



TREADS

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Editor's Bits – Stu Bullock

I was recently asked to look into the law of gathering and retaining information by on board vehicle cameras. The issue is whether vehicle users/owners/drivers are responsible for warning other road users that their image may be recorded by a device in/on your vehicle. Current thinking leans towards using a label warning of the possibility. You see similar warning on buildings more often and it appears the same principles may apply.

So, I obtained and fitted such a label onto my car. Wow; what a difference. Once seen, the worst offending drivers, being in my opinion too close, on seeing the warning drop well back. Its does not apply every time but in the worst cases, it does the job. I carried on with the experiment by labelling my bike. Same result. Have I got a camera fitted to my car and bike? Of **COURSE** I have!!

I was once told, you can fool some of the people some of the time, but not all of the people all of the time. Once this label stops fooling those that need fooling, I'll try something else.



Hot off the press news, is that MP's on the Commons Transport Committee have suggested that Government ban the use of phones from vehicles. The Transport Research Lab have supported the recommendation, saying "The risks (of making a call from even a hands-free device) are as great, if not worse, than having drunk enough alcohol to be at the legal drink drive limit".

Tough words, but stats appear to support having much harsher penalties and considering a total phone ban from vehicles. Figures for accidents where someone was killed and a driver was using a phone are given as: 2009 = 15. 2013 = 26. 2017 = 43.

Can't come soon enough, or everyone needs to have a phone in their vehicle? What do you say?

View from the chair – Jim

Some of you will know that recently my eye, attention and love has been drawn to a 43-year-old smoker who has a reputation for being a bit of a drinker. Is this some sort of cry for help or a mid-life crisis? Possibly, but I'm going to say not.

The apple of my eye is not a person but a 1976 Yamaha RD350 that started life as a 250. Those of you who have known me for a while will realise that I have always had a soft spot for older bikes and have not always been 'mainstream' with my choices e.g. the Moto Guzzi LeMans. Some may also recall that I have had two strokers before; when I first joined AAMC I rode a Yamaha RD350 YPVS [until it seized on one evening ride!]. Going further back, to the 1980's, I had a Yamaha RD250 followed by a Suzuki GT380.

Some time back I decided that I wanted another, as in 'extra', bike and set about thinking about what I wanted it for – it had to be different from my existing bikes. An older 'classic?' would fit the bill and appeal to my inner self. But what? There are loads of new bikes to choose from but even more older ones with far greater variability, especially when you take various states of repair into account. Looking at the space in the garage focussed my mind as there would be no point getting something that wouldn't fit or was too much of

a hassle to get out. I also decided that a Japanese two stroke should provide a bit of fun until Extinction Rebellion impound all non solar powered vehicles. So, after some viewings, I went and bought one.

What is it like? Was it a big mistake? Is nostalgia what it was?

Well. First off, it is very shiny and I fell in love with it straight away – not necessarily a good thing. Next it is very small – much smaller than they used to be. 250s used to be SO big when you were riding around on a 50! Was it a mistake? No!! It fits into the garage and is totally unlike the other bikes. Yes, there are a couple of niggles but it is a 43-year-old bike and these are only to be expected. What was pretty quick back in the day is now just ordinary. It vibrates [I do remember my old 250 vibrating quite a bit]. But, and it is a big but, it brings a smile to my face every time I ride it – the power comes in pretty well when you hit the powerband, it handles well with very quick steering and [amazingly] the brakes work quite well and most people don't know what the hell it is or why you have a blue haze following you everywhere.

Having bought a bike that has a bit of a following and may be termed a 'classic' [whatever that means] I started to think about what we should buy up now a squirrel away as a better investment than putting money in the bank. What bikes that can be bought very reasonably now will become future 'classics' or what will become just an old bike that was not any good when it was new? Perhaps you would like to ponder this. For what it is worth I would say that a 1990 Honda CB450DX will be just another old bike, whereas an early model Fireblade, Hayabusa or Speed Triple will probably be deemed 'classics' – although it may already be too late to secure a bargain. What could be worth snapping up for little money now to provide a future nest egg? My guess would be a Honda Firestorm or Yamaha Fazer 600. Then again, I've owned not one but two Yamaha XS250s so what do I know?



Jim - A current or future classic?

