



# TREADS

[www.aamc.co.uk](http://www.aamc.co.uk)

The August 2017 Newsletter of AAMC

## Editor's Bits – Morton

Two things about France came to my attention recently: one was that the “International Chamber of Automobile and Motorcycle” (CSIAM), the body that represents manufacturers and importers of motorbikes, cars and buses in France, ran a TV campaign in May to promote motorcycling in France. The slogan was “Deux-roues, un moteur, que du bonheur! / “Two-wheelers, an engine, nothing but happiness!”. The 15-second TV spot emphasized some of the key advantages of powered two-wheelers such as affordability, ease of use and safety features. It ran for two weeks on six channels.

<https://www.youtube.com/watch?v=qMstVTNKp-Y>



The second was a comment in a **Ride** magazine article by [Kevin and Julia Sanders](#) on riding in France: “*Even car drivers are courteous. There’s always the exception, of course, but in comparison with the UK, French car drivers are much nicer to bikers*”. Would those (many) members who’ve ridden in France agree?

Moving across the Atlantic, I learn from [MotorAuthority.com](http://MotorAuthority.com) that the 2018 Ford Mustang GT will have a Quiet Exhaust mode to make the neighbours happy. It's part of a new “active valve performance exhaust system”, and owners will be able to activate the mode on the go or set the time for the Quiet Start function to make sure the car doesn't disturb those around it on startup. That might be useful for bikes with riper exhausts, particularly for those early morning starts. On the other hand, it's yet another thing to go wrong – or is that just my age and fuddy-duddyness talking?

The same item mentioned that the Mustang can have a 10-speed automatic transmission, but added “Of course, those who #GiveAShift can still opt for a 6-speed manual to row their own as God intended”.

Remember the article on biking jeans a few issues ago? [MotoLegends](#) tell me they now have Rokkertechn Slim Jeans, single-layer jeans made from Armalith fabric that's so strong that in the picture below (from a YouTube video) a Hummer 4x4 is being hoisted by a pair of Armalith jeans. They cost £349 without armour, though, so I'll stick with my Hoods for now.



## Welcome - Simon

This month I would like to welcome new members and to the Club. rides an FJR1300 and lives in , rides a Honda CB400 Super Four and lives just outside

We hope to see you both out and about with us on a ride or at an event in the very near future.

## RoSPA tests - Simon

Three of the Club tutors have recently retaken their RoSPA tests and passed with flying colours -

Of particular mention is who had an exceptional report from the examiner (Geoff), and was picked-up by RoSPA HQ for mention in despatches. Well done everyone.

Sorry if I've missed or forgotten someone - it's my addled brain and advancing years. [Nonsense, young man! - Ed]

Finally, please let me know if you've recently passed a test or retest so I can make a note.

## Legal Questions

### 1. Caught on camera

If your spirited riding gets caught on video, what'll it mean for you?

*I was riding with a group of friends, and we do ride quickly. We tend to stick close to 30s and 40s but everywhere else speed limits are advisory and I do not take their advice.*

*I was riding in my group when we passed a blue, pretty standard Yamaha R1. The rider was in leathers stopped in a lay-by with his helmet on.*

*After about six miles we headed straight into a two car police road block and the blue R1 followed up fairly shortly thereafter, with blue lights displayed.*

*During our ride there was a bit of exuberance on the journey including a couple of wheelies and some overtakes on double white lines. When we pulled over the R1-mounted officer with the blue lights had a video system on his bike which he showed us.*

*Apart from where we were pulled over we do not appear on the bike mounted video apart from when the copper saw us, not putting too fine a point on it, come flying past him at the lay-by.*

*All of us have now been interviewed under caution, and all of us have been warned by the interviewing officer that we would be reported for dangerous driving, driving without due care and speeding. If I lose my licence I lose my job. My wife wants me to go guilty, but I don't. I have trawled all the forums but the advice is all over the place. What should I do?*

### Answer

As a preliminary point, look at the evidence. The bike mounted video shows nothing apart from your group of bikes haring past the police bike and the police rider tearing off after you, his VASCAR showing that he has hit 112mph in pursuit at one point and still not getting anyone in shot.

