



# TREADS

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The JULY 2022 Newsletter of AAMC

## EDITORS BITS – Stu Bullock



*Greek Police learning steering control.*

## Welcome to July TREADS.

First, a reminder that the post of Editor of TREADS is open. I will not be available 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; **Corners and control.**

**Starting** with the picture above of Greek Cops on Suzuki Bandit's 400cc, learning the basic skills of low-speed steering and control, the basis of all good motorcycle training. It only looks like chaos!!

**Misti Hirst** continues the theme with her piece about cornering, enhancing the need to be aware of our road position, look where you want to go and have control of you and your motorcycle.

**I have given** some advice about our startle response, a natural phenomenon, which can reduce our level of control of our motorcycles. Unless we do something about it, of course.

## ALSO, IN THIS EDITION;

**Tony W** **Jim** , **Andy**  
tell us how their Club Ride's fared, with pictures to show the fun people are having.

**Andrew Dalton** provides sound legal advice. This time it's about making a claim after being knocked off a motorcycle by a car with a deflated tyre. Well worth having the knowledge.

**The BMF** give us lots of information nuggets to guide us on our way, with riding in cycle lanes, electric motorcycles and entering the EU with a motorcycle.

**The club diary page** There is still time to get YOUR ride organised. Just make contact with Helen to fix your ride date, **07885 578105** – [Nero1dog@gmail.com](mailto:Nero1dog@gmail.com)

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## 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](mailto:editor@aamc.co.uk)) at the latest by;

## FIRST WEEK OF AUGUST 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.

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### **VIEW FROM THE SADDLE – Stu Bullock**

The recent (may be still ongoing) extreme heat has attracted advice and guidance from a variety of sources, about how we should keep ourselves well in those conditions.

What is very notable is that this guidance has come to me via social media, not via TV, radio, Royal Mail and so on. Where, I wonder are all the people who are not using social media, getting immediate and critical information from?

Avon and Somerset Police provide information, advice and guidance on a variety of Police matters via social media. Very recently they provided some information about roads congestion caused by people campaigning about the cost of fuel. Because I manage and distribute information to my neighbours via the Neighbourhood Watch scheme, the roads information went that way too. 5 of my neighbours later told me they were able to change their travel plans for that day and Sue and I also changed our plans. We all avoided the problem. So, the use of social media is useful, constructive and inclusive, if you want it.

The club has two WhatsApp sites and a facebook club site. Did you know? Do you use them? Most recently, some good information came about cancelling a ride due to very hot weather and then, several members had a 'conversation' about using mapping systems to support their SatNav when out riding or planning rides. Good stuff.

It took me a long time to 'get online' and then it was due to people from other countries asking

me to exchange messages with them about motorcycle matters. It seemed churlish to me to refuse and the exchanges are mostly brief, often very funny and keeps me in touch with the many riders I trained when abroad.

I also use a site where I can keep in touch with former work colleagues. Very useful during Covid when travel was restricted but even now, we are able to travel, things crop up, mostly schoolboy humour, that are worth exchanging. As a result of the online 'meetings', quite a few have formed 'breakfast clubs' and physically meet, exchanging gossip, jokes and enhancing their lives. (Their words).

For the club, social media in my view has become THE place for club members to find information, exchange immediate news and facts, change club ride details. It is also the place for prospective members to find out about the club by reading about the previous club events. The very following ride report from Jim is exactly a case in point. The ride leader was suddenly unable to take the ride and after a few brief exchanges on the club WhatsApp site, as you will read, Jim was able to step in and the event went ahead.

It's nice to have a paper newsletter as well, although much of the information is the same, diary dates, club event reports and so on, much of the 'articles' don't appear online at present and of course, for those who are not connected to social media, it is the way to stay connected to the club. What it cannot do is respond, advice and provide immediate, last-minute news and amendments. However, as someone recently did when not sure whether a club ride was going ahead, used the club Facebook to ask the question and got pretty fast answers. Fabulous use of all the club resources.

I know some will be reluctant to enter the social media world and I understand their view and respect it and put no pressure on anyone to take on something they do not want. Just think,

though about getting the very best from our social activities and widening your knowledge base. Knowledge is Power.

