



TREADS

www.aamc.co.uk

The June 2016 Newsletter of AAMC

Editor's Bits – Morton

Last time, I mentioned Neko helmets from Nitrinos, and I've just come across these variations on the theme:



You may recognise it as the Predator from the film of the same name. I haven't found an "Arnie" variant yet, but there was this one that gives the impression of no helmet at all – maybe for MAG members?



And talking of helmets (a poor link, but the best I could manage), the man who designs all Rossi's helmets, Aldo Drudi,

has produced his own sports tourer using the engine and frame of the Honda VFR1200 and called the **Burasca**:



Also involved in the project was Paolo Picchi, an apprentice of Massimo Tamburini – a name to conjure with! It's all high-tech materials (carbon fibre, of course, exotic aluminium alloys, titanium exhausts), but to my surprise at least, no ABS. Apparently, the bike's intended for "very expert riders" who don't need ABS.



More info and pics at:

<http://www.sportrider.com/gallery-burasca-1200-concept-bike>

39,738 powered two- and three-wheelers were registered in the UK during the first four months of 2016. That's up 9% on the same period last year. Changes elsewhere in the EU were: Italy +17%, Spain +15%, Germany +0.6%, France -0.1%.

25th May Committee meeting minutes and an update re Weekend Bash May 2017 at the very end of this *Treads*.

Legal Questions

1. Will Brexit affect bikers?

What happens to bikers if we leave the European Union? Over the years, the EU has been involved with – or blamed for – legislation connected to everything from border controls and import duties to the riding test and horsepower limits. What will happen if we vote to stay in or say out?

If you never take your bike to Europe, very little. Instead of the European Union making regulations for bikes with their unelected Eurocrats, unelected Whitehall bureaucrats will draft equally helpful regulations.

Some very useful rules for motorcyclists have come from Europe, like much of the insurance law we have. The way British insurance works now is a lot fairer to the consumer than it was before April 2012 – a European directive means insurers can't now wriggle out of paying out on fully comprehensive policies because of technical "non-disclosures". The traditional English common law position was that you had to tell your insurer everything, whether you were asked to or not. That was a real problem for bikers and resulted in claims for stolen bikes being rejected for bikes that had, for example, hard luggage or sat navs fitted.

Apart from that, and a growing EU plan to make compensation available if motorcyclists are injured by collisions with cyclists, I am struggling to find very much help that has come from the European Union to bikers who do not leave these shores. European emissions legislation will have little impact on British bikers, in or out of the EU, as bikes will be built to international standards. The EU may have forced the pace on things like catalytic converters and emissions testing, but the

UK government is already committed to the reduction of carbon dioxide and pollutants at a greater rate than most other European nations. Leaving the EU is unlikely to make any difference to this for the foreseeable future.

However, if we leave the European Union then travelling to Europe is likely to become much more difficult. If we leave the EU I fear it is going to be a messy divorce and the European Union will punish us. It will be a fair while before new arrangements are put in place to, for example, recognise UK insurance without an international driving insurance green card. Under-40s will never have carried a green card but they used to cost about £12 and were necessary to take any UK vehicle outside the UK and Ireland. As these will be sold to us by our insurers, expect to pay handsomely for them.

Your European Citizen's health card will be void, so you will need insurance or a credit card for any European hospital treatment. If you are injured overseas, you will have to bring your claim overseas – so if you are injured in Germany you will have to instruct German lawyers to recover your losses, whereas now this can be done in your home court by English lawyers. The "No win, no fee" arrangement is pretty well unknown in Europe and if you cannot pay your lawyer, they won't work for you.

There is a solid chance you will have to fill in exit and entry paperwork at every European border, which can take several hours. If the remaining countries want to be nice to us most of the problems will be ironed out, but movement of non-EU citizens (which is what we will be) is a real problem in Europe, and I would expect significant delays at border crossings.