In a 60mph zone the police officer from a standing start until he stopped you at the road block covered an average 82mph in a 60. It is therefore provable that you were travelling at a speed well in excess of the 60mph limit.

There are three pieces of admissible evidence against you. The first is the police constable's own evidence that you were travelling at a speed sufficient to make him think that you were speeding. The second part is the video footage showing all of you, riding at speed in front of the layby where he was stationary.

If that speed shows you travelling at twice the speed limit (in this case 120mph) then that might well be enough to get you prosecuted for dangerous. However I am going to assume this snatch of video evidence does not show 120mph but it probably will show a speed in excess of 60mph, because the police have told you they have calculated that your average speed was 90mph in a 60. However if you were travelling at 120mph at that point then you are in real trouble.

The third piece of evidence is an inference to be drawn from his average speed of 82mph and never getting your group back in sight. It hit 60mph on his own VASCAR at 3.7 seconds after starting his bike up and thereafter rode in excess of the speed limit for the entire duration.

Because you were never seen in video, there is no evidence of you or your colleagues crossing double white line systems or hoisting the front wheel up. You should therefore offer a plea to speeding, and accept that you broke the speed limit by 20mph, but the Crown cannot prove, or even allege, wheelies or white line overtakes. DO NOT plead guilty to dangerous. That is a mandatory one year ban and a compulsory retest on all your classes of licence. The Crown cannot prove that you were riding dangerously. However at the risk of sounding like your dad, if the driving licence is so essential to your job you might want to calm down a bit.

Had the more exuberant riding been caught on camera a dangerous driving would have stuck to you like chewing gum to a blanket. Therefore, unless that initial snap of video footage shows an average speed of more than 120mph, even for a short period, then you are not going to go down for dangerous, but it is more by luck than judgement.

Also, be aware that you are now known to your local police. The fact that an unmarked police sports bike was placed on what is your regular Sunday blast route probably does mean that you have annoyed enough people, or coppers, for them to put out an unmarked pursuit vehicle for you.

The police shift around their fleet of unmarked pursuit bikes between various forces and, basically, chief constables have to bid for them. Putting out that unmarked police bike probably cost your local force real money and you can infer that your local feds have your card and your reg' number marked. I would say that you really do want to calm down a bit in future.

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

## **2. Forget your fantasy pay-out**

*I was involved in a nasty motorcycle accident. A car failed to give way, pulled out in front of me and I sustained serious fractures to both of my wrists.*

*I work as a window fitter and the expert surgeon picked by my solicitors says there is no realistic prospect of me ever working in a manual trade again. Even the defendant's expert accepts that if I were to return to a manual trade I would not be able to sustain it for more than a few years and would significantly increase the harm to my wrists.*

*I am 45 years old, but this accident means I have lost the chance of setting up my own business as a window fitter. I have friends who do this self-employed, employing teams of fitters, earning £80-100,000 a year. My solicitors say my pre-accident take-home earnings of £25,000 a*



*year is what my future loss will have to be based on, but I think this is unfair. I am sure I would have set up my own business and I want my solicitors to put forward a case with me earning £75,000 a year. A lot of my mates say they will write references for me – one has been running a successful business for 10 years and will say there is no reason I should not have done as well as him.*

*My solicitors asked if I had any sort of business plan, or had organised business loans, set up my own company or done anything similar. I had not, but I would have. However, my solicitors say they are not prepared to put forward my losses on the basis of me running a successful company.*

*Do you think I should put forward a case based on what I think I would have earned? They are telling me if I want to do that, I can start paying them privately rather than doing it on a no-win, no-fee basis – which I cannot afford to do. I feel bullied and not listened to.*

### **Answer**

Your solicitors are correct. I have read the barrister's advice and she is not bullying you. She is politely pointing out a few home truths. You are 45 and have been employed by someone else all your adult life. Your successful mate is no help, as he actually set up his own business. You did not – and you don't have even the most basic plans in place to show you were realistically thinking of doing so. Being rather blunter than the barrister, it is very difficult to accept that you could have trebled your earnings but never did anything about it.