Moto gymkhana Round 2 – Eddy

The rescheduled Round 1 was back in May, in June a few of the guys/gals went to the European championships - more of which later – and here we are 7th July for Round 2.

By way of diversion - I should say that from the 1st to 6th July I had been Belgium with Neil and Ann Leigh at AEventures riding some fantastic roads and tracking Mettet and Spa, not to mention posing on Neil's MotoGP bike.



Eddy, posing on Neil's GP Bike

A great time for me trying putting my S1000RR HP4 on the track. At Mettet I managed to defeat the slipper clutch, lift the front wheel and hit the rev limiter in first gear (having wrongly selected 1st to exit the final bend before the straight, an indicated 100mph ++ in 1st gear!)

On Spa on a couple of right handers the rear end was moving slightly (traction control notwithstanding) all of which denotes coarse use of controls and correspondingly unimpressive lap times.

Friday was spent getting home. Spa to Calais, Calais Chunnel to Folkestone; M20, 50mph restriction; M26, 50mph restriction; M25, filtered most of the way to M3; M3, 50 mph restriction; through Bracknell; Wokingham M4, 50 mph restriction to Theale. Back to Bath, load up the Super Dream and drive up to Leicester for Saturday's Moto gymkhana. – diversion ends.

So, Bruntingthorpe proving ground and Gymkhana time. My head was elsewhere and cutting to the chase attack 1, Wrong Course (WC). I added an extra complication (and therefore time) but unless you ride the exact course you simply achieve a torpedo. Attack 2, bathed in sweat, 4 minutes 17 seconds set against Star performer Grant's 2 minutes 19 seconds. (his second attack in the wet was only 2 seconds slower). There were others starting with a 4 and plenty more, including Hector, starting with a 3. As written before however, none of it really mattered. Pretty well zero sense of competition and zero testosterone, helped no doubt by the high percentage of ladies who all quietly do very well indeed.



The centre point of Round 2 for me was the moment when Andrew addressed us following the European Championship where a group of Japanese came over. Their fastest competitor finished 8th. Andrew explained that the original Japanese conception was first and foremost to have FUN and secondly to improve machine handling skills and thereby potentially lives.

Over the years the Japanese noticed that out of those headline aims participants improved to a level at which some plateau but others by

dint of practice, technique, natural ability come to perform at exceptional levels of skill, thus introducing competition. I should like to say; Grant at the top end: me plateaued, but I don't seem to have got off the floor yet!

The Japanese sensei, (can't recall his name) was asked by a journalist what he considered was the most important element in Moto gymkhana. He was so long in replying that those present wondered if he had not heard or had misunderstood the question, finally however he replied 'Know where you are'. A profound answer from a deep thinker.

Over the coming months Andrew is planning to shape a way of engaging road riders in basic Moto gymkhana skills. As many of the participants are either RoSPA or IAM members it is quite possible that the notion will find its way into those organisations through their grass roots Groups.

With all this fresh in my mind the following Monday found me as a floating instructor on an IAM Skills day on Thruxton circuit, which had been block booked by Wey Valley Group. In the car park slow riding element I suggested some slightly different ideas on riding the slalom cones ... rather than the usual head up and weave a snakelike path; try opening the throttle to extend the forks, then close it to make the turn, try thinking about the relationship of your rear wheel and the cone rather than front wheel, try accentuating closing the throttle by using the rear brake.

All this produces a more swoopy line but gives the rider a sense of how a machine reacts to rider input.

If one might think, why introduce all this. Pop up to Bruntingthorpe and watch Grant do his stuff – never mind rear brake, he is causing the ABS to chatter using front or rear, the front forks are moving like a pogo stick and the turns he achieves are mind bogglingly tight, accurate and fast.

During the allocated ¾ hour to learn the course time most of us are walking round, wearing our

riding kit, plan in hand trying to make sense of it all. He has achieved that in the first 5 minutes and is now stripped down to trainers and shorts and is taking it at a run.

When the ¾ hour is over he will be seen in a mental zone of his own, arms shaped to hold the handlebars and shoulders turning this way and that, running through every move his mind and body will be delivering on his attacks.



Next: Round three, August 3rd.

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.*

Filtering on your motorcycle is one of the many benefits of owning a motorbike as it allows you to jump the queue on busy roads. But is motorcycle filtering legal, and who's at fault if you have a motorcycle accident while filtering past traffic?

