubs appearing which also lose one a clear view of any potential problems.

Mini roundabouts present problems that have never been addressed properly. Legally, a rider should negotiate the central white marking without crossing it, only large vehicles being exempt. **(All vehicles MUST pass round the central markings except large vehicles which are physically incapable of doing so. Highway Code).**

Although the blue sign on approach to a mini roundabout only shows the 'gyratory direction' arrows, that indicate how motorists should travel around the central marking, the arrows do not form part of the central marking, just the 'spot'.

The object of the junction marking is simply to separate traffic. It must be obvious to us all that the general road user does not understand the basic idea of the markings, often being seen to have all approach lanes stopped waiting for someone to start and apparently not understanding "give way to traffic on the right" principle.

I can site a number of junctions where avoiding the spot on a motorcycle could add to instability rather than safety. What then do we do, given we should have a plan for every occasion? However! White paint is not always that very expensive stuff with only slightly less grip than tarmac. It could be basic thick white material used for other road markings, that becomes like ice when wet. Being aware of all of the circumstances and risks at each occasion will provide a better plan.

Position on multi lane carriageways.

As if riding on normal two-lane roads isn't demanding enough, multi lane roads have their own problems for two wheelers. The main focus of our attention should be on two areas related to speed. Firstly, the speed at which we approach traffic in front of us and, secondly the speed at which traffic behind us catches us up.

As ever, observations are the key to dealing with traffic. Also, the problems caused by debris on the road surface. We will all have seen the result of a lorry tyre blow out. Just take your thoughts a bit further and think of the ragged edge of a heavy lump of rubber with wire strands exposed and very, very hot, getting tangled up with your wheel, or giving you a gentle smack around the head. On multi lane roads our average speed will be higher than on other roads, and trying to spot debris in heavy traffic is difficult, but has to be done.

Then there are the problems created by traffic leaving and joining the main carriageway. As ever, creating time and space for yourself is what it is all about. Learning to anticipate is another key area and with two or three lanes to play with all our skills of observation,

anticipation and early planning will help overcome many of these problem areas. On many dual carriage ways there are junctions allowing traffic to cross the central reserve and often exit junctions with little deceleration space that can cause the unwary to suddenly find a rapidly slowing vehicle under their nose.

The weather and cross winds can create problems for us as often multi lane roads have no hedgerows to break up the airflow. Passing large vehicles can make matters worse unless we learn to anticipate the force of wind flowing around the noses of large Lorries and passenger carrying vehicles. Even understanding the habits of drivers of other vehicles helps. For instance, I often hear complaints about Lorries "suddenly" pulling out to overtake. In reality lorry drivers will use another large vehicle to give them a tow, but also, they are trying to be in an outer lane for as little time as possible. By watching ALL traffic in front, we should be able to detect a likely overtake developing and move out early to avoid confrontation.

Looking out for problems with the road surface that would only affect two or three wheeled vehicles. The grooves created by HGV wheels and called 'trenching' in the trade. Watch out because trying to get a motorcycle to travel in a straight line while in a 'trench' may not be too much fun. Deeper potholes are another burden especially when filled with water, because you just don't know how deep the hole will be.

Boredom is another factor that can soon overcome even the most careful rider. Planning journeys can help as we can look for waypoints as we travel to maintain interest. It may seem obvious to mention drink and drugs in this arena, because we just wouldn't even think about it, would we. Even over the counter medicines can have an effect. Lack of sleep, or extreme weather [hot or cold] can overcome riders dressed in modern protective motorcycle kit unless we plan and think carefully. Don't we train to think and plan??

Overtake and filter.

I recently rode on a well-used piece of swervy that I had temporarily forsaken, and had a surprise when I found the local council had decided the newly laid surface required huge amounts of double white lines that would have a more controlling influence on road users than had previously been the case, in their opinion.

