



TREADS

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The FEBRUARY 2022 Newsletter of AAMC

EDITORS BITS – Stu Bullock



Pontivy, Brittany, France, 2017.

The theme this month is TRAVEL. Well, its about blooming time we did. St Augustine said about the subject. *“The world is a book and those who do not travel see only one page”*.

In ‘The Traveller’, Robert Louis Stevenson wrote. *“I travel not to go anywhere but to go. I travel for travels sake. The great affair is to move”*. Also *“There are no foreign lands. It is the traveller only who is foreign”*. His poem ‘Travel’ begins;

- *I should like to rise and go
Where the golden apples grow;
Where below another sky
Parrot islands anchored lie*

Inspired? More Club Rides please. Helen eagerly awaits your message.

The Club AGM is on Wednesday 23 February, 7pm for 7:30 prompt start, at the New Inn, Farmborough, BA2 0EG. Give Simon Gough a call if you intend to travel there, you will be most welcome. 07774 835025.

I’m not your mother but, make sure your preferred sled is ready for the warmer months and make sure you are ready too. New Highway

Code rules read (more on that later), Roadcraft revised and mentally prepared to ride.

Both Andrew Dalton and I have some advice about **travelling in Europe**. Post Brexit changes will continue to affect us for some time but news of such things comes out like a dripping scullery tap - occasional releases from a place that gets little attention - so beware you are not caught out.

In order to travel safely, we need to understand the finer points of motorcycling. Part 2 of The Art of Motorcycling appears in this edition.

The BMF are producing a monthly news roundup and it is going to appear in TREADS as a regular feature. The organisation goes rather unnoticed amongst all the other motorcycling stuff there is out there. However, in my view it is worth remembering that they campaign strongly for ‘bikers rights’ with links directly to central Government and other motorcycling organisations across Europe, so maybe worth listening to regularly. See BMF INFO below.

The Highway Code has come in for some welcome publicity recently, due to new and updated rules. There is plenty in here about that, from me, Jaimie and the BMF. Be sure to update yourself.

The Royal Society for the Prevention of Accidents (RoSPA) has announced its team for the Advanced Drivers and Riders Association, (RoADAR). You may be aware that Amy Brant resigned her post as head of RoADAR in 2021. Andy Nixon (RSE for the Midlands) was appointed as RoADAR Manager on a part time basis also in 2021. The important office staff are Becky Evans and Jacqui Adams.

There is an announcement in the current Care on The Road.

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 MARCH 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.

Chatty Chairman – Simon Gough

This month I would like to extend a warm welcome to new member Steve Pearse on joining the Club. Steve lives in Horfield, rides an R1200GS amongst other machines and has already booked onto the Skills Development Course. We look forward to seeing him out and about on Club rides and at other events.

VIEW FROM THE SADDLE

Hello all. I hope everyone's surviving the long winter months so far. Time has come around very quickly for me to write view from the saddle once more. The difficulty being of course is what to write about, especially difficult for me as Sandra and myself have hardly ridden in the past few years, with more cycling than motorcycling. How times have changed for us.

I thought I would try and give a brief overview of the recent changes to the latest highway code, although I struggle to see some of the logic behind the changes. The paper version of the highway code isn't released until 16th April 2022 at a cost of £4.99. You can view the changes on the government website for free or download an IOS app for £3.49, an android version

I'll try to outline the main changes below, but I'm by no means an expert on the changes made and would suggest maybe it's time we purchased a copy of the new version once it's available. It is available now in digital format, but call me old fashioned, I still prefer a physical copy.

The changes came into effect from 29/1/22 and were made to improve road safety for people walking, cycling and riding horses.

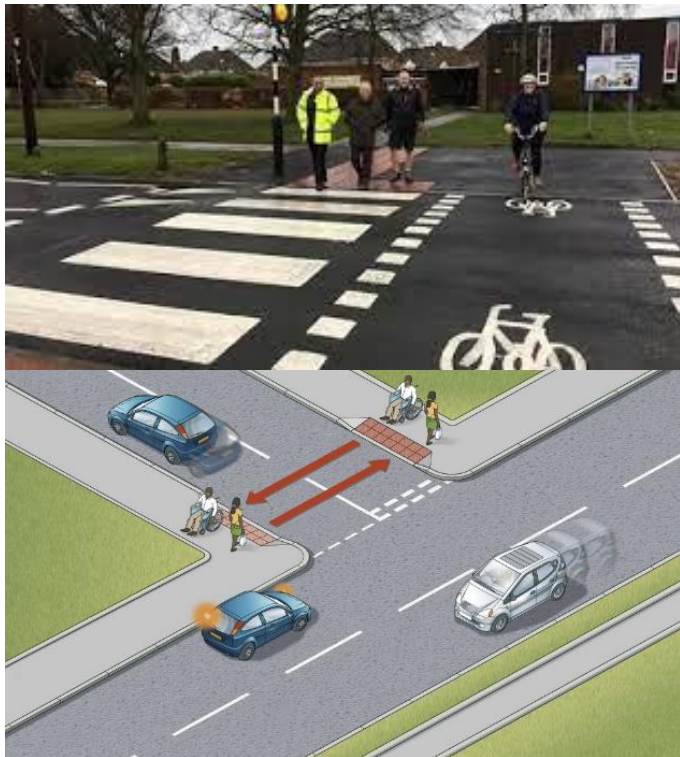
They've made changes to the introduction section to include 3 new rules about the hierarchy of road users, which places the most at risk in the event of a collision at the top of the hierarchy.

Rule 1: Basically, states that all road users are considerate to other road users and understand their responsibility for the safety of others. With those in charge of vehicles that can cause the greatest harm in the event of a collision bear the greatest responsibility to take care and reduce the danger they pose to others.

Rule 2: Specifically relates to drivers, motorcyclists, horse drawn vehicles, horse riders and cyclists.

At a junction you should always give way to pedestrians crossing or waiting to cross a road into which you are turning or exiting.

As we already know pedestrians have priority on a zebra crossing, but we're now also seeing parallel crossings introduced, this is where a cycle lane is parallel to the zebra crossing and works in the same principle as a zebra crossing. Both cyclists and pedestrians have priority on these types of crossings.



Rule 3: For drivers and motorcyclists.
You should not cut across cyclists, horse riders or horse drawn vehicles going ahead when you are turning into or out of a junction, changing lane or direction.

Other changes include:

1. The use of shared spaces i.e., cycle paths etc. This basically states that cyclists do not pass walkers and horse riders closely or at speed particularly from behind, they should slow down and let people know they are there.
2. Positioning in the road when cycling.

