



# TREADS

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

## **EDITORS BITS – Stu Bullock - 07711898178**

**As this affects me**, because my local bike garages have closed, I thought it may affect you, so pass it on to whoever you wish. You can confirm the validity by going on the [www.gov.uk](http://www.gov.uk) website.

Due to current Coronavirus travel restrictions, all cars, vans and motorcycles which usually would require MOT testing will be exempted from needing a test from 30 March 2020 (for 6 months). Vehicles must be kept in a roadworthy condition, and garages will remain open for essential repair work. Drivers can be prosecuted if driving unsafe vehicles.

Transport Secretary Grant Shapps said:

*If you cannot get an MOT that's due because you're in self-isolation, the Department for Transport is working with insurers and the police to ensure people are not unfairly penalised for things out of their control.*

*Practical driving tests and annual testing for lorries, buses and coaches have been suspended for up to 3 months.*

## **APRIL is Stress Awareness Month.**

**I refer you** to the phrase, *not all disabilities are visible*, and raise the following as thought provoking.

You may have heard of Post-Traumatic Stress Disorder, mostly through military related stories. PTSD can affect anyone and there are many variants that are not visible.

During a period of recovery from a very traumatic accident, I was allocated a space at a rehabilitation Hospital for Cops. I became

chummy with some other guys and we would often 'hit the town' together. One guy had lost a leg; another had a massive girder holding his shoulder to the rest of him. I had a cast on my chest and a wonky hip. The last of us had been sent to recover from a mental breakdown. He was the only one of us that 'looked' OK. In order to ensure he was treated as a disabled person, we made a bandage to go around his head, with a bright red rising sun on the front. Worked perfectly, which highlights the many disabilities that are not visible. Not all suffering with hearing problems wear a hearing aid, as another example.

Some hidden disabilities now qualify for the Blue Badge Scheme, so you may see someone displaying such a badge in their vehicle and wonder why they have it.

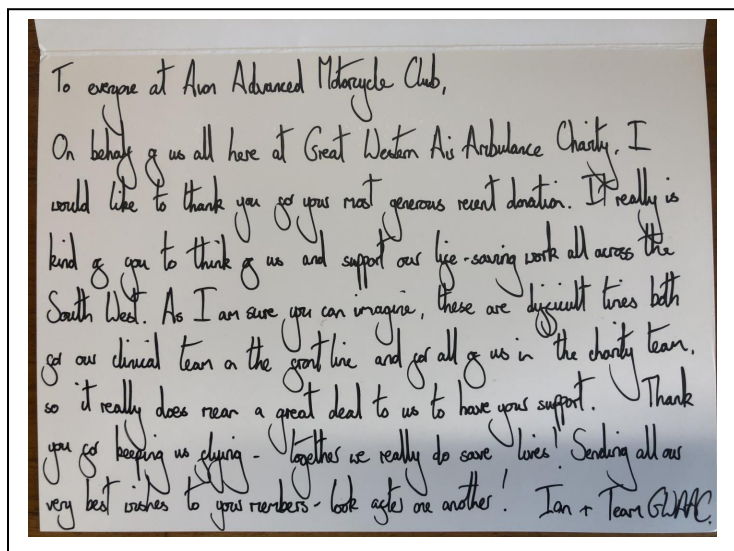


There is now a way for people to have a hidden disability recognised, by wearing a sunflower image on their person. It can be a small badge, or a lanyard also holding an ID/medical card. Most airlines, many supermarkets, major stores and taxi companies recognise the emblem and provide services to allow the disabled person more flexibility, because being unable to carry out a task easily because of a hidden disability can lead the sufferer into anxiety, stress and further mental deterioration. Tesco, for instance, offer people with a hidden disability a lanyard, for when shopping in their stores and needing assistance in certain circumstances.

Now you are aware, you may see someone wearing the image and be able to assist in some small way, even just to be patient.

### CHAT FROM THE CHAIRMAN – Simon Gough

Please see below, a 'thank you' card we received from Ian Marriott at GWAAC after AAMC's donation. (Larger copy on last page).



I would like to welcome new member, Jason to the club, Jason lives in Bristol and rides a Yamaha FZ6. We all look forward to meeting Jason on a ride or at an event, as soon as we are released from isolation and things return to normal again. It can't come soon enough.

### THOUGHT FOR THE MONTH

No act of kindness, no matter how small, is ever wasted. Aesop

### VIEW FROM THE SADDLE 1 – Keith

Well folks this is my last 'View from the Saddle' as I have stepped down as Vice Chairman and from the AAMC committee.

No I have not fallen out with anyone (well not that I know of) but the progressive MS that I have has reached the point where even with my wife's help I have difficulty getting on and off the bike, added to the fact that I have just turned 80 (only 20yrs and I may get a telegram) I have made the painful decision to give up riding. Gutted. However, I do intend to remain a member and attend events when I can.

I've been looking back over my motorcycle life. I bought my first bike in 1957 a Zundapp 200cc 2 stroke from King's motorcycles, at the bottom of Stokes Croft, to allow me to go to the Bristol Tech College (Old Muller's Orphanage) in Ashley Road, 3 evenings a week (no day release then) which I changed for a Francis Barnett 200cc 2 stroke which put out smoke like a Dreadnought battle ship when you got to about 35mph. I quickly changed again to a Royal Enfield 350 Clipper and then a R.E. 350 Bullet Airflow, this had a factory fitted full fairing, it was also made in 500cc and 700cc versions. These were, as far as I know, the first mass produced bikes with full fairings. I quite enjoyed this bike but unfortunately came off it one night on black ice and had a ruptured spleen, which had to be removed.

