



TREADS

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The April 2017 Newsletter of AAMC

Editor's Bits - Morton



Bridge of Sighs? - well, the Severn Bridge assumed that status for me recently: I thought I'd checked the signs adequately on my approach through the "plaza" (??), but though my chosen toll-booth had the "Bank" I was (wrongly!) looking for,



it also proved to have a red ring round a bike silhouette once I got there. The car behind dropped back for me to reverse and wiggle through to the next one, in front of a kind lady in a car, where the same signs loomed. Wiggle again, fuming, and - appropriately for a Welshman - third time lucky. The one I needed was:



though I fail to see the relevance of the wheelchair/unicycle symbol.

I came across a mention recently of a V12 bike, and I remembered the Lamborghini-engined bike that Chuck Beck made:



Interesting, and no doubt presenting a few engineering - and riding - challenges, but a bit of a monster. Much more like a proper bike is Andreas Georgeades' [Honda CBX V12](#):



Mr G combined two CBX engines to make his V12 - impressive!

Welcome

I would like to extend a warm welcome this month to three new Club members: - lives in Bradley Stoke and rides

a Suzuki SV650S,
(daughter of) lives in Yate and is currently riding a Triumph Bonneville, and who lives in Midsomer Norton and rides a Honda CBF600. and are currently enrolled on the training course.

We hope you make good use of your membership and that we see you all out and about at a Club event or on a ride in the very near future.

Legal Questions

1. The overtake and the law

Remarkably the law says little about overtaking. The acceleration and manoeuvrability of a motorcycle has long been recognised by the Civil Law and drivers, contrary to urban myth, actually have to look before they change their position in the road potentially moving into the path of an overtaking motorcyclist.

Flicking on the indicator does not give right of way but it is a common line maintained up to and including trial, often right up to the point when the Judge finds for the motorcyclist.

As a matter of law the overtaking vehicle has right of way and the moral high ground. The rules of law also state: do not overtake by junctions, solid white line systems apply to motorcyclists and if you have a queue of traffic braking to a stop ahead of you, the presumption that you can nip around the outside without assessing the risk of a vehicle at the head of a queue turning right out of that queue of traffic is a foolhardy risk. Wisdom says squirt past the vehicles briskly and that is how I do it, but in the certain knowledge that if I come a cropper one of the vehicles I have briskly overtaken will no doubt say I flew past and I was an accident waiting to happen.

The vehicle being overtaken owes you one duty only, which is to maintain a

safe and steady course. If you balls up your overtake, the driver of the overtaken vehicle need do nothing. He does not know if you will brake and tuck back in behind or wind on the throttle to power by. A pithy summary of the law is 'you have gone for the overtake, so you sort it out'.

If the driver starts to accelerate as you pull alongside, you should back off, get behind him and leave a big gap. Overtaking somebody because you want to be out of their way because that individual is driving like an idiot means that for a period you are alongside him, with no control over him and little control of where you put yourself. Judges are not impressed by speed tussles between cars and motorcycles.

If the driver is incompetent rather than aggressive, an overtake is still unwise. It surprises me that rational and experienced motorcyclists get sideswiped by a car which has been driving oddly for some distance, and as the motorcyclist goes for an overtake, the driver veers into his path. Usually the driver is either lost, concentrating on his sat nav, or very old.

You can control what you do, but you have minimal influence over other road users so if you are going to put yourself alongside a car, probably best to be reasonably sure the driver is capable of a steady course. If he hasn't managed it before, chances are he will go wrong again. However, it is unlikely to result in any legal consequence whereas aggressive overtaking of a car that wants to play racers will result in a very serious reduction of your award if it goes painfully wrong.

Andrew Dalton, [Bike Magazine](#) April 2017

2. Riding in groups: the pros and cons

There are some old pre-war cases which place a high duty on leading riders and this has led to some strange advice and

some odd prosecutions for motorcyclists riding in a group.

There was one infamous case where the Crown Court upheld a Magistrates conviction whereby a lead rider who could not be shown travelling at a speed greater than 83mph was sentenced on the basis of the fastest rider in the group, who was doing, apparently, 103mph to catch up. That case provides no authority or precedent. It does not, contrary to some reports, make new law. The case cannot be cited in a prosecution because it is not from a senior enough Court.