It's now acceptable to ride in the center of their lane on quiet roads, in slower moving traffic and at the approach to junctions or narrowing's.

They can also keep at least 0.5 meters or 1.5 feet away from the kerb edge (and further where safer) when riding on busy roads with vehicles moving faster than them.

3. Cycling in a group.

It's now been updated to confirm you can ride 2 abreast when safe to do so, but they should be considerate of other road users' needs. I.e., cyclists with following vehicles are asked to move to single file or even stop when safe to do so to allow following traffic to pass by safely.

4. Overtaking when driving or cycling.

It is now confirmed you may cross a solid white line, if necessary, provided the road is clear to overtake someone cycling or riding a horse if they are travelling 10mph or less.

You must leave at least 1.5 meters when overtaking cyclists at speeds of up to 30mph and give them more space when travelling at higher speed.

When passing horses, you should leave extra room of a least 2 meters.

5. Cyclists passing slower moving or stationary traffic.

It is now legal for cyclists to pass slower moving or stationary traffic on either their left or right side. This should be done with caution.

6. Cycling at junctions.

Some new special cycle facilities are now in place at some junctions, these are eye level traffic lights which may allow cyclists to move separately from or before other traffic.

It's also recommended that cyclists position themselves in the middle of the lane at junctions to make themselves as visible as possible and to avoid being overtaken where this would be dangerous.



Eye level traffic lights for cyclists.

7. Roundabouts.

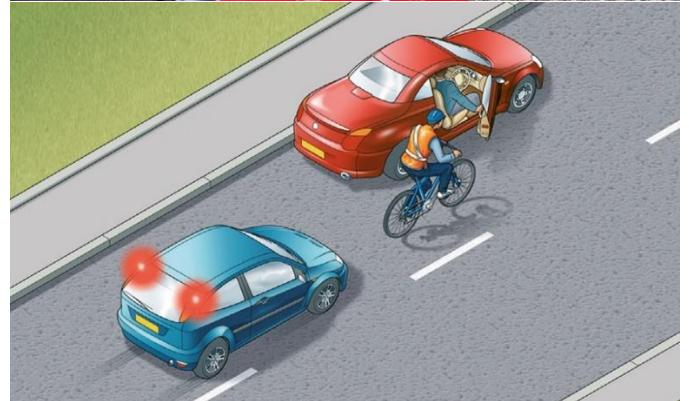
Priority is to be given to cyclists on a roundabout. Cyclists can stay in the left-hand lane on a roundabout and go all the way around the roundabout without changing lanes.

Motorists are advised not to overtake and/or cut across any cyclists continuing around the roundabout.



8. Parking and leaving vehicles.

It's now recommended you use your left hand to open the driver's door when exiting the vehicle. This promotes the driver to turn their head and physically check for any cyclists or motorcyclists passing them.



In total there are 10 sections of the highway code being updated with 50 rules being added or updated. Obviously, I couldn't review them all hence my suggestion it might be time we all got an up-to-date copy.

Most of the changes and rules above are things we all as motorcyclists generally are very good at doing anyway.

Hopefully I've not bored you too much! Looking forward to catching up with everyone soon. In the meantime, safe riding.

THOUGHT FOR THE MONTH

*Every day is a winding road.
I get a little bit closer.
Every day is a faded sign.
I get a little bit closer to feeling fine.*

Sheryl Crow

Brexit and reasons not to crash in EU countries. - Andrew Dalton, White Dalton Solicitors.

It is safe to say, Brexit hasn't been the Armageddon some pessimistic commentators change in the law which needs addressing before we flock to Dover. And it is this...

If you sustain an injury, or collision damage, while riding in the EU the pre-Brexit method of bringing a claim in your home jurisdiction, i.e. Great Britain, has now gone. That's to say if you are injured within the EU the direct right of action you had pre-Brexit, and during the transition, against the insurer of the vehicle that harmed you, to be brought in a British Court using a British lawyer, with proceedings in English has now gone. Also, the database by which you or I could look up the insurer and the British agent of an EU insurer has gone.

A GOOD FIGHT

It is frankly unlikely that EU insurers will, allow claims to be brought in the British Courts without a fight for a couple of good, commercial reasons.

The first is that in English law the loser pays the winner's fees and an English or Welsh biker who brings a case is largely protected against adverse costs.

The position in Scotland is different, and experience has taught me not to comment on Scots law unless I am very confident about it. However, Scottish bikers have also lost the right to sue in a Scots Court for an EU sustained injury as of right.

In my opinion an EU insurer will commercially resist the claim being brought in a British Court.

The second problem is the hassle factor of bringing a claim has risen exponentially. You will need to be very determined and have funds to bring a

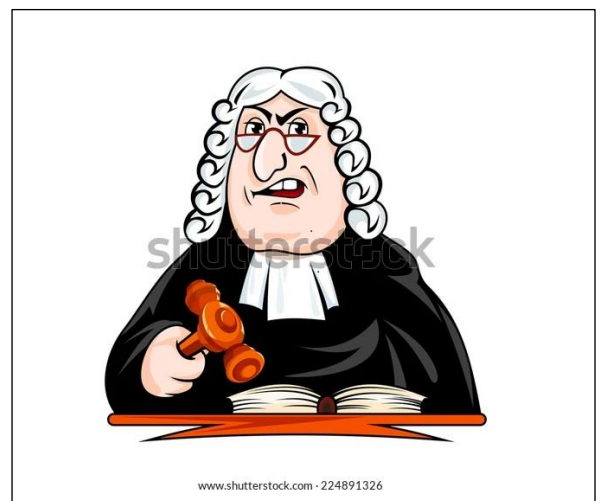
claim in the EU with a local lawyer and if you bring the claim yourself, fluent in the language of the jurisdiction. There will be a huge dropout rate in claims, I am sure.

SOME HOPE

Having said all this there is a method by which the English or Scots Courts can take jurisdiction of a claim, on the basis that the loss was finalised in Britain (because that is where you are living with your injuries and their consequences).

This means the British Court has a potential jurisdiction but there is a second string, namely which court is the most convenient for all parties – if you have a collision in Belgium the police report will be in Flemish and the witnesses will most likely be Belgian.

Also, as a matter of law, the case will be tried applying Belgian Law – whether in GB or Belgium you can see there is a strong argument that the appropriate court would be Belgian.