I suspect that once the original unpleasantness of an EU exit is dealt with, after a few years arrangements will settle down. However, with a number of EU nations becoming much more insistent about checks on non-EU citizens entering the European Union, we as British nationals are likely to be subjected to

much the same rigour getting into the EU as people from North Africa, Russia and former Soviet states.

Andrew Dalton, [RiDE Magazine](#), May 2016

AAMC Thoughts from a Newbie – Paul B

I don't quite know what I was expecting from my membership of the Avon Advanced Motorcycle Club, but it has surpassed all my hopes and expectations tenfold.

I had spoken to Simon G, our esteemed Chairman, a few months previously around August 2015 after I had purchased a very well maintained Honda VFR800, which had been sitting idle in a dry barn in the Somerset levels for its previous 2 or 3 years. This lengthy lay-up threw up a few teething problems, what with stale fuel and a number of minor electrical issues, which after a few frustrating weeks were overcome. The main thing this bike needed it transpired was riding, so off I went, and it soon became apparent that having not ridden much since 1993, I needed to learn, well, everything. I was a very wobbly beginner, but took it steady and things slowly improved on the riding front, but riding in the rain was definitely not for me! And scared me witless at this time.

Spring 2016: I walked into my first Thursday evening AAMC Lesson with the usual trepidation, but was quickly put at my ease by Simon and Sue who welcomed me and introduced me to the assembled throng, whose names I instantly forgot! I was surprised by the 'maturity' of the assembled wise bards with only Adan and Wayne (and latterly Paul) seeming to be in the under-40 club. I was to quickly learn that age is no restriction to being an advanced rider, or how progressive and safe you can be. Our first lesson was the system (IPSGA). The cornerstone of the tome that is Road Craft, the information covered in this lesson has permanently changed my riding for the better and is a

constant companion when I am on the bike.

At our first Saturday morning training ride, we gathered in the RAIN at McD's in Brislington, where I met a gentleman called Bryn who confessed he was older than time itself. However, all who spoke of his riding prowess admitted he was effortlessly rapid on his BMW steed; it was hard for me to believe that such a mild-mannered fellow could be so effortlessly fast and safe and I was keen to find out how.

I met up with my group, Sarah and Wayne and our mentor Nigel, who was in the process of becoming an instructor and would be overseen by Simon. This of course piled on the pressure: it's raining and you have two sets of eyes watching your every move. I shouldn't have worried, as Nigel's demeanour is ideal to put anyone at ease; his feedback is exactly on the money and delivered in a calm and logical way. I learnt a great deal from this day out in the wet. But was still far from comfortable in the rain.

I commute to work on the bike and decided that I must also travel on wet days, and not take the car; slowly my wet riding improved. The next Saturday training ride was dry and again I learnt a great deal, the one after that was wet yet again! It was very noticeable how much Sarah's riding and confidence had improved after these training rides and I hoped my riding had improved as well.

I feel the ride that changed my wet weather trepidation was my first ever club ride with Stuart on a particularly wet Tuesday in May. We made our way steadily down towards Dorset, where Stu had prophesised clear blue skies. However, they didn't come and it tipped down for pretty much the 8 hours we were out. I watched Stuart ride in a very controlled and smooth manner and was surprised (but secretly pleased) at how steadily he went around roundabouts. But conversely, how quickly and safely he accelerated to get past queues of slow cars in the

pouring rain. We stopped for lunch at Compton Abbas Airfield (what a lovely spot) where Stu regaled me and Martin with the merits of the BMW K1300S, a motorcycle I had been considering as the natural replacement (in time) for the VFR.

After my first club ride, I really looked forward to my next, and went out with Andy and three other riders for a 'steady' jaunt down to Weymouth. It soon became apparent that my VFR was struggling to keep up with the litre plus bikes I was riding with and at times I was 'wringing its neck' to try to keep up. Whereas our back Mark..er; complete with pillion was simply wafting into view without any issue on his 1200 BMW rocket. I thoroughly enjoyed my day out, but again realised I had much to learn to get to the seemingly effortless standard of these outstanding riders.