There is another more sensible decision taken in a very sad case where a group of riders were riding in such an exuberant style that they were successfully prosecuted for dangerous driving. The Crown also tried to prosecute them for causing death by dangerous driving when one of the riders in the group tragically died. The Crown Court judge directed that the jury could not convict on causing death by dangerous driving but all of the riders received long bans for dangerous riding.

There is a lot of nonsense on the forums about the duties and responsibilities of riders while riding in a group. The law is simple enough: a group leader owes the duty of care that all road users owe all other road users. So, for example a ride leader who slams on his brakes for no good reason would be liable for other riders who go into the back of him, but not because he is the ride leader but because he is riding like a muppet.

Everyone riding in a group owes the others the following duties: to ride at a speed with sufficient distance to be able to stop for foreseeable hazards, to ride with reasonable care and skill, and if being overtaken to maintain a safe and steady course. None of these propositions of law and common sense are different to road users riding individually or in a group.

Where the criminal law bites on groups of motorcyclists is when they are riding in a way which can be perceived as

racing. The criminal Courts crack down hard on racing on the public roads. The law is statutory and if vehicles, whether organised or not compete for speed on the highway, this can constitute a race and if proven, a long ban is inevitable.

If you are riding briskly with a group of friends bear in mind that what you think is brisk a driver may regard as breakneck speed – so don't overtake each other. That leaves you vulnerable to speeding charges if you ride badly, but it keeps racing off the charge sheet. Racing is a major aggravating factor in sentencing and if witnesses give evidence from which an inference can be drawn that you were competing for speed on the highway the law will come down very hard on you.

Andrew Dalton, [Bike Magazine](#) March 2017

More Cycling –

In response to article:

1. I agree on the lack of shoulder checks given by fellow cyclists – I have noticed an almost complete lack of them. Scary!
2. Riding a motorcycle - and RoSPA training - helps with riding a bicycle. Many times, I have witnessed people arriving at, say, a T-junction to turn up a hill. They will be in completely the wrong (high) gear and the down-changes are deafeningly graunchy as they and the bike struggle up the hill. A bit of forward planning and selecting the appropriate gear before stopping makes things much smoother, easier and mechanically sympathetic. Perhaps being used to a sequential motorcycle gearbox helps?
3. It was only 29 miles!

I may do another, AAMC only, ride sometime if enough interest. If you are, let me know and tell me what sort of cycling you do & I can find a suitable route. Bikes should be roadworthy!

View from the Saddle -

My VftS is that we are plagued by ever-increasing numbers of reduced speed limits: some of these are appropriate and valid, outside of schools and town centres for instance - where we would probably not be doing more than 20 mph anyway. There are however many inappropriate speed limits, either too low or inappropriately placed for the prevailing hazards or blanket reductions in towns and villages as it appears to be fashionable.

Whilst common sense supports the corollary between lower speeds and reduced injuries, there is an interesting question to be answered as to who is responsible for the offence of speeding to have deemed to become so socially unacceptable? Many of these reduced speed limits are introduced at the demand of people power. However, who are these people? If you abide by the speed limits at 20mph or 30 mph, you will be tailgated, reprimanded and intimidated by a considerable proportion of other drivers of both sexes.

Conversely once you accelerate as you leave a lower speed limit the majority of traffic will be left behind to achieve maybe 40mph which they will continue until they catch up traffic ahead once they arrive in the next lower speed limit.

Although the law is there to protect us all, there appears to be a hypocritical situation developed regarding speeding, where public perception is that the actions of others are now deemed to be socially unacceptable, but that this does not apply to those who hold that view. In short, everyone speeds and we shall all be caught and prosecuted at some stage. We all need stealth and some luck to continue driving at liberty, while we can!

Eddy's Approach to Racing - 1. The opening

Hello, my name is Eddy I'm the person who penned 'My Little Green Book of Advanced Motorcycling'. I live in Bath and I'm that 'celebrity' motorcyclist - or so one of the clubs I belong to likes to promote. Obviously, this can't be true 'cos celebrities should just be - they shouldn't have to promote it.

I am one of that generation that started riding on 1950's BSA Bantams, Villiers 2-strokes and other more solid, British-made bikes that were in my experience pretty reliable, but dripped oil and where, for the most part, engineering excellence was not in its primacy.

When - like so many others - I returned to two wheels, the world, and 2-wheel engineering along with it, had changed and I found myself totally outclassed. Both RoSPA and the IAM came to my rescue and I guess I have every gong going in both, as well as a few not on general release.