In England and Wales, we have got used to no win, no fee with the client and their lawyer splitting the risk of a case. No win, no fee is unlawful in most EU jurisdictions so you pay your lawyer as you go, usually with a modest contribution made to their fees at the conclusion of the case by the insurer.

However, this is nothing like the level of fee recovery that an English lawyer would expect to recover in a serious injury case. You will be making that shortfall up out of your damages.

This situation is not going to change as long as Great Britain declines to recognise the jurisdiction of the European Court of Justice, a key plank of the Brexit rationale

MOTORCYCLE TRAVELS Stu Bullock.

I've been thinking about travel recently and this piece links with Andrew Daltons piece above.

In connection with travel around Europe, I came across some information about the European Health Insurance Card (EHIC), which has been around for ages and its eventual replacement by the Global Health Insurance Card (GHIC). The application process is detailed in the link below:

<https://www.nhs.uk/using-the-nhs/healthcare-abroad/apply-for-a-free-uk-global-health-insurance-card-ghic/>

I've abstracted some info but not all. There are 2 types of cover available and you can apply for either:

- a UK Global Health Insurance Card (UKGHIC), OR
- a UK European Health Insurance Card (UKEHIC), if you have rights under the Withdrawal Agreement. For most people, the UK Global Health Insurance Card (UKGHIC) replaces the existing European Health Insurance Card (EHIC) for new applications. A UKGHIC and new EHIC are free of charge. (Beware of unofficial websites, they may charge you a fee to apply).
- If you have an existing UKEHIC, it will remain valid until the expiry date on the card. You can apply for a new card

up to 6 months before your current card expires. Not all state healthcare is free within the EU and Switzerland and so you may have to pay for services that you would get for free on the NHS.



- Your UKEHIC or UKGHIC is not a substitute for travel insurance. It may not cover all health costs and never covers repatriation costs. Make sure you have travel insurance as well as your card.
- If you need medical treatment while staying at a quarantine hotel, the UK Government will fund treatment as usual for UK residents or insured individuals. Use your UKEHIC or UKGHIC card, or contact the NHS Business Services Authority to receive a Provisional Replacement Certificate if you do not have a valid card.

THE ART OF MOTORCYCLING part 2 – Stu Bullock

In part 1, I spent a lot of time talking about observations, road position and bends. That is because those rider skills most often fail and why most crashes happen - out of urban areas, on open roads and partly closed bends. It's not difficult to work out why. However, there is another element that is not talked about as much as it should be and that is location awareness. It is extensively well documented by

road safety groups that roads you know have a different risk level to roads you don't know. This may seem obvious now, but have you ever thought *'I am not in my own territory; I need to concentrate harder'*?

This is because many actions we make are an *automatic reaction* caused by our brains remembering how we acted in many similar situations. If allowed to develop, the automatic reaction may be too late, not enough, too soon, not actually needed. What does that mean? Well, when you see a bend in front, the *automatic response* part is to prepare to lean your motorcycle, because you know you will have to. The *conscious effort* is in deciding how much lean and speed during leaning.

You may be able to see some of the road surface. *Automatic response* is to keep scanning and the *conscious effort* is in managing speed/position so you can slow or stop if necessary. So, although the fundamentals are the same, bend = lean, the application of machine handling will be different.

I hope I have emphasised the importance of us taking steps to protect ourselves from risk and raise our game in order to avoid having collisions. There is the wider question of whether we confirm the stereotype of the 'greasy biker' still prevalent in this country. I maintain the answers are mostly in our own hands.

As we have discussed, observations of roadside signs can provide valuable information. *"More paint = more danger"* is still true even in these days of what may be called excessive signing. One thing you are looking for when cornering (apart from gravel, broken edges, oil spills etc) is for the centre line markings to change. As we discussed in part 1, entering a bend controlled by double white lines and at some stage during the curve you see the start of a broken line in your favour, should mean to you that the road exit is potentially less hazardous than the entry. Of course, that depends on what else is on that road.

Double white lines on entry are another way for the road engineer to slow traffic down on entering the bend. Stuey's tip number nine: *Worn white lines in the middle of a bend may mean oncoming traffic on your side of the road.* My opinion on the correct way to manage bends, even on circuits, (Stuey's tip number five): *Slow in – fast out, provided you can see the road surface on the exit.*



Worn white central markings

Let's look at just one road sign, as shown below. Triangular signs give warnings.

This sign is to warn us of *'frail, or blind, or disabled pedestrians likely to cross the road ahead'*. What else can we think of that will affect the risk to us? Perhaps a care or nursing home nearby? An area of homes providing extra care or sheltered housing?



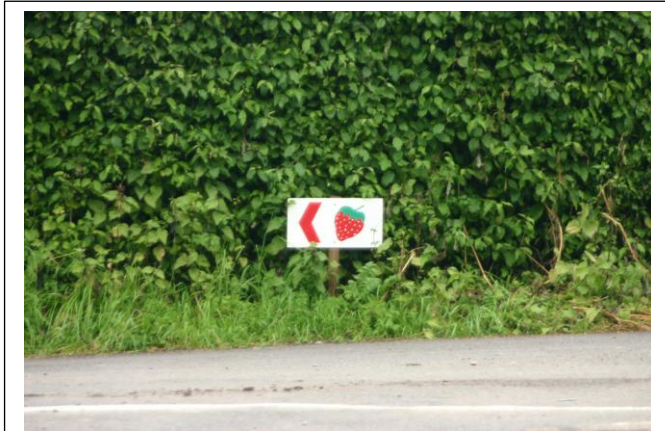
shutterstock.com · 1546677236

That song from Oliver, 'You got to pick a pocket or two' comes to my mind every time I see this sign.

What about those visiting who may not be familiar with the area? Other elderly people who continue to drive, for example. Young children, not yet fully conversant with road safety thinking? How likely is it that we might be confronted with emergency vehicles, or hospital transport vehicles?

So, from the initial warning, we can expand our experience into a wider understanding of "What may be there?"

Let's move on to what we might consider as unauthorised signs. *'Pick your own fruit'* is popular around the west country. *'Farm shop and café'*, *'Beware Free Range Children!'* That last one may be made up.



Homemade sign. Helpful or hopeless?

The thing is, we ought to have some 'homemade signs' in our heads anyway. I always expect 'muddy tractors' in August and September for the good old harvest time.