With peer pressure, marriage and children, motorcycling was on the back boiler, we moved from Keynsham to a small village (then) in 1968 and my wife Val complained about being stranded in the village as I had the car to go to work. What better opportunity to get another bike? It was a Motobecane Scooter which was going cheap, I soon found out why! The carburettor was a push fit onto a spigot on the cylinder, retained by a clamp (a bit like a Jubilee Clip) but this spigot had worn and you would be pottering along and the bike would just splutter to a stop. Get off, remove the side panel, push carb back on, slap it on the end, replace panel and off again. It did not take

long to get fed up with this and I swore never to have another scooter. I bought a friend's AJS 600 twin and had it for a short while, it had 'Jam Pot' rear suspension and it went around corners like a pogo stick. I had the chance to buy one of the Frys Engineering Foreman's Triumph 350 3TA for £40.00 I quite liked it. Triumph at this time was a consortium backed by labour leader Tony Benn. It collapsed! Anyway, I had this bike for a while and then sold it for £200.00 – the only bike I ever sold at a profit. (Now one in good condition is worth £5-£6,000. Oh, for foresight)

I moved on to Japanese bikes. This was about 1970 and I was an Instructor with Avon County Council (ACC) Road Safety Dept., led by Lesley Organ and we trained riders on Sunday mornings. The motorcycle industry was going through a difficult time with reduced sales and proposed new Part 1 and 2 testing, riders were not buying new bikes.

It was about this time that ACC pulled out of M/c training along with other groups. ACC arranged a meeting of Instructors and subsequently AAMC was founded. It was open to any M/cs who were IAM or ROSPA card holders or riders who wanted to improve their riding standard. Just before this I took the IAM test and passed. About 18 months later I took the ROSPA test and passed at Gold level. Although not the original intention, the club started training led by Dave Tew (he was a Police Motorcyclist and ROSPA Examiner). It was decided that we needed a standard to work to and Dave organised a ROSPA Diploma Course. I and 6 others took the first test after coaching by Dave. We travelled to ROSPA headquarters at Birmingham and each did our presentation followed by a on road assessment (I think STU was my examiner) (*Oh yes, I remember it well. Ed*) We all passed. The following year another 6 members did the same course and they also passed. We were well equipped to do the training.

At this time, I went abroad on the bike for the first time with Mike Whitehead (Sandra Fry's brother). We planned it ourselves and went to Germany for a week. It was very hot all week

and we had a great time. We just went and found accommodation wherever we were each day. At this time the £ was strong against the German Mark (*I remember that well too. Ed*) so we had good value for our money. This set a precedent for me to go abroad once a year from then on. I travelled with several different companies. Firstly, with Bike and Sun Tours, then Euroexplorer for several years until the organisers retired. I went on line and found White Rose Tours which I found to be very good and I would recommend to anyone who wanted to tour abroad in a group. You are free to travel on your own, team up with a few others or ride in the main group, being provided with your routes beforehand and even Sat Nav ones if you want. All the hotels are first class with secure parking. (I am **not** on commission.)



I have been very lucky having had a variety of different bikes and enjoyed them all (except the scooter). Despite what I said about not having another scooter I did buy a Honda Silver Wing 600cc scooter in 2001 and this was a great bike. Due to the MS I bought a BMW RT1100RS and had it converted to a trike but this did not come up to what I had expected so I sold it and bought the CanAm Spyder. This has proved to be great and it also enticed Val to ride pillion. We've toured Scotland twice, North Wales, the Lake District, Northern Ireland and down the West Coast of Ireland.

So, I have had a good innings, I've enjoyed all of it (even the loss of spleen) the camaraderie that exists between motorcyclists and particularly AAMC.

I wish you all the best, particularly at this difficult time, and I'll see you about.

Keith



### **The Editor interrupts.**

I'd like to add a word or two here. (Me, adding a word? I know, you can hardly believe it). I have known Keith and Val for ages and found them to have a strong bond with motorcycling and have supported AAMC since its founding. I've also seen Keith consistently rise above life's challenges to keep himself active and encourage others to raise their motorcycling skill levels.

I know all about Keith and his advanced tests and I am not the only examiner (now former) in the region to have high regard for his skill and will to keep riding.



During my tenure as RoSPA regional senior examiner, Keith was instrumental in helping me keep the advanced tests for trikes and powered three wheelers, within the motorcycle testing regime, when there were some moves to stop testing them. The information gained from Keith's test records and from others who had examined his advanced skills, were instrumental in making our case.

I recall organising a club trip to Wales and ensured that, wherever possible, our journey was by way of drovers' roads. Often barely tarmacked, narrow, twisty and bumpy. However, the scenery viewed from these out of the way places is something very special.

On the way back, also via drovers' roads, the conversation during one tea stop went as

follows. Me. "I hope you are all finding the route OK and not too difficult". Keith. "Apart from the fact that every road has grass growing in the middle, and I'm riding a trike, its fine".

I admit that a three-wheeler would have had a very hard time, with the road centre covered in grass - gravel - sheep do-do. Oops. Typical Keith, no moaning or carrying on, just got on with it and enjoyed the trip.

After that, If I thought Keith would be on one of my trips, I took the middle wheel into account as much as possible.



Keith and Val; thanks for your company, your enthusiasm, support for others and your example. Star man and lady who Sue and I regard with great affection. Don't forget AAMC and we hope to see you at some club events.

### **UNDERSTANDING ROADCRAFT and other unlikely stories - Stu Bullock**

**So, finally** (is that a sigh of relief?) we get to the last section of the series and where we recap what has gone before.

The best source of material for advanced riding skills is, in my opinion, Motorcycle Roadcraft. That does not mean to say you should not read other sources of theoretical information and, it comes with a big HOWEVER because, MR is intended for Police Officers training to a variety of standards. That means it is a 'one size fits all' like a baseball cap. Trainees need to

know how they best learn (4 learning styles) in order to be aware of how they can get the best out of the information provided in MR.

Trainers need to know how people learn, recognise quickly what their trainees need, and apply their training to meet those diverse needs.

As you make your way through the MR chapters, you **MUST** be aware that you cannot learn each skill area without some reference to others. For example, try to learn about steering, without reference to cornering; without reference to use of throttle and brakes, and so it goes on.

As you learn and develop your practical skills, your understanding will also develop, and change. As an example, MR does not give too much away about using your body as a counterweight to the bike. The reason is that Police Officers are expected to sit upright at all times. Any sign of leaning, or poking a knee out is met with utter contempt and a low grade. Now, most experienced riders will know that adding a bit of bodyweight into a lean, benefits the rider and the bike, making the turn easier. Not the Cops!

On one Police Advanced Motorcycle Refresher, I was leading a group out of Devizes, towards Pewsey. Approaching a sharp right bend at the top of a hill, the sun poked above the land and hit me square in the eyes. Having lost sight of the road I was not too aware of where the road edge was, so I let the bike run until I felt gravel under the tyres. Then, I leant firmly to my right, pushed down on the right handlebar and skated round the curve using the slight bank between the road and grass.

