



TREADS

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The MARCH 2022 Newsletter of AAMC

EDITORS BITS – Stu Bullock



Washed up on a Greek island, a member of the Alcatraz Motorcycle Club. Motto – 'Ride the Rock'.

The theme this month is controversy. You may already have read the somewhat controversial results of a survey undertaken by IAM Roadsmart, sponsored by Devitt Insurance, through a company called Agylis, titled *Are Advanced Riders Safer Riders?* What I am wondering is, do you agree with the findings? Do you understand the conclusions? If you have a point to make, here I am at editor@aamc.co.uk waiting for your responses.

Link to findings:

<https://www.devittinsurance.com/guides/motorcycle-features/are-advanced-riders-safer-riders/>

In the interest of raising controversy, I have added a piece in this month that describes the British Motorcycle Federation (BMF) Blue Riband motorcycle training scheme. Is it as effective as IAM or RoSPA? Anyone passed the

BMF assessment? We would love to hear from you.

The Trail Riders Fellowship (TRF) makes a controversial point concerning the closure of many types of 'roadways' to motorcycle traffic. In the BMF roundup the subject is fully explained, including an invitation for individuals to respond to a Govt consultation about 'green-laneing' with a cut-off date of 9 April 2022. The very full explanation of the critical issues appears below.

At the Club AGM, (nothing controversial at all) on Wednesday 23 February, it was heartening to see so many faces ready to move the club forward into 2022 future and beyond. Just like Star Trek!

ANDREW DALTON, well known to TREADS readers for his insight into legal issues, gives excellent advice about dealing with the fallout after an accident. To follow on, I have added my own two pennyworth with one of my experiences of similar controversial issues.

Through the BMF recommended Bikesure Insurance, changing a scooter from fossil fuel to electric is explained in a fascinating (albeit controversial topic) piece by Jasmine Batchellor.

Watch Out for Sunday 27 March. There is a lot to remember!! It could all go Pete Tong.

For those who feel the need for speed, I've collected data for Moto GP, WSB, BSB and F1 race dates into one calendar. The details were correct at 7 March 2022, after the Russian F1 round had been cancelled but please check in order you do not miss your favourite race and circuit.

You'll find the details at the very end of TREADS for this month. Controversially, which is the best series, or which do you prefer and why?

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 APRIL 2022

Submissions accepted:

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

We publish articles for the benefit of members – none are an endorsement or recommendation unless explicitly stated. You must make up your own mind if you think something is suitable for you.

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

VIEW FROM THE SADDLE – Helen

Recommended reads ...

As World Book Day falls in March and World Book Night follows on in April, I thought it might be interesting to put a few books out there and put my occupation to good use for a change! Of course, I need to point out that they are my views only and open to debate and other opinions are welcome! The inspiration came to me on our North Wales Bash last year when there was a lively discussion about the various

books that people had been reading at the dinner table one evening.

I'll start with a book that was recommended to me by a work colleague – Katherine Faulkner's 'Greenwich Park' – and had me gripped from the first page. The main character (called Helen!) is expecting her first child and she's about to attend her first antenatal class. She meets Rachel, a single mum-to-be who wants to be Helen's friend and starts to insinuate herself into Helen's family and circle of friends which has dramatic consequences and some unpleasant surprises. It's a brilliant psychological thriller and I will be looking out for her next offering.

Next for your delectation is Delia Owen's 'Where the Crawdads Sing' which was on several fiction prize lists and tells the story of a forgotten girl in the harsh coastal marshes of North Carolina. It has a bit of everything – a murder mystery/love story/courtroom drama but it also delves a little deeper. It took a while for me to get into the story but I stuck with it and I'm glad I did; it was a really well-written book and with descriptions which evoked amazing pictures of the type of life Kya led. I must admit I started this book with some trepidation as it wasn't my sort of genre and with so much hype around it, I viewed it with some suspicion too but I was pleasantly surprised. I found it an enjoyable and thought-provoking read. Oh, and in case you were wondering – a crawdad is a type of freshwater crayfish! I believe this has been turned into a film which will be released later this year or next so if you don't fancy reading the book then the film might be the next best option. Bear in mind, the producer and script writer's license to adapt!!

Jane Harper's 'The Dry' is the next one I'll put out there. It's an unusual title but it becomes clear that it describes the drought that has gripped this town in Australia where the story is set. It introduces Aaron Falk, a police officer, who returns to his hometown for the funeral of his best friend, Luke Hadler. It transpires Luke was brutally murdered along with the rest of his family and Falk reluctantly gets drawn into the

investigation. Secrets start to surface about Falk and Hadler and gives an insight into why Falk left the town over 20 years ago.

It's a fascinating read with lots of twists and turns to the plot and it certainly kept me guessing. The writing manages to convey the Australian heat and dust and the isolation of the town with brilliant descriptions. I thought it was a standalone novel, but 'Force of Nature' is the next in the series and I'm reliably informed that 'Exiles' will be the third, published in 2023. Here's hoping that it will be equally enthralling as the other two and one to put on my birthday list!