Now I am all for having warnings and caution signs where they are really needed. In this instance the stretch of road had involved double solid white lines for around a third of its length, and now is affected for most of its length. So suddenly there is a need to control motorists more?? Trouble is, there is no real control because if a driver/rider wants to, they can still overtake, even if they cross solid white lines.

Signs, including lines are laid down with the skill of an average motorist in mind. To my mind, the lack of skill in many areas is due to the driving/riding test for learners leaves a lot of skill areas untested, or barely tested, in order to keep costs down. A licence to drive without learner restrictions is, in my view, not a right but should be a privilege that has been adequately earned. Controlling motorists by signs alone is not the answer in my view. However, watch out for massive increase in 20mph speed limits, many on rural roads!!

So, rant over, what I have attempted is to make clear some of the skill areas of most importance to us motorcyclists and pass on some lessons gained by 'miles under wheels' and teaching riders those skills over a fair time period. There will always be another view, another example but what we all have to do to avoid trouble at the rear, is to make ourselves fit the task of riding into *our* understanding, *our* level of ability (which will change as we learn) and not just follow the bike in front, thereby keeping control of our rear ends.



THOUGHT FOR THE MONTH

An eye for an eye will only make the whole world blind.

Mahatma Gandhi.



AN ARTIVERT – via Tony

(For club members information. AAMC does not recommend or sponsor this business but brings it to your attention, to use or not as you prefer. Ed).

Hi Secretaries of bike and motorbike clubs all,

The Huntsman Hotel is located on the B4235 between Chepstow & Usk a beautiful biking road on the way to Brecon!

During Covid we built a Tin Shed Bar and decking overlooking the magnificent Chepstow Park Forest and rolling Monmouthshire Hills. We have been delighted to host local bike clubs over the past 2 years for drinks and snacks, all we ask is to give us a call to let us know roughly how many of you, when and if you would like to eat.

We can also via prior arrangement arrange BBQ's, Hog Roasts etc and have a music licence so you could arrange entertainment if you would like it.

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**Questions for the lawyers - Andrew Dalton,
White Dalton Solicitors.**

What the Police really do at an accident.

If you find yourself pinned under your motorcycle, or parted involuntarily from it, the emergency services will promptly arrive.

There will be Police and there will be paramedics: the paramedics role is easy to understand – if you are really hurt a skilled medic will stabilise you and also stop you from dying if that's the story of your day.

However, for the most part they will make sure you are going to survive, patch you up and cart you off to hospital. Meanwhile, the Police's role is not so obvious.

NO ONE IS GOING TO DIE

Their first aim is to make sure no one is going to die. If that is likely they follow a pretty set procedure, regardless of force. In England and Wales if there is a realistic prospect of fatality the first officer on the scene will call in a more senior rank or roads policing. The local officers will then do as much as they can to get basic information from witnesses – usually a very short statement (4 lines or 30 words is pretty typical), and contact details, while making sure no one moves vehicles or does that weird thing of sweeping everything up. You'd be surprised how often a well-meaning bystander gets a broom out.

If no one seems especially likely to be bothering the Coroner the Police will usually check if there are road traffic offences that warrant a prosecution, perhaps run vehicles through the Police National Computer, check identities and run a computerised check on insurance. Next level CSI only kicks in if there is a likelihood of death, a serious road traffic

offence has been committed, or alcohol/drugs found at the scene.

The forensics team comprises Police experts – usually roads policing officers – who undergo a huge amount of training and who deploy loads of expensive tech. And, even if on scene, if the hospital relay back no one is likely to die they stop work on that basis.

NO LEGAL RECOURSE

So, for the civil claim, if the Police take no details, prosecute no one, run no checks, or let a miscreant drive away having left no details, you as the victim have no legal recourse. You can use the close to useless Police complaints system – but that is of little help if your civil claim can't get off the ground. Clients regularly express disbelief that as they lie on the floor with busted limbs, the Police release everyone, authorise vehicles to move and never take a photograph. So why does this occur?