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### **CLUB RIDE – Jim**

#### **Fish and Chip ride – Wednesday 6<sup>th</sup> July 2022.**

After making all the arrangements, Simon was unfortunately unable to attend as he had just tested positive for Covid. I volunteered to take over and 5 of us [Jaimie, Martin, Paul, Tony and myself] met up next to the Ashton Gate stadium where there were hordes of 'young things' done up to the nines for their end of year prom. Anyway, we had no time for such things as there were motorbikes to talk about and to ride.

The ride is necessarily short due to the time constraints of having to reach the restaurant in time. A hassle-free route out of Bristol and up the A370 was taken before branching out to the Chew Valley and up onto the Mendips.

By pure fluke the restaurant at Shepton Mallet was reached at approximately the intended time with one or two rumbling stomachs which were glad that an extra loop around the lanes wasn't added on. At the restaurant we were greeted by Chris and Julie who were attending their first club event for some time.

Conversation flowed freely and, judging by the clean plates, the food met with unanimous approval. A good time was had by all and it was lovely to ride back home in the semi daylight. I love warm and dry summer evenings!

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### **THOUGHT FOR THE MONTH**

*Extremism and outrage are simple relentless attention seeking. Rationality and prudence are difficult mundane and exhausting.*

*Windsor Horne Lockwood III.*

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### **CLUB RIDE – Tony**

#### **Wot No Engine!**

On Sat 18<sup>th</sup> June the AAMC social was a self-propelled two-wheel event – cycle! Neatly sandwiched between two spells of brilliant weather the day was decidedly uncertain, but in the end was kind to us by staying almost totally dry.

We met up at the large car park of Yatton Railway Station mainly using cars to ferry our cycles to the start line. Simon had a head start of 13 miles by cycling from home and meeting us there on his cycle. The Strawberry Line to Cheddar was our route, an old ex-railway line so called due to the transportation of strawberries, and for those who might be tempted offers a 10 mile virtually traffic path / track to Cheddar Gorge.

The five of us made good progress and we were soon tucking into our lunch at the Riverside Inn by the carpark at the bottom of Cheddar Gorge having decided to give a walk or cycle meander up the gorge a miss due to the threatening rain and the lure of a hearty meal.





The return trip back was a nice pleasant easy cycle, finishing with the obligatory cake stop at the community café at Yatton Station. Surprisingly there weren't a huge number of other walkers or cyclists on the Strawberry Line probably as it was a Saturday rather than Sunday when it is usually much busier. Look out for details of the next one!



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## **CLUB RIDE – Andy**

### **Welsh Wander – Sunday 3<sup>rd</sup> July**

I don't get to lead many AAM rides these days and especially ones to Wales but, having put a Welsh ride together for the IAM Group I'm with and thoroughly enjoyed it, I thought I'd do it again!

We were due to start from Severn View Services but a check on the National Highways website revealed that, due to bad weather, closure of the M48 had been postponed and would therefore be closed over the weekend of 2<sup>nd</sup> and 3<sup>rd</sup> July.....thanks guys!! So, a quick change of plan and a start from the BP garage in Chepstow.

Thankfully the weather forecast was half decent and 13 of us met up (later to become 14 at the coffee stop!) before squiggling our way up the Wye Valley to Monmouth. I know it's a bit frustrating to have to go through

Tintern at 20mph but it seems like more and more towns and villages seem to be adopting this so it's something we're going to have to get used to (the French also seem to have embraced 30kph limits in many towns and villages!). At least in Tintern you have the abbey and river to look at!

Once out of Monmouth, it's a nice run over to the Skenfrith road and then turning left, heading towards Abergavenny is immensely rewarding.....although the "temporary" traffic light control with not a lot of advanced warning can wake you up a little!! In hindsight, I should have contacted the Copper Kettle tearooms beforehand to warn them of our visit as they were a little short-handed and therefore it took a while for everyone to receive their order but at least it gave us the opportunity to catch up with each other. But if you're over that way, the Copper Kettle is worth a visit; way better than Abergavenny bus station!!



