



TREADS

www.aamc.co.uk

The JUNE 2022 Newsletter of AAMC

EDITORS BITS – Stu Bullock



New York, New York. What trust.

Welcome to June TREADS.

Before we get to the content, I need to tell you about a **job offer to end all job offers**. The Editor of TREADS for AAMC is the job, available at any time but in any case, I will be unavailable from after the November 2022 edition. (The next edition after November 2022 is January 2023) If anyone out there is interested, please get in touch with Simon Gough, 01179 734120 or Tony Walmsley 07891 126850. If you would like to talk to me about it, please call 07711898178.

The theme for this month is; **Different Motorcycling Interests.**

We have heard of the various types of bikes ridden by club members, which range from modern 'trailies', slightly more 'race replica', modern classics, racing classics and some newer styles, based on older styles and some of those 'proper' off-roaders. Maybe not Paris Dakar, but the old English Gentleman's sport of Greenlaning.

The Isle of Man TT will have been held for 2022 by the time you get this. The ultimate test of skill

and courage for racing motorcyclists? It's always a wonder to me how close these bikes are to 'straight from the showroom' models. However, our racing fix can still be had with British Superbikes, World Superbikes and Moto GP, as well as the road race series as detailed on the last page. Thanks to MoreBike magazine for the information.

Greenlaning has come in for some unwelcome publicity recently, over the issue of a government debate on restricting the use of vehicles to what in fact are traditional English roads across our countryside. There has been a lot of noise for some years now about how two and four wheeled vehicles spend the weekend being driven across such shared spaces, (RUPPS – Roads Used as a Public Path are one type), where the vehicle has to be road legal, as does the driver/rider. You can look the subject up on the BMF website to read more about it and how the campaign to avoid a blanket ban is going. Now, I'm all for protecting the countryside but I am also up for allowing people the right to use the countryside in a responsible way. Absolutely punish those who don't (bring back the stocks and ducking stool) but reward those who are responsible.

The variety of machines is matched by the variety of riding taking place. More and more tours around various parts of the world are being advertised. More and more local rides as well as the wider parts of the UK are being ridden by more and more riders, both from clubs and individuals too.

A funny old 'sport' this motorcycling. A group sport by carried out by independent individuals. We recently met a guy in a café "*in a galaxy far, far away*" in Dorset. He regaled us with his exploits learning advanced skills after 45 years riding. Coming out of the last two years of very little riding, he realised how much at risk he was,

and sought advice from a local club. He was on his 'pre-test ride' with his trainer and appeared to be doing very well. Good on him.

RoSPA reports on its latest report, where it finds that e-scooters are safer than bicycles. As a result of its findings, RoSPA has made some recommendations to improve the safety of e-scooters: (I've simplified the suggestions).

Segregating bicycle and e-scooter lanes.

Include indicators, lights and brakes on e-scooters.

Mandatory training to use e-scooters.

Training for other road users to be aware of e-scooters.

E-scooter riders encouraged to wear helmets.

The full report can be found at bit.ly/3MRe2Qe

European road deaths rise. Across EU member countries 2021 has seen an increase in road deaths of 5% over 2020, according to a European Commission report. However, 2021 figures are still 13% improved over 2019. Just in case you are planning a trip, Sweden is reported to have the safest roads, Romania the least. *(The last 3 years have been very odd for road users. However, knowledge is power. Ed).*

Henry Cole has his new series of Find it – Fix it – Flog it, starting on Channel 4 on Monday 20th June 2022, running on weekdays for the next five weeks. Follow us on Facebook and/or Instagram for updates, because those dates are subject to change. *(5 stars from me. But you need to like a bit of nonsense. Ed).*

ALSO, IN THIS EDITION;

A colleague of **Andrew Dalton** provides sound legal advice. This time it's about greenlaning and how to avoid any penalties for ignoring legal road signs. Not only will you learn what a TRO is but also a bit of Latin and understand what a BOAT is. Knowledge is power.

The BMF give us lots of information nuggets to guide us on our way, particularly over noise cameras. ("Pardon? – I heard that"). Yes, that's right, noise cameras. Remember you heard that expression here first. They also campaign for our riding rights, and here you can read about all of our motorcycle support network getting together to reduce the effect of a ruling about insurance for off road farming vehicles, negatively impacting on motorcycle sport. There are often unintended consequences following a court ruling and here, common sense has prevailed and really, this result is a great one for us all.

Misti Hirst regales us again with her riding guidance; this time Emergency Braking. I know, we shouldn't need to. Anyone brave enough to say they have never made a mistake, misjudgement, taken by surprise? Well, smart arse, it's no 'bleddy' good saying "It wasn't my fault" when your pride and joy is trashed and you feel like your shirt after a washing machine cycle. There are rare times when you need to drag out your emergency braking skills, so maybe the bright thing to do is to practise, practise, practise? All I will say is, emergency braking does not only mean stopping. It can be about getting enough speed off to out manoeuvre the problem.