Not at all pretty, but avoided a possible spill. However, the major criticism I received was to be seen to be leaning!!

The point being that you need to understand the science of the bike and rider, how they work together to get the best performance

from the bike. MR will not do that alone and yet it is vital to having full machine control. The tenets contained in MR will not work unless you are able to fully control the machine.



*T554, NHY 815Y 'on a shout'. The wheels aren't off the ground, it's a trick of the light!!*

It is also a fallacy to believe that once learnt, never forgotten. To be sure of being as skilled as possible, regular checks are required, which means reading MR again, and again.

The Highway Code is recognised as being the layman's guide to traffic law and driving etiquette. Again, keep on reading it regularly to ensure you are fully up to date.

Riding with like minded people will help hone skills but, riding with people who are not so safety orientated will keep you thinking about what you can expect from other road users.

Finally (finally) we get to the question, what will you gain? Everyone; you me and the great unwashed, **WILL** make mistakes. You, me and the great unwashed **WILL** have close encounters of the bum clenching kind. Some will raise your eyebrows; some will raise your repair bills.

No-one; that is **NO-ONE**, is immune from accidents, which is exactly what they are. Not very many people in the world set out as a road user intending to have a crash. So,



the knowledge you can gain is to recognise the potential for conflict amongst road users, decide how relevant that potential is to you, take steps to avoid that mistake, that may have been made by you, or by another.

Statistics tell us that road users who have undertaken some form of advanced training have a 50% less chance of being involved in an accident THAT IS THEIR FAULT.

One more statistic. If you were not interested in motorcycle safety, you would not have read this. Keep the faith brothers and sisters, keep the faith.

### LETTERS TO THE EDITOR

#### Dear Editor

The compilation and issue of our Magazine is a job that not many could accomplish with the skill and dedication to which Morton and now yourself have treated us.

I know I am not alone in thanking you very much for all you do and the clever way you weave in some valuable knowledge and experience into more light hearted copy.

Long may it last and good health to you in these trying times.

Eddy L

**Ed responds.** *Aw shucks and thank you Eddy. This sounds flip, I am aware. But; to have had the Cops spend your tax £'s in buckets on raising my riding and driving skills, was wonderful. Editing this auspicious tome is one way I can give back. So, with this edition, you have all had 1s 9p back. My grateful thanks to you all who contribute with words or in person on rides, or just being a club member; wonderful people all.*

**ALL YOU NEED TO KNOW ABOUT NEW MOTORCYCLE HELMET REGS – (OR, WHAT FLIPPING NEW REGS? Ed) - Simon Hancocks, 19 March 2020, Visor Down (visordown.com)**



**Sweeping reforms** in motorcycle helmet safety look set to come into place across Europe and the UK. The change in legislation will be moving away from ECE 22.05 and replacing that regulation ECE 22.06.

The changes are set to be voted on in June 2020 although if agreed, which is likely, nothing will change immediately. It's only three years after the official date of entry – June 2023 – that ECE 22.06 will come into force, giving manufacturers, retailers and importers and distributors a chance to sell the old ECE 22.05 regulation products. After June 2023 it will then become illegal to sell helmets or visors and accessories that don't comply with regulation 22.06. *(Take those stats down Miss Brahms. Ed).*



#### Will Brexit prevent the new motorcycle helmet regulations coming into force?

In short, no. There are a couple of reasons why Brexit won't make any difference. First off, the new regulations are being brought in by the United Nations Economic and Social Council, not the European Council in Brussels.

Secondly, helmet manufacturers wouldn't simply continue making one type of helmet for the UK and market and another for the rest of Europe and beyond. It would make no financial sense for a company to do this.

### **Which helmet styles are affected by the changes?**

All types of motorcycle helmets are going to be affected by the changes. The UN lists them as:

- All Jet style (open-faced) motorcycle helmets, without face coverings (visors):
- All Jet style helmets with face coverings:
- Full-face helmets:
- Modular (flip-front) motorcycle helmets.

The new regulations will also stretch to visors, sun-shades, and accessories fitted to motorcycle helmets that come pre-equipped.

### **What are the changes to motorcycle helmet regulations going to be?**

While the changes are wide-reaching, they all do seem very common sense indeed.

#### **Modular motorcycle helmets**

For modular helmets, they will have to be tested with and without the facial shield in place. As it stands a helmet can be certified as meeting regulations with the chin-bar in the lowered and locked position, but not with the chin bar raised. This will no longer be allowed, and all modular lids must meet or exceed the regulations while closed and locked and open.

#### **Open-faced helmets**

All open-faced lids that do not offer the user lower face or chin protection will have to be marked as such using the image below.

#### **Reflective stickers**

Helmets will come with reflective stickers included in the box and proper instructions on

where to place them for maximum Conspicuity. (*Now now; keep it clean. Ed*). This will be nothing new for many manufacturers as some already do this.



### **How will the testing of helmets change after June 2020?**

The main difference when impact testing the helmet is that the test will now be carried out at different speeds and at more points across the helmets shell.

The helmet will also be tested on a number of anvils, from flat, sloping and even kerb shaped.

#### **Visor changes**

The visors of motorcycle helmets are also set to undergo more rigorous testing with the new ECE 22.06 regulations. New testing will see them shot with a steel ball at 60 m/s (134mph) to simulate the visor being struck by something out on a ride.

To pass this test the visor must not deform, fracture or become detached from the helmet. It also sounds from reading the report that the visor must remain closed to pass the test.

#### **Preventing brain injury**

One of the worst unseen injuries a motorcyclist can suffer in a crash is an internal brain injury brought about by violent twisting and rotating of the head. In this scenario, the brain can shear within the skull and move around causing

injuries that are difficult to detect at the roadside but that are no less life-changing and threatening.

To measure the rotational acceleration of the lid it will be dropped onto a fixed and angled anvil at a specified speed, with sensors within the head-form inside the lid measuring the resultant forces.

### **What will the new helmet regulations mean to me?**

The extra development costs required to meet these regulations will, for many larger helmet brands, be fairly easy to swallow. There are also some helmet manufacturers that will already have the majority of these tests covered off already and will need to do very little to their ranges to meet conformity.

