



TREADS

www.aamc.co.uk

EDITORS BITS – Stu Bullock

May I, on behalf of all of us on the Committee, wish everyone and your families, the merriest of Merry Christmases and the happiest of Happy New Years for 2020. We can't wait to see you all again on a ride out in the Spring.



During this year, I have brought your attention to the rapidly growing technology applied to our roads to detect speeding, lane hogging, insufficient safety gaps, etc. There is a new breed of camera that records images at long distances, in dark or poor light, follow a vehicle that changes lanes and so on.

News of the latest tech first had me laughing, until I checked and it is true. Coming to an area near you will be cameras with all of the above, AND be able to record sound. The object is to have these cameras placed where complaints of noise from engines have been received.

So, if a driver/rider flicks a camera the bird, it can be seen, and now your grumpy mutterings about Government coffers groaning from the weight of fines, will be recorded.

I wonder what 2020 will bring?

RIDING THE ECO WAY – Rob

News headline these days make for some depressing reading -

“Atmospheric concentrations of carbon dioxide and other greenhouse gases once again reached new highs in 2018”....

“Climate change: 'Bleak' outlook as carbon emissions gap grows” ...

“The UK government must tell the public small, easy changes will not be enough to tackle climate change, warn experts” ...

“Too late to reverse climate change” ...

So, can I ask you a question....?

Have you ever considered the environmental impact of riding a motorcycle? Do you even have any idea what that impact might be? Do you care?



With climate change, global warming, or whatever you choose to call it, never far from the headlines these days - should we consider the impact of riding our motorcycles?

As with any machine which uses a fuel derived from the rotted remains of animals and plants, fermented for millions of years under the Earth's crust, our motorcycles emit carbon

dioxide, among other things, as part of their exhaust gases. So why the focus on carbon dioxide, or CO₂.

On Earth a carbon cycle exists, nature's way of dealing with CO₂. Part of that cycle involves trees, which absorb it and through photosynthesis and is so doing emit oxygen. We and other animal life then convert it back to CO₂ as we exhale - A nice balance, well sort of.

The problem arises when mostly human activities release it at a faster rate than nature can deal with – resulting in a surplus of CO₂ in the atmosphere. This is further exasperated by deforestation around the world and thereby doing away with nature's CO₂ regulator.

Carbon Dioxide acts like the glass of a greenhouse (hence the coined term, greenhouse gas). It allows the Sun's rays in, but then traps the heat, preventing it from escaping into space. Some greenhouse effect is good, without it, we would be in the next ice age! But too much, and the climate warms, perhaps uncontrollably with potentially disastrous results.

Is that a problem? Yes, it could be. For example, the planet Venus – same size as the Earth has an atmosphere consisting of over 96% CO₂. A runaway greenhouse effect on Venus, largely due to excessive CO₂ in the atmosphere there resulted in surface temperatures of molten lead and pressures which would crush a human in seconds!

Now while I am not forecasting this sort of dire scenario for the Earth, one cannot no longer deny climate change is very real and the Earth is indeed warming up. The debate of whether this warming is due to human activities, or a climate cycle, or as President Trump put it - "weather" - is still open for discussion. With news of recent floods, very hot and dry summers becoming more the norm and rising sea levels, you'd have to be living on another planet not to have noticed something is going on with our climate. Our winters, for example are getting milder and wetter. Snow fall seem the exception now, rather than the rule.

And all the trend indicators now seem to point at human activities as the likely culprit for the increase of CO₂ in our atmosphere, since the industrial revolution.

So, what has all this have to do with us riding our motorcycles?

Well as I pointed out at the start of this article, our bikes, or at least those with an internal combustion engine, use petrol derived from oil – a fossil fuel. Burning, or combustion of petrol liberates carbon dioxide, among other stuff! The other stuff is largely dealt with by a catalytic converter in the most part. But CO₂ still comes out of our exhausts every time we ride and some "cats" will even produce more CO₂ themselves as they incinerate the hydrocarbons.

It's an inescapable fact then, that every time we ride, we are contributing to the amount of greenhouse gas in our atmosphere. The question is how much? After all, motorcycles account for only around 2% of all the vehicles on UK roads.