I have some advice about our 'sixth sense'. You can't ignore the first five, but it is there lurking in the background together with our 'lizard brain', the bit from our early ancestors. If only we would let its voice be heard we would all benefit.

News has just broken that a new series of Junk and Disorderly, with the great entertainer and motorcyclist Henry Cole, together with his mate, Sam Lovegrove, Allan Millyard and Guy (Skid) Willison, will start on channel ITV4 from Wednesday 22nd June at 8pm. *(Yippeee. Ed)*

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

Our late friend, and club member, Bryn has been remembered recently by family and friends at his memorial, at which many motorcycling colleagues attended, on a soggy day, to celebrate Bryn's life amongst us.

Following is an image sent in by Rob S taken at a club ride and shows (L2R) Rob, Bryn, Gary and Paul outside the Sammy Miller Museum.



TREADS - NEXT SUBMISSION DATE

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

FIRST WEEK OF JULY 2022

Submissions accepted:

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

We publish articles for the benefit of members – none are an endorsement or recommendation unless explicitly stated.

You must make up your own mind if you think something is suitable for you.

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

VIEW FROM THE SADDLE – Proprioception – Stu Bullock

You should have heard me banging on about the human reactive part of riding a motorcycle before now. This is how we react to managing all of the components required to ride a motorcycle on a road. Indeed, any vehicle.

In the past I have tried to explain how we can make the most of our skills by allowing some of our actions to be automatic, by letting our brains make calculations, our limbs apply pressure, our bodies to change angle all without us actively thinking about each factor. Now I'm going to bring you the science, in simple terms, just to prove to you that your 'sixth sense' is real.

Proprioception, (also known as kinaesthesia), is known as the sense of self movement. So, just bear with me, most animals possess the means to tell where their limbs are by the way of nerve cells within their muscles. I mean, how does a running horse not trip over its flailing legs? Ever seen a cow run? How the heck do they stay upright? Simply put, signals about limb movement are transmitted to the central nervous system, joining other signals from the eyes, signals about balance from the inner ear. This gives your brain the means to stabilise your posture and coordinate body movement. The signals also add reaction time and speed into the equation, helping us not fall over when we change direction. Who knew?

Can you walk through a dark room? Yes, you can. You have to allow your 'sixth sense' the freedom to walk in the dark without losing balance.

In another article I explained how your eyes work. Your forward view is fine in good light but you rely on your peripheral vision, from the outside edge of your eyes, to see in low or no light. So, signals to your brain from your eyes allow you to see in varying conditions, as long as you 'listen' to the signals.

Try this.

Keep your eyes closed.

Count to 10.

Now touch your nose.

Result OK? See, proprioception in action. Anyone poke an eye out? Finger stuck up a nose? Noooo. In the short time you gave the message to your brain that you wanted to touch your nose, it selected sensory signals from your muscles and eyes to determine that you cannot see, but drove your limbs to touch your nose. How cool is that.

Here is another; stand in the light outside a dark room. I mean, pitch black dark. Open the door, walk in and close the door. You will, unless you've trained yourself not to, look forward and around you using the front of your eye. The front of our eye can see distance and colour. The side our eye can see in low light. So, try the experiment again but as the light goes, use the edge of your eye, or vision to see. Don't look directly at where you want to go, concentrate on looking slightly off centre. There, now you can see. Train your brain to find the best part of your eye to see in varying light conditions and it will take over the task for you.

Without proprioception we would not be able to manipulate our motorcycle controls without looking at our hands and feet, rather than where we were headed. So, be assured that your ability to perform tasks, with your brain taking over the normal function of sight, movement, balance, is real. Now we look at the normal functions required to control a motorcycle.

When we consider making a motorcycle move, things in Roadcraft saying when a motorcycle is at its most stable comes to mind. "Engine pulling but not gaining speed", it says. Fine motor skills at controlling the throttle are needed. Practice, practice, practice and that fine control will be done without you having to look at your hand or think about how far to turn the throttle.

When you apply steering at the start of a turn, experience and miles under wheels trained into your brain, will allow just the right amount of pressure on the handlebars, maybe lean your body a little, control forward momentum, feel for grip levels AND look where you are going.

OK? Got the drift? To sum up, your sixth sense is there, just where it should be. Allow it to work. Give it information by practice to know where limbs should be, pressure applied, direction and speed and it will work out the equations, leaving you to concentrate on the important task of reducing risk by looking ahead and assessing, what is there? – how will it affect you? – what are you doing about it?

Creating time (to react) and space (to manoeuvre) will be a natural part of your body movements once your brain is trained and with your sixth sense looking after the detail.