On the way I have ridden round, and have handed out some road riding advice on, a good many circuits but have never raced. Now, having slid seamlessly into my 70th year on Planet Earth, in 2017 it is my aim to put that right.

Advanced riders do things in advance so in 2016 I qualified for my ACU competition licence, complete with my novice bib, so for 2017 it just requires renewal. The acquisition of the race licence was by far the easiest test I have attempted. One small aside here: the written section required entering name and date of birth on the front page. Looking across at my neighbour's paper - as you do in exams - I noticed his DoB: 1997 - I gave him a nudge to show him mine, 1947 '****king Hell' was the comment. Generously, North

Gloucester Road Racing Club has awarded me the race number of 47.

So why am I contemplating such rash madness? Well I guess it is just that. Congenital madness coupled with the thought that if by going through it I can squeeze yet more pleasure out of riding this modern, pretty-well perfectly engineered machinery, I'll be extremely happy. And that is just the point. Give Pierre Marco White the task of cooking a perfect dish and he will; handing the harmonised ingredients to me to cook would result in an embarrassment and so it is with bikes. The ingredients are perfectly balanced, way, way better than the sum of their parts, but obtaining that frisson of pleasure does not come with simply owning the machine but being at one with it as a rider.

These machines are wonders of engineering but to turn the tool into a part of oneself is a different game. I want to know instinctively when the front tyre is about to start sliding, and then know what to do to solve the problem. I want to feel I am sweeping through the corner, perhaps on the raggedy edge but part of the machine nevertheless - like an extension of my very self - and the inevitability of that happening within a competitive and repetitive environment may just unlock that door. *[To be continued - Ed]*

Distractions - Stu

We all know that the modern world makes great demands on us. This is true even when we are riding but I wonder whether the results of distraction are really difficult or can we learn to adapt?

When I first started riding there were not so many of most things. Other vehicles, pedestrians, road signs and white lines. Not so many distractions for me to deal with. Cars and motorcycles were relatively

simple things when compared to today's offerings, yet often I feel that they were more difficult to manage. I mean to say: drum brakes operated by cable; cross-ply tyres with a hard flat surface, open-face helmets; waterproof clothing was wax cotton, stiff heavy and no feel between hands and controls, especially when cold.

All riders had a modicum of basic maintenance, or enough to change a spark plug; take a punctured inner tube from within a tyre and glue a patch on and re-inflate it. Re-setting points and mixing 2-stroke fuel by guesswork were also common tasks. Those were the technology issues of the day.

We now have good lights and electrics don't fail in the rain. Tyres have so much grip, and suspension that does not leak actually helps keep the bike on line. I can't even find the spark plugs on my bike without taking the thing apart. Heated grips! Electric start and digital ignition. My word, you youngsters never had it so good.

It seems to me that as vehicles became more common and the measure of skill required to use them became less effective our masters created more white lines, traffic lanes and safety zones to protect us from ourselves. So why have our accident stats taken a hike upwards?

Is it us? Does technology lead us to feel safe when in fact we are riding 50% of our journey whilst distracted from the task in hand, avoiding the mistakes made by others?

My bike continually gives me information about weather, tyre pressures, if a bulb blows, etc. My Satnav gives me information about route; estimated time of arrival; traffic conditions on my route and so on. I have more signs with a range of colours to choose from in deciding on my route. My vehicle will not allow my wheels

to lock if I brake or accelerate harshly. I can travel further in one journey, giving me other personal problems to find solutions for.

Our lives are more stressful one way or another with more demands on our time. Recent research shows we are distracted for one reason or another for 50% of our riding time.

So, getting back to my introduction. I wonder how much distraction we have adapted to absorb. Is it just that the issues are different, or are we really affected by technology? What is obvious is that looking away from where you are going, or thinking about something you are not actually doing is likely to be a big distraction. When was the last time you had a good think about whether you are distracted and by what and how do you deal with it?

Low-speed Skills Event

Dear fellow advanced riders,
We are running a low-speed skills development event on Sunday 7 May and Sunday 1 October 2017 at the Arle Court Park and Ride Car Park, Cheltenham and would like to invite your riders to come along for free.

When? - Sunday 7 May and 1 October 2017 - 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.