The other author that I have enjoyed recently is Catherine Steadman. 'Mr Nobody' was an intriguing title that I happened to spot on the library shelf (plug for the library – it had to be done!!) and it piqued my curiosity, having read the blurb.

A man is found on an English beach, with no ID and unable to speak. Everyone is interested in him from hospital staff, medical experts baffled by him and his condition and the press who are the ones to give him the name 'Mr Nobody'. A neuropsychiatrist is invited to assess the patient, seeing him as her big breakthrough for getting a name for herself in this medical field. However, she discovers he can recall something about her own past that no one else knows and she wants to keep it that way. It held my attention right to the end and there were a few surprises along the way. I really enjoyed it and went on to read another of her books which is called 'Something in the Water' which was equally brilliant. It starts with a couple on a dream honeymoon to Bora Bora and the husband takes his wife scuba diving. All is well until they find something in the water which will change their lives forever. I thought I'd worked out what was going to happen, but it had me fooled and I didn't see the ending at all!! This could be an ideal read to take on holiday.

The last book I thought I'd mention that has been excellent and has stayed with me for a

long time is by T.M. Logan called 'The Holiday'. It seemed an innocuous title and I thought it would be a romantic type of tale, but it turned into something quite different. I couldn't put it down! This might sound familiar as it aired as a mini-series on Channel 5 recently, starring Jill Halfpenny. I would urge you to read the book though as serious liberties have been taken with the location setting – in the book it takes place in south of France and yet the TV series has it set in Malta!!

The gist of the story is - it was supposed to be the perfect holiday. Four women who have been best friends for as long as they can remember, decide to spend a week together in the sun with their respective families enjoying the sun and making the most of a luxurious villa in the Languedoc. However, Kate has a secret: her husband is having an affair and she thinks a week away might just be the best opportunity to get the proof she needs - to catch him in the act once and for all because she suspects the other woman is one of her two best friends. The book takes you through a tense week as the various friendships start to unravel and secrets come to light, ending in a spellbinding finale.

Hopefully one of these titles might grab your interest but there is always the new 'Highway Code' to fall back on as bedtime reading if none of these titles take your fancy! Enjoy!

(A great piece by Helen. I wonder how many more book readers the club has. I've spent a great deal of lockdown time reading the CJ Box series about Joe Pickett, a Wyoming Game Warden. The latest book, the 23rd in the series, came out recently and that is my down time entertainment currently. It would be interesting to hear about your favourites. Ed)

THOUGHT FOR THE MONTH

What is an example of love and contentment?

1 down - 5 up.



First club ride of 2022 organised by Simon Gough. Orchard Park Garden Centre Café. Thanks to those attending. Look forward to many more club rides to come. Image – Mark Chamberlain.

YOU WAIT FOR A BUS..... - Andrew Dalton, White Dalton Solicitors.

Making your case following a collision.

Question: I was riding my Supermoto along a Cornish single lane road which has high hedges on both sides. I am Cornish and I know how the roads work.

Ahead of me I could see a stationary double-decker bus. This is what passes for a regular bus route in Cornwall, so I was not surprised to see it out. Because the bus was stopped, there was a chance

that the bus might reverse if there was some Emmet with a caravan or a campervan in the opposite lane, who cannot reverse like a Cornishman.

I stopped about 60m behind the bus, and about 20m behind a 90-degree bend. The bus was stationary, but then a little Fiesta van came haring round the bend, in reverse, and smashed straight into me.

The claim, I thought, could not get any easier. I've got quite a nasty collection of injuries.

It now turns out that Fiesta boy is denying reversing. He says that I rode into the back of him. There are no witnesses as far as I can tell. The police did turn up, and

Fiesta boy said the same thing to the police, namely I went into the back of him when he was stationary and he never reversed.

I told the police he reversed into me at pace. The police have said they are taking no action but one of the coppers while waiting took a fair few photographs of the collision scene, when he realised the two of us were saying very different things. Fiesta boy is also local. The Cornish gossip drums are beating.

My solicitors are saying that I should be offering an equal split of blame on the basis not that I did anything wrong, but I might not be able to prove my case and unbelievably he is saying it is a real risk I could lose altogether. What should I do? It has been eight months and I want some answers.

Answer

For what it is worth, I think your solicitor's analysis is logical but this discussion is premature until you get the police report which might reveal rather more. The photos, even if taken by a non-specialist officer might reveal a lot.

As a general proposition where there is one word against another, you as the claimant carry the burden of proof. You must show that the Fiesta reversed into you. This does mean that Fiesta boy is going to have to come to court and perjure himself if your version of events is true.