As a former motorcycle courier, I filter. A lot. I regularly ride from Dalton Towers in the Chilterns to the High Court in Central London so, when considering filtering, I do so from both a legal and pragmatic position, and there is an unusually helpful overlap between the law on motorcycle filtering and good common sense.

Is It Legal for Motorcyclists to filter through traffic? I draw a distinction between filtering on a motorbike through traffic and overtaking a queue of slow-moving traffic on a motorcycle. Filtering is not really practicable for very wide motorbikes, and even on my single-cylinder Husqvarna 701 if panniered up with my Krieger ADV side bags, I have to change my filtering behaviour.

What's the Legal difference between overtaking and filtering? The first point is "are you overtaking rather than filtering?" If you come across a queue of traffic backed up to a roundabout, and you pass along to its outside, you are overtaking, not filtering. The law places upon you clear duties, and upon drivers' clear duties, you, as a motorcyclist are in a place which is both lawful, but not typical (at least outside of the M25), so you must ride so that you can brake in time for foreseeable hazards. I draw a distinction between overtaking a queue, as it is something which motorcyclists can do lawfully by taking advantage of their 'nimbleness and narrowness', which a four-wheeler does not have. At the risk of being pedantic, filtering on a motorcycle is moving between flows of traffic, creating your own lane. Again, the general proposition applies. The more unusual your manoeuvre the greater the duty of care. In Central London, bikes thread their way through traffic, drivers (at least if they are Londoners) are used to it, but do it in a provincial market town, and it is a lot less expected.

What does The Highway Code say about filtering on a motorcycle? The Highway Code also applies to you, and it is clear that motorcyclists should not overtake by junctions. The law as to vehicles being overtaken is well established. A vehicle being overtaken must maintain a steady course, and the old rule of 'mirror, signal, manoeuvre' applies in a queue of traffic, so the driver must check his path is clear and his manoeuvre will not 'inconvenience, endanger or incommode' other road users.

The car driver also has a continuing duty to give way and an expectation that he will move to the crown of the road before turning right so his indicator is shared to everyone and not just the car behind him.

Who is to blame for a motorcycle accident when filtering? If you overtake along the outside of a large van or a truck, unsighted as to what is going on ahead of you, and clatter into the back of a car turning right, you are in a lot of difficulty establishing blame

against anyone as you have ridden well beyond what you can see and, if you cannot see the car driver looking ahead, he cannot see you in his door mirror. So, if you cannot see what is going on ahead of you, slow down, position yourself to get a look and be ready to cover the brake. The reaction times for an anticipated hazard are massively quicker than for a surprise hazard.

What is a foreseeable hazard whilst filtering on a motorbike? The second test that applies is 'what is a foreseeable hazard?' The law says a driver does not have to anticipate 'folly in all its forms' but 'where experience shows carelessness is common... [the driver] is bound to pay regard' to such carelessness. So, in a classic scenario, if you are bowling along the outside of a queue of backed up traffic, experience will tell you that cars may well turn right into garage forecourts or junctions, or at the front of the queue someone will be waiting to turn right or pass a broken down vehicle.

In those circumstances absent excessive speed or sudden movement from the car, the Courts inevitably find the turning driver and the overtaking motorcyclist are equally to blame. Both of you have failed to anticipate each other's carelessness and the law does not go into fine graduations of blame. A lively speed from you and your culpability goes up but, if the driver has not signalled, his culpability goes up, perhaps to entirety of blame.

The law applies across England and Wales and is well established, you can use your speed, manoeuvrability and lack of bulk, but you must be able to pull up for foreseeable hazards.

Is there any motorcycle filtering accident case law? There are many reported cases on filtering from both the Court of Appeal and the High Court. The old favourite is Powell v Moody – which in a weak Court of Appeal decision not to overturn a decision of a lower Court, has given insurers a case to cite which pitches 80% of the blame on a motorcyclist filtering unsighted past a high

sided vehicle but the Court of Appeal has made it absolutely clear that Powell v Moody is not an authority for anything.

All road traffic cases are based on their own facts – and no two situations are identical – it is the mark of a green lawyer, with a fresh “white wig” to come to Court armed with “case law” from decided cases. Judges will literally roll their eyes at fact-based decisions being cited as precedent – they are at best a “useful starting point” and are no more than persuasive. There is one particularly helpful case to motorcyclists where a biker was overtaking backed up traffic on a single carriageway when a driver in the queue executed what was described by all the witnesses as an impatient and aggressive U-turn.