There is a presumption in English law that, whatever the situation was prior to the intervening cause (in your case, serious injuries), things will continue much as they had done. You have steady earnings, which for the past four years was £24-27,000 take-home. You will get nowhere by standing up in front of a judge and saying, "All of this was about to

change, but I do not have a shred of evidence to support it – so I would like you just to take my word for it."

The defendant's solicitors will put forward an offer based on ordinary personal injury settlement principles; that you have some post-accident earning capacity, but it is not going to be anything like what you had as a skilled man. You are 45 and have worked in the building trade since the age of 17, so a high-paid new career in a different industry is unlikely – but the court will expect you to work. You would be well advised to make sure you have a job before the trial starts.

Any judge would inevitably find, in the absence of evidence to the contrary, that you would have continued working in your trade until you retired. Your prospects are now for limited earnings, with long periods of unemployment being likely. The worst thing that you can do is turn a judge against you by making a trumped-up, fanciful claim.

I am afraid your proposal is fantastical to the point of being nonsensical. Leave it well alone. As your solicitors are on a no-win, no-fee deal, they can decline to press on if you ignore their advice. Your mates may be trying to help but, just as you wouldn't get a lawyer to fit windows, window fitters are not a good source of legal advice.

Andrew Dalton, [RiDE Magazine](#), June 2017

## **View from the Saddle –**

Hello everyone. We've just returned from Nigel's all-day ride to Broadway Tower; although we left after the lunch stop, we had a fantastic ride along many roads we've not done before, in an area not visited very often. It was lovely to see so many people at the start (21 people, 19 bikes!) - must be a contender for most attended ride at the plug and grub later in the year.



There were lots of new members and the odd guest or two, one being from many years ago. Hopefully we'll see him on future rides as we haven't seen him on a club ride for many years. We made a comment at the start, that the last time he rode with the club we were all riding sports bikes, but we seem to have all slowly switched to adventure touring and naked style bikes.



Much has been said in the press recently about the significant rise in crime involving scooter riders in and around London. Theft of mobile phones and bikes appears to be rife as the criminals know that the police will not give chase unless specifically given permission from a higher authority, but by then they're long gone. I'm sure we all saw in the press recently, the paramedic cyclist was robbed of her mobile phone whilst responding to a 999 call, hard to believe that people can be so brazen, hopefully this doesn't migrate to our area.

The latest threat seems to be the tracking devices you can get to find your keys and phone etc, a small 2cm disc that you can track on your phone or pad using an app. But it appears the criminals are hiding

these on people's bikes and then following the signal later to the bike's location and stealing it.

We've not been out much this year as we're currently torn between motorcycles and bicycles! Who'd have thought!! But we seem to have caught the bug and there just aren't enough hours in the weekend to fit everything in, especially when most of the good weather seems to be mid week when unfortunately we're at work! Time for early retirement?? She'll never let me!

It was great to see everyone at the weekend and we hope to catch up on another ride soon.

In the meantime ride safely.

## Eddy's Approach to Racing - 5. 'Elf and Saphety

There is no such thing as an accident these days. Trip over a paving stone or have the runs after a rat birriani - and there has to be an inquiry - someone must be responsible and steps must be taken so that 'This...can...never....happen...again'. But risk-taking is an inbuilt human trait - or at least it is in this human - it's all a matter of fact and degree as a former business partner of mine was wont to write in his expert evidence reports.

On the matter of degree I am told the fact is the older you get the more risk averse you become. Young men - boys - were stuck in Spitfires, old chaps of 25 or so the lumbering bomber. It's all to do with the production of dopamine at various stages of our lives - a naturally occurring chemical that is also used in the management of Parkinson's Disease.

A good friend of mine in his youth was a Royal Marine and a racing snake to Boot[neck]. These days his waist is

expanding to match his height and most of the rest of him doesn't work either but on a bike chasing around Spanish mountains or race tracks, that part of his brain that says 'no' still talks to him later than mine does to me.

And that's where it all becomes a bit confusing, we sit on our bikes all of which do nought to sixty in a nanosecond, but can't ride fast because it's illegal. Yet we want to ride fast, not because we are in a hurry but because it pushes the arousal buttons, it heightens our senses - it makes us feel human. I read somewhere that the increase in bungee jumping, throwing yourself off cliffs (with a parachute) bouncing off the Viagra Falls in a balloon and the like is simply the human reaction to the cotton wool society in which we are increasingly enclosed. Riding quickly and well round a track is a certain cure for depression, you just can't be in a bad mood when you are doing it.