My next Saturday training ride was in the wettest conditions I had ever experienced, and the VFR let me down by stalling at some traffic lights just a few hundred metres from our start point. I was swept up by Adan, who managed to start the bike and lead me to the café stop, again I learnt about scanning and looking further into the distance for clues as to the road conditions. I re-connected with Jim, and the weather if anything got steadily wetter, but my rain hoodoo seems to have abated as I was far more comfortable in the rain - another milestone, methinks.

This ride convinced me that I needed to try a few other (more reliable) machines and I narrowed my search to the BMW S1000R and the K1300S. I went up to Gloucester Motorrad as they had both bikes available to test ride. The S1000R was sublime and I was at one with it in just 10 minutes, but for the life of me, I couldn't work out why you would need any of the revs above 6,000! I also tried the K1300S, which was all I hoped it would be, the one I tried had a couple of faults on it, however it convinced me I really wanted one and a deal was done for shiny new

machine from BMW Bristol. Now I just need to learn to ride it!

I would like to thank ALL the members of AAMC who have enriched my riding experience and are the friendliest group of people I have ever met. I have much to learn, but I feel I have found a place where that learning can definitely take place.

For the future; I would like to get into volunteering for the freewheelers and have discussed this with a few of you. I am aware I will require an advanced licence before that's possible. I have enrolled in the Biker Down course in July and will also have a go at BikeSafe course at Castle Combe circuit sometime in the summer.

Now how do you apply for the RoSPA test?

View from the Saddle - Adan

It is that time again when it is my turn to do my view from the saddle, and it couldn't have come at a better time as I have just come back from where I want to talk about.

For the last 4 years I have been going to Southern Spain, riding enduro bikes, for usually a 5 day trip, riding 3 of those days. I go with a company called ToroTrial, owned and run by an ex-merchant-banker called Lyndon who decided one day that the City life wasn't for him, so packed up and moved out to turn his passion into a career. Lyndon in my eyes is why the business is such a success, with his easy-going, relaxed nature, he is extremely patient and although he is a very technical rider, he admits himself that he is a better guide. Over 85% of his clients are people who have been before, and with Carl Fogarty being one of them, I think that in itself speaks volumes. If you have never been off-road before, don't think that this isn't for you. On more than one occasion when I've been out there, someone has been in the group that has never touched an off-

road bike, let alone ridden one. There is always another guide on hand in case anyone needs extra help: all that is required is sarcasm and banter! All of the riding is off-road, Spanish Laws are very different from the UK, and I've yet to find a Spanish person who doesn't smile when you ride past, even if you are riding through their field!

There are no hidden charges if the bikes are dropped, all that is asked is that everyone sits down on the road, and only wheelie if they can!



The holiday starts when you are met at the airport by a member of the team; they pick you up, and take you to the villa, and this is the base for the time in Spain. Riding usually starts around 0930 with lunch being provided – I'm always amazed at the quality of the restaurants we go to. At the end of the day, usually around 5:00, we all head back to the villa where everyone has the chance to chill out for a while and enjoy the pool. Once everyone is showered and ready, everyone then goes out for the evening to a restaurant, where again the quality of the food is fantastic – sometimes I do wonder if it's a riding or eating holiday. The evening meal is the only meal that isn't covered as part of the package, and is usually around 30 Euros a night for 3 courses and drinks.

The riding is a mixture of open fields, single track, river beds and the hill climbs. These all range from beginner to

expert. Lyndon picks each route daily for the standard of the riders, and there are always options to go around if you don't fancy it. Some of the routes have names such as "comedy hill" or "confidence hill" so if anyone ever thinks they are going to go and not fall off, they will! But it's all part of it..... There are regular stops throughout the day, with water provided.



The bikes are a mixture of 2015 and 2016 Yamaha WR 250, and there are options for lowered seats if required. 2 mechanics are employed full time, so the bikes are always mechanically sound and maintained to a high standard.