Your solicitors, if they have not done so already, could approach the bus driver. You have the bus registration number from the note the police gave you waiting for the ambulance to turn up. Where a case is finely balanced, if the bus driver says he is aware that the Fiesta was reversing then you will win and the reality is that Fiesta boy will not go to court and perjure himself, potentially facing a prison sentence.

However, while his solicitors will warn Fiesta boy about the terrible consequences of lying to the court, before the judge would even consider sending a liar to prison, the judge will have to find, to a high burden of proof, that the liar was lying as opposed to him preferring your version of events which is a very different thing.

While the threats for lying in court sound terrible, except in the clearest cut of cases, judges tend to be quite slow to send people to prison on suspicion of lying as opposed to copper-bottomed proof of lying.

Bearing in mind your injuries, I would not be making an offer, even if it is one which has a legal justification. This is more a matter of solicitors' risk averseness and how deep they are prepared to dig. Or it could be you not giving the solicitor time to get information and demanding an answer.

Different solicitors have different appetites for risk. I think your solicitor at least discussing with you making a 50/50 offer is a rational thing for the solicitor to do as you are pressing him for a solution but that is not a wise thing to do. Your injuries are nowhere near recovered yet so until your body is at least stabilised, you and your solicitor would be daft to try to wrap up your case now.

If I was advising you, absent any offer on the table from Fiesta boy's insurers, I would advise you to make no offers and take your chances in court but first get a forensic engineer to look at both your bike and, if available, the Fiesta. If your motorcycle reveals forensic clues as to it being pushed backwards, rather than striking and bouncing off a stationary vehicle, that may well be enough to tip the scales wholly in your favour. Also, if the road reveals scratches and gouges, a forensic inference can be drawn from these.

A trapped bike under a car is going to leave deep gouges for a short distance, a bike just skittling off a car will leave shallower marks, usually over a longer distance. Your level of injury warrants a forensic Investigation – there might not be much and these reports are not like CSI – these engineers are not magicians and they can only draw forensic conclusions from what is left at the scene and a judge decides what happened.

The Fiesta may also give up some clues, even from the engineer's photos from the repairs carried out – but if it was a young lad with third party insurance, those photos might not exist but the police ones should surface, eventually. Offering 50-50 also means that you are going to presume that Fiesta boy is willing to come to court to save his no claims bonus and to risk a prison sentence.

Your solicitor's analysis that you could lose altogether or win flat out is correct. The point of a trial is for the judge to get to the best approximation of truth the court can get to with the available evidence.

It is hard to keep up a lie under cross-examination. Judges have good but not infallible bullshit detectors. There is scope for the judge to find 50/50 even if the judge struggles to determine what happened. You only have to prove your version of events is marginally more credible than Fiesta boy's.

I strongly suspect forensic examination will strengthen your case. Get some and if your solicitor is not with me on this, maybe get a new solicitor. The legal analysis is correct but it shows skills no greater than a law undergraduate.

The solicitor's job is to work out how to prove your case. There is a path which screams out to me. It should be screaming out just as loudly to your current solicitor. 50-50 now does seem to me to be a dangerous path of least resistance for

your current solicitor who may simply not have the skills or experience to analyse and use the available evidence.

However, if he is saying this is because you are pushing him for an answer or an early settlement then his advice is correct. Good outcomes tend to come to those who wait until the evidence is settled and there is almost nothing your solicitor can do to get the police report apart from wait patiently.

FOLLOWING ON – Ed

Some while back, I was acting as a Law Society registered expert witness to Solicitors in accidents involving motorcycles. A relative had just passed his driving test and drove along the motorway towards a nearby junction. As he, in lane 2, drew up to a slower car in lane 1, it was driven into lane 2. My relative braked hard but a collision occurred. His car spun to its right and collided with the central barrier. The impact was such that his car pushed under the barrier, bending a section onto his bonnet. Without doubt he had been a very lucky boy to have walked away.

On being told of the accident, I went to the scene. Both cars were on the hard shoulder and a Police car present. All of the people concerned had left the scene. I was advised by the police office dealing, that there were no injuries – my relative had driven into the back of the other car – the police were taking no action as both drivers were insured.

The next day, we were advised by the Police that the other driver had gone to hospital with a list of injuries claimed to be as a result of the accident. My relatives' insurers were already 'sucking their teeth' and mumbling about his lack of experience and the 'evidence' that he had run into the back of the other vehicle. That

'evidence' was verbal from the other driver and unsupported by independent witnesses.

I was fuming. Therefore, I began an investigation, just as I would have for any solicitor engaging my services. I obtained access to both cars and took tons of images. What was very clear from the direction of the scrape marks on both cars and the scrape marks on my grandson's car tyres that, at the moment of impact, the second car was moving forward and sideways to its right as it changed lanes. At and after impact, vehicles spun to their right, my grandsons tyres not revolving with evidence of skidding shown on the rubber, the other cars tyres not skidding. The damage to both vehicles could be matched, and I manoeuvred the vehicles so that the point of first impact was visible, and took more images.