We are told that snooker chalk is loaded with toxins, tap water makes us mental, lawn mowers cause deafness and washing up bowls will cripple us. Some wise words - perhaps the only ones - coming from George W Bush following the Challenger mission explosion runs "Each of the astronauts knew great endeavours are inseparable from great risks and each of them accepted those risks willingly, even joyfully, in the course of discovery." I reckon we are all one at heart, adrenalin gives us a rush, endorphins a buzz and dopamines are an antidote to Parkinson's - so bring it on: let's have some risk.

**Speeding fines incurred abroad will now be applicable in the UK**

*Four in five British drivers are unaware that speeding tickets incurred abroad will follow them home. -*

According to a survey by Green Flag, 80 per cent of UK drivers are unaware of the recently amended European speeding laws. In May 2017, laws were amended so that in 14 EU countries - including France - the vehicle owner is liable for fines, even if they weren't driving at the time the offence took place.

Fines of up to £640 (€750) can be issued for breaking speed limits by more than 31mph (49.8kph). However, foreign drivers won't be penalised if caught speeding in the UK. This is because, in British law, liability lies with the driver of the vehicle, who may be a different person, so the terms won't be enforced.

While 45 per cent of people said they exceeded the speed limit abroad by accident, 19 per cent blamed their lack of knowledge of the country's speed limits. Six per cent even admitted to speeding simply because they knew they couldn't be fined, which is no longer the case.

Almost 70 per cent of the 2015 people surveyed couldn't correctly convert km/h into mph.

While many Brits have disapproved of the amendments to the law, especially because foreign drivers won't be fined for speeding in the UK, over 50 per cent of UK drivers said the new guidelines wouldn't put them off driving abroad.

[www.honestjohn.co.uk](http://www.honestjohn.co.uk) 10 August 2017

## Machynlleth stop on July 16th's Long Welsh Club Ride





## Laws relating to white line offences - Stu



Following on from the article I wrote about bends, I had a couple of questions about straightening open bends and in doing so crossing white lines.

In this cautionary tale, I would advise that there is a risk of trying to push the boundaries and falling foul of the law and as a result suffer the consequences. There is a lot of debate around about white line markings, so I advise those interested to read the Highway Code and then look up the various sections of the Road Traffic Act 1988, section 36 signs.

For example, there is an offence of wanton and furious driving under section 35 of the Offences Against the Person Act 1861. It is committed when injury is caused to any person as a result of the manner of driving or riding and covers any kind of vehicle or carriage, including bicycles. Also, the offence of driving without due care and attention (careless driving) under section 3 of the RTA 1988 is committed when the defendant's riding falls below the standard expected of a competent and careful driver. There are decided cases that give guidance as to the riding that could be careless or inconsiderate, such as

overtaking on the inside and driving inappropriately close to another vehicle. Could the latter mean when filtering? It certainly does not say there needs to be high speed involved.

Solid white lines also come in for some wild assumptions that riders need to have sorted or risk a big fine or loss of a licence. A solid white line means that a vehicle should not be ridden straddling or completely across the solid line, except in certain circumstances. Those circumstances have nothing to do with the strength of the sun or whether there is an R in the month. Read the exceptions in the Highway Code.

If the line immediately to your right is a broken line with a solid line alongside to its right, then you can cross both lines *if* you are sure it is safe. If the solid line is nearest to you then you should not cross it, except under the circumstances referred to above.

Listen! You'll hear some myths exploding. A reason for crossing a solid white line is NOT to pass a queue of traffic waiting, for example, for a red light to change or gain access to a roundabout. If you cross just one of the lines you commit the offence.

There is little information about case law for motorcycles but advice I have been given is that if any part of the motorcycle overhangs a solid white line, that could be construed as 'straddling', as that overhang could cause an obstruction to oncoming traffic that the lines were put there to prohibit. You might also want to think about the paragraph above that includes the offence of wanton and furious driving. If the overhanging part is close enough and injury is caused.....