The first and obvious reason is their job does not involve securing evidence for potential civil claims. The second is experience; if an officer drafts a detailed plan or takes photographs of a collision scene, there is a good chance they will be summoned to court to 'prove' their evidence and be cross examined. Coppers are used to cross examination, and know it is not fun.

More often than not a careful Police report will decide if a case is worth running or defending, judges pay close attention to what people said to the Police, admittedly in very short form, before we lawyers get to put our finger prints all over it.

Judges like the immediacy of what is said to the Police so while the Police do not have to do much, when they choose to go above and beyond what is the minimal

requirement it makes getting to the truth of what happened a lot easier.

Andrew Dalton,



BMF NEWS ROUNDUP – AUGUST 2022 -
Helen Hancock, BMF Administrator - Written
by Peter Henshaw – editor@bmf.co.uk

There was good news from the DVSA in August – their latest year-on-year figures revealed record numbers of people taking their motorcycle test. Undeterred by the spike in fuel prices and the ever-rising cost of living, 65,711 riders took their Module 2 (on-road) test between April 2021 and March 2022, – 50,000 a year is a more typical figure. The pass rate was up slightly as well. It's partly down to the efforts of Driving Test Centres to catch up on the test backlog, but maybe also due to a recognition that motorcycling is the ultimate socially distanced transport. *(Plus, Congestion Zone charges don't affect scooter (yet, but see London below), massively increased parking fees and less spaces to park in. Ed).*

In Surrey, the County Council is to pilot a 20mph limit on some of its rural roads. Until now, most 20mph limits have been applied to previously 30-limit urban and suburban roads only. Many smaller rural roads still use the default single-carriageway speed limit of 60mph, which has been in place since 1977. The Council cited the higher fatality rate on rural roads, which account for 57% of road deaths.

Talking of councils, the London Borough of Hackney seems ready to forge ahead with radical plans for urban transport – it's volunteered to act as a guinea pig for road user charging experiments and is planning to charge motorcycles up to £6 an hour for parking. London Mayor Sadiq Khan is aiming to introduce variable road charging across the

capital but has described such a scheme as being, “many years away from being ready to implement.” Hackney seems especially keen to hit drivers who own more than one car and take vehicle type into account – logically, that should mean lower charges for bikes and scooters. The Council appears to be less enlightened in its proposed parking policy, planning to make motorists pay £6 per hour to park in a marked bay with a maximum stay of four hours, and charging electric and petrol PTWs alike. Save London Motorcycling was organising a ride-out to protest against the charges on 10th September – if you read this in time, sign up at facebook.com/events/6242031.

Hackney may be making no concessions to electric two-wheelers, but they're forging ahead elsewhere.

Kawasaki will be launching two 125cc-equivalent electric motorcycles later this year, both rated at 11Kw (14.8bhp), but with peak power of up to 30bhp. That makes big K the first of the big-name Japanese manufacturers to launch a production electric motorcycle. Meanwhile, in Taiwan, battery swapping is seen as the answer for urban electric scooters. Gogoro runs nearly 11,000 swapping stations where riders can change their depleted battery for a fully charged one. Could we see it in the UK? Not yet, but with Honda, Yamaha, Suzuki and Kawasaki co-operating on electric vehicle hardware, battery swapping could become an everyday part of our urban transport network.

Triumph Daytona's are now on display at the British Motor Museum at Gaydon, which until now has focused on cars. The Daytona badge was coined for Triumph's twin-carb 500cc twins after Buddy Elmore won the famed Daytona 200 race back in 1966 – his race bike takes pride of place in the exhibition, along with later generations of Daytona.

Sadder news from veteran dealer Warr's Harley-Davidson, which announced that Fred

Warr has died aged 93. Fred was Britain's Mr Harley, who with his father did more than anyone else to bring Harley-Davidson into Britain. Warr's became H-D's first official dealer in 1957 and stuck with the company through good times and bad – it thrives to this day.