Here's a link to the circuit we will be using: <https://www.dropbox.com/s/q9xv25ewb5c0m21/Arle%20Court%20layout.jpg?dl=0>

Here is a taster video:

<https://youtu.be/nk20fy-380s>

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. Hope you can make it.

Contact? - Stephen Wilkinson-Carr, Senior Tutor, Glos RoADAR
07976 644 485
swcroadar@solcon.co.uk

Haven Bike Nights

These have started again – see details at the end of this *Treads*.

Diary of Events

APRIL

Sun 23rd – Club Ride

9.30 am for 9.45 am start

Fri 28th - Biker Down

First workshop of the season - email bikerdown@glosfire.gov.uk for a place and information

Fri 28th – Sun 30th Paignton Bike Festival
Paignton, Torbay TQ4 6BW

MAY

Sat 6th - International Female Ride Day
<http://motoress.com/international-female-ride-day/>

Sat 6th - Jeff Mountjoy's Big Ride Out
For Freewheelers and Dorothy House Hospice Care. Starts 11am, ride-out (£10/bike) 1pm. Paulton Rovers Football Club, Winterfield Rd, Bristol BS39 7RF

Sun 7th – Club Ride

9.15am for a 9.30 am start

Tue 9th – Midweek Ride

Please have a fullish tank of fuel at the start. 9.45 am for a 10 am start

12th to 14th, Fri-Sun, Club Bash to Caernarfon, Wales
Stu Bullock 07711 898178

Sun 21st – Club Ride

9.45 am for 10.00 am start

Sun 28th – Club Ride

9.15 am for 9.30 am start ;

Sat 27th - Fri 9th June Isle of Man TT

JUNE

Wednesday 7th - Weekday Ride

9:45am for a

10am start. Food and fuel available on site.

Sunday 11th - Club Ride

at 9:45am
for a 10am start.

Sunday 18th - Relaxed Bimble Ride

Thursday 22nd - Evening Ride

6:45pm for a 7pm start.

Sunday 25th - Club Ride

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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.

The Haven Bike Night

Dear Motorcyclists,

My name is Kirsty Wells - I am the Manager of The Haven restaurant (previously known as The Hilltop). We are a well-established roadside restaurant located at the Firsdwn junction on the A30 London Road approximately 3 miles from Salisbury centre. We are a family-run restaurant with ample free parking.

By Night - I'd like to tell you about our Salisbury bike night at...

The Haven Bike Night, First Thursday of the Month, April – September, 6:30-9pm

A select choice of food will be on offer, freshly cooked in our kitchen that opens 6:30 - 8:30pm, from £5. We are licensed and offer local beers and wines along with all soft drinks. Premium English Breakfast Tea and 100% Arabica Americano Coffee are available for £1.90.

Join us for an evening of good quality food and drink, socialize with others and have a laugh with me and my team.

We also welcome individuals and big groups during our standard restaurant opening hours. For groups of 15 or more we would appreciate a quick phone call to let us book tables for you and your helmets and to organise staffing too, but if you're spontaneous then we are always accommodating! We are a friendly professional team and offer service and a bit of banter with a smile!

By Day - Please find our restaurant menu for your information (the day time menu only) on our website. We cater for those who have allergies (the appropriate icons are keyed on our menu items) and whether you would like main meals, light bites or full breakfasts, baked baguettes/jacket potatoes or homemade soup.

If a snack is all that is required then we do offer a Homemade slice of cake with a choice of Premium English Breakfast Tea or Americano Coffee for £4.50. And for those fancying something even more tempting we serve Cream Teas, Homemade scones with TipTree Strawberry Preserve and local Clotted Cream.

Please do not hesitate to email me or should you prefer please do telephone for a chat so I can answer any of your queries. I am at the restaurant Thursday to Monday 8am-4pm but we are open for business 6 days a week 8-am4pm, with a Day of Rest on Tuesdays. I look forward to hearing from you in the near future!

Keep in Touch and up to speed with The Haven Motorbike news on our Facebook page to receive exclusive follower offers, local events and news. Check us out on our website, Bike Night tab, too.

Kind Regards,

Kirsty Wells, Restaurant Manager, The Haven, A30 London Road, Firsdwn, Salisbury, Wiltshire SP5 1ST
Tel No: 01980 863 086

Opening Times: 6 Days a Week 8-4pm with a Day of Rest on Tuesdays.

Click [here](#) to locate us!

Find us on Facebook "The Haven-Salisbury"