Of course, the offence of driving without reasonable consideration under section 3 of the RTA 1988 is committed only when other people are inconvenienced by the

manner of a person's riding. The following may be regarded as inconsiderate: Flashing lights to force other drivers in front to give way; misuse of any lane to avoid queuing or gain some other advantage over other drivers (possibly including cycling lanes and turn right/left lanes when travelling ahead); unnecessarily remaining in an overtaking lane; unnecessarily slow riding or braking without good cause; riding with un-dipped headlights which dazzle oncoming drivers, cyclists or pedestrians; riding through a puddle causing pedestrians to be splashed.

Have you EVER seen any riders in danger of flouting these regulations? I think I can recall a full set over my riding life. One of the points that I often make is this. What will another road user think of your actions? If by your actions you cause an accident, what will you tell a Coroner of a deceased family?

My advice is to find out the facts that are available for yourself, just as you would refer to Roadcraft for riding skills. The Highway Code is the laymen's guide to the rules and law of the road, so make sure you know it well. One of my earliest Police instructors way back in the seventies gave me this piece of advice. "Remember that the last person you overtook could be the first witness to your colleagues of your behaviour".

As good as we are in advanced riding, the aim is to create a safe riding environment for all road users, including ourselves.

## PTW registrations in the EU - Morton

In the second quarter of this year registrations of motorbikes and mopeds [mopeds are <=50cc] in the EU totalled 682,008, a decrease of 3% compared to

same quarter of 2016. Italy performed best this year, with 137,483 units (+5.9% compared to Q2 2016). Registrations also went up in France (134,036 units, +4.5%), but fell in other large European markets such as Germany (102,929 units, -12.6%), Spain (76,558 units, -5.3%) and the UK (56,677 units, -14.1%).

Electric PTWs showed strong growth in Q2 [from a low base], with 10,204 electric mopeds (+78.1%) and 1,995 electric motorcycles (+23.5%) registered in the EU. Finland's sales of electric mopeds went up by **1,125%** but that was from only 12 in Q2 2016 to 147 in 2017. More significantly, Belgium saw a rise of 791%, from 226 to 2,013.

I asked ACEM how an electric moped is defined, and it is "a 2- or 3-wheeler that has both a maximum continuous rated or net power of up to 4KW and a maximum speed of 45 km/h [25mph]".

Anyone wishing to delve further into the details can find them at <http://www.acem.eu/item/474-moped-and-motorcycle-registrations-in-the-eu-3-in-q2-2017>

## Diary of Events

New items in red

### AUGUST

**Friday 25th – Monday 28th – No Bull just Beer and Bikes Show**, Penmaenau Farm, Llanelwedd, Powys LD2 3RD

**Friday 25th – Sunday 27th Ogrri Rally**  
Kemble Airfield, GL7 5BQ  
"This is a bike rally so expect to be asked why you are attending in a car and to be told 'no' if the reason does not satisfy us."



## September

### Sunday 3<sup>rd</sup> - Emergency Services Show

at Cotswold Airport, Kemble GL7 6BA (off the A429 north of Malmesbury) Andy, Simon and Rob Slack are attending but Andy has another three passes and we could do with some more support please. If nothing else, it is at least free entry to quite an interesting and active event.

### Wednesday 6<sup>th</sup> - Sunday 10<sup>th</sup>

Five countries foreign bash, staying in Belgium

### Saturday 16<sup>th</sup> & Sunday 17<sup>th</sup> - Nailsea International Bike Show,

The Royal Oak, Nailsea High Street BS48 1AS. Free entry  
Sat 11:00 – 23:00, Sun 11:00 – 17:00

### Sunday 17<sup>th</sup> - Club Ride

Meet in the car park of the  
at 9:15am for  
a 9.30am start.

### Sunday 24<sup>th</sup> - Club Ride

Meet at the  
at 9:30am for a 9:45am start.