It is perhaps a misconception that since motorcycles are lighter and tend to have smaller engines than their four wheeled counterparts, they'll emit less greenhouse gases. This is true for the smaller commuter bikes, but no so for the higher CC and high revving sports bikes. A pre-Euro 5 Honda Fireblade for example, could emit CO₂ emissions of around 130g / km, according to DVLA sources. Once we get up the 1000 cc and higher bikes, while CO₂ may be lower than a car, smog forming products, such as nitrogen dioxide are actually higher.



Even if we knew our machines emissions standards information, would we care, would it influence which machine we bought?

Electric bikes seem some way off just yet, at least affordable and distance viable versions. There is a lot more work to be done on battery capacity and life. Plus, manufacturing new vehicles adds even more CO2 and we may argue that in using electric vehicles, we are simply moving the emission issue somewhere else – to the power stations for example! But that will change if consumers demand it, just as we've seen it change with carrier bags. Arguably the manufacture of batteries for electric vehicles can have an even greater impact. So perhaps electric vehicles are in fact not that green anyway!

Hydrogen fuel cell technology exists, but there is little sign of that making its way into commercially available vehicles, which you and I may buy.

So, having established that riding our bikes can contribute to climate change, what can we do about it, bar stop riding them all together? How can we mitigate this contribution, can it be offset? We may choose to plant some more trees! That's not a bad idea, if you have the ground – but consider to provide the oxygen for just one person to breath for a year, we need at least ten trees. Now multiply that by the population of the planet and add to that all the other sources of CO2 the trees need to deal with! We're gonna need a lot more trees!

Perhaps we first need to consider – do we care? Sounds blunt, but you would be surprised just how many people who drive and ride adopt this attitude. Assuming that as responsible and mature (in mind I mean) motorcyclist we do care, what should we do? Unfortunately, as far as our riding technique goes, it's no good turning to Road Craft – there's precious little advice on what you might call eco riding!

But for several reasons, not least of which would be economy, it's a good idea to keep the bike in tip top condition and ensure it can be as

fuel efficient as possible. That includes making sure the tyres are at the correct pressure and even consider engine oil grade for the time of year. You may even consider what you wear on the bike – loose baggy clothing, flapping about creates drag.

Secondly, we might consider changing the way we ride. Not make the ride boring, otherwise we may as well take the car, or stay at home! But ride smoothly, with plenty of forward planning and anticipation. Picking the right gear to be in too. We'll all have heard and read about IPSSGA, but have we considered just how much of the "A" for acceleration is needed? The more we open that throttle, the more CO2, and other stuff our machines will pump out! It's as simple as that.

And thirdly we might even consider how often, or indeed how far we ride, we do for the most part, only ride our bikes for pleasure. Now with most of us this third consideration is likely to provoke some disquiet. After all we own and ride motorcycles because we like, or even love to. It's in our blood, so to speak. If it weren't, we wouldn't! But are we being selfish?



Is it then perhaps time we took stock and considered the consequences of our actions? Should we be concerned at all, or do we shrug our shoulders and carry on as before?

Only you can answer that question!

AAMC MEMBERSHIP RENEWAL 2020 – Tony

It's that time of year again!

Membership renewal is due at the end of December and the process is now digital to reduce admin.

All you need to do is:

1. Enter your name and mobile number onto the word document attached to the November Issue of Treads and email to membership@aamc.co.uk
2. Arrange a bank transfer for the relevant membership fee to the AAMC account shown on the form – INCLUDE YOUR NAME.
3. Note: If any of your details have changed in the last 12months please fill in the appropriate box – if in doubt update and I will check we have the latest info.

If you have any queries or want an emailed membership form contact Tony by emailing membership@aamc.co.uk or call

CLUB EVENT REPORTS

The Plug and Grub, CLUB ANNUAL DINNER.

I know there was a short piece in the November edition, but I thought the event so good it deserved more space.

This year held, on a very wet Saturday 2 November, at The Riverside Inn, Saltford. On arrival, Simon, Sue and I wondered if it had changed its name to "On the River", but all was well roped down to the shore, despite the appalling rain.

A goodly number attended the event and from my observations, a darned good time was had by all. If you missed it, come along next year.

A huge vote of thanks to Mark and Helen for organizing the event under 'trying' circumstances. It was a fabulous evening.