Approaching the bridge at Crickhowell, we took a left through Llangattock up to the B4560 to then loop back down to the same road as the views from up there (with decent weather, of course!) are magnificent over to the Black Mountains, Brecon Beacons and Llangors Lake....which is where we headed next.

While I was waiting in Llangors village, as I'd run out of riders to drop off, I reflected on the merits or otherwise of the drop-off system;



when done properly it works so well and everyone can ride at their own pace, as we all know but, as a ride leader, it can sometimes lead to a slight amount of panic when running out of riders and having to wait for what feels like several minutes.....has there been an accident, did I forget to drop someone off at the last junction or position them in the wrong place so they were missed by others in the group??? They've all happened on rides I've been on over the years but, thankfully, I was never the ride leader!! Anyway, I was soon jolted out of my musings....and on we went.

Out of Brecon and on to the Lower Chapel/Upper Chapel Road and over Mynydd Eppynt (red flags flying on the military ranges indicating war games being played) again with some fabulous views, down into Garth and on to Beulah for a fuel stop....and surprisingly well priced (I'm talking relatively here when taking into consideration the current outrageous price of fuel!). With it being the only fuel available for miles around it can get a little busy and confusing for the cashier.....and so it proved on this occasion!!

The road up from Beulah to Llandrindod Wells through Newbridge-on-Wye is fabulous but you do need a clear run to get the best out of it as overtaking is difficult and even impossible in some sections, so on this occasion it was a tad irritating to get caught behind a couple of cars; but there you go, all part of managing your ride. It was a shame that it was overcast when we arrived at the Lakeside Café in Llandrindod Wells as it's in a lovely setting with it,

unsurprisingly given its name, being at the side of the lake!



Again, well worth a visit I think, as they have a good selection of food at very reasonable prices; and way better than the café at Crossgates!!



Talking of which, after lunch we passed there having turned east along the A44; somewhat worryingly there were "Road Closed" signs up but, as planned (yeah, right!) it was closed just beyond the junction where we turned to go down through Hundred House (or Tony's Road; ask Simon, Geoff or Robin!) towards Builth Wells. What a road this is; I absolutely love it! Before reaching Builth Wells we turned south to go along the Wye; if I'd been a little more observant, we could have turned off this road and over Geoff's rickety wooden bridge but unfortunately, I just missed it so decided to continue on the original route; a pity as it's a great old bridge! And on to the Honey Café which everyone (?) knows and loves; it's certainly great for tea and cake!!



From there it was back to Usk, via Llangors and Gilwern, where we decided to end the ride, given the M48 closure. After a bit of a chat with each other, we made our separate ways back to the M4 and on to Bristol and beyond.

Thanks to everyone who came along on this ride; for me it was great to catch up with people who I hadn't seen in quite some time! Thanks to Mark and Helen for back-marker duties and thanks to Geoff who gave me the initial inspiration for planning this route. Sounds like an Oscars speech, doesn't it!!

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

#### **IF HE HAD A BLOW-OUT AND KNOCKED ME OFF MY MOTORCYCLE, CAN I CLAIM?**

I was involved in a side-swipe on the motorway. I was in lane two, my speed was set by my cruise control at 70.

A new German-built car passed me at about 85 mph. and suddenly battered into the central reservation, then cut across me, smacking my leg with its nearside door and knocking me off my bike, with the bike landing on my leg. My adventure boots saved a lot of damage but I'm still left with some quite serious consequences.

The police turned up along with traffic officers and one officer in particular seemed to understand the situation. The front offside tyre of the car was a total mess.

My bike was carted off. I was taken to hospital and my insurers appointed solicitors to bring what I thought would be a straightforward claim. I was advised to strengthen my case by using a hire bike which would bring pressure on the car's insurers to settle my claim. Now I am being told by the insurance appointed solicitor that I have no claim because the driver of the car had a puncture that caused the loss of control, so there was no negligence and therefore I have no claim.

Can this possibly be correct? And who pays for the hire bike?

#### **Answer**

The liability advice could be correct but I think it is very unlikely to be the case and this is thanks to the very switched-on police officer. I also point out that your



insurance-appointed person is no more of a solicitor than you are.