What a machine we humans are. No wonder we saw off the 'other' human species all those years ago.

THOUGHT FOR THE MONTH

The ideals which have lighted my way and time after time have given me new courage to face life cheerfully, have been kindness, beauty and truth. Albert Einstein.

CLUB WEEKEND BASH TO CAERNARFON

– Simon Gough

Unfortunately, Stu and Sue had to pull out of leading the recent Club Bash Weekend to Caernarfon, so Nigel D and I stepped in to share the responsibility. We met at Gordano Services on the Friday morning and I led the group. Robin joined us at Abergavenny and we used familiar roads to the coffee stop at the Honey café. The roads up through mid-Wales are a particular favourite of mine, and once through Rhayader it was the B4518 past Llyn Clywedog before turning left on the mountain road that eventually drops into Machynlleth, where we stopped for lunch in a very nice bakery café. Far too tempting a selection!



Pam, Nigel, Mac, Robin and Gary with yours truly enjoying lunch in Machynlleth.

Of all the roads and areas I love in this part of the world, the A487 from Corris to Cross Foxes is up there with the best. The views along the valley by the side of the Cadair Idris mountain are breath-taking when the weather is good, which I'm delighted to say it was that day. We made good time and stopped for tea in the café at the Glynllifon Slate Works, just a few miles south of Caernarfon around 3pm. We reached the Premier Inn shortly after 4:30pm.



Slate Works café

The weather forecast for the weekend was pretty good and it turned out to be accurate. A very short shower or two most days, but blown away within a minute by the very strong winds. Not enough to even get wet and great for North Wales. Saturday was Nigel's turn to lead and he picked a route to the north of Caernarfon. No sooner had we set off than we encountered a cycle race up the Llanberis Pass, which the organisers had decided to close to traffic without advance warning. Oh well, it all livens the day! We doubled-back and whilst riding through Beddgelert I spotted the pub/hotel we used on a previous trip quite a few years ago. The least said about that the better! Nigel had planned a detailed route up to Conwy, across the old Menai bridge and around Anglesey. We stopped in Beaumaris for lunch and continued to circumnavigate the island using mostly B and unclassified roads.





Beaumaris and the Menai bridge

Sunday saw slightly lighter winds, which was encouraging and it was my turn to lead, so I chose a route through Snowdonia. As we'd been unable to ride up the Llanberis Pass the day before, I thought we should start with that. There were still plenty of people on bicycles taking advantage of the occasion but at least the road was open. Another great biking road is the A4212 from Trawsfynydd to Bala so I slotted that in after going over

Blaenau Ffestiniog, and we had coffee on the edge of a very blustery Llyn Tedig (Bala Lake) with people swimming, boating, paddle-boarding etc. Here we were joined by Nigel B, who had ridden up from Cheddar having left home fairly early! He stayed that night and rode back home with us on the Monday.



Blustery Bala

One of the good things about leading a ride is you can decide exactly where you want to go, and I wanted to ride over what I believe to be the highest mountain pass in Wales. Luckily that starts just south of Bala and runs to Dinas Mawddwy, and we stopped at the viewpoint at the very top. The scenery as you ride along is absolutely out of this world. What a wonderful place to live or even visit.





Mountain pass

Nigel found us a very nice café in Dolgellau for lunch – he is very accomplished with Trip Advisor and other review websites – and we stopped for an ice cream in Pwllheli before heading back to the hotel.



Ice cream and tea

Monday morning arrived far too quickly and it was Nigel's turn to lead that day. We stopped for coffee at Bala Lake again and then headed up and around Lake Vyrnwy, from there taking some very twisty but scenic B roads to Newtown. The A483 to Crossgates is another great biking road we managed to include, and

then it was on to lunch at a very nice café in Builth Wells that Nigel again found online. After lunch, we rode familiar roads back to Chepstow, where we finished our Weekend Bash around 4:30pm.

Thanks everyone who came along and made it so much fun, especially Nigel who certainly did his stint leading and Mac who faithfully stayed as back-marker for the duration. Roll on next time.

P.S. Thanks very much to Pam and Nigel for permission to use their photos.

TRAFFIC REGULATION ORDERS - Andrew Dalton, White Dalton Solicitors.

TRO's exist all around our roads network but what are the rules around complying with TRO's when you are greenlaning? What happens if you fail to spot warning signs? Legal expert Gavin Grewall from White Dalton Solicitors explains all.

Seeing the dreaded sign is enough to make your stomach churn. Imagine it, you ride to your favourite green lane only to find it has been hit with a Traffic Regulation Order (TRO) prohibiting motor traffic from using it. If you ignore the sign, you could face a penalty, or could you?

The case of Davies v Heatley is the authority for the premise that the sign should be of the proper size, colour, and type prescribed by the regulation.