Whilst on a Police driving course 'somewhere in Wiltshire' many moons ago, I was in the back (or rear gunner) seat whilst another student drove, instructor alongside. We approached a left bend in a rural setting and ahead we could see an oncoming tractor. The driver kept his foot buried in the carpet, until around the bend we could see a bright red bailing machine the tractor was towing. Getting passed the tractor would not have been too bad, but the bailer, 3 feet wider, meant some serious heavy braking. Bear in mind we had no ABS, traction control or radial tyres in those days on our 1972 Triumph

2000. Squirrely is a good descriptive word for how a vehicle under heavy braking looks and feels. Just like a running squirrel.

It's about developing that 'sixth sense', 'second sight' call it what you will but never, ever take anything for granted. My brain often nags me with, *'what if?'* (*Sometimes followed by 'if Susan finds out?'*) It is worth listening to, not ignoring, getting used to reacting to.

I have found that the lesson to learn is to look ahead and grade hazards that may affect me. Is it high, medium or low risk to me? I try to assess the effect of other road users on my safety based on what I can see, what I cannot see, and what I could expect to happen next. My Father told me. *"Expect every other road user to try and kill you"*.

Slightly OTT but then, if you expect them to make a mistake and they don't, happy days. If you expect them to make a mistake and they do, you should have time and space to deal with it.

Stuey's tip number forty-six: *Try to create time and space for yourself. Time to react, space to manoeuvre.* In the real world, if all you do is create time and space on approach to every hazard, you are well on the way to being much safer, less at risk and less of a risk.

Using good forward observations and a smooth application of steering, accelerating and braking will produce a good rider who is always in the right place on the road, travelling at the correct speed for the conditions and able to react and stop with their vision range if required. That is the official blurb.

What it really means is that the best riders never stop thinking. No action or reaction is fully automatic, nothing is taken for granted.

Like the guy who moaned at me for overtaking only three vehicles. He had planned for four and was caught out when I rode into the space that I had identified before I set off. He took for granted that his plan would be my plan. Oops.



What do you know about using mirrors? You must have heard about shoulder checks? Looking around, using the mirrors to help, is valuable to keeping a picture of what is going on around you. The information helps form our riding plan but concentration is a key ingredient.

Do you know what a 'Lifesaver' is? The term is applied to that last look towards the rear and side of your bike before, for instance, you turn right, left or deviate. There is no difference in *how* and *where* you look behind or to the side of your bike at any time, the difference in the 'lifesaver' is *when*.

One of the faults with advanced riding, in my experience, is that it is often presented as a set of rules that must be followed at every hazard. It's not. It's often presented as some kind of secret society thing, and very hard to get membership of. It's not. Honestly, it's not. I often feel that it is presented in that way by people who do not have the imagination to interpret how, when and why they should take early steps to avoid potential risk. That has driven my teaching of any subject I have been an instructor for. I'm not teaching a process to people, I am introducing people to a process (The System) that they can develop in their way, to suit their learning style and time, to meet their own requirements.

Roadcraft is a guide to best practise, not a Bible!

Also, Roadcraft is not written for the general public but for emergency responders. I have driven and ridden Police vehicles flat out. I had

blue lights and siren available. There were perfectly valid reasons for those journeys but the risks were immense. Police training is continual, and places you in a variety of situations to enable you to develop the reactive responses needed for travelling at speed and that continual practise means an officer's ability to see, judge, react is far quicker than is usual.

I have often heard Moto GP and Formula 1 riders and drivers say they can pick out a single flag in a grandstand as they pass at up to 200mph. Entering a roundabout at night whilst engaged in a pursuit, I saw a screwdriver lying in the road in my path and was able to miss it. The following driver didn't see it and it was rammed into his tyre and wheel as a result.

The basics of The System as described in Roadcraft will work for you at 60mph just as it does for emergency responders at greater speeds. Practice will develop your skills as a civilian rider, whilst Police training takes drivers and riders to another level. The reason I harp on about this is because some people get the wrong idea and feel they are being trained to ride faster than the law allows. That is not the case and no advanced riding organisation condones breaking traffic regulations.

So, when you hear the expression 'making progress', it's often said with a 'Carry on Film' nudge-nudge, and suggests it's OK to be travelling faster than conditions or restrictions allow. It isn't and 'making progress' to a Traffic Cop can mean reaching a constant 30mph in town, dealing with hazards in a systematic way, not just to ride fast.



Courtesy of istockphoto.com

I often ask people who challenge me on that, if you can break speed limits, is it OK to only have 10 months insurance? 7 months road tax? Pass through a light only just turned red? I don't see any difference myself but the thing I really don't like is pain. Pain from my pocket is just as bad as that from a broken bone, in my opinion.

I would rather refer to the way of riding Roadcraft suggests, is to imagine that on each journey, you are riding to catch a train. You are not late, but the departure time is fixed so you must not faff around. One way that advanced test examiners work out a grade, is by the way a rider deals with situations they are faced with. Did the rider use the advantages presented by riding a motorcycle, or did the rider create advantages when riding a motorcycle? It's an important difference.

Amongst the skills mentioned in Roadcraft, *smooth application of steering, accelerating and braking* are particularly highlighted. It is true that rough use of the controls often means late decisions have been made. It is mostly the case that if you are taken by surprise, your focus remains on the reason for the surprise. I've seen statements from people who have collided with a vehicle that has pulled out into their path. They often give a clear, incredibly accurate and detailed description of the other driver. However, they can't give the colour or make of the offending vehicle. How can we overcome that?

To my mind it's about expectation. In part 1, I mentioned that a riding plan should contain the following; *"What can I see? How will it affect me? What do I do about it?"* Riding without a plan seems to me foolish in the extreme. I mean, we've all flown in a passenger jet, yes? What is the first thing that you are given once strapped in your seat? Instructions. Where the lights are. Where the emergency exits are. How the emergency door handles operate, geddit? A plan, that's what it is. If you have happily asked for the extra leg room seat, be extra happy in the knowledge that you are the emergency door opener in chief. Well yes, there is a crew, but what if they cannot get to open the doors? Down

to you, so now you know, if you have any doubts, stay in the 'too cramped to get out of seats', and some other sucker has control of the door handle.



"Do not leave your seat until the aircraft has come to a halt; then follow the exit instructions given to you" As seen in the film 'Sully'.

Courtesy of Buzzfeed News

Seeing a vehicle waiting to emerge into your path, calculate what would happen if it pulled out. How do you keep safe? Seeing it as early as possible. Consider a change of road position. Consider a change of speed but be wary that sharply reducing speed may well appear to someone in front of you as a flash of your headlight.