The law is this; there is a principle of evidence, *Res ipsa loquitur*, which means that where you have control over something – in this case a car – and that car causes harm which is not typical of its use, then you as the driver must show that it is more likely than not that there was some intervening factor not of your making which caused the harm to occur. This is where the police officer has done you enormous favours. He has given any competent lawyer some massive clues as to the reality of this tyre suddenly puncturing.

His report says. “The front offside tyre of the (German car) showed signs of significant delamination. Visual examination revealed no piercing puncture nor any foreign object in the tyre. In my opinion this tyre has been run at low pressure for some significant distance before failure. The front tyre would have given steering feedback to the driver indicating that something was wrong. Because I was unable to start the vehicle. I cannot say this vehicle has tyre-pressure monitoring but I would anticipate that it has.”

He could not have signposted your ‘lawyer’ any more clearly. I would not necessarily expect a non-specialist solicitor to have particular knowledge of tyre delamination. It is something we come across in practice quite a lot but all of our work is road traffic, so a more general solicitor might not have that exposure. However, anyone with a law degree knows *res ipsa* and when the answer is being spoon fed to the unqualified clerk who is dealing with your case, he really should have picked it up. In my opinion, you will win this case.

The police officer’s evidence indicates the absence of a puncture but notes a

tyre driven without proper pressure for sufficient distance to cause it to heat to the point it became so hot it lost its structure and the absence of evidence of “foreign object penetration”.

The driver of the car is not going to be able to show that he had a sudden and catastrophic puncture but rather that he had been running a tyre under-inflated for some time and as a consequence of driving a low-pressure, low-profile tyre at around 85mph, it catastrophically failed. The driver must show how the accident happened without negligence on his part and in my opinion, he will fail.

You will need an expert in tyres, and there are such experts – I have used them myself. As to the hire bike, the contract you have means you are liable for the charges, so best get on with suing the driver.

**Andrew Dalton**

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### **RIDING MASTERCLASS – Misti Hirst**

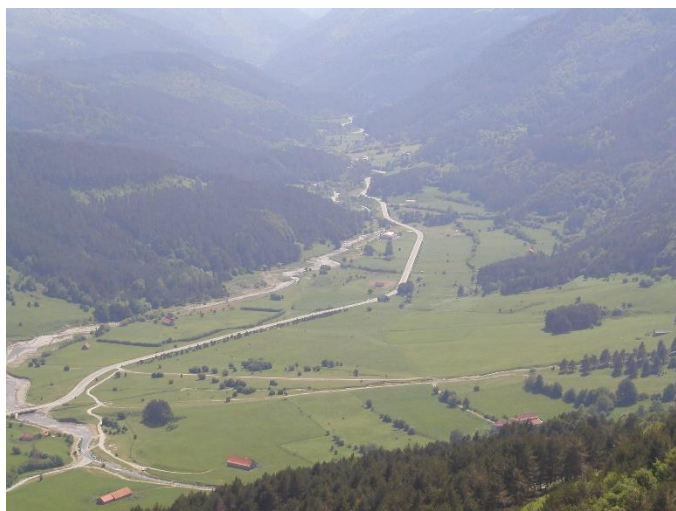


*Courtesy of Misti Hirst*

*Riding coach **Misti Hirst** explains the correct techniques to employ when navigating switchbacks on twisty mountain roads*

Switchbacks, hairpin turns, twisties: there’s a reason mountain roads like the Stelvio Pass and Pikes Peak are so popular with

motorcyclists. Put simply, corners are fun. I mean, none of us ride for the thrill we get on the straights, right?



*Spanish bends*

But with those tight and technical bends comes a certain type of challenge. Proper riding technique is needed to navigate them correctly because switchbacks are challenging and mistakes can be very costly. So how do we master these types of corners?

First of all, having patience and setting your entry speed correctly is paramount. When we don't have patience, we tend to rush corners and approach them with high entry speeds. Whenever we perceive that our entry speed is too high, it generates survival reactions, things our bodies do unintentionally to protect ourselves, but that actually make the situation worse.



*Courtesy of Adventure Bike Magazine*

### **Set your entry speed**

Coming into a corner too hot, especially a tight switchback that curves back around itself, can cause us to tighten up on the bars, target fixate, jab on the brakes too hard, or panic and make any combination of the above mistakes.