Price rises in the retail environment are likely to take place, although, for the peace of mind that your helmet has been tested to a higher level, it's probably a small price to pay.

*(I could tell you a very grisly story about me, A BMW R80 and a Ford Escort. However, I would like you to be able to sleep well. Needless to say, I know quite a bit about head impact and injury and brain damage. Yes, I am aware that explains a lot! Cheeky #####! So, the more testing to reduce the damage that impact can do to the brain, the better. Ed).*

### **LEGAL QUESTIONS – Andrew Dalton:**

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

### **Q1. I have checked my insurance policy and it specifically excludes “toll roads with no speed limits” and in addition, mentions the Nürburgring.**

I am planning on riding in Germany and I am concerned that I will not be able to use unrestricted autobahns. I would also like to ride the Nürburgring. Is this policy even legal? I thought we still had free movement in Europe.

Can my insurers stop me, legally, riding a German public toll road?

**Answer.** Your insurance is governed by English contract law which must be compliant (for the time being at least) with EU law, which puts a trans-European structure on how insurance is governed. The short answer is, the contract is perfectly lawful. Your rights under EU law are irrelevant as this is not a free-movement question. It's a contract-of-insurance question.



Contracts of road-traffic insurance must comply with certain minimum EU and national criteria. However, as long as the insurance meets those general criteria of paying out for third-party losses, insurers can impose whatever conditions they like. Your insurer can exclude any risk it chooses to – be it Power Commanders, luggage, pillion or any other voluntary risk.

Most insurers do not want to insure bikes on the Nürburgring and when you applied to take out the insurance, it would have clearly stated “you are not riding the Nürburgring on this policy” if you had checked – and it was your choice to take that policy.

Nobody is stopping you going around the Nürburgring; they are just not going to insure you if you do. However, as the Nürburgring is a public toll road, you will be committing an offence in German criminal law if you ride it without insurance. Track day insurance will be of no help to you as it only insures your bike for damage, not third-party loss. The chances of



being caught for this are slim but if the Police organise a crackdown you could find yourself in front of the German beak, with your bike seized. German summary prosecutions can be extraordinarily quick.

That would be unfortunate, but it's nothing compared with the consequences of having an uninsured crash. Under current EU and UK law your insurers could be named as a defendant and would have to meet any claim brought by any EU citizen in their own country, or in a German action for a non-EU citizen. After paying out for the various legal costs and damages, the insurers would be coming after you for their outlay. This could easily run to tens of thousands of pounds or, if you caused serious harm, potentially hundreds of thousands... or more.



*Roughly translated, "Racing Is Out!"*

Riding without proper insurance is one of the most dangerous things you can do. The criminal sanctions are not terrible but the civil consequences can be appalling. Being caught without insurance can send you to penury and you risk losing your house and even your pension pot. It is one risk that you really do not want to take if you have anything to lose.

However, as far as I am aware, the Nürburgring is the only unrestricted-speed toll road in the European Union. This means your policy does not exclude riding on German autobahns, as none of them are toll roads (and not all of them are unrestricted). There are toll motorways in other countries but none of those are unrestricted. So, the policy will not stop you

touring, even if it won't cover you for riding the Ring. **Andrew Dalton**

**RiDE Magazine** – June 2018

**Q2 If you come off while riding on an organised tour, do you have the right to claim against the tour operator?**

We all accept that riding a bike comes with dangers and the very term 'adventure bike' indicates that we are willing to be a bit, well, adventurous. But what happens if you are hurt on an arranged tour?

As a preliminary point, I do not know of a single motorcycle touring company that offers flights, bike and accommodation. Such an arrangement falls within the package tour regulations, and these are a very different to flying out to somewhere exotic and picking a bike. If you fall over on a package tour on a slice of lemon dropped by a careless waiter, you have a claim. If you fall off your giant off-roader in Morocco, can you blame the tour provider?

If you are dropped into some massive mountain crevice where even the mountain goats are wearing helmets, there would be grounds for alleging negligence. The tour organisers need to take sensible precautions, such as pre-riding the routes and making sure they are within the capabilities of an ordinarily competent motorcyclist. But if you are subject to a flash flood then it is just one of those things. Whilst you might have a claim in local law, in English law, people can volunteer to do dangerous and adventurous things and if it goes wrong, don't moan unless somebody has been negligent.

Different law applies if you are, for example, being taught how to ride off-road. Let's say you are on a course in Spain, arranged by a UK company. That company owes you a duty to teach you and if you are instructed to do something then the trainer has to be reasonably confident that he is not asking you to do something which is beyond your skills. If you do make a cock up of it and hurt yourself,

then you have to show that the instruction or training was negligent which means that it failed to meet the reasonable standards of an off-road school. The fact that you fell off is not proof that the school was negligent.

The Courts are not keen on people who hurt themselves doing objectively risky things before running to a daytime TV lawyer. The Courts are robust in applying the legal concept of 'Volenti non fit injuria' or, in English, 'You have volunteered for the risk, unlucky, live with it'.

If you hurt yourself touring overseas, your first course of action is your insurance, not pointing a finger at the tour organisers. If a local driver knocked you off, then that is wholly outside of the control of the tour organiser and depending on whether or not the collision happened within the EU you may be able to bring a claim in the UK, outside the EU you may have to bring a claim under local law, using local lawyers.

**Andrew Dalton**

**[www.adventurebikerider.com](http://www.adventurebikerider.com)** – Aug 2015

**NB:** *The law changes all the time, so while the answer was correct at the time of writing [Bike Magazine June 2019], things may have moved on – so check before making any decisions!*

## **SHORTS**

**The National Driver Offender Retraining Scheme** (NDORS) has produced statistics to show that 1,492,236 road users completed driver awareness courses in 2019, an average of 4,000 a day. A rise from 467,601 in 2010.

There are currently 8 driver awareness courses covering offences relating to excess speed, mobile phones, motorways and seat belts. Each course costs £95 and the offender avoids penalty points and a fine.