That is to say, it must follow the dimensions set out within Schedule Two of **Traffic Signs Regulations and General Directions 2002**. This particular sign can therefore come in five different sizes, as small as 450mm and as large as 1,200mm. The regulations allow a 5% variation on these measurements

meaning it is unlikely you will beat a charge by taking your measuring tape along with you on a ride.

Put bluntly, the local authorities and their suppliers know how to make a lawful sign, at least most of the time. It must be reflective and but not always illuminated. It must be of a white background with a red border and black imaging. If it does not follow these rules, then it is not a sign for which you can be punished for ignoring. Said in another way, the authorities cannot prosecute people who ignore such unlawful signs placed on the highway.



If the sign is covered in lichen and unreadable, it is unlikely to be a bar to prosecution. This may seem very unfair on the face of it but there is no need for the prosecution to prove **Mens Rea** (Latin and means your guilty mind) as you sail past a sign prohibiting motor traffic. If you do pass such a sign, despite it being difficult to read, then the offence is complete. This may give rise to some offence mitigation before the court but nothing more. In the days when I wore a pointy police hat to work, if a motorcyclist ignored a sign nestling in overgrowth and was largely green, I would just give words of advice but the sign would have to be badly obscured before I'd have let this go.

Finally, expect change in this area of law. Not many people will know that the government passed the Traffic Orders Procedure (Coronavirus) (Amendment) (England) Regulations 2020 in May. This makes it easier for local authorities to bring in urgent measures without going through the long and often costly process of consultation, publication in the press, and finally, the making of an order and erecting of signs.

However, the Trail Riders Fellowship (TRF) has got a number of these pulled down as there were attempts to close routes for motorcyclists but no one else, and these were withdrawn without ever troubling a High Court Judge.

What does this mean? Well, it allows local authorities to potentially prohibit traffic on your favourite green lane, but if they are prohibiting just motorcycles, then they have a problem. It is more commonly being used in response to the coronavirus in England and Wales, but it will bring about change in the way these consultations are published, with more going online, and less being published in the newspaper.

These 2020 regulations were only valid for 12 months but you may find orders for traffic regulations, whether temporary, experimental. or permanent, being fast tracked. Be sure to keep an eye on your local **Byways Open to All Traffic** (BOAT) and local authority website for any such publications. We need to keep our lanes open and not allow local authorities to take advantage of a change in the law. Unless there is a justifiable reason, these should not and cannot apply to motorcyclists alone.

(The TRF and BMF are campaigning on this issue. Ed).

RIDING MASTERCLASS – EMERGENCY BRAKING – Misti Hirst



Courtesy of Misti Hirst

Emergency braking is an extremely important aspect of motorcycle riding and, with a little bit of rider education and training, can become a well-learned and well-executed skill. Some of the errors associated with improper emergency braking include locking up the rear tyre, locking up the front tyre, locking the front and then completely letting go of the brakes, target fixation, or grabbing the front brake so hard and for so long that the rear tyre lifts in the air or the bike flips. All of these errors are avoidable.

Let's talk about how to avoid locking up the rear tyre first. It doesn't take much pressure on the rear brake to get it to lock up. With a locked rear tyre, you lose valuable traction and the backend of your motorcycle has a tendency to fishtail, or skid violently to one side or the other. Less pressure on the rear brake initially will help to prevent this from happening and, if you do lock it up, just let off the pressure slightly until it is no longer locked. Don't slam it on and don't chop it off.

Locking the front tyre can be another result of improper emergency braking technique. It's something that most people don't experience until it happens in an emergency situation. A locked front tyre can skid and has a tendency to wobble back and forth, often resulting in a tuck of the front wheel, and a crash. Other outcomes are that the rider panics when they begin skidding, so they release the brakes and

end up hitting the very thing they were trying to avoid.

The key to successful emergency braking and avoiding locking your tyres up is to apply the brakes quickly but smoothly, progressively and evenly, just to the point before initial lock up. If the tyres do lock or skid, then letting off the brake slightly while still maintaining good control will allow the wheel to unlock and the tyre to regain traction. Releasing completely and then re-applying takes too long. Instead, release the brake slightly while still continuing to slow the bike.

If the rear tyre begins to come off the ground while braking, it's usually because the rider gave an extra hard squeeze at the end of braking, or that their bodyweight slid forward quickly. To prevent this, ensure the brakes are applied evenly, and stop your body from sliding forward into the tank by pinching your knees.

Gripping the tank with your legs also allows you to stay relaxed so that there is no extra pressure on the bars. If the rear tyre does come off the ground, release the front brake slightly until it returns and you continue to slow or stop. Adding rear brake will bring it down as well. Always remember to avoid target fixating while braking or you may end up hitting the thing you want to avoid simply by looking at it. By keeping your vision wide and seeing the available space around the problem, you can help avoid this.