Approaching the corner with a more conservative entry speed will not only prevent these dangerous survival reactions from cropping up, but it will then allow more time to execute proper technique to get through safely.

Hairpins are different from more straightforward corners because they are visually more challenging. You have to push your eyes to look into the corner further and this often requires a full turn of the head. A conscious effort has to be made to turn your head and look into the corner before you begin to turn the bike so that you have a goal, a place to aim for. You go where you look, so look where you want to go.

### **Take the right line**

Line determines the outcome. Where you enter the turn determines how and where you will exit. It's easy to get caught up with turning the bike too early and too far to the inside of the corner. This will push the bike wide on the exit and require you to either brake and/or add more lean-angle mid-corner.



*Bends above San Francisco*

Pairing patience and a more conservative entry speed with a deeper and later turn-in point will



give you a safer, more predictable line through the corner.

Remember though, even if your intention is to take a later turn-in point, if your entry speed is too high, your survival instincts may kick in and you could still end up turning in too soon.

### Downhill versus uphill

Most switchbacks are either uphill or downhill and each present slightly different challenges. Many riders find downhill switchbacks more difficult because the momentum of the bike keeps the overall speed up, and the gradient of the road puts more weight on the smaller front tyre. So, how do you maximise front-end traction while still slowing the bike down and setting correct entry speeds?

Trail braking with the front brake smoothly will help you set your entry speed and carry the bike deeper into the corner, but the brakes must taper off simultaneously as the bike is turned into the corner.

Jabbing on the front brake, or holding too much too long, can push the front to lose traction, so trail them off as you begin to turn in. Also, allow your body to go with the bike into the corner (lean right into a right-hand turn) to reduce the amount of overall bike lean angle needed.



*Spanish for, long slope for 21km – moderate your speed*

### Crack on the throttle

This is something that is often forgotten on downhill hairpins. Once the bike is pointed in the direction you want to go, crack on the throttle and roll it on throughout the rest of the turn. This gets extra weight off the front tyre and puts the suspension back in the correct

range, which helps the bike hold a predictable line.

Another tip is to grip the tank with your knees so that you don't slide forward and to help you maintain a relaxed grip on the handlebars. And remember to keep up those visual skills.



*Cornering in Greece*

Don't let the downhill momentum push your head forward and your eyes down. Make sure you keep your head up and your eyes looking ahead to where you want to go.

For uphill hairpins, a strong focus on visual skills combined with good throttle control will help you power through the turns. Look into the turn, spot your apex, turn the bike, roll on the throttle, and move your eyes ahead to the exit point.

Mountain passes sprinkled with repeating hairpins are a motorcyclist's dream and offer a supremely satisfying riding challenge. They are one of the reasons why so many of us make a pilgrimage to the mountains each year. With proper riding technique, they can become even safer and more fun for all.

*(If you've been concentrating, you will have realised that it isn't just me who keeps on about being in control, but everywhere in the world, where motorcycles corner, the skills and techniques are the same. Ed)*

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**THE STARTLE RESPONSE – Otherwise known as an “Oh S###” moment – Stu Bullock**

This is a phenomenon that has been researched; proven to be real and all of us will have experienced it in one situation or another. In my experience, it is a stress response to a sudden stimulus, particularly in a life-threatening situation and our physical response is uncontrolled and automatic. Often that response to a ‘scary moment’ is for our brains to stop working, or ‘freeze’ as it is sometimes called. Some people physically curl up or turn away from such a moment as their ‘flight or fight’ lizard brain response is activated. After an incident, people can often relate back to the event in the most incredible detail due to the concentration they gave to it. It is in fact, any situation where you find yourself chanting that well-worn mantra “Oh S###!”

In her article above, Misti Hirst warns motorcyclists against *“Coming into a corner too hot, especially a tight switchback that curves back around itself, can cause us to tighten up on the bars, target fixate, jab on the brakes too hard, or panic and make any combination of the above mistakes”*. That is the ‘startle response’ perfectly activated.