Thanks to Mark for the photo's and for the very thought-provoking quiz. I'm not sure whether the rules permitted Google searches, but it's the only way I'll get better.





Thanks to all who attended and supported the club. Hopefully YOU can come next year and we will all look forward to a great evening out.

LEGAL QUESTIONS – Andrew Dalton:

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

Q1. You receive the ‘name the rider document’ for your bike. The obligation to name the driver requires a notice to be served within 14 days on the registered keeper, asking you who the rider was.

If this question is made more than 14 days after an alleged speeding offence you are likely to have a solid statutory defence, subject to some technicalities.

It might be tempting to name your mate, real or imagined, in New Zealand as the rider, but the attraction of that idea is superficial. When a foreign or untraced driver is noted the police check.

At this point the speeding ticket became a perjury charge so what could have been eight hours at a driver re-education camp becomes an attempt to pervert the course of justice and a three-month custodial sentence, and everything else which goes with a serious dishonesty conviction.

A dishonesty conviction has a very long reach. At its most basic level a dishonesty conviction will make you virtually uninsurable for many years for just about any policy of Insurance, and largely unemployable.

So, was it you? If you share your bikes or swap bikes with your mates or your partner and you have a genuine doubt name yourself and whoever else might have been riding and ask for the photos so that you can identify the rider, but make a proper attempt. If the rider has your helmet, your jacket, and your boots on, and is a solidly built man don't say, 'I am not sure If it was me or the wife'.

It is also very dangerous to graciously move your points onto your co-driver, because both of you will then be committing perjury. If you decline to nominate without reasonable excuse

then not only do you lose the option of the dull but relatively painless speed awareness course, but you also lose the three points and fixed penalty of £100 as an opportunity, and you will, if found guilty go onto six points and a much larger fine.

So you do not get to spend the day at the speed awareness course, because you will have a fun day out at the magistrates, where three stout upholders of summary justice will take a usually fairly cynical view of your inability to know who was riding your £10,000 pride and joy a week or ten days before somebody on behalf of the Chief Constable asked you who was riding it.



The r... specially sophisticated, but 'is it at all credible that this owner of a motorcycle lends his/her bike to so many people that less than a fortnight after they lent it they are clueless as to who the rider was, despite the bike rider looking an awful lot like the man in front of us?' And if it does look like a load of old cobblers then six points and a hefty fine is the prize.

Andrew Dalton

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

Q2. The myth that travelling at 10% over the speed limit will not result in a nicking is a bad one.

While there is no national policy for speeding, rules which are generally applied as National

Standards by the police and the CPS. It is right that most forces apply a similar level of discretion to speeding, but be careful – the guidelines, largely followed by most forces, are discretionary. Technically being caught at 41mph in a 40mph zone is an offence attracting three points and, if you go to Court, a fine of about half of your weekly income and a victim surcharge.

However, just about everyone, police, magistrates and Crown Prosecution Service, realise putting three points on licences for 1mph over the limit would result in a huge backlash. Therefore, discretion is applied, but remember once you break the speed limit you are committing an offence and the police officer can write you up if his/her calibrated speedo indicates a breach.

Certain proportionality safeguards are implied into the Crown Prosecution Service's prosecution standards which mirror the 2013 association of Police Chief Officer's guidelines. But remember these don't have the force of law.

To give an example, 22mph in a 20mph limit would be ignored because of the device tolerance, and the device is your speedo. However, laser speed detectors are fearsomely accurate, so let's take an example of speeding in a 40mph zone, probably the police's happiest hunting ground. At 42mph the police would not stop you as your speedo may be reading 40mph-46mph, but if they did their starting point would be a few words of advice and a 'mind how you go'. Unless you want a fun day at a speed awareness course avoid asking said officer if he, 'hasn't got any real criminals to catch.' (I wonder why? Ed).



46mph to 53mph puts you into the speed awareness bracket Which, contrary to urban myth does not load your insurance with just about any reputable insurer. 53mph to 66mph in a 40mph zone could get you back into a driver awareness course, but some grovelling might be necessary. However, a fixed penalty and a fine is the usual outcome at this level, and 66mph in a 40 zone is going to get you summonsed.