**Transport Secretary**, Grant Shapps, has announced the start of consultation into introducing vehicle fuel known as E10 for the

UK. The current unleaded fuel, known as E5 contains 5% bioethanol. E10 contains 10% bioethanol and it is said to have the potential to reduce CO2 emissions from cars and motorcycles to an equivalent of taking 350,000 cars off the road. (*Note he mentions cars, not motorcycles. Result Ed*).

## **A COPS LIFE ON BIKES – Stu Bullock**

**Bristol Constabulary** was founded on 25 June 1836. I know you'll find it difficult to believe, but I wasn't around then. I joined the Force on 5 March 1970, so I have to rely on historical records to find out about Police Motorcycles before then.

As with many Police Constabularies, the institution of the Road Traffic Act 1930 saw the development of motor vehicles used by Officers to enforce the new legislation. I do know that Bristol Constabulary had motorcycles in 1935, HY 1382 being one of them. Other than it being a twin, I cannot find any other information about the machine. The rider wore a flat cap, (helmets came later) secured by chin-strap; a uniform greatcoat with pull-on white cuffs on the forearms; ordinary boots with leather gaiters. Think WW1 Army Motorcycle Courier, but in dark blue.



In the late 60's, the 'courtesy cops' were thought to be a good scheme, with the beginning of the motorway network. Cars and bikes were painted white, whereas they had been black, Navy or dark green. That also saw the CC's wearing uniform caps with a white top. Motorcycles were seen as a useful tool in the patrolling stakes, due to the huge queues of traffic that brought the A38 to a standstill

from Gloucester to Cornwall. Bikes were the only patrol vehicles able to get through the traffic. Later, forces in the south west found that their requirement to escort certain levels of society, could be managed far more cheaply with five bikes than a hundred cop's on foot. Hence the starting of the various Royal Escort Groups that still operate today.

On my Division in the 70's, there was a Triumph powered Rickman Metisse motorcycle. Don and Derek Rickman began their motorcycle frame business in 1959 and Police machines were assembled from about 1966 for a number of Constabularies, using a variety of engines from BSA, Triumph and Matchless. The Bristol Police model was garaged at Bedminster Police Station and primarily used by two officers (different shifts) to carry out enquiries and deliver mail in the City areas.



*Rickman Metisse, courtesy of Cambridgeshire Police.*

On 1 April 1974, (What a joke) Bristol Constabulary merged together with Somerset and Bath Constabulary and the Staple Hill Division of Gloucestershire Constabulary, into Avon and Somerset Constabulary. It took a while for the motorcycle fleet to become standardised and a variety of Meriden Triumph and BMW motorcycles were seen on patrol. By 1980, BMW's were the sole make seen in Constabulary colours in the new force. All purchased through Bath Road Motorcycles for northern bikes and Vincent and Jerrom, Taunton in the south. Eventually, BMW organised fleet sales to the Cops from a

special unit and with its own production line. Final preparation became the job of outside specialist companies, such as Sonic Communications at Birmingham. That saw the standardisation of radios, bikes, retro reflective colours.

Our Regional Police Driving School was based at Devizes (now closed and training carried out in force) and they used plain white BMW 60/6, a 600cc 'boxer' engine and the rather boxy Avon fairing. Massively heavy and our bikes had no electric start, like the sissies had! The kick start lever came out from the flywheel housing sideways. Difficult to get the compression right, most Devizes training 'wings' of the time had at least one trainee with a 'right leg limp'.

The Avon fairing offered a rather narrow gap for the riders' feet. I recall an incident at Salisbury Police Station, where my training wing had called in to refuel. One guy got to the pump and stopped. However, he could not get his feet out quickly enough and slowly rolled over to his right. Laugh? Well yes actually. If you crash, crash to attention.

The BMW R80/7 variant came into play, followed by the R80 RT and then K100 and then the K1100. The boxer engine had its problems for Police work. I was tasked with escorting Ian Botham on one of his charity walks through our force area. On day three I used more oil than petrol, due to the excessive heat at low speed warping the engine. A case of "bring me another one, this one's broke". The other problem was when escorting certain members of society that needed escorting. They would often want to travel faster than the dear old R80 could manage and it became inevitable that the BMW K series engine would soon be needed. The K100 was a nice enough bike but with some handling deficiencies. They were cured by the K1100 have a fork brace.

I had a head on accident in 1986, on a brand new R80, (350 miles on the clock) with a Ford Escort. (A39 Bawdrip). Yes, the bikes wheels



ended up much closer together than standard. The fairing had a few cracks and the dashboard gauges fell off. But you should have seen the Escort! Drivers side front wing peeled back to reveal the mangled steering gear. 1 nil to BMW. Oh, I was OK. I put my damage limitation plan into action, and landed on my head.

A funny side story involved my very new Chief Inspector. On hearing of my 'little off', he set out along the A39 at some speed from Taunton. After 25 minutes, having queried why he had not arrived at the accident, he was advised by control that the A39 not only went south to Minehead, but also north - to Bawdrip - and the accident. His comment was. "Well I've just seen the tide in at Minehead." Every cloud.



*Velocette LE, 'Noddy' bike.*

The problem of having a one-make fleet was felt when a BMW recall for faulty oil pumps, grounded the fleet of K100's over a weekend. The pump inlet and outlet holes didn't line up. During high speed runs, the engine would become starved of oil and seize. Police work was never without character building incidents.

My personal bike was a Honda ST1100 Pan European and I was able to persuade the 'powers that be' to have a couple of demo bikes from Honda Fleet Sales for a trial period. So, I got a new K1100 (darn) and Robbie Downing got a new Pan and they were monitored by our workshop for 6 months. Naturally the Pan won on running cost grounds

by a mile and so the ST1100, followed by the ST1300 took to uniform.

We now know that, despite the ST1100 being a tremendous workhorse, the ST1300 suffered from a reputation of developing faults in the frame, creating handling problems. Although fixed by Honda, some forces and riders found it hard to trust the machines when 'pushing on' at pace carrying out Police duties, and eventually the Pan was side-lined.