**Please note the above two rides have been swapped around.**

### Sunday 24<sup>th</sup> - Cheltenham Festival of Bikes

“Over 100 rare classics and customised gems on display, vintage movies, stands; Cheltenham Race Course, 11:00 – 17:30.  
[www.thecustomshow.com](http://www.thecustomshow.com)

### Sunday 24<sup>th</sup> - The Distinguished Gentleman's Ride, Bristol

Wednesday 27<sup>th</sup> Poole Dream Machines – Final Night. The Quay, Poole BH15 1HJ from 6:00pm

### Thursday 28<sup>th</sup> - Final Weston Bike Night Bike of the Year

Friday 29<sup>th</sup> - Club Ride to Exmoor. Meet at

at 9:45am for a  
10am start Food and fuel available on site

## October

### Sunday 1<sup>st</sup> - Club Ride

Meet at  
at 9:45am for a 10am start.

Sunday 15<sup>th</sup> - Club Ride around the Cotswolds. Meet at

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

Simon Gough - 0117 973 4120

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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](mailto: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.



## Avon Advanced Motorcycle Club

### Minutes from Committee meeting held at The New Inn, Farmborough on 16<sup>th</sup> August 2017

1. Apologies for absence –
2. The meeting was attended by

Matters arising from the meeting – see below:-

3. **Advanced Tutor Training:** There is nothing to report by way of progress in lobbying RoSPA. We currently have no new information on the position. Simon will talk to Stu B to understand the current position. **To be carried forward.**  
**C/f – test date for new Advanced Tutors.**
4. **Website:** confirmed that there were no particular issues at the moment, but requested that pictures of rides or Club events could be sent to him to add to the Gallery. Simon will add something to this month's Treads.
5. **Great Western Air Ambulance event:** A review of the event agreed that it was better than 2016 but still lacked focus. Once the ride had left, the event was dead and when it returned, there was activity for only a short while. It was decided that it was still a new event and we should continue to attend if it runs in 2018.  
**EMS** – this event is on 3 September at Kemble Airfield. has 6 passes and currently has himself, Simon and to help. Simon will send out an email requesting others.  
**Biker Down** (plus other events) : was not at the meeting. **C/f**  
**BikeSafe etc:** reported that the second of the two Bristol events this year in our area is on 17 September. Simon, will attend at 3.15 at Southmead Fire Station.
6. **P&G:** The event is on 18 November. could not attend the meeting but brought a revised menu. We discussed the local of the event but as all were happy with the 2016 P&G it was decided to hold it again at The Carpenters Arms. ill book.
7. **Bashes:** Stu's bash to North Wales, led by Simon had been good. Bash to Germany was starting on 6 September. There was a discussion about 2018. Simon was already thinking of Spain, France or Luxemburg for the longer trip and Stu was considering a short break in the Isle of Man (outside racing time). Simon had also received an email suggesting an HF Holidays location as a base. This was considered to be worth considering and Simon will go back and ask for a more firm proposal.
8. **2016 SDC:** Simon issued the questionnaire prepared by to the SDC attendees for 2016 and 2017. Only 4 replies were received and only one made comments. That person learnt a lot from the "Limit point" session and little from the "Learning Styles". There were no adverse comments regarding the level of follow up training.
9. View from the saddle. Is to be as follows: Sept – Mark C, Oct – Keith, Nov – Al; Jan – Adan; Feb – Andy; March – Chris; April – Simon; May – Jim; June – Jaimie

AOB:-

- ❖ There was a discussion about whether to open the Club to smaller capacity bikes in an attempt to attract some younger members. Following the discussion there was a vote of committee members and all agreed with no abstentions. Simon will write an article for Treads to ask for views from members before enacting the decision.
- ❖ Date of next meeting: **Provisionally set for Thursday 2 November 2017 at 7.30pm at the New Inn, Farmborough but this may change.**
- ❖ Meeting closed at 21.30

Action points from the minutes of AAMC Committee meeting held on 16 August 2017.

<u>Action No</u>	<u>Action required</u>	<u>Responsibility</u>
1.	Check current position on Advanced Tutor Training (and arrange test date).	Simon
2.	Write short piece for Treads to request photos to be sent to Nigel for website gallery.	Simon
3.	Investigate BikerDown and i2i courses.	
4.	Book The Carpenters Arms for P&G on 18 November.	
5.	Re HF Holiday idea, ask for a more firm proposal for 2018 or 19.	Simon
6.	Write piece for Treads about proposed change to lower output restriction.	Simon