It is well recognised that motorcyclists often face intense fears in high-risk situations or, what each individual perceives as a high-risk situation. Individual responses are controlled by our life experiences in ‘stressful’ situations. In other words, being used to stressful events can delay our startle response and is why the least experienced are often the most vulnerable. Travelling at 60mph means you are covering the ground at 90 feet (27.5m) per second. The Highway Code says an average reaction time for an average rider travelling at 60mph is between 0.7 (to 1.6) seconds, or 18m (60’). So, 60’ is the distance travelled before the reaction sets in. (Figures given are subject to much debate and there are differences of opinion - Ed).

During several years of my Police career, I was subjected to more than usual stress for a

Police officer in certain parts of my role. One side issue was that I could regularly ride and drive at high speed, in normal traffic situations, often closely engaging with other motorists. The reality was, fast riding and having my reactive brain working at such speeds became normal. Being extremely close to other road users at high speed did not trigger my ‘self-preservation’ response at the usual time because I had become used to operating in that environment and I could react far more quickly than previously.

This means getting much closer to situations requiring a response. OK if your passenger has been prewarned. One particular Prime Minister found he had not been prewarned but, I never wanted promotion anyway.

On asking people I worked with about this phenomenon, several agreed to having recognised that the more they learned about riding motorcycles at speed on public roads, the greater their reduced ‘startle response’ and the lower their reaction time. It’s almost like it is being pushed further away from the normal trigger point.

Anyone who has tried to insure a motorcycle, will know that motorcyclists are perceived as risk takers in the same way that rock climbers and skydivers are. What we know is that learning to apply a systematic way of dealing with risk removes some of the risk, which of course is the idea. If we expect any road user we come across to make a mistake, we know that by applying our defence techniques, we can reduce the risk of confrontation. One example is the phrase “you must be able to stop on your side of the road within your vision range”. As we gain in experience, we learn that we can ‘stop or slow and steer away’. That experience and knowledge raises our confidence but therein lies a danger.

The danger is we become immune to the mistakes we and others make and we apply our defence techniques so ‘remotely’ that we



act in a way that makes us feel immortal. In other words, we face so many high-risk situations and deal with them so well, our level of stress, or being surprised, or shocked, or **startled**, is reduced so low, that we find we can get closer, brake later, react more calmly to that vehicle that pulled out. In Roadcraft, the sections "What makes a good rider?" and "Competences for Police Officers" are worth reading together to gain understanding of this process.

When on a group bike ride, a deer ran into my path and crossed the road part way through a corner. The person following me asked me why I hadn't reacted. On thinking back, having seen the animal approaching the road, my response was to close the throttle so the engine was not pulling but also not slowing. I stopped increasing the amount of lean I was applying for the corner. My brain told me the animal would clear me with room to spare IF it kept going. If it stopped, or turned back, I was ready to slow, brake and steer in another direction. So, in my mind, a plan had been formed, I was ready to apply physical action but assessed I didn't need to at that point.

To the observer, there appeared to be no reaction. That could simply be that another person's startle response will activate before mine.

There is a phrase, well worn, in Roadcraft, "Expect the unexpected". Do we understand what that means? How can something be unexpected if we are expecting it? Example. August is harvest time. Therefore, expect big slow moving farmers vehicles. So, I am expecting big slow moving farmers vehicles but I don't know exactly where. See house rooves on your route ahead, expect a lower speed limit and more people. You won't know exactly where.

We need to ensure that our 'startle response' does not cause a ripple effect of other problems, like braking hard for one problem,

only to cause another problem behind us. I have reasoned that my judgement of time, speed and distance enables me to not overact. I don't need to think about that calculation, my brain makes it for me (**Proprioception – June TREADS**). I am totally confident in my reactions but that is tempered by my always reflecting on any situation that causes mine, or my passengers startle response to be activated or not, to ensure I retain my self-preservation response.

One thing is for sure, now you know more about your startle response, you can deal with it and learn to react without overreacting. To remain in control. The section in Roadcraft "Are you fit to ride?" will give you reasons why you will ignore your startle response at your peril.

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**BMF NEWS ROUNDUP – 2022 - Helen Hancock, BMF Administrator - Written by Peter Henshaw – [editor@bmf.co.uk](mailto:editor@bmf.co.uk)**

The months top motorcycle stories, brought to you by the BMF.