The general run of the evidence was that the motorcyclist was travelling too fast to pull up. but the Court found the motorcyclist to be entirely without blame, because the driver executing a U-turn was doing something which was unusual, and even if the motorcyclist had been travelling at 20mph, when a car suddenly moves into view, without having positioned itself towards the crown of the road, and not troubling with an indication, there is not a great deal the motorcyclist can do. However, this is not authority – the Judge made findings of fact based on the evidence, apportioned blame and causation and the Court of Appeal said they though the Judge made a decision well within his wide range of discretion. So, beware the forum Queen’s Counsel, citing authority. It does not carry much weight in the real world with real judges.

What is the guide for motorcycle filtering? The golden rule, to avoid both a trip to Court and the fracture clinic, is not to assume that 'your' bit of road will not be occupied by someone who also thinks that that bit of road is his too. If you ride into an area of road, especially if you are doing so in a less than expected way. it is a safe bet that on one of those occasions someone else may be doing the same, but from a different angle. And no matter how ruffly tufty your boots are, a

car's bumper is a lot tougher. Equal blame, but not equal pain.

Andrew Dalton

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

Dream on - The continuing story by Eddy

Well, I have been fairly busy since picking up that collection of Super Dreams. The 400N bike that I intend substituting for the 250N that I use for the Gymkhanas now runs, and looks much better than when I bought it, helped in some part by the S/H tank eBayed for £80, with decals – yes I know that they are wrong for the 1985 model but better than the mat black rat bike style that now sits in my stores. The side panels came from the boxed up 1980 400N, the mat black bars were changed for chrome ditto already on my shelf and the chrome mirrors were in one of the boxes. The original gold Comstar front wheel has come back home, with thanks to Rob Jones who dropped everything to swap tyres for me, and I flatted off and lacquered the rear valence to give a reasonable overall impression for a bike of its age. Now to fiddle with the rear brake and electrics and she should be good for MoT.



So on to the boxed-up bike destined to become a race replica. I have been attempting (with limited success) to polish some of the engine casings and have painted and lacquered the frame and engine plates. Whilst it is all in pieces, I ordered new head stock bearings from David Silver as well as new rear shocks,

as I used the ones in one of the boxes for the road bike which had previously been lowered by means of replacing the shocks with shorter square section conduits, making it a hard tail.



Friends have not been kind, 'Eddy, you can't have a replica of something that never existed!' Well, now I'm into the project, I have news for them. Apparently, a Super Dream race bike has been officially clocked at 100mph average speed round the IoM circuit. I have also been introduced (though not yet met) Glyn who races one, see yellow pic. I am going over to Pembrey Circuit to see him racing it later in July, and find out about rear sets, race seat, clip on handlebars and doubtless other toys.

I have also met on the way, Jason who races a 1973 CB350K series Honda in the IoM Classic TT and he has handed on the contact at TAB 2 Classics, in Wales, who made his custom Aluminium race tank - £800 - just about what I paid for all three of those Super Dreams, but my plan is to do similarly, so that the Super Dream will morph into a Silver Dream.



With that in mind, its over to Brother Roland at Yattendon Classics and Garage, to use his steam cleaner on the engine, then I think I will again remove the engine covers and rocker box and have them soda blasted before trying to polish them again. On the subject of finish, it is said that John Constable often introduced

some red into his paintings to give them 'lift' so my plan, at present at in any event, is to do exactly that. The intention is to have the top yoke, Honda decal on the tank and the seat in red, the rest will be silver and black. The pic shows the frame painted, the red top yoke and the engine and new shocks dry fitted.



SuperDream race bike

CLUB RIDES – Andy B – **Quality over Quantity.**

I always knew it would be a challenge to get people to come on this ride. A crowded diary of events in July, including the club BBQ the night before, and a host of sporting events on TV to compete with. Even so, I was a little disappointed when only 3 other bikes turned up on a warm and sunny morning in Bridgwater. Still, what was lost on quantity was definitely made up with quality! Many thanks to Chris and Julie, Simon and Nigel B for making it a very enjoyable day.