Now, due to my family ties, I would be unable to act as an expert witness and a judge would usually appoint another independent expert. Nevertheless, I provided a full report as I would have for any solicitor, included my images, and submitted the file to my relative's solicitor, who as it happened was a particularly effective one.

That solicitor submitted the file to a judge to review. He or she decided that file would be admissible as evidence at County Court, because it clearly showed the facts without opinion; clearly demonstrated how the vehicles had moved prior and post impact and that no bias on my part was evident. I didn't slag anyone off, didn't accuse the other driver of distorting or misrepresenting the truth. Just a clear report as to the most likely scenario, supported by fact. The file was presented to the other driver's solicitor and a few days after, my relative was offered the full value of his car, compensation for his other losses and minor injuries and the assertion that he was at fault was dropped.

The point is, you may be in the right but sometimes you have to prove it. However, that

is not always very easy but, in my experience, Civil Court judges are out for justice. Present them with good facts, don't get emotional, (pictures from the scene are wonderful evidence) and they will see things your way if you are in the right. That often means taking time, being patient and letting things take their course. No, I agree, not easy. However, rant and rave, continual phone calls, applying pressure is not the way to go.

Should the Police have done what I did? You have to consider the timescale and cost of an investigation, weighed against the outcome. What had the driver of the inside car actually done? Made a mistake is all. No deaths or serious injury. What can be gained that we didn't gain? Nothing. Vehicles paid for, barrier repair paid for, minor injuries paid for. The other driver's insurance would crank up their next policy in order to recover some if not all of the thousands of pounds that incident cost. All in all, depend on yourself and your own resources, is what I say, but patiently.

A quiz from Eddy



Left image: On the reverse the inscription: to Jayne with much love from Wilfred, 31/10/37. The questions are:
Who is Wilfred and who is Jayne?
What is Wilfred riding?
Where is he on the 31st October 37?
Finally, why is his front deficient in the tread department?

Right image: Doesn't the highway Code require pillion passengers to sit astride?

Answers to me editor@aamc.co.uk

BMF NEWS ROUNDUP – FEBRUARY 2022 -

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

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

Our news round-up last month focused on the rebirth of BSA, which joins Triumph, Royal Enfield and Norton in the growing club of old British bike brands enjoying a new lease of life. The Crichton (*No, not Kryten from Red Dwarf Ed*) CR700 isn't one of those, but it is a brand-new British bike, heading for launch this year.

Remember the Norton rotary racers of the late 1980s and early '90s? They had a string of race wins including a Senior TT, before being banned from racing by the authorities. Well, now it looks like they're back. Brian Crichton, the man behind the racing rotaries, has carried on development, and teamed up with Dorset-based Rotron Power, which makes paramotors (motorised hang gliders). The CR700 promises the power to weight ratio of a MotoGP bike – 220bhp and 129.5kg – so it should be quite lively. The first batch will be legal for track days only, but a road legal version will follow in 2024.



Courtesy of Crichton Motorcycles.

CR700W Rotary engined motorcycle.

If the Crichton is one of the last hurrahs for petrol-engine bikes, the green credentials of electric two-wheelers have just got another boost (if they needed one). Research by the Barcelona School of Industrial Engineering found that an electric Torrot Muvi (made in Spain) has significantly lower CO2 emissions than the equivalent Suzuki Burgman 125, and that's taking everything into account – manufacturing, riding, servicing and recycling.

Motorcycle and scooter sales had a post-Covid recovery in early 2022, getting back to pre-Covid levels after a disastrous 2021. The bestselling bike in January 2022 was Honda's CRF 300 L trail bike, with nearly 200 finding homes, while Honda also topped the naked class with the CBF 125. Yamaha's Nmax 125 was the bestselling scooter. Royal Enfield's new Meteor 350 has also done well, topping the custom class.

Meanwhile, a committee of MPs has predicted that road pricing will replace fuel duty and road tax as our road transport goes electric. Why? Taxing petrol/diesel at the pumps is easy, but taxing electricity on a domestic supply is trickier. In the future, it's likely we'll all pay per mile driven/ridden, the cost per mile varying according to type of road, congestion and time of day.

Talking of high tech, two new radar developments surfaced in February. Many upmarket motorcycles already have a simple form of on-bike radar, to keep riders safe from cars with driver-assist features, but Piaggio unveiled a more powerful 4G 'active' system – it's not yet available on a bike, but it's on the way. And Parisian bikers are seeing a novel use for radar, as the city installed its first radar noise detectors – these can snap a picture of noisy cars, bikes and scooters as they pass, sending an automated fine to the owner.

The BMF has thrown its weight behind Mental Health Motorbike, a new mental health charity aimed specifically at bikers. "We

lost a friend to suicide and decided we had to do something about it," said founder Paul Oxborough. "Having been a motorcyclist for so long, I knew that community and thought that was a good place to start." Mental Health Motorbike has trained 130 volunteers in mental health first aid, and is aiming to put another 1000 through its two-day course this year – www.mhmotorbike.com

Land Access controversy, the short story.