Bike crime as TV entertainment? Viewers of TV's Frontline Fightback watched a stolen Husqvarna 701 successfully recovered recently, thanks to high tech security. Bike crime doesn't often feature in mainstream media, but one edition of the Frontline Fightback shows focused on the issue, including the use of tracking devices to pinpoint the location of stolen machines. The Husqvarna was fitted with a Bike Trac system, which pinpointed the Transit used to steal it, and in which it was still hidden – the police duly swooped.

And finally, Guernsey Police reminded us to beware of slippery road surfaces as rain returns. It's teaching some of us to suck eggs, but worth remembering that rain after a prolonged dry spell makes tarmac slippy as the deposits of oil, rubber and sludge rise to the surface before getting washed away. So be careful out there.



AND FINALLY – Ed

Thanks very much

Thanks to you all for reading.

We'll be back for October, so don't go away.



DIARY

2022

DATES

1. Where club events are detailed in TREADS, WhatsApp or Facebook club sites, it would be sensible to contact the ride leader to confirm final details and let them know you are attending. Please advise the ride leader well in advance if you plan to bring a *guest rider*.
2. Please be sure to arrive at the starting point promptly, with a full tank of fuel.
3. Each run will have a **leader** who leads the group, and a **sweeper** who stays at the rear of the group. Both will be clearly identified at the start of every AAMC ride.
4. At any junction, deviation or situation which may cause confusion over the route to be taken, the leader will signal to the rider immediately behind him/her to drop-off and stop at or close to the point of deviation. The dropped rider should ensure their own safety, be visible to following traffic and be able to clearly indicate the correct route to following AAMC riders.
5. The rider who has been dropped to indicate the correct route, will wait until the sweeper has passed before re-joining the group and overtaking the sweeper can be carried out safely. **ONLY** if the sweeper clearly indicates

can the rider re-join the group in front of him/her.

6. Overtaking within the group is allowed provided it is carried out safely and with courtesy and consideration for ALL road users.
7. ALL riding in groups organised under AAMC rules must take account of the varying skill levels that may exist within each group. Putting any road user at risk and/or bringing AAMC into disrepute is unacceptable behaviour.

OCTOBER 2022

Errrrrr!!

NOVEMBER 2022

Sunday 6 – Simon Gough – 01179 734120 -
Last ride of the year – details tba.

Saturday 19. 7 for 7:30pm. The AAMC Plug &
Grub annual dinner. The White Horse,
from



NON-CLUB EVENTS that may be of interest.

Castle Combe info and contact details

Castle Combe 'action day' dates available from
www.castlecombecircuit.co.uk

Castle Combe Motorcycle Track days are
detailed at
<https://castlecombecircuit.co.uk/motorcycle-track-days>



british motorcyclists federation

BMF EVENTS:

22/25 September 2022. The Armchair
Adventure Festival.

<http://www.fimteamgb.co.uk/fim-mototour-2022.html>

BMF DISCOUNT CODE.

Code for 2022 - CLB22VJTR

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 benefit.

BMF INFO – Benefits of membership

The British Motorcyclists Federation is one of the largest motorcycling groups of its kind in the world. United by a love of motorcycling, we represent our members by safeguarding their rights on and off the road. (AAMC is a BMF affiliated Club – Ed).

Join the BMF community today!

Just £28 a year. Alternatively, save £22 and create a joint membership for both you and your riding partner (if you live at the same address) at only £34 per year.

Political representation

The BMF represents the best interests of UK motorcyclists, whatever machine you ride.

Discounted insurance with Bikesure

Receive a great discount on your motorcycle insurance in a special deal with Bikesure.



F1, Moto GP, WSB, BSB race dates 2022

2 Oct	Moto GP Thailand
	F1 Singapore
	BSB Donnington
9 Oct	F1 Japan
	WSB Portugal (Final)
16 Oct	Moto GP Australia
	BSB Brands Hatch (Final)
23 Oct	Moto GP Malaysia
	F1 USA
30 Oct	F1 Mexico
6 Nov	Moto GP Italy (Final)
13 Nov	F1 Brazil
20 Nov	F1 Abu Dhabi (Final)