We initially bounced our way over to Bishops Lydeard (but it's better than using the A39!) to get onto Exmoor and stopped for coffee in Exford, having gone via Dulverton. On the way there was a little surface dressing to contend with but at least it had been down for a little while so there wasn't a lot of shrapnel flying about thankfully.

Following the coffee stop we made our way through Simonsbath and then towards Lynton; for a short while we were following a 50/60s Triumph of some sort (I have zero interest in these older bikes so have no idea what it was!) which provided a great example of how far ride

and handling has come along in the intervening years!! It looked a right handful, bouncing and squirming all over the place; fair play to the rider for hanging on!

Along the squiggly bit of the A39 and past the Woody Bay Railway, briefly catching a glimpse of the steam train, before getting on the A399 at Blackmoor Gate and headed down to South Molton, then on to Umberleigh and Great Torrington before arriving at the lunch stop at the Union Inn in Stibb Cross. They provided some really nice roast filled baguettes for us at a very reasonable price so no complaints there, especially as it was pleasant enough to be sat out in the garden where we had a good natter.



After a fuel stop in Holsworthy we headed east along the A3072 which is a cracking road; there wasn't much traffic about for this part of the ride and with the nature of this road it was very easy to make good progress. Marvelous!

Afternoon tea was partaken at Bickleigh Mill between Crediton and Tiverton. There is a bike shop in Crediton called Moto Velo which has a cafe as well but there doesn't appear to be any parking; I must check it out one day to see if it will make for a suitable stop.

For the final leg it was then back to Bridgwater via Bampton, Wiveliscombe and, once more, Bishops Lydeard.

In total just around 200 miles, all in pleasant weather and with good company. Thanks again to Chris and Julie, Simon and Nigel B!

BBQ – 13 April – Helen
by Stu Bullock)

(report

Despite a change of date, the event was well attended, at Chatterton's Café, a very interesting location. Alan Webber made the event very special by his provision of cooking facilities, and some very special pud's.

Weather is important and it behaved very well. Sue and I thoroughly enjoyed the evening, as well as the 'Craic'. Thanks to all who attended and supported the club, but big (no, even bigger) thanks to Alan.

Shorts – one or more points of interest.

- Highways England are undertaking tests on the use of crumbled old tyres mixed with Bitumen for road surfaces.
- DVLA have provided information that shows learner drivers in the PE (Peterborough) are the most likely to have penalty points on their provisional license.
- UK Govt Ministers have rejected calls to lower the drink/drive limit (80mg of alcohol in 100ml of blood). Figures show that road casualties in Scotland have increased since its limit was reduced to 50mg of alcohol in 100ml of blood.

Motorcycle handling Skills Day – Saturday 28, Machine Handling Skills Day – Eddy

Last year we played on Castle Combe Circuit and again in Devauden for an Observers Day, neither would have worked without the support given by you, our colleague groups and clubs, so thank you. This year we plan something quite different.

With the support of BaNES (who are supplying a car park and 200 cones) and Avon and Somerset Police we are running what should be a fun day using the Lansdown North Playing

Fields Car Park Bath BA1 9BJ and surrounding roads.

Last year the 'Ridesmart' days were perhaps a little specialist, this is the reverse, just straight forward handling skills and road riding for any motorcyclist. So, this is a day for everyone – yes we will need some observers but – mostly we need 'people on motorcycles' prepared to have a go. I doubt that anyone will be able to complete all the trials and that's just the point, no-one is counting or caring just pitch up, have a go and SMILE.

Entry is **FREE**. For those of a slightly nervous disposition we will have a couple of spare bikes available to play on, so come along and bring a friend!

Can I please ask if you could kindly spin this out, it would be nice to think collectively we could get 100 people from local groups/clubs along, topping up with casual 'drop ins'. Any indication of interested folk would be welcome as it helps with planning.

With very best wishes, Eddy.

Thought for the month

Quality means doing it right when no-one is looking. Henry Ford.



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

Plug and Grub – change of date, Helen

NOW booked for 2 November 2019. Venue TBA. Booking form with September TREADS.

Tony's charity ride – Tony



I have decided to take on my biggest challenge ever in September by cycling Land's End to John O'Groats and, in doing so, raise awareness of Inflammatory Bowel Disease and the charity Crohn's & Colitis UK which I have supported for a number of years since being diagnosed in 2009. It's also appropriate, given that my bottom will be in the saddle for over 900 miles!