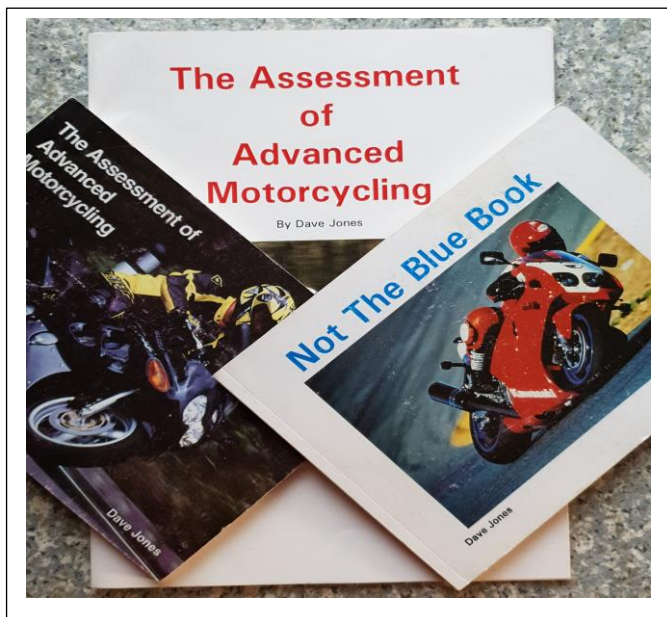
There is no need to actually apply every aspect of The System, just the ones required for you to apply your plan. However, the skill at doing that does need lots of attention and practice to produce a smooth and seamless method of motorcycle control. Stuey's tip number forty-one: *Smooth first means fast. Fast first does not mean smooth.*

In managing my space, on seeing something ahead that may affect me, I'm keeping one eye on the potential problem and another on my 'escape route'. If something happens suddenly, it mostly means I've missed the 'build-up signs' but even then, I'm looking for the alternative route out of trouble.

Understand how one 'little' error of judgement could lead to a bowel clenching moment.

Luckily, one dose of Dr Parps bowel strengthening elixir will put you right, but better to understand that no one is immune from mistakes. Only by having good handling skills and correct approach speed, can the risk of collision be reduced.

I'd refer you to a book by a jolly good sort, Dave Jones, called *Not the Blue Book*, or *The Assessment of Advanced Motorcycling*. Jonesy was a Police Sgt and Patrol Bike rider for Dorset Constabulary and he wrote a whole series of the above books, which were considered by many as a sort of essential to understanding Roadcraft. They can be found online as they are now out of print but well worth a bit of rooting around to find one.



Roadcraft does not teach you to ride a motorcycle. (Shock horror). To use The System effectively, you must already be able to ride, balance, turn a motorcycle, make it go and stop. You must know about traffic law and the effects of drink and drugs already; plus, what mistakes other road users will make.

Track Days may benefit most riders in boosting confidence in machine handling, or the science. I've already explained what an off-road track day will do, to help you deal with loose surfaces, that you can also apply to wet roads and drain covers and diesel spills. A race track day is different. You will be riding on a very grippy and

consistent road surface. No drains, no pedestrians, no oncoming vehicles. Just you, the open track and some pretty open bends. Not put off yet? Well, it can be scary and my advice would be to look into a controlled track experience where tuition is available and speeds are controlled for part of the day. Castle Combe is my recommendation (<https://castlecombecircuit.co.uk/>) because that is what they provide.

Being let loose amongst 15 to 20 overly aggressive road riders is not my idea of fun and why I've never been a courier. You have an opportunity to brake hard, getting to understand what the bike will do. Steering in the extreme if you want to, again, the experience is invaluable and can raise your confidence to know what your tyres and suspension are capable of, even if you only use about 30% in a normal road ride. Knowledge is power and knowledge gives confidence.

I'm sure you know this, but for example, if you bank your bike to the point that you are on the very last bit of your rear tyre edge, you have also reduced your selected gear by about half. What does that mean? The 'tyre grip trade off'.

As you know, a motorcycle tyre has to take the strain of leaning and providing grip. As you brake, the front tyre takes some if not all of the weight of bike and rider, while that same weight is 'lifted' from the rear tyre. If, as you bank the bike, you brake, the front tyre has to cope with being ridden on one side of the tread area only, turning/steering and the weight of bike and rider. The rear tyre, with less weight on it, has also to cope with being on one side of the tread area, scrubbing across the road surface (it cannot steer as the handlebars are at the front) and the braking effect. The risks are:

The front tyre cannot cope and slides away from the bend, the bike may fall to its right in a right bend, or keep gripping but slide across the road surface away from the bend. Hedge ahoy!!

The rear tyre can also slide away from the bend direction but can also 'lock up', (stop revolving) due to the braking effect. Sliding backside ahoy!!

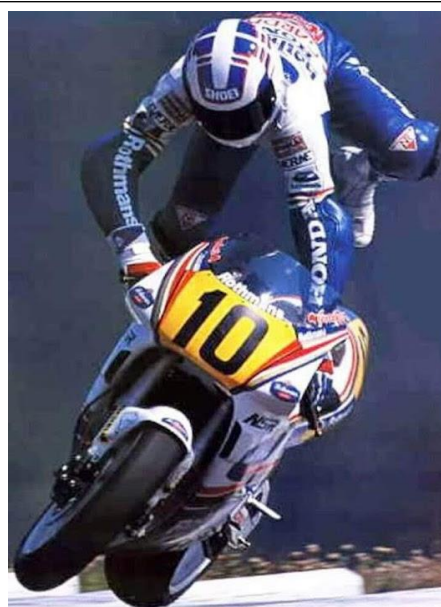
The bike can; run off the road away from the bend; fall over towards the inside of the bend or slide to its left as the rear loses grip. It could do all three! Oo'er; pain, pain and more pain ahoy!!

I would suggest you look at a really short movie on You Tube, fronted by Michael Sydney Doohan. He's the guy who won 5 consecutive 500cc Motorcycles GPs from 1994 to 1998. He can tell us a lot about the science of the motorcycle, so probably worth listening to.

The clip is about 20 seconds long, or so but shows motorcycles losing the front end and rear end during races. Nothing at all grisly, I would not get you to look at nasty stuff. The interest is in seeing how the bikes react in bends. However, as a bonus, the film makers have CGI images off the bend that we may see in a road situation. I'll say no more and leave you to investigate for yourself. Go to; https://www.reddit.com/r/videos/comments/a0i58v/mick_dooan_road_safety/

Roadcraft suggests braking in a straight line. In fact, it states *"a motorcycle is at its most stable when travelling in a straight line, weight of bike and rider are evenly distributed, engine pulling but not accelerating"*.