From the times that I have visited, I have made some great friends and I have some fantastic memories. I have absolutely hundreds of photos, so if anyone is interested in me going through it in more detail, then maybe something can be arranged and I will be more than happy to do so. If riding off-road is something that you've always fancied doing or in fact do in the UK, I would recommend looking into going to Spain, after spending time there

and witnessing their passion for motorcycles, it's easy to see why a lot of the racing talent at the moment is from that country.

More information can be found online regarding ToroTrial, there are a lot of videos on YouTube from past clients, and pricing information can be found on their website www.torotrial.co.uk.

Other companies providing a similar service include: DustDevils, LetsRideSpain, and RedTread, from my knowledge.

Please note that AAMC is not affiliated with ToroTrial in any way.

GWAAC Ride 4 Life on 10th July - Andy

The Club will have a Stand at Ashton Gate which is where the ride out will terminate. Club members attending the Club Stand will be able to gain access from 07:00 for setting up. We have a 5 metre square pitch booked on which to erect the Gazebo and display some member's bikes.

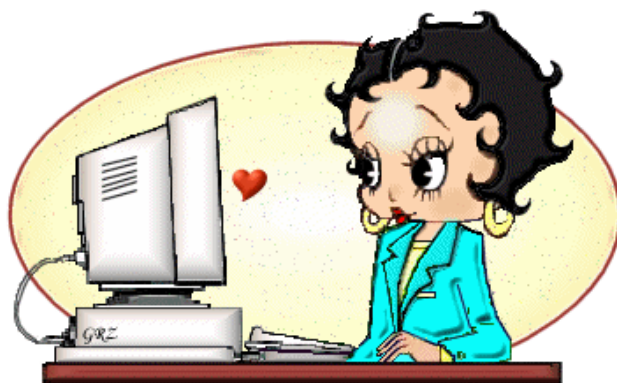
The ride out will leave Dick Lovett Motorrad at around 10:15. Please arrive there by 09:30 to complete signing on. There will be an eight-mile mass ride into Bristol across the Clifton Suspension Bridge with an open barrier so the organisers should get some great photos from the helicopter.

To take part in the ride out you need to sign on at the web site: ride4gwacc.co.uk and pay your donation of £7.50. The gates at Ashton Gate open to the public at 10:00hrs and there will be dealer stands, live music including top AC/DC tribute band Hells Bells etc. The event will be closing at 17:00hrs.

Currently there are around 180 riders signed up for the ride out, it is hoped that there will be at least 250 riders to break even on the event. [See also below - Ed]

Note to members - from your Secretary

That sounds very formal, doesn't it! It isn't meant to be scary. This is just a little information piece to bring you up to speed on what we do with the information in Treads when it gets added to Facebook.



In the past Treads has been tweaked before it is uploaded to public areas of our website or Facebook page to remove surnames etc. This was discussed at the last committee meeting to see if it was still considered necessary - and it wasn't! As a result, when we post copies of Treads to Facebook or the website, surnames will not be removed in the future. We hope that this small change will not cause anyone any grief, but if it does, please email the editor.

Please note that we will continue to remove the diary part of Treads before that is posted to ensure that we continue to focus Club rides and events for Club members.

(P.S. Picture above used with huge dollops of creative licence!)

Sue

Ride 4 Life Motorcycle Event, Sunday 10th July -

Andy Crow



Bikers will have the chance to join hundreds of others on a rideout through Bristol, while raising money for Great Western Air Ambulance Charity.

The Great Western Air Ambulance Charity (GWAAC) Ride 4 Life event takes place on Sunday 10th July, and is a great opportunity for people to join an organised ride through the city.

Starting from Dick Lovett Motorrad at Cribbs Causeway, the 8-mile route will take in the Clifton Suspension Bridge before finishing at Ashton Gate Stadium. There riders will be able to enjoy a festival, which will include trade stands, food stalls, and entertainment. GWAAC's Head of Fundraising and Marketing, Emma Carter, said:

"This is the first GWAAC Ride 4 Life, and we are all very excited about it. It is a great opportunity to join hundreds of other bike enthusiasts on a fun, organised route through this beautiful city. I hope as many people as possible get behind this event, and help us to fund this life-saving service."