A number of friends suggested that I set up a 'Giving' page so, if anyone would like to donate, the link below directs you to Virgin Money Giving who ensure all monies go to the charity without taking any commission.

Virgin Money Giving link

https://uk.virginmoneygiving.com/TonyWalmsley3/1?utm_source=messenger&utm_medium=organic&utm_campaign=fundraiser&utm_term=socialshare&utm_content=fundriasingpage

Crohn's & Colitis UK link

www.crohnsandcolitis.org.uk

Wish me luck (apparently day four is going to be the toughest but after that, it supposedly gets easier..... hmmm).
Many thanks, Tony.

COTSWOLD EDGE, Monthly Bike Night, June to Sept inclusive.

Rich Shapcott has extended a welcome to you all to his bike nights held on the first and last Wednesday of each month, from 6pm. Venue is the Beaufort Arms, Hawksbury Upton, on the

A46 between Bath and Stroud. Food and drinks available.

AUGUST – Holiday season

Sunday 18, Club ride. Nigel Dean – 07736 275406.

Meet at Cross Hands Hotel, Old Sodbury, BS37 6RJ, on the A46 north of M4 junction 18. 9:00am for 9:15 start, to Malvern Hills.

SEPTEMBER – Home and Away

Sunday 1, Club ride. Jim

Meet at Severn View Services, M48, BS35 4BH. 9:30am for 9:45am start.

Tuesday 10 to Saturday 14th. Club Forrin Bash to Normandy – Simon Gough 0117 973 4120

The trip to Normandy in September is now fully booked, as all twelve hotel rooms have been taken. We may be able to accommodate the odd extra single person who is willing to share, but you will need to check with me first please. It's going to be a great trip!

Thursday 19, Tony – 7.30pm to 11.30pm.

Smoke and Mirrors comedy and magic evening. (Adults only). Tickets £13 ea.

Here's a social for those who like comedy and magic mixed together in a small and intimate venue, 8 Denmark St, Bristol BS1 5DQ. This act is well worth seeing and a chance to socialise with other members of the club in a great and intriguing atmosphere.



Please arrive between 7pm and 7.30pm so you can be seated as the show starts promptly at 8pm.

To book your ticket here is the link to the box office – page down and select Thurs 19th September. I hope to get a table of ten and there is limited seating so it is worth booking early to ensure we are all sit together (let me know when you have booked).

When you book specify you want to sit with 'Tony Walmsley' so we are all on the same table.

https://www.smokeandmirrorsbar.co.uk/tickets?gclid=EAlalQobChMk_z7JPE4wIVQbTtCh3hwgXcEAAYASABEgLvN_D_BwE

If you have any problems let me know and I can make a booking for you and you can pay me separately.

Saturday 21, Carezza -

Mini 60 Celebration, 7:30 or 8pm (to be confirmed), The Rondo Theatre, Larkhill, Bath. "A light hearted drive through the history of the Mini in which you will "meet" various characters associated with the Mini, all played by me (Carezza). Optional fancy dress - a few decades to choose from, very small prizes possibly. Bring friends and family - no swearing!

Sunday 22, Club ride, Andy B

Meet at Severn View Services, M48, BS35 4BH. 9:15am for 9:30am start.

Saturday 28, Machine Handling Skills Day – Edd

From 10am. Lansdown North Playing Fields Car Park Bath BA1 9BJ. Entry is **FREE**. Bikes available. Try: severe braking – anchor swerves – filtering games – moto gymkhana taster – Police observed rides – IAM Masters taster – much, much more. Further information at, lambahstoate@aol.com

Sunday 29, Club ride, Mark

Meet at Farrington's Farm Shop, Farrington Gurney, BS39 6UB, 9:15am for 9:30am start.

OCTOBER – winter draws on.

Sunday 6, Club ride, Alan

Meet at the Cross hands Hotel, A46 north of J18 M4, . Heading towards Salisbury Plain.

Sunday 20, Club ride, Andy

Meet at Farrington's Farm Shop, Farrington Gurney, BS39 6UB, (Café open from 9:30am).

EARLY CLUB EVENTS NEWS

AAMC CLUB WEEKEND BASH 2020, Stu Bullock – 07711898178.