Thinking about the reality, the above is 'best practise' but not something we have to exercise every time we negotiate a bend, or plan to. If the geography of a bend means it is not possible to be completely upright, enter the tyre grip trade off and learn to judge when to begin slowing in order to relieve the tyres of the pressure on them. As you gain experience, your judgement will change but always be aware of your forward view becoming less, coupled with the potential need to stop. The thing is, don't be afraid of it. Learn slowly and steadily to gain confidence.



"It's OK. I've goddit. Err, maybe not all of it".

Wayne Michael Gardner, 500cc World Champion 1987, demonstrating 'the highsider' by an unknown author

Thing is, you may know all this. I've certainly experienced some of that happening on road and track. I mean, there are only two wheels!! With confidence comes the ability to allow your brain more assessing time and room. As time goes by and your experience gains miles under wheels, you will find you see things early, assessment are often made without any conscious effort from you, leading to less stressful riding.

I began my Police career in 1970. My first car course away from my Force was in November of that year. Not one year passed without me attending other courses for driving and riding, right up the year before I retired. As the courses developed me, and I went on from standard, advanced, 4X4, driving royalty, VIP's, limo's, motorcycle escort, the training all came from Roadcraft and The System. It is just a well proven and irrefutable fact that practise makes (almost) perfect.

As you go about your riding, knowing ahead of the time to take action, what is likely to happen and what you may be able to do about it, gives

an advantage. Really, it does. Learning from a book may not suit you but consider the implications of not gaining the valuable knowledge contained in rider training manuals.

Find ways to learn, using your own experience together with theoretical knowledge, I am convinced is the way to go but at your own rate and in your own time.

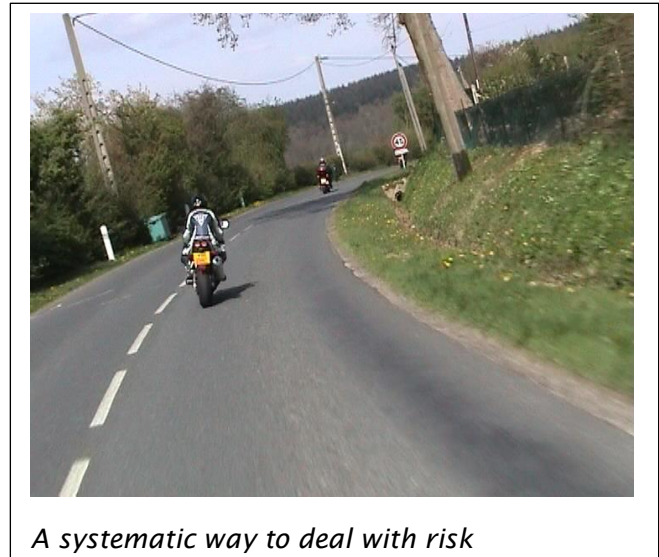


Just remember, your reactions have to be sharp. A lot of reaction time is in fact used by your brain, so things are happening without your conscious thought. Great, it's what you need and gives you more time to react. Time and Space, remember?

The next picture is of a guy I met while I was teaching in Belgium some years ago. He rode a Yamaha R6, his first 'big' bike after going through the learner route in the UK and then two years riding with his mates.

I was with a group of about 20 bikes on a guided tour and my job was to deliver individual tips, having ridden amongst them all for two days.

On an evening after those two days, we sat around a TV screen and I used some video to make points about managing risk from a motorcycle. All pretty basic stuff. This picture was taken from a video shot by my wife on our onboard camera system. What is remarkable about it?



The guy had not had any sort of formal post L test training and this was a first time abroad. What you see in the image is how he rode, without any input from me. His speed was always controlled, he saw most issues well ahead. When I asked him about his road position, he pointed out the rough road edge and the worn out 'tyre track' to his right; the concrete electricity poles giving the bend angle; the speed limit sign, the fact he was on a rural road but just above the right hedge he could see a house roof. Now, the image does not show the house roof, but there is one that he could see from where he is, immediately after the 40kph sign. You can just make out their wheely bin against the pole holding the sign on the right and the edge of their concrete drive over the ditch on the roadside.

So, in two years he had learned, all by himself, things could impinge on his safety and had learnt to avoid the risk by changes to speed and position. He is not the only 'natural' motorcyclist I've come across but he was the best by a million miles, without any formalised training and my advice was that he read Roadcraft, to expand his knowledge.

Note that a systemised way of dealing with risk works whichever side of the road is the correct side. Note that, even abroad, the risks to motorcyclists remain the same, albeit some social road user behaviour may be different and the quality of the road surface may be different.

In Australia, motorcyclists are referred to by all Ambulance staff (Ambo's) as organ donors. Hmm.



Way back in part 1, I asked you three questions. Question 2. "How do you want to ride?". I then asked you to understand your mind set in connection with riding a bike. Are you a competitive person? Would you gamble on which of two drops of water will fall from a tap first? Even if you have those traits, understanding them and knowing when to exert control over your natural instincts is essential, just as essential as learning to look and assess. As a trainer of some 40 years, in a whole range of skills involving personal responsibility and control, I seen most types of people make absolutely wonderful motorcyclists, even after some dubious beginnings. We can all manage, we can all find our way of learning, we can look at motorcycling as an art form and be the best we can be, but better than most.

Someone told me, in relation to which vehicle you choose to use, "a car driver is sat in it – a motorcycle rider is part of it". I agree. There are a lot of benefits from riding a motorcycle, but the main one for me is being so much more involved in my vehicle. That means I have to know it thoroughly, use it sparingly and make my ride time more enjoyable. You can do that too, if you want to. Finally, see once again how many headings from Roadcraft we have talked about and how they are connected.

Look back at the comment I made about motorcyclists having the highest collision and

injury rates per miles travelled, OF ALL ROAD USER GROUPS. Think about what we are doing, considering the risk to us and making sure we are in control of ourselves and our motorcycles at all times. Whether you choose to gain knowledge and practical ability by way of an advanced club, or try to work it out for yourself, is a personal decision. But I hope I have shown that a systematic way of dealing with the risks posed to us motorcyclists is the only way to go if you are serious about your safety. Remember the 7 pees:

*Prior Preparation and Planning
Prevents P### Poor Performance.*

You can ignore the 5th Pee if you want.

It's up to each one of us to take responsibility for ourselves and in doing so, avoid a whole world of pain. Pain. Have I said, I.....