Sadly motorcyclists are roughly 38 times more likely to be killed in a road traffic accident than car occupants. In 2015 our critical care team were called to 67 incidents involving motorcyclists with life-threatening injuries. The team consists of a highly trained and experienced Critical Care Paramedic and a Doctor, who bring the skill and expertise of an Accident and Emergency Department to the patient. It is estimated that one in five people who would otherwise die are saved by the actions of the GWAAC clinical team.

Someone who knows all too well what a difference our quick response and specialist skills can make is Matthew Bainton, who came off his motorbike. Matthew is an experienced biker, and had travelled the same route between Bristol and Malmesbury in Wiltshire every day. He was heading along the St Philips Causeway, just one mile from home, when disaster struck.

He found himself on a collision course with the car in front, and rather than hit it he made a quick decision to change course. This meant he avoided the car, but also that Matthew took the full impact, hitting the crash barrier at 50mph.

The force of the collision was so great that Matthew broke his arm and leg, and was in severe pain. Very quickly almost two miles of traffic were brought to a halt at one of the busiest times of the week, and everyone knew that he needed help, and fast. Our critical care team attended, and gave him stronger drugs to cope with the pain, before treating his injuries and escorting him to hospital. Matthew said:

"Without the assistance and professionalism of the GWAAC team I have no doubt the immediate aftermath of the accident would have been so very different. People don't know how fortunate they are to have this team on stand-by every day of the year."

As part of this motorcycle ride-out we want to promote safe riding, and ensure more deaths are avoided.

All the money raised from the event will go towards keeping the helicopter flying, meaning more lives are saved across Bristol, Bath and North East Somerset, North Somerset, Gloucestershire, South Gloucestershire, and parts of Wiltshire. It costs £2.3million a year for us to stay operational, and we receive no day-to-day funding from the Government or National Lottery. We rely on your generosity to continue to fly.

To find out more about the ride-out, and/or to sign up, visit www.ride4gwaac.com.

RNMCC Jack Tar Rally

I hope you don't mind me contacting you like this, but I got your Club details from the BMF web site. My name is Alan Hewitt and I am the Treasurer of the Royal Navy Motorcycle Club. The reason I am contacting you is to invite you and your members to the RNMCC's Jack Tar Rally which is being held 8th - 10th July at the [Museum of Army Flying, Middle Wallop](#), Hampshire, SO20 8DY. Attached is a flyer *[End of this Treads - Ed]* detailing how and where to get tickets. If you need more details please contact me at alanhewitt@blueyonder.co.uk or Paul who deals with ticket sales at kwak636r@hotmail.co.uk

We camp in the field next to the museum, the rally starts at 16:00 (4pm civilian time or a little earlier) and oddly enough the bar opens at the same time and generally closes when no one else wants a drink.

Finally, could I please ask you not to bring alcohol onto the site but to support the bar which has a wide selection of cheap beers. Please remember the more the bar makes the more we can pass onto our chosen charity.

If you can make it please ask for me at the bar. Hope to see you all there.

Many Thanks, Al Hewitt, Treasurer RNMCC
[Review of earlier rally here: http://www.lpmcc.net/rallies/rally_jacktar.htm - Ed]

AAMC Weekend Bash, 12th-14th May 2017 - Stu

Hello all. For the Club Bash in 2017, I have decided to return to North Wales and enjoy the tremendous scenery and great roads to be found there.

This year's format on the bash to Cornwall worked very well, so I've looked around and found a hotel in Caernarfon that looks a lovely spot at which to base ourselves for this weekend. It is a bit dearer than this year but only to be expected in North Wales. The dear lady on reception today assured me they had plenty of rooms, but the lady at an earlier hotel I found told me the same before it all went wrong! Fingers crossed!

Please find information attached *[bottom of Treads - Ed]* from which you can book your type of accommodation. If you have any further questions please let me know.

