



TREADS

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The November 2018 Newsletter of AAMC

Editor's Bits – Morton

What do you think of the new 650-Twin Royal Enfields?



They've had excellent write-ups in MCN and elsewhere – “Bike” said the 650 Twin “will surely be the world’s biggest-selling big bike in 2019” – and I may be seriously tempted in a couple of years, once any teething troubles have been sorted out – and maybe a few more dealers appointed. My sole experience of Enfields was a few years ago when I tested a 500 Bullet, thinking it might be a pleasant bimbbling device for enjoying the sights – and some of the smells – of country lanes. Apart from a nice gearbox, the experience was not a happy one, as I had to check my teeth at the end, to be sure the vibes had left at least some of them in place.

However, the new ones promise much greater smoothness, power and torque – as one would hope, given the design talent Enfield now employ (many from Hinckley). Their marketing has also improved, with lengthy movies to get the message across. I was intrigued to see one of the new bikes adapted to carry a surfboard:



No doubt everyone who read the July 2015 *Treads* remembers the similarly-equipped BMW RnineT:



A recent email offered me a tour consisting of “Over 1000 miles on a Royal Enfield through the colourful roads of Rajasthan, and with younger – or better upholstered – bones I might have been tempted, particularly after seeing how they got the bikes across a river:

There should be a photo here of a chap with a small motorcycle (on its side) being carried across a river on the back of an elephant.

Unfortunately there was something about the photo that made it impossible to convert the original Word file to a PDF and allow me to send it to you, so I had to remove it.

Sorry,
Simon

*Photo caption is:
They carry them and the riders on elephants.*

I'm afraid you've just missed the last tour this year (6 - 18 Nov), but if you're interested, the website is <https://landing.vintagerides.travel/motorcycle-tour-india>

I see that last time, I underestimated my stint as editor: it'll be 4 years, not 3. Shows it must have been fun - how can you resist?

Legal Questions

NB: *the law changes all the time, so while the answer was correct at the time of writing, things may have moved on - so check before making any decisions!*

1. Where do you stand when someone cocks-up while working on your bike?

I have recently taken my bike in for a tyre change, chain and sprockets replacement and a service with a non-franchised dealer. You would probably say that he was a bit of a backstreet dealer, I also wanted the rubbers on my hand grips changed.

I picked up the bike, and when riding home the grip for the throttle literally twisted off the throttle as I accelerated. The throttle rubber did not

quite come off in my hand, but it slid off by a good couple of inches, and the throttle snapped off shut. I pulled the rubber off, and rode back to the shop just using the plastic throttle body. The proprietor was horrified.

He told me he would replace the grips, refund me for the original grips and said at my next service I could buy parts at trade prices and wouldn't be charged labour. He dragged out the apprentice, who had replaced the grips, proceeded to verbally rip his head off and spit down the hole, it turned out that the apprentice had left some sort of soapy lube on the grips and had not properly measured the handlebar bores and this was the reason why the grips slid off. That incident gave me a hell of a fright. I do not think that a free service is good enough. I could have been killed. Do I have any legal redress?

Answer: Honestly, no. The apprentice mechanic has cocked up. If you had actually been hurt of course you would have a cast iron claim but the law does not compensate for near misses, except in the very peculiar circumstances of a very serious psychiatric reaction, which you have not had.

In fact all the shop needs to do in law is remedy its error by properly refitting the correct hand grips. The free service and discounted parts are a peace offering and an apology, if you really want to make your life and the shop's life unnecessarily hard you could have the grips fitted at another workshop, and send the bill for the replacement grips to the original dealer, but you would be on a very sticky legal wicket because the retailer is entitled to have a reasonable chance of making good his error.

You could say that because they had made a safety critical error you do not want them to touch your bike again, but I suspect that you will get little in the way of sympathy off any district judge hearing this case at a small claims tribunal, I suppose the dealer might pay to get rid of you, but he really does not have to. If you

were prepared to go to the small claims court I would expect you would lose and you would have to pay the witness expenses of the apprentice and the proprietor at about £95 each, so going to law is a plan with some pretty major drawbacks.

The option offered by the 'backstreet' garage is a much better plan. The apprentice made a mistake. The proprietor did not check his work, it was an error but it happens. No real harm was done, so you have no cause of action in English law. There was negligence, but there was no meaningful loss, without loss you have no claim. For what it is worth, I think the proprietor in the shop has treated you perfectly fairly and I would simply accept his offer if I were you.