If you are able to brake safely and come to a complete stop then do so, but if you think you can't stop in time, then brake hard to scrub off some speed, release the brake completely and quickly steer around the problem. Don't try to steer the bike with any amount of brake on.

Emergency braking can be practiced in a carpark or empty side street slowly and consistently until you're able to reduce your overall braking distance and you feel confident in doing it quickly and safely. Practice makes perfect and being prepared is key to mastering these techniques.

Trail braking into turns

Plenty of people will tell you to do your braking and set your speed before you turn into a corner, which is good advice. However, there is a technique called trail braking which can get you out of a sticky situation if you misjudge the amount of speed you can carry into a tight corner or hairpin turn. Gradually releasing your brakes as you turn into the corner can help slow down your entry speed and stop you overshooting the turn. The main thing to remember when trailing the brakes is that, as you add more lean angle, you must decrease the amount of front brake being used.

As with most riding techniques, the key to good execution is being smooth with the controls. When braking, avoid snatching the front brake or squeezing with inconsistency. Avoid any kind of jerky or uneven pressure, or rough and overly aggressive movements on either of the brakes. The idea is to give smooth, even, consistent pressure on the brakes, both when pulling them on and releasing them, to reduce any excess instability of the motorcycle and to prevent locking up either of the wheels.

Two fingers on the front brake lever are usually sufficient. Keep your arms relaxed by squeezing the tank with your knees to ensure you don't put extra weight on the handlebars. Excess weight on the bars can cause a front-end wobble or tank slapper.

If you must add brake while mid corner (as in an emergency situation) then you should do so smoothly and firmly while at the same time counter steering the bike back upright. Braking is much more effective if the bike is not leaned over.

Practicing these techniques can improve your overall riding and ensure that you are ready and prepared for any emergency braking situations. Ride safe.

HILL CLIMBING - An item Courtesy of Mike Nicks, Classic Bike Magazine.

Somewhere in the middle of gnarly Somerset, Patrick turned the Transit van off a B-road and squeezed it between the hedges of a narrow lane. "Is this the approach road to the hill?" I said. "No." He said. "This is the hill." In the paddock we unloaded the bikes from the van – Patrick's 750cc Norton Commando, my 350cc Velocette MAC – and prepared for the day's action.

We would get a couple of practice runs and two or three competition dashes up the hill. I forget its name, but it was probably a typical 1000-yarder, and part of it ran between farm buildings. The marshals had to clean the cow pats off the road before the bikes could start running.

I'd bought the MAC – a pushrod two valve single based on Velocette's post-war road bike – for £250. I'd been hanging around the west country Hillclimb scene for a while in the mid-'70s when Peter Isaac (who was, and still is, secretary of the Hillclimb club, nhca.co.uk) said:

"Why don't you have a go? Adrian Kessell is selling one of his grass track bikes – perfect for the hills."

Adrian Kessell was a top name in Cornish grass tracking, and had been running the MAC on methanol, a fuel that gives a really fat midrange punch. The Velo had been set up for sliding around the left-hand corners of grass tracks, but it also worked perfectly well on the lefts and rights of a surfaced hill.



Image courtesy of Classic Bike Magazine

It's best to have a target if you're going racing. I was never going to be in contention for wins, but I always wanted to beat a pair of Morini V-twins that used to appear in the 350cc class. Frankly, I couldn't imagine anything less appropriate for a nadgery hill climb course than a 9000rpm redline. The Velo would long have spaghetti'd its valves at that rate.

The Morinis might have had the advantage on the long, power-sapping straight between the Sawbench and Martini hairpins at the 1000-yard Wiscombe Park climb in east Devon, but the way the dope-fuelled MAC spat out of hairpins often made it a better bike on the twistier courses. It was all good-natured, and the Morini guys no doubt enjoyed the challenge of their hi-tech Italian kit as much as I did my agricultural Velo.

Hillclimb racing is famous for its specials and, in those days, for wild-riding Cornishmen. Legendary hillclimbers such as Roy Opie and his 650cc Ariel-Triumph, and Paul Spargo with his 740cc Ariel-Triumph (the Ariel frame gave a low seating position) sometimes used hedges as a kind of wall-of-death springboard onto the following straight. A Midlands rider named Phil Gregory even constructed his own 1000cc V-twin special, based on two Jawa speedway engines, purely for our little enclosed world of the hills.

The most sublime hill climb special that I've ever seen was the 500cc Velocette ridden by Peter Isaac himself. Some motorcycles talk speed, balance and perfection even when they're leaning on a jerrycan, and this Velo did. It had narrow, flat handlebars and a lovely little polished-ally sprint tank atop the Venom engine.