Best wishes, Stu

Biker Down Workshops

- Chris K

Great news, Biker Down workshop dates for this season are detailed below: -
15th July, 23rd September, 21st October, 18th November & 9th December.

Please email bikerdown@glosfire.gov.uk to reserve a place and we look forward to seeing you at SkillZONE.

Nearer each workshop we will be advertising each one.

Bike Tour Offer

Hi fellow bikers

Any of your members interested in UK guided motorbike tours please have a look at www.explorermototours.co.uk for the 2016 summer season.

TOURS From £280 (plus cashback offer)..... 4 nights, 3-star B&B accommodation, 3 guided tours.

*

Please ask your members to check out our Website for great Tours

****SPECIAL OFFER****

£20 (per person) cashback on any of our July tours. Enter code = BMF-20-190516 on the website "Contact" page message box to claim this offer. We will confirm and send details in the tour info pack.

Many thanksand safe riding.....Martin

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 Treads, can you please ensure that they reach the editor before or during the first week of that month. Contributions for Treads are always needed, whether they are motorcycle related or of general interest! Please don't be shy.

E-mail editor@aamc.co.uk

NB - We publish articles for the benefit of members - it is not an endorsement or recommendation. You must make up your own mind if you think something is suitable for you.

AAMC Weekend Bash 2017

Our target for 2017 is North Wales between Friday 12th and Sunday 14th May 2017.

It may seem early but my calendar for the time of year I usually sort this out is full. Therefore, I've sorted out the basics and provided links so that you can check out the accommodation now. As I did for this year, I have recommended a hotel with a restaurant that gives good value and where you can book your choice of accommodation online for yourself.

You can book without any cancellation policy, the cheapest way. If you book with a cancellation facility (up to 1pm on the day of arrival) you can opt to pay on arrival and the price is held at that on the day you book. Our past experience tells us that, as time gets nearer to the weekend, hotel prices will most likely go up.

Hotel: Premier Inn, Caernarfon, Victoria Dock, Balaclava Road, LL55 1SR

LINK:

<http://www.premierinn.com/gb/en/hotels/wales/gwynedd/caernarfon/caernarfon.html?INNIID=CAEBAR&ARRdd=12&ARRmm=05&ARRyyyy=2017&NIGHTS=2&ROOMS=1&ADULT1=2&CHILD1=0&COT1=0&INTTYP1=DB&SID=4&ISH=true&BRAND=PI>

Currently (June 2016) a double room for 1 or 2 people / 2 nights with aircon is £155, including free parking by arrangement and Wi-Fi. Meals are extra and there is a pub restaurant adjacent to the hotel, or several other choices in the nearby town. The hotel is close to the Marina and Caernarfon Castle. Car parking is restricted to a pay and display car park opposite the hotel but the hotel has agreed to a number of motorcycles free on-site parking.

The superb location will mean rooms will probably book up quickly and costs will rise, more so than more rural locations.

As usual I will sort out a start time / place and let you know nearer the time. I will also plan routes for each day and also act as guide. Naturally, the Snowdonia National Park will be a target, as well as some more rural routes, like that around Lake Vyrnwy.

So, check out the details and if you fancy the trip to support AAMC, put the dates into your diary. Don't forget to book your room. Then please let me know by email and include your telephone and contact email details. (Those details will be used only for contacting you about the trip and for any reason when on the trip.) Obviously if you change plans before the weekend please drop me an email to let me know. Numbers are important for me when deciding on comfort breaks and booking a restaurant table at our hotel.

I realise I am biased but these trips usually attract 10 or so riders and we all have a great time in superb scenery. With organised routes and a guide, you won't have much to do except enjoy the experience.

Stu & Sue

Jack Tar Rally 2016

Middle Wallop Near Andover



8th - 10th July

Live Music

Spike's Disco

Cheap Beer
Free Barbeque

Tickets Adults £20.00 - Children £10.00

Please make cheques payable to the
Royal Navy Motorcycle Club
and forward with a S.A.E to
RNMCC, 10 Campion Close,
Waterlooville, Hampshire, PO7 8PH