*Fry's Factory, Keynsham 1986, Avon Festival of Motorcycling. (Ed 4<sup>th</sup> from right).*

The K1100 also had traction control. Some guys thought that meant you could attach it to a steam engine. It also had a form of ABS braking. One sunny afternoon I was tasked with escorting another Police K1100, delivering urgent drugs to Taunton Hospital baby Unit. (I think the unit looked after babies, rather than it being a very small unit). However, the plan was that I wait at the M5 junction 25 and escort the other bike to the destination. That bike was being ridden by the late Dave Tew. As there was time in hand, the local control had got a load of cops, traffic wardens and special constables to control the traffic through the town. This meant that the roads were empty of moving traffic. Now, when you see an empty road the natural tendency is to go faster than usual, just to test it out. I had almost reached the town centre, when a pedestrian stepped into the road from my left, pushing his bicycle. Times like these everything slows down and the level of observations is amazing. I began to

brake quite hard. I saw people on the opposite side to him waving and obviously shouting at him. At one point he actually stopped, probably to hear what they were saying. Anyway, he eventually glanced to his right. On seeing a weaving, bucking, sliding K1100 with blue light twinkling, heading for him, he broke into a run. Very much like Wily Coyote, the first three seconds his legs frantically had the action of 'running man' without actually moving. The result was that we missed each other but having delivered the drugs, Dave pointed out to me that I had left two skid marks. We eventually realised that the bike was travelling faster than the wheels were turning! Yikes. Another little nugget to store away and reflect on in a quiet moment.



In between times, the Force tried out other bikes, such as the Norton Interpol 2, and Norton Commander. Not to forget, and who the heck could forget, a Harley Davidson. I rode it for three days and my eyes stopped bouncing a week afterwards. I remember writing on the test report form; *"Not a motorcycle that inspires confidence in handling, stability, endurance or comfort. Unlike me and my colleagues, it had great difficulty completing an 8-hour tour of duty with **all** of its mechanical components working"*. With a long list of complaints from the four traffic garages, it was forwarded to Gloucestershire Constabulary. Sadly, no-one had any interest in how it got on there.

The Norton's were well received and mostly well liked. The Interpol 2 had a superb frame, so that handling was never a problem. The previous Norton Interpol of the 1970's had a

piston engine. The Interpol 2 had an air cooled, Wankel Twin Rotary engine and was never sold to the general public.



*Not a motorcycle that inspires confidence in handling, stability, endurance or comfort.*

The two rotors were incredibly smooth. Although there was a red line on the rev counter, revs were 'contained' electronically. They took some getting used to and my first ride was from Whatley Quarry to Street Police Station on a wet day. All went well until I came down the hill from Doultong to the turn left at Charlton.

By now it was hissing down and nearing the speed limit I found the lack of engine braking and a single pot calliper front disc does not aid slowing down one jot. Eyes like soup plates, the other end watertight, I made a decision to go on to Whitstone's and turn there. Panic? No time for that!

The other problem, well for some people, was the occasional backfire. It was quite loud and accompanied by a foot of flame from the back, but that just added character. In order to control revs at slower speeds/low revs, the throttle had a micro switch that cut out electricity to one of the rotors.

Now, understand that although there is no spark to one rotor, hence no 'bang', there is still suck and squeeze going on. On raising the revs, the electricity returns, spark ensues, BIG bang results. You could feel it quite well through the seat. True to say though, for every four days of patrol work, each bike had to have a day off, so it all had to come to an end.



As luck would have it, I had one of the later Norton Commander, or the P52. Slightly taller than the Interpol, and now with a water-cooled Rotary engine. The wheels, forks and brakes were Yamaha made items. Much better in the rain, I found. The fairing on the P52 was wrap around, with built in panniers. Looked good, (very similar to the K100 – odd that), sleek and again, a very fast and safe bike to ride at speed.

The pannier lids opened from the back and so patrol officers found they could not reach them when sat on the bike. Oh well, getting on and off more was a good work out through a day's patrol. Once again, mechanical costs were greater than other bikes and so they did not last too long.



Left: Norton Commander P52  
Right: R80/RT NHY 815Y

On returning to motorcycle patrol in 1996, I was reacquainted with the BMW K1100. A couple of variants had passed me by and the latest was a pretty fair bike. Of course, throughout all of this time, tyres and suspension had made huge improvements to sticking and stopping so those of us lucky enough to be on motorcycle patrol had a quick, safe and well-equipped bike. After all, our public expect certain standards from us and I like to think I gave good value for their (your) tax £'s.



*Back on Patrol, my public needs me. K1100; BKS Leathers*

Many people like to buy former police vehicles, basing their decision on the knowledge that it will have been looked after well, have a solid maintenance log and be in good nick. What is sure is that they will have had a life run at the very edge of the red line. For sure, items were replaced at regular intervals because once serviced, you don't want it off the road until the next scheduled service. At Taunton garage, the workshop foreman even took account of individual riders' rest days and holidays for bike maintenance.



*Bristol City Ground, start of Round Britain Cycle Race 1987. 3 hours later, crashed, A39 Bawdrip.*

As an example, I had a stunning R80/7, NHY 815Y. In two years, it had 70k on the clock and I complained of a slight wobble at speed from the front end. When I had completed my rest days, I found the bike with a completely new fairing (broken bracket), new forks, discs,



callipers, front wheel, steering and wheel bearings, (couldn't find the wobble). For sure I could not find the wobble afterwards! A month later, I took over my new K1100 and NHY 815Y went to Westbury auction, having been stripped of its Cop's clothing and the brand-new dual seat replaced. It was purchased by a detective who at the time was teaching at the force training school, Kings Weston House. He may still have it but, what a bargain.

The only mystery bike for me, is the Yamaha FJR 1300, and why more UK forces didn't connect to this machine. Around the world Yamaha sold many of these machines to Police and Military but not so popular here. It could be purchase cost, I am told BMW are incredibly good at selling to fleets with tight budgets. It may be the value is in riders seeing Cops riding their brand, persuading them it must be a better bike than some others. On one of my visits to Australia, I noticed that Cops had Yamaha's 'down under', but I expect you can get a cream for that.



New South Wales Police, Sydney, Australia, Yamaha FJR 1300, 'Fully Dressed'.