Thank you for reading. What you have not found here is much in the way of advice to motorcycle trainers. That's because it is a whole subject on its own and deserves its own space. Keep your eyes open for,

THE ART OF MOTORCYCLE TRAINING.

Chapter 1. Having taught all sorts of subjects for my former Police Force, on retirement I spend two years putting those skills into Nationally recognised qualifications for my business. Just saying 'I was a trainer for the Cops' is not good enough for commercial purposes. I graduated with Certificates from Plymouth University, just to prove to others what my skills were.

My reason for telling you this is to emphasise my passions for riding, reducing risk, teaching others.

I recall one phrase, which emphasises one of the major difficulties in translating facts into lessons that a variety of learning styles can learn from. "I am responsible for what I say, not for what you understand". That my friends, is the essential ingredient to teaching, you may have to teach different people in different ways.....

THE HIGHWAY CODE 2022 (The odd bits) – Stu Bullock

You'll find more details about the changes elsewhere in this edition. So, what is The Highway Code? My interpretation - *The layman's guide to the law and rule of the road*. Is the Highway Code used in motoring offence prosecutions? Simply, yes.

Many of the rules in The Highway Code are legal requirements, identified by the use of the words 'MUST/MUST NOT' and if you disobey these rules, you are committing a criminal offence.

For more of the official blurb and the new stuff, go to <https://www.gov.uk/government/news/the-highway-code-8-changes-you-need-to-know-from-29-january-2022>

The Department of Transport (DoT) and Driver and Vehicle Standards Agency (DVSA) inform us that the changes follow a public consultation that ran from July to October 2020, and received more than 20,000, mostly positive, responses from the public, businesses and other organisations.

What is the message we should be receiving? In my first ever driving lesson, back in 1965 Jack Marshalsea, my driving instructor gave me this piece of advice. *"Every road user's responsibility is the safety of every road user, including yourself"*.

Many of you will know that I have always advocated creating time and space, just like The System suggests. Time to react – Space to manoeuvre. To my simple mind, this new version of the Highway Code is just repeating that mantra, but you are creating time and space for everyone, not just yourself.

BMF NEWS ROUNDUP – January 2022 - Helen Hancock, BMF Administrator

The month's top motorcycle stories, brought to you by the **British Motorcycle Federation**.

Biggest news this month – at least if you're a fan of the old British bike brands – was the **return of BSA**. The all-new Gold Star was unveiled at the National Motorcycle Museum to reveal a 650cc four-valve single and styling which faithfully apes the original 1950s Goldie. From the chrome panels on the tank to the spoked wheels and fake pushrod cover, it all looks very authentic, but with a modern twist. The double overhead cam motor was designed for BSA in Austria and produces 45bhp at 6500rpm, with useable urge from below 2000rpm.

The new Gold Star will be built in India by Classic Legends Ltd, a subsidiary of giant Indian manufacturer Mahindra. The price will be around £6000, so competitive with the Royal Enfield Interceptor, that other Indian-made, British-badged retro 650. So now we've got BSA, Royal Enfield, Triumph and Norton back in production – any bets on which will be the next British bike brand to rise from the dead?



BSA Gold Star, courtesy of Motorcycle News

After that excitement, news that the **Highway Code** was getting a few changes sounded a bit pedestrian (*Ho Ho – Ed*), if that's the right word. But the changes, which came into force on 29th January, involve a potentially radical change of

mindset. Previously, all road users from pedestrians to HGV drivers, were expected to hold the same responsibility for the safety of others – now, the bigger your vehicle, the more responsibility you have towards the more vulnerable. *“Let's just hope that the Highway Code revisions encourage everybody to actually read the Highway Code, after they've passed their Tests. When was the last time you ever looked at it?”* said BMF Chair Jim Freeman.

Are **powered two-wheelers** really greener than cars and vans? A resounding yes, according to research commissioned by the Motorcycle Industry Association. This measured the total life greenhouse gas emissions of mopeds, motorcycles, cars and vans, both electric and fossil-fuelled. This 'cradle to grave' measure includes total emissions from manufacturing and end of life recycling as well as those from the tailpipe. Focusing on eight typical uses, including commuting, inner-city courier work and weekend leisure, the study found that petrol or electric two-wheelers or quadricycles (lightweight four-wheelers) had “significantly” lower overall emissions than the equivalent car or light van.

A pity then, that the Government decided to slash the Plug-in Motorcycle grant by 90% just before Christmas, reducing the incentive to go electric. “This is a short-sighted move”, said BMF Chair Jim Freeman. “With the cost of most electric bikes being what it is, we need all the help we can get, if people are going to make the big jump to e-power.”

Talking of going green, if you're concerned about your bike's carbon emissions, the Federation of British Historic Vehicle Clubs (FBHVC) is now offering a carbon offset scheme – from £12 a year for a low mileage classic bike, the FBHVC's partner Tree-V will plant native species of trees in Britain.

And finally, FBHVC research has found that there are over 1.5 million historic vehicles registered in the UK, of which over 417,000 are

motorcycles. Honda is the most common, followed by Yamaha, BSA, Suzuki, Triumph and Kawasaki.

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!

Become a part of the powerful voice safeguarding the rights of motorcyclists for 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.

Many motorcyclists are affiliated BMF members through their local motorcycle club, *(AAMC is and the BMF discount code is on the last page of TREADS. Ed)* but only individual members receive all of the benefits we offer. By becoming a full member and supporting riders' rights by joining the BMF, you will also receive our magazine *Motorcycle Rider* and can save money with a range of exclusive discounts and offers.

Political representation

The BMF represents the best interests of UK motorcyclists, whatever machine you ride. We campaign against dangers to your safety and safeguard your freedom to ride at a local, national and European level.

Discounted insurance with Bikesure

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

- Up to £100,000 FREE legal cover
- Up to 25% BMF member discount
- 5* cover that includes new bike replacement for newly registered bikes written off within 6 months, uninsured driver accident cover and unlimited accessories cover

- Optional helmet and leathers cover
- Multibike policies
- Limited mileage discounts
- Discounts for experienced riders and security precautions

(I also have discounts for my advanced quali's as well as BMF membership. – Ed).

Be part of a community

BMF members are part of a nationwide community of passionate motorcyclists. As a member, you will have access to reduced price tickets for BMF events, and you can attend and vote at all BMF meetings.

Our friendly, experienced motorcycling experts will be available to offer you guidance whenever you need it. You'll also be able to contribute to the voice of British motorcyclists, with opportunities to volunteer in the BMF's political work as much or as little as you like.