The National Motorcyclists Council (NMC) and Land Access & Recreation Association (LARA) are calling for riders and drivers to respond to a consultation, which is being managed by the Department for the Environment and Rural Affairs, (DEFRA)



Courtesy of Adventure Bike Rider Magazine

Emailing your response is the simplest way to respond. You can prepare and email your response quickly, easily and send it directly to DEFRA's consultation team via: landscapesconsultation@defra.gov.uk

DEFRA's consultation on the Landscapes Review.

<https://consult.defra.gov.uk/future-landscapes-strategy/government-response-to-the-landscapes-review/>

Land access controversy, THE FULL

STORY: The motoring and motorcycling umbrella organisations the NMC and LARA, have today called on riders and drivers to respond to a Government consultation which calls for views on whether motorcycles and

four wheeled vehicles used for leisure and tourism should be banned on a wide range of unsealed 'green' roads and minor tarmac roads. This new campaign is supported by Charley Boorman, famous for his 'Long Way Round' round the world motorcycle adventures with Ewan McGregor, plus his other global journeys and TV shows 'By Any Means'.

The Government has issued the consultation on the back of a 'Landscapes Review' into National Parks and Areas of Outstanding Natural Beauty. Although the Landscapes Review does not mention motor vehicle use, the Government response to the Review has a section on the impact of recreational motoring on green roads. The new consultation includes questions on whether the Government should legislate to restrict recreational motor vehicles on unsealed and unclassified roads around the country. One suggestion is to widen this to include all types of minor road. The potential impact of this consultation signals a clear and present danger to motoring and motorcycling on green lanes and other tarmac rural routes.

There are several organisations which have long campaigned to ban the motorised use of green roads and these groups have seized on the consultation to launch a major push to get roads bans in place. The NMC and LARA are therefore seeking the help of riders and drivers to counter this threat and preserve countryside access for all.

Opponents of vehicles in the countryside cite damage caused by vehicles to unsurfaced routes, plus noise and anti-social behaviour. But instead of being a nuisance, green roads motoring and motorcycling brings benefits to rural areas, including positive economic impact to local communities. The Trail Riders Fellowship estimates this at over £100million per annum for motorcycling alone. Green roads use supports local and rural economies by spending on campsites, B&Bs, pubs, hotels, local shops and local filling stations. A large number of motorcycling and four-wheel specialist businesses are also supported by green roads users. A Government survey

found the majority of traffic using green roads is for land management and agriculture. Given that land management and agricultural use is the majority of traffic on these roads, bans aimed at vehicles used for tourism and leisure would do little or nothing to decrease damage on green roads.

Concerns about damage can be overstated and can be resolved by proper management of green roads. Each year hundreds of local conservation projects are undertaken by two and four wheeled groups, including inside national parks and other high-profile areas. This has a positive value of hundreds of thousands of pounds supporting underfunded and under resourced authorities and contributes to the vitality of the countryside. Repairs are mainly required due to poor maintenance and water erosion, plus damage caused by heavy agricultural equipment, rather than major damage from motorcycles and four wheeled vehicles used for countryside access. Road bans would mean this valuable and essential work would stop.

The road network inside and outside National Parks and Areas of Outstanding Natural Beauty must be for everyone to enjoy. Access must not be forbidden to any mode of transport without evidence that real and widespread damage, over and above that caused by agricultural vehicles, is being caused. Less than 2% of highways are green roads available for public motorcycle use, reducing this further will increase pressure on what remains.

Concerns over illegal use of specific areas of the countryside should be tackled using existing legislation and restrictions. No new laws are needed in this area. Experience shows that simply prohibiting vehicular access does not work because those who do damage green roads by acting illegally and irresponsibly will not be deterred. A blanket removal of rights would cause access problems for many land and property owners, damage tourism and deter other outdoor recreational activities. Additionally, driving on green lanes is one way that people with

mobility problems can access the countryside, meaning that road bans on both green and sealed roads would be highly discriminatory.

Global motorcycle adventure traveller Charley Boorman said: "Removing vehicular access from parts of National Parks, AONBs and other rural areas would have a very negative impact on the vitality of the countryside. Motorised recreation and tourism on green roads is not only positive economically and socially, but riding green roads has a very positive impact on the health and wellbeing of those who take part in this activity. I urge the Government to find against rural road bans and to work with organisations in a positive way to manage green and other roads, so that the countryside remains open to all."