If you want to perfect your riding technique, I would recommend hill climb racing. A run might last only 40 seconds, so you can't get a single corner wrong. But you have only half-a-dozen corners in which to prove yourself – you have to give it eleven-tenths.

Hill climbing teaches you how to get the power on early from corner exits, and how to focus. It's a bit like a MotoGP rider attempting a banzai qualifying lap, except that you'll wrap yourself into a hedge or a tree, or sail out into a Cotswold valley (as at Prescott) if you get it wrong.

The Velo was leaning on a wall outside my garage one day. A car stopped and a man got out. "What is it?" he said. I told him. "£100?" he offered. The forks were knackered and the Velo really needed attention. The next day he came with a van and took it away.

From £250 to £100 in six months. I might have learnt a bit about hill climbing, but I've never learnt how to haggle.

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

The month's top motorcycle stories, brought to you by the BMF.

Noise Cameras to be trialled in England and Wales



Noise cameras will be trialled in four areas of England and Wales this summer – the BMF has already reported that Paris had begun the widespread use of noise cameras, which can automatically detect individual cars and bikes breaking noise limits. The cameras can also provide real-time reports which are acceptable to the police as evidence.

Noise cameras are already in limited use by Westminster Council around Waterloo Place

and Exhibition Road, but this new move could be the precursor to a nationwide roll-out of the new technology.

The location of the four trial areas has yet to be decided, but Transport Secretary Grant Shapps is inviting residents to lobby their MP to submit applications to take part. "We want those in Britain's noisiest streets, who are kept up at night by unbearable revving engines and noisy exhausts, to come forward with the help of volunteer areas to test and perfect the latest innovative technology," the Transport Secretary said.

The trials are being led by the Atkins-Jacobs joint venture. Director Andrew Pearce said: "Testing different noise measurement technologies with a range of vehicles in this controlled environment means we can ensure tickets are only sent to drivers with illegal and anti-social cars or bikes. Highway authorities will be able to automate noise enforcement and get on top of the problem without using up valuable police resources."

Jim Freeman, BMF Chair, added: "I can foresee plenty of 'push back' against this enforcement solution, just as there was when Gatsos were introduced. However, in an environment where police forces are increasingly reluctant to deploy officers to traffic duties, it's easy to understand why this is happening.

Just as with Gatsos, when road users complained of being targeted for 'minor speeding infractions', and that it should only be used against 'gross infringements' of the law, a technology-based solution is not discretionary. Either you are exceeding the limit, whether speed or noise, or you're not.

As a vulnerable road-user, I might wish to have more officers with experience and discretion out and about on our roads; but like Gatsos, noise cameras will target anti-social behaviour, while providing a 'nice little earner' for the operators. Anyone with an illegal exhaust

system, whether on two or four wheels, I'm afraid it's a case of 'reap what you sow'.

Let's just hope the system is capable of differentiating between the different standards applicable to bikes of different ages. A 1950s classic cannot be judged by the same standards applicable to a 2022 model.

Words by Peter Henshaw.



It looks like the post-Brexit confusion on **taking bikes from Britain into the EU** has finally been overcome...at least, it's looking that way. FEMA (the Federation of European Motorcyclists) has confirmed that "Means of transports entering the EU temporarily and leaving back to the United Kingdom after a few weeks can be placed under temporary admission and declared to customs by the sole act of crossing the frontier." In other words, you can take your bike on holiday to Europe without worrying about red tape, carnets or temporary import duties. "It all looks OK, but we're not sure it covers third parties transporting bikes so we're currently checking this legally," Craig Carey-Clinch, NMC Executive Director told MCN. So, watch this space.

And the other good news? **The Vnuk ruling has been overturned** – this threatened to make third party insurance compulsory for any vehicle being used off-road, which made the future of motocross, trials riding and countless other motorsports look quite dicey, but the shadow has now been lifted.

Driverless cars might not be with us yet, but all new cars in the UK will come with speed

limiters from July, **and Honda has announced a step towards the autonomous motorcycle.** Again, it's not a 'riderless bike' but Honda's latest patent uses a suite of radar, lasers and cameras, plus sensors, to intervene with a bike's throttle, brakes and steering as needed. Big step though it is, Honda's system is still a long way from the self-riding bike – the rider will still be in overall control.

While we're on interventions, **Austria has passed a law banning wheelies and stoppies** – get caught doing any of that, and you could be in for a fine of up to 10,000 euros, with your bike impounded for up to three days. "The computer did it, yer honour," will apparently be no defense.

Driverless cars, high tech noise cameras...but BMW has back-pedaled from its usual uber-tech solutions **with a 'back to basics' approach to aerodynamics.** Adjustable air deflectors are already used on Moto Guzzi's new V100 Mandello, moving outwards at low speed to reduce turbulence, folding flush with the bodywork for the motorway, with servo motors controlled by electronics doing the work. BMW's latest patent ditches all the electronics...in favour of simple mechanical springs.