As a general proposition if the police officer starts scolding you, shut up, look contrite and take it. There is an unwritten rule among the police that you either get written up or you get told off, but not both. If you fire back during the 'advising' process, the officer will form the view that you are not learning from his or her wise words. The police officer will usually then halt mid-flow, because you must learn your lesson the hard and expensive way, and the officer's mouth will set to a firm line and out will come the notebook and verbal notice of intention to prosecute.

Andrew Dalton

NB: *The law changes all the time, so while the answer was correct at the time of writing [Bike Magazine January 2018], things may have moved on – so check before making any decisions!*

THOUGHT FOR THE MONTH



I'll never get a month's undies in that pannier.

UNDERSTANDING ROADCRAFT, and other unlikely stories - Stu Bullock

Using the brakes on a motorcycle is a big subject. There is quite a bit about it in Roadcraft, so that would be a good starting point for you.

Once again, interpreting what is written can be tricky. Remember, (I shall keep on about it), what is in Roadcraft is an opinion. You can form yours, and make sure you adapt your own riding style but, the proof of who is right is in the advanced riding pudding.

What is accurate in Roadcraft, is the science of what happens to a bike and rider under braking. I firmly believe that riders who understand the science of their motorcycle and themselves, are better riders. Anyway, go ahead and take a 'brake'.



TOPTIPS – braking - Stu Bullock

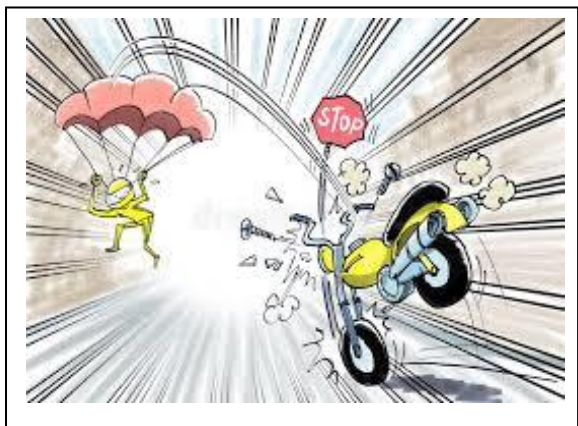
Pirelli Tyres currently have a sales logo titled “**Power is nothing without control**” There is nothing truer, and applies to the actions required to control the whole vehicle, not just the brakes.

Applying the brakes on a motorcycle should be the end of a sequence of looking, seeing, assessing and judging. If that process is missing, even in part, then the application of the brakes will be an uncontrolled attempt to cure the effects of too much speed in a suddenly developing situation. Every action a rider makes on a motorcycle has to have developed from that first look and assessment. Although if things have gone wrong you should

know what your bike will do if you apply the brakes in a curved path.

Braking effort has to reflect the type of road you are riding and the saying, "any fool can go fast" is regularly borne out by those who do not consider the effects of braking hard. Every surface has variable braking conditions, and that varies again with the effects of weather. Even hot weather has dangers.

Generally, using all your fingers on the brake lever will give more grip. That *can* lead to more effort through the lever into the brakes themselves, when acting quickly or 'suddenly'. It is better to practise varying the amount of effort you put through the lever by using less fingers to pull the lever, depending on the stopping power required. I have heard people say, only having two fingers on a lever can lead to slipping off the lever, or not having enough grip to pull the lever. I understand that view and maybe for riders who don't want to try this out, it is a good thing not to try. However, I use the principle, two fingers for light braking, more for heavier braking. I have never had a problem but I would say, every riding skill develops with practise.



One thing I would emphasise, is the way in which some actions become 'automatic'. Ooooh, huge intakes of breath and sucking of teeth I hear and maybe that should be 'responsive'. So, let me go through that in stages. When learning advanced skills, some things are a natural action. Counter Steering is the obvious example. It's a natural action folks, you don't need to learn it. What you can learn

is how CS works and how you can improve on the basics. More of that in another edition.

Looking is a natural action. Just remember where we came from. Cave man or desert man, it does not matter, our survival depended on good sight. We need to make our 'looking' pattern into a scanning pattern, to ensure we miss nothing, because we are travelling faster than our ancestors could. Watch people moving through a crowd. Those that are set on a task, or have a destination in mind, will walk more briskly. Their head and eyes will be fixed ahead and will constantly look for space. Those that are not so task orientated may find they bump into other people or fixed objects more often, because they are not scanning ahead so well.