Andrew Dalton, [Fast Bikes](#), June 2018

2. Flip-up helmets and the law

If you have a modular or flip-up helmet warm weather can tempt you into riding flipped up, as it does most of the Metropolitan Police in the summer. But is it legal?

The answer is that it is not illegal, and this is not me taking a jurisprudential point. In English and Welsh law, which is a common law system, everything is legal unless it is made unlawful. Because Road Traffic law is governed entirely by Parliament the law is contained within statute. Statute is interpreted strictly and, this may come as a surprise, in favour of the accused. If you want to delve into the law it is contained in a short 1998 Statutory Regulation.

The tests can be summarised as:

- (i) Is the helmet type approved to International or British standards?
- (ii) Does it have a strap?

The key test is ECE 22.05 which is an international UN treaty, to which the UK subscribes as a member of the EU. Even if Brexit results in a complete crash out of the EU and all European treaties, your

helmet won't become illegal because the 1998 regulations stand alone in UK domestic law and your helmet will remain internationally legal under ECE22.05.

So on those rules, riding flipped up does not breach the law, if your helmet is British Standard 1869:1960 or ECE 22.05 compliant, but riding unstrapped does. BS alone would be quite scary as it has not been updated since 1975.

So, in short. If you want to ride flipped-up the criminal law does not stop you. However, there are potential legal consequences. If you ride flipped-up and you suffer an injury or an exacerbation of an injury directly caused by being flipped-up (the obvious risk being to your jaw, but less obviously rotational forces generated to the neck through the raised chin piece) It could be argued, with some force, that your use of the helmet could amount to contributory negligence.

There is no decided law on that point. There is a general acceptance, supported by precedent in England that riding with your strap undone reduces your claim by some 10% if you sustain a head injury, and riding with your strap undone is a criminal offence. So riding flipped-up could fall within contributory negligence, but I am far from convinced.

If you really want to have lovely airflow on a hot ride I would go open face, possibly using a giant hipster beard as impact protection: an open faced helmet could not constitute contributory negligence any more than the driver of an open topped car being hurt if their car rolled could constitute contributory negligence.

Finally there are now 'urban' helmets which are approved, internationally, with the chin piece down or up. Riding flipped up with one of these would not create legal difficulties.

Andrew Dalton, [Bike Magazine](#), August 2018

View from the Saddle -

Andy B

I suppose for the majority of us our bikes are now tucked away for the winter, patiently(!) waiting for the first green shoots of spring to persuade us to once again blow the cobwebs away. But what can we do to while away the next 5 months or so?

Maybe it's a time of reflection, looking back at how brilliant this year's motorcycling has been, having been able to take advantage of the superb weather or, as in my case, how crap it's been (for various reasons).....and then immediately looking forward to next year in the hope that it will be far better!

Of course, we have the Bike Show at the NEC to look forward to (or not!) and by the time you read this it will have been and gone. Check out the new bikes if you fancy a change? Have a look for bargains whether it's for clothing, helmets or a bit more bling for your current bike? Have a chat with the various tour companies to help plan the next adventure?

Conversely the show may not be for you (I know many people feel that it's way too expensive, especially as they charge for car parking on top of the already high entrance fee) as you're not in the market for a new bike and, if you do fancy change for either new or used, local dealers and/or the internet will suffice. And with doubtless plenty of Black Friday deals for clothing available why not shop from the comfort of your own sofa? And while tour companies undoubtedly have their place, surely if you have a couple of like-minded mates (or other members of a bike club!) it is perfectly possible to organise a fabulous trip between you, especially if planning a European adventure; a great way to spend a few nights or weekends poring over maps, preferably with a beer or two!