Meanwhile, newly revived **Norton has gone on a classic bike spending spree.** Now owned by Indian giant TVS and bringing its new factory in Solihull up to speed, Norton has bought an entire collection of vintage and classic bikes, from a Model 1 Big Four to a 1992 F1 rotary, all to underline its very real British heritage, and the fact that it is making bikes in this country.

Finally, a word of warning on dodgy MOTs as **the DVSA clamps down on MOT fraud** – it found 1324 incidents of fraud in 2021/22 and banned over 280 Examiners from conducting MOTs, with some facing jail. One car with a fresh MOT had no brake pads...dodgy MOT guys, you have been warned.

For details on all these, and other news stories, go to www.britishmotorcyclists.co.uk or catch up with us on Facebook, Instagram or Twitter. Written by Peter Henshaw
BMF Editor

AND FINALLY - Ed

Have you seen the new TOPGUN film? Cor mate. It'll *"shake your nerves and rattle your brain. Goodness gracious, great balls of fire"*. The Blue Ray DVD is due for release in September 2022, if you can wait.



Not a real TopGun aircraft, but a museum piece Gloucester Meteor at the RAF Museum, Croome Park (National Trust), High Green, Worcester, WR8 9DW. (One of the few counties to retain it's Shire status). In the 1940's, RAF Defford housed 2000 personnel and scientists, who tested the then new detection system called Radar. Hence the very large nose on the Meteor.

Thanks to you all for reading. Thanks to you all who organized club events and of course, turning up to have a great time and support the club.

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



DIARY

2022

DATES

Helen

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

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

JULY 2022

Sunday 3rd - Andy

Welsh Wander. Meet at Severn View Services in time to leave at 9:30am. Mileage in excess of 180, so plenty of stops. Please let me know if you want to come along so that I can advise on numbers for the lunch stop.

Wednesday 6th **Fish & Chip ride** to Whitstones in Shepton Mallet – Simon Gough 01179 734120.

Meet at 6:30pm for a 6:45pm start from South Bristol Retail Park, Winterstoke Road, Ashton Gate BS3 2LQ

Sunday 27 – Jim's Bimble

This ride is planned to be a shorter, more gentle ride. The aim is to encourage those who do not come out very often to give a club ride a go. However, I am sure that more regular club riders will find the route enjoyable.

The meeting point is New Manor Farm Shop on the A368 between West Harptree and Bishop Sutton - BS40 6HP. (What3Words – rise.salad.insisting) at 9.45 to leave at 10:00am. The Stables Tea Room is open from 8.30.

There is a coffee stop after 34 miles, lunch after another 39 miles and tea stop after 36

miles. The final leg is quite short. The finish is at Farrington Gurney and the total distance will be around 140 miles. There will be a petrol stop around half way.

It would be helpful if 'new' riders could contact me in advance.

Saturday 30 – Rob

robert.slack5@outlook.com – A short ride to Calne Bike Meet. Currently in the planning stage. If you are interested, please contact Rob. More information will follow.

Sunday 31 - Nigel

'Exmoor Extravaganza'. Meet Cliff Street car park, Cheddar. BS27 3PS 8.45am for 9.00am start. (approx. 210 miles; fuel at 105 miles.) Join/leave at Taunton coffee/tea stop if you wish!

AUGUST 2022

Sunday 14. Jim

Meet at New Manor Farm, Bishop Sutton in time to leave at 10:00am. (What3Words – rise.salad.insisting) BS40 6HP.

SEPTEMBER 2022

Club Bash to France and Spain – Simon Gough – 01179 734120.

Out: Portsmouth to St. Malo leaving Wednesday 7th September 2022, 20:16 hrs.

Return: Santander to Plymouth leaving Thursday 15th September 2022, 15:45 hrs.

(Timings approx.)

Please contact Simon for more detail.

OCTOBER 2022

NOVEMBER 2022

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

Saturday 19. 7 for 7:30pm. The AAMC Plug & Grub annual dinner. The White Horse, Hambrook, BS16 1RY. More details from

NON-CLUB EVENTS that may be of interest.

Castle Combe info and contact details

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

Castle Combe Motorcycle Track days are detailed at

<https://castlecombecircuit.co.uk/motorcycle-track-days>

Motorcycle Skills Day at Castle Combe by Mercury Motorcycle Training 2022 date:

Wednesday 14 September.

<https://castlecombecircuit.co.uk/motorcycle-track-days>

Castle Combe phone contact: 01249 479220

2 – 3 July, the National Road Rally. Details at www.nationalroadrally.co.uk Organised by the ACU and BMF with entries open from May.