Driving and riding to us humans is a very recent skill in terms of our history. So, making your hand squeeze a lever, or your foot press a lever are skills we have learnt, but can make the basic action a 'natural' or automatic action, changing the amount of effort required depending on what we are braking for and our speed. Therefore, our sight reacts to a situation, brain is stimulated and sends messages to where action is needed, action takes place. You will not need to think out each step, once you have practised and become more adept with the skills required, and they become more automatic to deal with the situations you face.

It is worth considering your speed in relation to braking ability. A rule of thumb is, once you see the need to brake, your recorded speed is the distance you will travel before beginning to brake. 30mph equals a distance of 30 feet, about 10 metres. 100mph equals 100 feet or around 30 metres. Scary? It should be, it's a long way.



We also need to consider weight that we regularly add to a bike, such as a pillion, luggage etc. Riders should take time to become familiar with how the heavier bike will affect the braking ability and in particular whether they fade more easily and how the rear brake will be affected. It is best to have a practise before loading the bike up too much.

I shall divert with an anecdote to demonstrate the dangers of a heavily loaded bike. I had been riding in America for several days on a heavily loaded BMW GS. On arrival at our motel one afternoon, I began to unload the bike, when Sue told me there were no hangars in the wardrobe. I dropped off the last bag, hopped on the bike and blasted off across the car park to reception. On arrival I braked and just as I stopped, realised my left foot was flailing around in mid-air. Where was the ground? About 4 inches lower than when the bike was loaded. In a nano second, 1st gear selected, clutch out and off I go on a fly-by, and back to reception but this time prepared for the effects of a higher bike. I have to tell you, that was just about as close as it gets to an embarrassing situation!

The question I have been asked a lot is. "Can I brake in a bend"? The answer is. "Of course you can". Generally, what is being asked is whether braking in a bend will incur the wrath of an advanced test examiner. The rule I always applied was that I would judge every action against Roadcraft and if I'm not sure, I'll ask the rider for an explanation.



So, braking in a bend. Let's look at a couple of scenarios. You see a right bend ahead. You judge you approach, speed and gear corrected when upright. You lean right and enter the

bend. Lying in the road about 60 metres ahead of you is a bag of cement. I would not criticise a touch of brake in the situation, to help readjust the bike. Actually, if your reply to my query is. "I felt uneasy and braked". I would not be too concerned, if that occasion was not constant on every bend. So, you approach a right bend. Looking across the bend you can see the exit. Not a clear view of the road surface in between. Speed and gear adjusted when upright, then a secondary brake 'dab' as the bike is leant, when there is now a clear view of an empty road surface. I'd want to know why, because that suggests that secondary brake dab is what is known in the trade a 'sucking the dummy'. It's not necessary but gives a nice warm drop of comfort.

Yes, you can brake in a bend but, did you need to? Have you put the bike at risk of losing tyre grip? Have you lost momentum, when you didn't need to? Think your actions through and practise to keep brakes to when they are required. I knew some police riders who would disconnect the front brake light from the lever, just in case they made a mistake and showed a light when it might attract criticism. Just remember that showing a brake light gives information in exactly the same way as an indicator light does. It's not BAD but could be unnecessary. Practise, practise, practise.

I will just brush up against the knotty problem called 'making progress'. If we are honest, the expression often means riding at speeds that are unlawful or inappropriate. Many in advanced circles use the expression 'riding with purpose' instead. As an example, imagine you are out on your bike. You have plenty of time but, you are going to meet an appointment. Therefore, your riding/journey has 'purpose'.

The expression 'maintaining momentum' is another relative newbie in advanced circles. In order to maintain momentum in your journey, judge whether using deceleration will result in the speed you want to manage a curve, or whether you should ride up to a point and brake the speed down to what you want to manage the curve. Getting that right

consistently is the mark of an effective and skilled rider, because so many skills must be working well. Just think, what are you risking by losing speed gradually? What are you risking by braking?