Remember last month, when we kicked off this column with news that the issue of taking bikes into the EU had apparently been solved? Turns out it's not quite that simple... True, the EU Commissioner did write a letter saying that 'means of transport' crossing into the EU would not be subject to customs formalities. All good, except that some customs authorities are arguing that a motorcycle being taken in by van or trailer isn't a 'means of transport' but 'goods in transit.' Talks between UK, EU and French officials continue...watch this space.

Back in Blighty, the rocketing price of petrol and diesel has been dominating the headlines, leading many drivers to cut back on their car use, according to surveys – one found that 54% of them had changed their habits, driving less, driving more slowly or working at home to cut commuting costs. Are bikers reacting in the same way? The BMF would like to know, so

hop onto our Facebook page and tell us whether pricey petrol has affected your riding habits.

All this talk of expensive fossil fuels leads to increasing focus on the alternatives. Is hydrogen viable as a bike fuel? Bosch grabbed some headlines by announcing it would be building 4000 hydrogen filling stations worldwide by 2030 – sounds a lot, but it's a drop in the ocean compared to petrol/diesel infrastructure. Hydrogen faces other big hurdles too, including efficiency (it needs a lot of energy to produce the stuff), emissions and costs.

Meanwhile, the electric revolution gathers pace. The electric motorcycle plug-in grant carries on, despite the car grant being dropped. Norton announced a new electric bike project and Triumph's TE-1 prototype is now being road tested. Triumph also bought Oset, the hugely successful seller of kids' electric off-road bikes, underlining Hinckley's off-road ambitions as well as its transition to battery power. And if you have an old BMW airhead lurking in the garage, Dutch custom house Luuc Muis is now offering an electric conversion for the R series. Its name? Not R80 or R100, but 'R00'.

There was good positive news from the NMC (Britain's coalition of biking groups, which includes the BMF), which has signed an agreement with FEMA and FIM Europe to work together on motorcycling issues which affect us all. Make no mistake, FEMA and FIM are the big boys among motorcycle advocacy groups, and working with them can only maximise the NMC's clout. Stronger together, as they say.

Closer to home came news that Transport for London can now fine drivers and riders for straying into cycle lanes...you have been warned...while Honda has been offering free test rides to non-motorcyclists this summer, well worth doing.

And finally...you know the Purple Helmets? Of course, you do. Wacky motorcycle display team famous for their wobbly and hilarious stunts aboard Honda C90s and other tiddler bikes. Well, they've been doing it for 27 years and have decided to retire – if you read this in time, their farewell performance will be on 20th August at the Great Laxey Duck Races, Isle of Man. That's enough purple prose – see you next month.

For detail on all these news stories, go to [www.britishmotorcyclists.co.uk](http://www.britishmotorcyclists.co.uk) or catch up with us on Facebook, Twitter and Instagram

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### **AND FINALLY - Ed**

Isn't it wonderful to see club events written about in numbers again? 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 August, 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 can the rider re-join the group in front of him/her.
6. Overtaking within the group is allowed provided it is carried out safely and with courtesy and consideration for ALL road users.
7. ALL riding in groups organised under AAMC rules must take account of the varying skill levels that may exist within each group. Putting any road user at risk and/or bringing AAMC into disrepute is unacceptable behaviour.

## **JULY 2022**

Saturday 30 – Rob

[robert.slack5@outlook.com](mailto: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 7<sup>th</sup> September 2022, 20:16 hrs.

Return; Santander to Plymouth leaving Thursday 15<sup>th</sup> 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

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**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](http://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

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**The 46<sup>th</sup> Annual Gloucestershire Vintage & Country Extravaganza - 5-7 August 2022**

South Cerney Airfield, Cirencester

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

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**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](mailto:jwiddey@aol.com)**

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**british motorcyclists federation**

**BMF EVENTS:**

**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.



### **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.

|        |                       |
|--------|-----------------------|
| 6 Nov  | Moto GP Italy (Final) |
| 13 Nov | F1 Brazil             |
| 20 Nov | F1 Abu Dhabi (Final)  |

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### **F1, Moto GP, WSB, BSB race dates 2022**

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

## 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