Tortoise and Hare Run – Wells Classic Motorcycle Club 15/16/17 July 2022. For motorcycles of all ages. Three routes;

The Hare run 120 miles; The Tortoise Run 80 miles; The Snail Route 50 miles.

Details and booking –

www.wellsclassicmotorcycleclub.weebly.com

E. tanddhwcmc@hotmail.co.uk

Visit WCMC on Facebook

The 46th Annual Gloucestershire Vintage & Country Extravaganza - 5-7 August 2022

South Cerney Airfield, Cirencester

For further information, & tickets please visit:
www.glosvintageextravaganza.co.uk

Stroud Classic Car Show, Sunday August 21, 11am. Playing Field, Bisley Old Road Stroud, Glos GL5 1NL. FREE entrance, just turn up on the day. Club Stands Free of Charge but please inform us of size needed.

Mob 07883604522

email jwiddey@aol.com



BMF EVENTS:

16/17 July 2022 VMCC – Festival of 1,000 Bikes. at Mallory Park, Leicestershire.
<http://www.festivalof1000bikes.co.uk/>

24 July 2022 World's Largest Female Biker Meet 2022. at Triumph Factory Experience, Hinckley.
<https://www.facebook.com/events/764864767656511>

19 – 21 August 2022 Dambusters Rally. Thorpe Camp Visitor Centre, Tattershall Thorpe, Lincoln, LN4 4PE. **Tickets on sale NOW:** BMF Members £20; Non Members £25

20 August 2022 The Women in Motorcycling Exhibition 2022. at Tutbury Castle, Burton on Trent. <https://womenmoto.co.uk/book-tickets/>

22/25 September 2022. The Armchair Adventure Festival.
<http://www.fimteamgb.co.uk/fim-mototour-2022.html>

BMF DISCOUNT CODE.

Code for 2022 - CLB22VJTR

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

BMF INFO – Benefits of membership

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

Join the BMF community today!

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

Club members are affiliated BMF members through AAMC. The BMF discount code is above.

Political representation

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

Discounted insurance with Bikesure

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

F1, Moto GP, WSB, BSB race dates 2022

3 July	F1 Silverstone
10 July	F1 Austria
17 July	WSB Donnington
24 July	F1 France
	BSB Brands Hatch
31 July	F1 Hungary

	WSB Czech Republic
7 Aug	Moto GP Silverstone
14 Aug	BSB Thruxton
21 Aug	Moto GP Austria
28 Aug	F1 Belgium (Spa)
29 Aug BH	BSB Cadwell Pk
4 Sept	F1 Netherlands
	Moto GP Italy
11 Sept	WSB France
	BSB Snetterton
	F1 Italy
18 Sept	Moto GP Spain
25 Sept	Moto GP Japan
	WSB Spain
	BSB Oulton Pk
2 Oct	Moto GP Thailand
	F1 Singapore
	BSB Donnington
9 Oct	F1 Japan
	WSB Portugal (Final)
16 Oct	Moto GP Australia
	BSB Brands Hatch (Final)
23 Oct	Moto GP Malaysia
	F1 USA
30 Oct	F1 Mexico
6 Nov	Moto GP Italy (Final)
13 Nov	F1 Brazil
20 Nov	F1 Abu Dhabi (Final)

2022 Road Races

APRIL

April 22nd/23rd – Cookstown 100
29th/30th April – Tandragee 100
30th April/1st May – IRRC Hengelo

MAY

10th/4th May – North West 200
21st/22nd May – 300 Curves of Gustav Havel
28th May – CIVS Passo Dello Spino Hill Climb
29th May – CIVS Passo Dello Spino Hill Climb
27th/30th May – Pre TT Classic
28th May-11th June – TT Races

JUNE

4th/5th June – Kopcany

11th June – Post TT Races
12th June – CIVS Deruta Hill Climb
18th/19th June – Kells
25th/26th June – Munster 100
26th June – CIVS Isola Del Liri Hill Climb

JULY

1st/3rd July – IRRC Imatranajo
2nd/3rd July – Skerries
9th/10th July – Walderstown
11th/14th July – Southern 100
15th/17th July – Chimay Classics
16th July – CIVS – Spolento Forca Di Cerro Hill Climb
16th/17th July – Faugheen 50
17th July – CIVS – Spolento Forca Di Cerro Hill Climb

23rd/24th July – IRRC Chimay
29th/30th July – Armoy

AUGUST

12th/13th August – Mid Antrim 150
13th/14th August – IRRC Horice
16th/20th August – Ulster Grand Prix

SEPTEMBER

17th/18th September – IRRC Frohburg
18th September – CIVS Volterra Hill Climb
29th/30th September – Baja International Tourist Cup

OCTOBER

1st/2nd October – San Pedro Martir Hill Climb