Riders who use the brakes to alter speed at **every** hazard put enormous strain on discs, pads and fluid and seals. Just ask anyone who does a lot of track days. Learn the skills of scanning and assessing to reduce the use of brakes by slowing earlier by reducing throttle, where that is appropriate. Think of the brakes as a tool to be used sparingly and hence are always in good order.

The small print is to try new techniques with care. If any technique does not work for you, it doesn't matter, try something else with care.

BIKE TEST – Stu Bullock

Starting with, “Do you remember the film The Great Escape” may seem odd, but bear with me. The film was a story about a group of WWII prisoners, escaping from a German prisoner of war camp. Despite its small budget, many big stars of the day were in it and it became an icon. The link between truth and fiction varies, depending on who you talk to, but represents something special to motorcyclists, maybe ‘of a certain age’.

An American film star, Steve McQueen played the part of Captain Virgil Hilts and in his bid to escape, jumps a BMW motorcycle over two fences. The first one he makes, the second he crashes and goes back to prison.

In reality, McQueen, a prolific and very good motorcycle racer, would only ride Triumph

motorcycles and so the bikes in the film were Triumphs, disguised to look like BMW's.

Triumph have made a ‘Great Escape’ bike previously, and I understand a copy of the bike McQueen used is on display in the current Triumph factory at Hinckley, Leicester. The current Triumph owners, got together with a film crew to remake the iconic jump over the fence. Guy Martin agreed to replace McQueen and Triumph stripped a new 1200 Scrambler to lighten it for the event.

The resulting film recently appeared on TV, and Martin being Martin, ignored the first lower fence, and did jump the higher fence.

Triumph have now announced that they have created 10 of the bikes Martin used, and are offering them for sale at £13,500, to be delivered by March 2020.



I have to say, the stripped special looks better than the standard 1200 Scrambler, but what do I know. Anyway, what a Christmas present that would make, but you might overstretch your stocking.



DIARY OF EVENTS



Club events are clearly marked; other non-club related events in **blue text**.

DECEMBER- Don't forget to hang up a stocking but take them off first.



22. Winter Solstice. (Shortest day)

If you don't know the other notable December dates, you really need to get out more.

EARLY 2020 CLUB EVENTS NEWS

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

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

Friday 5 to Monday 8 June

AAMC CLUB WEEKEND BASH 2020,
Stu Bullock – 07711898178.

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

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

4 to 5 July, BMF EVENT

National Road Rally
nationalroadrally.co.uk

Thursday 9 to Sunday 12 July 2020

AAMC CLUB WEEKEND BASH

Nigel Dean - 01454 885343 - 07736 275406 -

nigelwestdean@gmail.com

Hotel: Y Talbot hotel in Tregaron, West Wales.

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

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

BMF DISCOUNT CODE.

Code for 2019 – CLB19FJH

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

WANTED – Ride Leaders for 2020

Helen

ALSO WANTED – Club ride/event reports.

Just a few words in WORD, or email, I'll sort out grammar/spelling/punctuation. It's OUR club and we need to know what is happening.

In order to associate – we need to communicate. – Stu Bullock, Editor

TREADS - NEXT PUBLICATION DATE

We endeavour to issue Treads on a regular basis during the third week of the month. Therefore, if you have any items to be

published in the next TREADS, can you please ensure that they reach the editor at the latest by;

SUNDAY 12 JANUARY 2020

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

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

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

Please submit photo's as separate JPEG files, not embedded in the text.

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

Stu Bullock.

E-mail editor@aamc.co.uk

Nigel Deans west Wales Bash – Additional Accommodation

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

Nant Yr Onnen

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

Maes Y Felin

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

Brynteg

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

Dol Wen Bronant

07792 134657 Very nice B and B

Brynarth

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

Y Granar. Tan Yr Allt

400 yards from Y Talbot on mountain road. Shepherd's hut and Barn
The Old Fire Station, Chapel St.
Newly refurbished. Owners Nigel & Jan. www.tregaronoldfirestation.co.uk
0845 644 3862 or 07855 428791

Other Accomodation

New Inn Llandewi Brefi
01974 298452

Black lion Bont

01974 831624

Stags Head Caravan Park - Mara Crutchley

Mara has two 6-berth static caravans available for rent.

Tel: 07540429768 Email:
marisia1279@yahoo.co.uk