Personally, I will be going (will have gone?) to the show.....if only to catch up with a couple of mates! As it happens I am in the market for another bike but doubt it

will be a new one on this occasion; stupidly (in hindsight, of course!) I bought my Tiger 800 on a PCP deal with the promise (ha!) that the end value will be greater than the final settlement figure so that I can start again with another new bike. Utter tosh! Having made some preliminary enquiries to buy a late used bike and offering the Tiger in part exchange it transpires that there is absolutely no equity in it whatsoever; so I may as well hand it back to the supplying dealer. Now don't get me wrong, there is nothing fundamentally wrong with the bike; the engine is fab, the fit and finish of panels is fine and even with the 21" front wheel and skinny tyre it handles remarkably well....but it is an ugly bastard!!! I know beauty is in the eye of the beholder but it does have the look that only its mother would love. For the majority of us, rightly or wrongly, our bikes are merely toys but surely when we take it out to play we want to be able to love it.....and I just don't feel the love. The problem I have is that too many of the current bikes on offer just don't have that beauty, or are too small or are just that bit too rich for my current depth of pocket. Of course, I still have the Aprilia Mille which I absolutely love but unfortunately in these arthritic days I just can't do the mileage that I used to be able to do on a sportsbike. So it's something to ponder on over the coming weeks.....who knows what I'll turn up on for my first club ride of 2019!

In the meantime, I hope that you find plenty to occupy your mind during the dark days of winter and come up with some great plans for next year.

Anatomy of a Mistake -

Stu Bullock

The human animal lives its life making mistakes. It does not always learn from them; like pheasants. The object of using skills based on The System of Motorcycle Control, is to help us reduce the risk to us

created from the mistakes of others and our own mistakes.

As an example, Roadcraft explains why defensive riding is important to our safety: Riders are extremely vulnerable and their safety depends on their actions and ability to anticipate and avoid the actions of other vehicles.

Also, in order to reduce the risk to us, we first need to see a problem before it develops into danger. Again, Roadcraft explains the great emphasis given to effective observation when riding, that when used effectively, enables riders to:

- i. See and anticipate hazards.
- ii. Place them in order of importance.
- iii. Decide what to do.

Of course, I realise you already know all of this stuff, I just wanted to set the scene. Quite recently I came across the results of a mistake made by a driver. The scene is the A39, travelling north, between Camelford and Otterham. Nice, wide road, sweeping bends, loads of view, brow of a hill, view ahead is this:

- I. Facing me on the other side of the road is a small grey car, stationary, right indicator operating.
- II. Close behind it a tractor. Make that a big tractor with a bigger trailer. Also, stationary, mostly because the grey car was in its path.
- III. Immediately to the right, (yes, the right) of the tractor is a Mercedes 4x4. Stationary.

My best reasoning is that the grey car, followed by the tractor, wanted to turn right at a cross roads, so indicated and slowed. The Mercedes caught the other two vehicles up, thought the tractor was going slowly and overtook it. The driver had not considered:

- i. The cross-roads (junction on the right).
- ii. That there may be a car in front of the tractor.

iii. Either of the vehicles in front could have turned right into the path of the overtaker.

iv. Oncoming traffic.

We can't tell if the 4x4 driver was influenced by other factors: distraction, drugs, alcohol, etc. My question really is; are the driver's actions accidental or deliberate? Does looking at the road ahead and considering, what can be seen, what cannot be seen, what may reasonably develop, so difficult that only a trained driver/rider can be expected to have that awareness?

The risk to me was minimal, mostly because I was scanning well ahead. I was not going so fast that I could not react in time and slowed to a stop with lots of room between us. Sometimes we have far less time to react but that is what The System does: allows us to create time to react and space to manoeuvre.

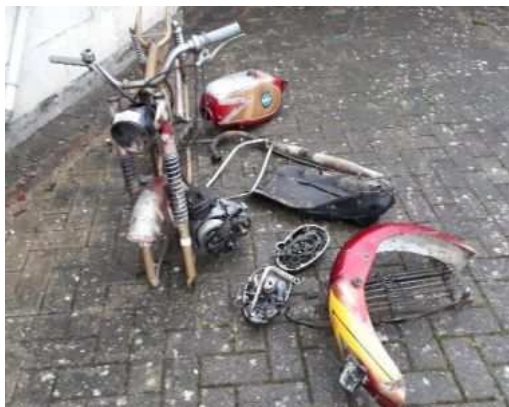
Any sign of contrition from the driver of the 4x4? I guess a 65+ lady, who weaved around the stationary drivers, smiling broadly at us all. Marvellous, I expect she felt she judged the situation to perfection but no sign that she recognised the risk she had created.

Of course, we don't know what her state of mind was; how life was treating her; whether she was under time pressure, or any one of a number of issues that can affect concentration, reaction to risk and general awareness.