## EVENTS DIARY

# 2020

**AAMC CLUB EVENTS** – Please note - Club events are listed first. Please contact Helen Chamberlain to fill in any empty dates with Club events, 07885 578105

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

*Events can change with little notice. PLEASE check website and/or with ride leader if in doubt.*

**IN MARCH, A DECISION WAS MADE TO CANCEL CLUB EVENTS UP TO JUNE 2020, OWING TO THE CURRENT GOVERNMENT GUIDANCE CONCERNING THE CORONAVIRUS SITUATION.**

**THE DECISION WILL BE UNDER CONSTANT REVIEW, SO PLEASE TAKE THIS INTO ACCOUNT WHEN BOOKING HOTELS.**

### JUNE 2020

**Friday 5 to Monday 8 June  
AAMC CLUB WEEKEND BASH.**

Stu Bullock – 07711898178.

Hotel: Premier Inn, Rhuddlan, North Wales, LL18 5UA.

Please book your hotel and let Stu know you are attending at [bullock.stu@gmail.com](mailto:bullock.stu@gmail.com) with your email and mobile details. Further details will be provided nearer the event.

**Please check the Premier Inn website for details of their policy in relation to the current travel restrictions.**

**Sunday 14, Club Ride – Mark C 07974** –

09:15am meet at Farringtons Farm Shop, Farrington Gurney, BS39 6UB, for 09:30am start.

**Tuesday 16, Club Invitation, Eddy L** -

The day is all about machine control and how this can save lives, enhance road safety and add to rider enjoyment. It's NOT a normal track or race practice day, but about the physics of how our bikes work and how we as riders can influence outcomes. Instruction comes from Castle Combe's dedicated team. **Cost £135.** Can I please ask you to let me know your interest as soon as possible?

**Sunday 21, Club Ride - Nigel Dean – 07736 275406.**

09:15am meet at Cross Hands Hotel, Old Sodbury, BS37 6RJ, for 09:30am start.

**Sunday 28. ....**

**JULY 2020**

**Wednesday 1, Club Fish & Chip Ride – Simon Gough – 01179 734120.**

6:30pm meet at Starbucks/Greggs, 821 Bath Rd, Brislington, BS4 5NL, for a 6:45pm start to Whitstone's, Shepton Mallet.

**Saturday 4, Club BBQ – Helen C - 07885** .

Chattertons Café, Redcliffe Way, Bristol, BS1 6NA, courtesy of Allan . Further details in June TREADS.

**Sunday 5. ....**

**Thursday 9 to Sunday 12 July 2020 AAMC CLUB WEEKEND BASH**

Nigel Dean - 01454 885343 - 07736 275406 - [nigelwestdean@gmail.com](mailto:nigelwestdean@gmail.com)

Hotel: Y Talbot hotel in Tregaron, West Wales.

**As this hotel is now full, please see the list of alternative accommodation at the end of this edition of TREADS.**

If you are attending, please book your accommodation and let Nigel know.

**Wednesday 15, Club CYCLE Ride – Tony**

**tony. .co.uk**

6:30pm meet in Aust Village for a 6:45pm start. Let Tony know if you intend going. More details at the meeting point.

**Sunday 19. ....**

**Sunday 26, Club Ride – Nigel 0778**

09:15am meet at F  
r 09:30am  
start, to Exmoor. Expect 200 miles.

**AUGUST**

**Sunday 2, Club Ride – Nigel Dean – 07736275406.**

09:15am meet at Cross Hands Hotel, Old Sodbury (A46 Nth from M4 j18) for 09:30 start.

**Thursday 6, Club Evening Ride – Jaimie F – 07776 30** .

6:30pm (18:30hrs) meet at S  
, for 6:45pm  
start.

**Sunday 9, Club Ride – Jim W**

B, for 10:15am  
start.

**Sunday 16, Club Ride – Paul**

09:15am s  
for 09:30am start.

**SEPTEMBER 2020**

**Sunday 6. ....**

**Wednesday 9<sup>th</sup> to Thursday 17<sup>th</sup> September, 2020 AAMC CLUB FRANCE TO SPAIN BASH – Simon Gough**

Email [simon.gough@finecal.co.uk](mailto:simon.gough@finecal.co.uk)

Home tel. 0117 973 4120  
Mobile 07774 835025

The France to Spain Club bash will be nine days (eight nights) away, riding through Western France, crossing into Spain for 3 nights and then taking the ferry back from Santander.

The hotels are: -

Manoir de Beauvoir, Poitiers.  
<http://manoirdebeauvoir.garrigae-resorts.fr/en/>  
Château des Reynats. <http://www.chateau-hotel-perigord.com/English.phtml>  
Les Jardins de Bakéa.  
<http://www.bakea.fr/uk/index.php>  
Hôtel Don Paco.  
<https://hoteldonpacollanes.com/en/>

These are brief details only, so please contact Simon if you would like further details or would like to attend and want a booking form.

These trips are always great fun and those attending have a real hoot. The total anticipated mileage from door to door is about 1300 so please bear in mind the serious side to the riding.

**Sunday 20, Club Ride – Alan W 07831** .  
09:15am Meet at p,  
B .  
09:30am start.

**Sunday 27, Club Ride – Steve C 07831** .  
09:30am meet at F  
for 09:45am  
start.

## OCTOBER

**Sunday 4, Club Ride – Andy B 7**  
09:30am meet at  
or 10:00am  
start. Another Airfield Landing.

**Sunday 11. ....**

**Sunday 18, Club Ride – Jim W 7.**

10am meet outside  
for 10:15 start.

**Sunday 25. ....**

## NOVEMBER

**Sunday 1. ....**

**Sunday 8, Club ‘Last of the Season’ Ride – Simon Gough – 01179 734120.**

10am meet at Starbucks/Greggs, 821 Bath Rd, Brislington, BS4 5NL, for 10:15am start.

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

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

## WANTED – Ride Leaders for 2020

Helen C  
Mob: 07885

## ALSO WANTED – Club ride/event reports.

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

## OTHER 2020 EVENTS NEWS

**Please check the various organisations websites for details of their policies in relation to the current travel restrictions.**

**14 – 17 May 2020 - Celebrate 60 years of the BMF**

<https://www.bmf.co.uk/news/show/bmf-announces-60th-birthday-celebrations>

**Sunday 14 June, 10<sup>th</sup> Stroud Classic Vehicle Show.**

The Playing Field, Bisley Old Rd, Stroud, Glos, GL5 1NL. Information from 07883604522 or E. [jwiddy@aol.com](mailto:jwiddy@aol.com)



**Tuesday 16 June, Castle Combe Track  
Training day, Eddy Lambah-Stoate -  
[lambahstoate@aol.com](mailto:lambahstoate@aol.com) 0777 920 6326**

The day is all about machine control and how this can save lives, enhance road safety and add to rider enjoyment. It's NOT a normal track or race practice day, but about the physics of how our bikes work and how we as riders can influence outcomes. Instruction comes from Castle Combe's dedicated team. **Cost £135.** Can I please ask you to let me know your interest as soon as possible?