LARA's Dave Waterman said: "Based on experience during the pandemic, if we are going to ban visitors to the countryside on the basis of the bad behaviour of a minority, then people on foot should be first. Fly camping, lighting fires, trespassing, damaging property, littering and worse. LARA members share the government's aim of preserving our network of green roads for everyone. They care as much, if not more than those who seek to ban motor vehicles use, but just have different – and more realistic – ideas on how to achieve that. We urge the Government to reconvene the currently dormant Motoring Stakeholder Working Group, so that sensible approaches to countryside access can be developed and implemented."

The NMC's Craig Carey-Clinch said: "The work of LARA and its members has long been vital in protecting green road access for motorcyclists and other leisure users. What we are now seeing is a full-frontal attack on rural vehicle use, which is not just about green roads, but also tarmac routes. The extension of road bans via Traffic Regulation Orders to some tarmac roads during the pandemic was a sign of things to come and the DEFRA consultation implies the consolidation of this approach to further impact tarmac road motorcycling. We urge riders to respond to

today's call from the NMC and LARA and email a response to the consultation."

NMC members are: Auto Cycle Union, British Motorcyclists Federation, IAM RoadSmart, National Motorcycle Dealers Association, Plantec Assist and the Trail Riders Fellowship. LARA members. Written by NMC

And finally...for the motorcyclist who has everything, but is still worried about security, how about storing the bike underground? That's the Bault, a steel and concrete box placed under the garage floor, with a hydraulic lift to bring your bike to ground level whenever you want it. Trickier to install than a ground anchor, and at around £20,000 all in, a tad more expensive.

BMF Blue Riband Courses

In 9 out of 10 accidents, the main cause is human error – whether deliberate or accidental. During the advanced Blue Riband course we will help you to improve your observation, planning and control, all helping to reduce errors, reducing the likelihood of you causing your own accidents and helping you avoid other people.



The aim of the course is to assist experienced motorcyclists to improve their riding skills and therefore increase the enjoyment they get out of motorcycling. The course seeks to encourage you to THINK about why? and what? you are doing when you are riding, to be self-critical and to be able to recognise your own strengths and weaknesses.

The CONCENTRATED Blue Riband Course



Held over a day and a half. The first day will commence with a short period of theory and discussion about the various techniques you will practice, followed by a full day of assessment and demonstration rides. Distances covered can be about 90 miles. The day is broken down into sections with numerous stops for road debriefs. The finish time is dependent on the progress being made during the day, weather and the enthusiasm of the participants! Providing you have reached the required standard by the end of the day, the Blue Riband assessment will take place the following day or as soon as possible afterwards. The assessment (conducted by another instructor) will take about an hour, at the end of which you will receive a written report on your performance.

The STANDARD Blue Riband Course



The course will start with a theory session as above and the practical sessions are broken down into separate sections to be held at times convenient to the candidate and the instructor. Once at the required standard the assessment is conducted as the Concentrated Course.

Assessment

You will receive a written report of your

assessment containing advice on the subject areas of Machine controls, information gathering, psychological, judgemental and road craft. A copy of this will be sent to the BMF and in due course you will receive your certificate (valid for three years), badge and membership of the BMF for twelve months. Many insurance companies will allow a discount for this award, so please mention it when you apply.

Pre-Course requirements

It is necessary to have a copy of motorcycle 'Roadcraft' and have spent some time studying it. The course is quite intensive and will take place at quite a pace, we advise that you and your machine must be capable of coping with both the speed and distances involved, motorcycles should be able to maintain progress in the national speed limit both on A roads and motorways and be able to overtake quickly when required. A minimum power output of 33bhp or more for participating machines is recommended. You should be familiar with your machine as some of the techniques may be new to you. You should have held a full motorcycle licence for at least 6 months and have an appropriate level of experience.

Course summary

- Riders are given a suggested reading list (i.e., Current Highway Code and Roadcraft for better preparation of course).
- An instructor will call you to discuss the course in detail.
- Open book test sheets will help prepare you mentally for the course.
- Start opening day with discussion of answers as part of the classroom session.
- Move onward to ridden sections.
- There will be adequate stops allowing for feedback and discussions throughout the road ride.
- Day ends with a final briefing.

- If required standards are constantly being met, the assessment session is arranged.

If for any reason the required standards are not met, a feedback session will be given, and further training sessions* will be mutually arranged before proceeding to the assessment stage. (*additional fees may apply).

On completing the course.

- You will also receive a written assessment, containing advice on the subject areas of forward planning, positioning on bends, following, overtaking, hazard awareness and judgement, observations, use of The System, use of speed and any other comments.
- All 'Blue Riband' Instructors/Assessors are trained to the highest level, having been trained and ratified by The BMF Blue Riband National Co-ordinator and training staff.
- On passing the assessment you will receive a certificate, badge and membership to the BMF for 12 months.

Costs

The concentrated course costs £250.00 all inclusive. The standard course will depend on how quickly you progress but should cost about the same. For an assessment only, the cost is £80.00.