Motorcycle Rider

All individual BMF members receive the BMF's magazine *Motorcycle Rider*, delivered directly to your door. It's packed with the latest news, opinion, advice, events, interviews and campaign updates. We also have regular news and features on this website, and a biweekly eNewsletter for members sends the latest in the world of motorcycling straight to your inbox.

Club affiliation

Affiliated clubs Benefit from representation for club and your members at a government level by becoming an affiliated club. Representation of clubs at our meeting and have you're your say in the governance of the BMF. Affiliated clubs benefit special public liability insurance package and their members enjoy many of the advantages offered to individual BMF members. Clubs are broken into two areas: local clubs and national (and one make) clubs.

National and One-Make Forum

National and One-Make Clubs (NOMC) can send representatives to these meetings which take place at regular intervals throughout the year. Through this forum, they can raise

concerns which they have at both national and local levels and obtain assistance from other clubs and/or the BMF in dealing with them.

Keep in the know

Clubs receive, dependent on their size, a set number of subscriptions to the BMF magazine *Motorcycle Rider* which are mailed to members nominated by the club. You will also receive regular information and BMF press releases. You also will receive a list of hints and tips on organising ride-outs – a benefit that's exclusive to BMF clubs.

NEW TRIUMPH SPEED TRIPLE 1200 RR now with dealers – Triumph Motorcycles

The latest evolution of the Triumph Speed Triple is now with dealers. The new RR provides a sportier ride, with the highest level of available technology packaged into a stunning design.

Equipped with a lightweight and compact chassis with a cast aluminium frame and new focused clip-on handlebars. Plus, new Öhlins Smart EC 2.0 electronically adjustable, semi-active front and rear suspension & lightweight track-spec twin Brembo Stylema® monobloc front callipers and lightweight 320mm floating front discs. You're ready for a new thrill.



*Triumph Speed Triple 1200 RR 2022,
courtesy of Triumph Motorcycles*

AND FINALLY - Ed

Thanks for reading, and grateful thanks to all contributors. YOUR contribution with articles, thoughts, responses, letters and DIARY DATES will also be welcome.

DIARY DATES

Helen

Where club events are detailed, it would be sensible to contact the ride leader to confirm final details and let them know you are attending.

Keep an eye on the Club WhatsApp page for last minute changes or additional rides.

- Please be sure to arrive at the starting point promptly, with a full tank of fuel.
- Each club run will have a *ride leader*, who leads the group, and a *sweeper*, who stays at the rear of the group.
- At any junction, deviation or situation which may cause confusion as to the route to be taken, the leader will signal to the rider immediately following to pull in and stop at the point of route deviation, often referred to as being '*dropped off*'. Whilst making sure they

can be clearly seen by all road users, the 'dropped off' rider should clearly indicate to following riders the correct route to take, giving them time to react.

- The 'dropped off' rider can re-join the ride, *either* after the sweeper has passed, and then pass the sweeper when it is safe to do so. OR, if the sweeper indicates to do so, the 'dropped off' rider can re-join the group in front of the sweeper.
- Remembering not everyone will ride at the same standard, overtaking within the group is permitted, provided it is carried out safely, with courtesy and consideration for **ALL** road users.
- Please advise the ride leader well in advance if you plan to bring a *guest rider*.

FEBRUARY 2022

Wednesday 23. Club AGM, 7pm, New Inn, Farmborough. Simon Gough. 07774 835025.

MARCH 2022

Sunday 6. Simon Gough 07774 835025. Meet at Starbucks/Greggs, 821 Bath Road, Brislington BS4 5NL at 10am for a 10:15am departure. Lunch in Gillingham.

Wednesday 16. "Crossing Counties" - Stu Bullock - 07711898178

'Leaving at' 10(am) from Southfields Services, (Food/Fuel on site) junction A358/A303 Nr Ilminster, TA19 9PT.

Lunch @ The Boat That Rocks, 7 Hamm Beach Road, Portland Marina, DT5 1DX. (12.00hrs)

Last stop (tea & disperse) @ Haynes International Motor Museum, Sparkford, BA22 7LH. (About 16.00hrs (4pm).

Please let me know if you are coming for table bookings.

Thursday 24 Skills Development Course. First theory session. Simon Gough – 07774 835025

Saturday 26 Skills Development Course. First practical session. Simon Gough – 07774 835025

APRIL 2022

MAY 2022

Sunday 8. "Don't take Flight". - Stu Bullock - bullock.stu@gmail.com 07711898178
'Leaving at' 09:45hrs(am) from Mattia Diner, Camel Hill, Queen Camel, Yeovil, BA22 7PH, alongside the A303 near Sparkford with petrol on site.

Lunch; Apache Café, Army Flying Museum, Middle Wallop, SO20 8DY.

Last stop (tea & disperse) @ Mattia Diner. Please let me know if you are coming, for table bookings.

JUNE 2022

Friday 10 – Monday 13 Club weekend, based in Caernarfon, Wales – Stu Bullock – 07711898178 – bullock.stu@gmail.com

Let me know if you are interested by email and I will email you the necessary information, then all should be clear.

JULY 2022

AUGUST 2022

SEPTEMBER 2022

Club Bash to France and Spain – Simon Gough – 07774 835025.

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

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

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 dates:

Wednesday 8 June

Wednesday 14 September.

DO YOU WANT TO ENHANCE YOUR SKILLS AND TAKE YOUR RIDING TO THE NEXT LEVEL?

Participants of the Motorcycle Skill School Day will experience the capabilities of their machines as well as themselves in a safe, controlled and traffic free environment on the circuit. It will merge the skills learned on the circuit with the skills needed to be a safer and more competent rider.

For further details and to book your place on the above dates, contact Mercury Motorcycle Training on 07444 586001.

Details can also be found at the Motorcycle Skills School tab at:

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

Castle Combe phone contact: 01249 479220

BRISTOL CLASSIC MOTORCYCLE SHOW

26/27 February 2022, Royal Bath and West showground.

Tickets on sale now,
www.classicmagazines.co.uk/product/show/id/14

Adventure Bike Rider Festival.

The 'ultimate weekend motorcycle event', the festival will take place on the 24-26 June 2022 at the Ragley Hall Estate, Warwickshire. More details at www.abrfestival.co.uk.



BMF EVENTS:

23/24 April 2022 at Staffordshire County Showground (ST18 0BD), Stafford Classic Bike Show.

<http://www.staffordclassicbikeshows.com/>

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.