**Eddy.**

**Saturday 4 to Sunday 5 July, BMF EVENT**

National Road Rally  
[nationalroadrally.co.uk](http://nationalroadrally.co.uk)

**Sunday 5 July 2020**

**Alan Mossman Memorial Ride, charity event.**

Contact Total Triumph, Taunton, 01823 358899, [www.ttaltriumph.co.uk](http://www.ttaltriumph.co.uk)

**31 July – 2 August 2020; The 46<sup>th</sup> Annual Gloucestershire Vintage & Country Extravaganza, South Cerney Airfield, Cirencester.**

The Extravaganza is organised by the Stroud Vintage Transport and Engine Club (S.V.T.E.C). This non-profit making organisation raises money for national and local charities.

***For further information, please visit:  
[www.glosvintageextravaganza.co.uk](http://www.glosvintageextravaganza.co.uk)***

**Tewkesbury Classic Vehicle Festival – Sunday 23 August 2020**

The Rotary Club of Tewkesbury stage their popular Classic Vehicle Festival at Tewkesbury School Playing Fields, Ashchurch Road, Tewkesbury GL20 8DF.

General public admission tickets are now available priced £5.00 (on the gate price £7.50). Children under 12 years old go free. <http://tewkesburycvf.org> or 01242 572573  
Please note: Dogs are not permitted on site.

***BMF DISCOUNT CODE.***

**Code for 2020 – CLB20FMB**

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

***TREADS - NEXT PUBLICATION DATE***

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

**MONDAY 11 MAY 2020**

Contributions for Treads are always needed, whether they are motorcycle related or of general interest!

Please don't be shy, as I will be very pleased to accept articles for publication consideration, preferably in MICROSOFT WORD format. I will carry out a grammar/spell check. Please understand that submissions may be edited to fit available space.

If you have a comment about anything you see or read in TREADS, please let me know and I'll put those comments in TREADS.

Please submit 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.**

*Stu Bullock.*

E-mail [editor@aamc.co.uk](mailto:editor@aamc.co.uk)

## **Nigel Deans west Wales Bash – Additional Accommodation**

The Y Talbot Hotel, Nigel's base for the weekend is now full. The owners have kindly provided details of alternative accommodation, should you wish to attend. Once you have booked, please let Nigel know so that he can email everyone attending in one email.

### **Nant Yr Onnen**

Located about 500 yards up the hill past the abattoir. One B&B room and also a barn that sleeps 4. 01974 299346

### **Maes Y Felin**

50 yards from Y Talbot. Two bedrooms. sleeps 4. Self-catering.  
Gwilym and Demelza 01974 251217 or 07940 835428

### **Brynteg**

About 7/8 minutes' walk from Y Talbot. Sleeps up to 8 with 3 double and 1 twin bedrooms. tele 01974 298274 or 07815 764603, speak to Delyth Owen

### **Dol Wen Bronant**

07792 134657 Very nice B and B

### **Brynarth**

Four-star guest house near Lledrod. Recently renovated. Evening meals available on prior request. Quiet rural location, v. comfortable. [bookings@brynarth.co.uk](mailto:bookings@brynarth.co.uk) 01974 261367

### **Y Granar. Tan Yr Allt**

400 yards from Y Talbot on mountain road. Shepherd's hut and Barn

### **The Old Fire Station, Chapel St.**

Newly refurbished. Owners Nigel & Jan. [www.tregaronoldfirestation.co.uk](http://www.tregaronoldfirestation.co.uk)  
0845 644 3862 or 07855 428791

### **Other Accommodation**

**New Inn Llandewi Brefi**  
01974 298452

### **Black lion Bont**

01974 831624

Stags Head Caravan Park - Mara Crutchley  
Mara has two 6-berth static caravans available for rent.

Tel: 07540429768

Email:

[marisia1279@yahoo.co.uk](mailto:marisia1279@yahoo.co.uk)

## **ARTIVERT (Or is it an ADVARTICLE?)**

Dear BMF Club Member. We are keen motorcyclists who have opened holiday apartments in a glorious part of the UK for motorcycling Carmarthenshire, in south west Wales. We'd be delighted to provide a warm welcome to any of your club members. What we can offer is Bright, spacious and comfortable newly renovated self-catering apartments.

### **What's available**

One self-catering first floor 1-bedroom apartment for 2 people (double bed) - ready now. Cost: £60 per night per apartment. Minimum 2 nights.

One self-catering first floor 1-bedroom apartment for 2 people (twin beds) - ready in April. Cost: £60 per night per apartment. Minimum 2 nights.

One self-catering ground floor 2-bedroom apartment (1 king, + twin beds) - ready end August.

One self-catering ground floor 2-bedroom apartment (1 double, + twin beds) - ready end 2020.

### **More info or to book**

Best regards  
Penny Thomson  
Sannan Court Holidays  
Sannan Court  
Llanyfynydd  
Carmarthenshire SA32 7TQ  
[www.sannancourtholidays.uk](http://www.sannancourtholidays.uk)  
[sannancourt@gmail.com](mailto:sannancourt@gmail.com)  
[www.facebook.com/SannanCourt](https://www.facebook.com/SannanCourt)  
0787 653 1370

To everyone at Avon Advanced Motorcycle Club,  
On behalf of us all here at Great Western Air Ambulance Charity, I  
would like to thank you for your most generous recent donation. It really is  
kind of you to think of us and support our life-saving work all across the  
South West. As I am sure you can imagine, these are difficult times both  
for our clinical team on the front line and for all of us in the charity team,  
so it really does mean a great deal to us to have your support. Thank  
you for keeping us flying - together we really do save lives! Sending all our  
very best wishes to your members - look after one another! Ian + Team GWAAC.