To find out more about our courses, please call 0116 279 5112 or email admin@bmf.co.uk

***How to convert your Vespa to electric: new tricks for old dogs* – JASMINE
BATCHELLOR - DECEMBER 1, 2021**



Image source: Adobe Stock

Piaggio's Vespa was one of the first major scooter brands to launch an electric model, demonstrating its commitment to innovative design that has made the brand a style icon for 75 years. We're seeing a huge leap in the sale of electric scooters, and with it, a growing number of people are converting petrol-powered Vespas to run on electricity. In this blog, we take a look at this phenomenon and outline everything you need to know about converting your Vespa to electric.

Why convert your petrol-powered Vespa to electric?

Scooters are a great choice for urban commuting, but with more cities joining London in introducing Low Emission Zones, electric scooters are going to become an increasingly common sight as people make the switch away from internal combustion. But Vespas aren't just scooters. For many of their owners, they're a way of life. Converting them to battery power gives these classic scooters a new lease of life in the 21st century, instead of relegating them to the dustbin of history.

Are Vespas easy to convert to electric?

Vespas have certain advantages that make them suitable for conversion. The sheet metal frame makes it easy to hide the battery and has plenty of room for the necessary wiring to be hidden away discreetly. The wheels are the perfect size to replace with a new wheel with a powerful electric hub motor, and the removal of moving parts makes maintenance very easy.

How to convert your Vespa to electric:

The good thing about conversions like this is that you can make it as difficult as you want it to be. You could easily do your research and pick up a bunch of readymade components from Ali Express and slap it all together.

If you want to really min-max it, and you're reasonably confident with a soldering iron, you could create your own custom battery pack from

lithium-ion cells. You can find basic instructions to do this online, but with a bit of extra effort, you can create a battery that will fill the available under-seat space and help to increase your Vespa's maximum range.

As the guide suggests, spend a little extra to get lithium-ion cells from a better-known manufacturer like Panasonic. Why? Because there's a very good chance that any amazing bargains you find won't be as amazing as you might have first thought. Many budget batteries are factory seconds or rejects that don't have the advertised capacity or output or are faulty, which would quickly leave you with a scooter that struggles to find the power it needs.

Which electric motor should I use?



Image source: Vespa website

In terms of choosing the right motor, Piaggio has removed a lot of the guesswork with the Vespa Elettrica. The scooter uses a 4KW brushless motor, and you should be able to find an equivalent quite easily. There might not be as many recognisable brands for electric motors as there are for batteries, so do a bit of research on what other people have used to help you narrow the field a bit more. Many motors come with the controller too.

The last major piece of the puzzle is the swingarm, which connects the wheel motor to the frame. This will often need to be custom made, and it's vital that it's built to withstand everything the road can throw at it. If you're doing a project like this from scratch and you're not confident in your skills, it's a good idea to

employ the services of an expert. Hiring a local technician to make your custom swingarm or battery will help to guarantee a successful project.

Looking for an easier way to convert your Vespa to electric?

There is every chance you've read this and thought to yourself "This sounds cool but also a heck of a lot of work, surely there's an easier way?" And you'd be right! London-based scooter specialists Retrospective Scooters have created Project E, the first complete electric conversion kit designed for both Vespas and Lambrettas.

Owner Niall McCart began work on this kit in 2017, teaming up with John Chubb, a retired Royal Navy commander. With degrees in electrical engineering and rocket science, their aim was to give these classic and much-loved scooters a new lease of life.

An important part of their self-imposed brief was to make sure that the conversion didn't change any part of the original design. An added bonus: the conversion process is completely reversible if required.

Electric conversion kits for Vespa mopeds and scooters

Kits are available for all major Vespa "types", in small and large frame versions, as well as a wide mount kit suitable for older models from the 1950s. This makes it possible to convert pretty much any Vespa made between 1946 and 2017. The kit includes:

- a brushless DC motor with a custom-made swingarm
- a sinusoidal controller
- a removable lithium-ion battery with an under-seat battery tray
- all the cables
- an LED headlight
- battery gauge
- keyless ignition
- the all-important charging cable

As the hard electrical engineering work has been done for you, the conversion process just involves stripping out the original mechanics and electrics and fitting the new components. Niall estimates that it takes someone with basic mechanical skills about sixteen hours to complete.

What should you expect from a converted Vespa scooter?

When completed, the kit will give you an electric bike with a maximum speed of 55mph and a range of 40 miles. If more range is required, a second battery can be installed for a maximum 80 miles' journey time.

This is equivalent to Vespa's official electric scooter, and with prices for the kit starting at £3,450, it's a much cheaper option if you have a spare scooter sat around ready for conversion.

The coming decade is going to see a huge transformation in the kind of vehicles we use for personal transport. As more manufacturers begin to transition their products away from internal combustion, we're going to see more people looking for ways to keep beloved vintage machines on the road. For 75 years, Vespas have been pace-setters for innovative scooter design and have a loyal army of owners around the world. The ability to easily convert them to new, greener power sources guarantees that these classic designs will remain familiar sights on our roads for many years to come.