From Friday 5 to Monday 8 June 2020 inclusive. We have selected the 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.

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 2019 – 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

**Committee meeting, Tuesday 27th July 2019
at 7.30pm at the New Inn, Farmborough**

Apologies for absence: Stuart Bullock, Al
Paul Chris and
Tony

Present: Simon Gough, Helen
Jaimie Sandra Keith , Nigel
Dean and Jim

1. **PO Box** – The PO Box agreement finishes in July. It is not going to be renewed. Simon has agreed to have his address on all correspondence going forward. No further action is necessary.
2. **GDPR** – Nigel has updated the website. New membership forms will be available on the website. No further action is necessary at this stage.
3. **Club Email addresses** – there have been 2 changes since the last committee meeting:
events@ - will go to Helen, and
secretary@ - will go to Jim
4. **Devitt Insurance proposal** – Simon is to accept the proposal and contact Devitt. Stuart will put the details of the offer in Treads.
5. **Biker Down** – Chris was not present to give any update. Events are held in Gloucester and Taunton. It was agreed that dates should go in Treads and on the website but will need to be kept up to date.
Bike Safe – Simon said that the recent event on 21/07/19 had been cancelled but the reason wasn't known.
6. **Club Literature** – There was no update from Al. Simon had sent him the current literature to update.
7. **Bashes** – Stuart's to Kendal had poor weather but had gone well. Simon's to Normandy is now full with all 12 rooms at the chateau taken.

8. **Website** – Nigel reported that there were very limited options for on line membership form completion with the free website and that a lot of work would be necessary to convert the current form to an e-version with relatively little demand for one. It was deemed unviable.

Tony had asked about Search Engine Optimisation [SEO], the process of moving the profile up the search engine's listings. Nigel had explored this as far as possible, given the restrictions of a 'no cost' option. Any greater input would involve on-going costs and finding someone to progress this further.

9. **PnG date** – Simon cannot manage the current date of 16/11/19. Possible options are 02/11/17 or 23/11/19 with the earlier date being the favourite. Locations discussed included: The Pelican @ Chew Magna, The Crown @ Marshfield, The Golden Hart @ Winterbourne Down. Other places, especially north of Bristol [The Compass @ Tormartin, The Coddington Arms, The Rose & Crown @ Warmley], will be investigated. A note of the date change will go in Treads, Jim will tell Stuart.

10. View from the saddle reminder:

September - Andy
October - Paul
November - Tony
January - Nigel
February - Jaimie
March – Helen
April – Keith
May – Al
June – Chris
July – Simon

11. **AOB** –
Simon had received an item from Tony. He is arranging a social event – Smoke and Mirrors on 19/09/19. Details of the event will be emailed by Simon and they will also go in August's Treads.

Jaimie reported that the BBQ on 13/07/19 went well. The committee proposed a vote of thanks to Allan Webber for all his efforts.

Date of next meeting will be Wednesday 2nd October, 7:30pm at The New Inn, Farmborough. Keith offered his apologies.

Meeting closed at 9:30pm

Celebrate 60 years of the BMF –

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



Advertising article



Motorcycle Touring – 10 Reasons Why South Africa

The reasons a motorcycle rider chooses to experience a foreign country from the seat of a motorbike, with or without a pillion, are often varied...

Well, we have come up with 10 reasons to ride around South Africa and why Due South Motorcycle Tours offers a pretty unique experience for the enthusiast. Our hope is that you will be somewhat intrigued and enticed, pack your gear, and come down for the ride of your life. Please read our current blog post:

- # Scenery
- #2 Wildlife
- #3 People
- #4 Food
- #5 Value
- #6 Accessible
- #7 Roads
- #8 Activities
- #9 Weather
- #10 Due-South

Booking a Tour - Simply email and let us know:
(a) when you want to tour (dates) –
(b) which tour appeals to you (check days)
(c) are you are a group, a couple or an individual.

Our touring calendar has tentative dates you are welcome to pick; however, the calendar is not static and we are able to accommodate both your chosen dates and preferred tour. We will reply with a comprehensive quotation.

Enquiries: info@due-south.co.za

Mobile / WhatsApp: +27836524040 (call, video call, message)

Regards, Joe and Diana.

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;

MONDAY 2 SEPTEMBER 2019

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