AND FINALLY - Ed

Sorry I had to cancel my weekday ride earlier in March. Unavoidable I'm afraid but hopefully, with the club website, What's App site, emails and texts, the word got to everyone thinking of going in time, even if the rain didn't put you off.

Thanks for reading, and look forward to hearing your views on any of the issues raised here.

Hope to see you on the rides already published; and to hear about your proposed ride.

DIARY

2022

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*.

MARCH 2022

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

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

Sunday 27. At 2am, **CLOCKS 'SPRING' FORWARD** by 1 hour.

Sunday 27 **MOTHERS DAY**

Sunday 27. Jim

Meet at Severn View services in time to leave at 10:30am

APRIL 2022

Sunday 24 – Nigel B
Details to follow.

MAY 2022

Sunday 8. "Don't take Flight". - Stu Bullock - bullock.stu@gmail.com 07711898178
'Leaving at' 10:00hrs(am) from Mattia Diner, Camel Hill, Queen Camel, Yeovil, BA22 7PH, opens 9am, alongside the A303 near Sparkford with petrol on site.

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

<https://armyflying.com/media/s3kps0dy/cafe-menu-august-21.pdf>

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

Sunday 15 – Geoff
Meet at Severn Vie
at 10am.

Sunday 22 – B-Road Bash
– Meet at Severn View
services in time to leave at 10am.

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.

Saturday 18 – Social Cycle Ride – Tony
– meet at Yatton
Station, BS49 4AJ in time to leave at 10:30am.
A distance of 20 miles cycle ride on a virtually
traffic free route to Cheddar Gorge. Lunch and
a quick look around before returning to Yatton
Station by mid-afternoon.

JULY 2022

Sunday 31 - Nigel B
– details tba.

AUGUST 2022

Sunday 14. Jim

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

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

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
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

Adventure Bike Rider Festival – 24/26 June 2022.

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.

Tortoise and Hare Run – Wells Classic Motorcycle Club 15/16/17 July 2022.

For motorcycles of all ages. Three routes;

The Hare run 120 miles;

The Tortoise Run 80 miles;

The Snail Route 50 miles.

Details and booking –

www.wellsclassicmotorcycleclub.weebly.com

E. tanddhwcmc@hotmail.co.uk

Visit WCMC on Facebook

Booking close 01 July 2022, so book early.

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

South Cerney Airfield, Cirencester

For further information, & to purchase advance discounted tickets please visit:

www.glosvintageextravaganza.co.uk

Stroud Classic Car Show, Sunday August the 21st Playing Field, Bisley Old Road Stroud, Glos GL5 1NL. No entrance fee no booking just turn up on the day. Club Stands Free of Charge but please inform us of size needed Show starts at 11am.

Further details, Mobile 07883604522

email jwiddey@aol.com



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.

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.

F1, Moto GP, WSB, BSB race dates 2022

		10 July	F1 Austria
6 March	Moto GP Qatar	17 July	WSB Donnington
20 March	Moto GP Indonesia	24 July	F1 France
	F1 Bahrain		BSB Brands Hatch
27 March	F1 Jeddah	31 July	F1 Hungary
3 April	Moto GP Argentina		WSB Czech Republic
10 April	F1 Australia	7 Aug	Moto GP Silverstone
	Moto GP USA	14 Aug	BSB Thruxton
	WSB Spain	21 Aug	Moto GP Austria
17 April	BSB Silverstone	28 Aug	F1 Belgium (Spa)
24 April	Moto GP Portugal	29 Aug BH	BSB Cadwell Pk
	F1 Italy	4 Sept	F1 Netherlands
	WSB Assen		Moto GP Italy
1 May	Moto GP Spain	11 Sept	WSB France
2 May BH	BSB Oulton Pk		BSB Snetterton
8 May	F1 USA		F1 Italy
15 May	Moto GP Le Mans	18 Sept	Moto GP Spain
22 May	F1 Spain	25 Sept	Moto GP Japan
	WSB Portugal		WSB Spain
	BSB Donnington		BSB Oulton Pk
29 May	Moto GP Italy	2 Oct	Moto GP Thailand
	F1 Monaco		F1 Singapore
5 June	Moto GP, Spain		BSB Donnington
12 June	F1 Azerbaijan	9 Oct	F1 Japan
	WSB Italy		WSB Portugal (Final)
19 June	Moto GP Germany	16 Oct	Moto GP Australia
	F1 Canada		BSB Brands Hatch (Final)
	BSB Knockhill	23 Oct	Moto GP Malaysia
27 June	Moto GP Spain		F1 USA
3 July	F1 Silverstone	30 Oct	F1 Mexico

6 Nov Moto GP Italy (Final)

13 Nov F1 Brazil

20 Nov F1 Abu Dhabi (Final)

**Check dates for accuracy to avoid
disappointment.**