Benelli (50cc Buzz Bike) Restoration Part 1 – The reckless purchase

It was New Year's Day 2018, I was standing around with other enthusiasts in Hartley Wintney at its annual classic vehicle display. Within a couple of hours I

had agreed to buy what the owner described as a 1957 50cc Benelli Sprint, in pieces, unseen and with a seized engine, purely because the seller's description, sporty handlebars and tank, humpty seat, kick start and footpegs not pedals, was perfectly seductive to my receptive ears.



A couple of weeks later it was back in Bath - Oh!



Not long after, in February, the NACC magazine featured an article by Nick Driver, a professional restorer with loads of advice including the following: 'With early machinery, two things can be a major problem with restoration, missing vital parts and serious mechanical damage. I suggest avoiding projects with either problem'. Now 1957 could not be said to be that early, but early enough, and my purchase fulfilled the remaining criteria

perfectly! In fact when I later sought some help from Steve Riley at Piston Broke in Bristol he remarked, 'You know Eddy, this is not a barn find, it's a lake find!'



I am not a complete novice in these matters, as a farmer's son we learned to fix things, make do and mend. Two years back I had given new life to a 1968 50cc Puch Sport, where the engine was also seized. The result, as I later found out, not of piston/barrel, but a shattered magneto assembly.



The engine on Signora Benelli was totally solid, after soaking in diesel and some heating and beating without result I dispatched it to Mark Daniels at Mopedland in Ipswich. He in turn passed it to a colleague called Colin Day. Within a day of dispatch, Colin phoned to say he had smashed his arm and was hors de combat. Luckily for me Mark took it back in, freed the barrel and returned it.

Back in my garage I was finally able to split the crankcase to find the crank rusted solid, hence Steve's comment on lake find.



Happily the gear department was still black and oily and the magneto just needed new points, although I did replace the condenser for good measure. I also had to re-solder the HT lead to the coil, which I then reinforced with a wooden splint – sounds posh – a Starbucks stirrer and Gorilla glue. Whilst the engine was in Ipswich I ‘dry fitted’ the bits I had bought to see if it was all there. In the event the gaps weren’t too bad, particularly in the light of a real piece of luck. My brother Roland, a professional classic car restorer and owner of Yattendon Garage, near Pangbourne, took me off to Kempton Park auto jumble. There I came across the guys from Moto Classic who are based near Fleet. A visit to their base provided the missing tool box (without lid), a twist grip and front brake lever, all taken from an old Benelli frame as I stood there – price £20 the lot! There were other parts needed, headlight reflector and rim, rear sprocket, chain and other small parts but these were generic to a number of machines of that era and Bob – see part 2 – had all of those.

[...to be continued]

Choosing a pair of winter gloves - Motolegends

[We went to the NEC too, but chauffeured by biking son, who was looking for, among other things, winter gloves. I’ve since forwarded this email to him, and thought it might be of general interest. NB, there are other kit suppliers – Ed]

I went up to Birmingham earlier this week to visit the NEC Motorcycle Show. My fingers got freezing cold. I actually thought they were going to drop off. No two ways about it; next year I’m going to wear gloves, because it’s a good 10 minute walk from the car to the halls!

But if you’re actually riding a motorbike in this kind of weather, you really do need to look after your hands. When we head out for a ride, we all tend to make sure we keep our bodies and our core warm, by adding layers but, at times, we give less thought to our hands, which is a mistake. A big mistake.

There’s nothing that is more distracting and debilitating than riding with cold hands. It can be painful, and that pain can make it impossible to concentrate. Carry on riding, and eventually you’ll lose all the feeling in your fingers. You’ll reach a position where you lose the ability to apply the controls. And obviously that’s horribly dangerous.

There are three solutions to the problem of cold hands on a motorbike. Electrical heat applied through the grips or gloves. Hand guards and muffs. Or insulating gloves.

Here we’re going to give you some advice on the latter, although we’ve got nothing against the former. In fact, we’re all for doing whatever you can to keep your hands warm on the bike. Do whatever it

takes. You need to do what you need to do.

Now, the reason your hands get so cold on the bike is that there's a lot of skin on your fingers that is exposed to the elements, even when you're wearing gloves.

Think of your fingers, as the fins on an air-cooled engine. These fins help dissipate heat from the engine, and at the same time provide a large surface for the cold air to cool it down. Your fingers, quite unhelpfully, do a similar job for your hands.

The real killer, of course, is the wind chill factor. At 10 mph, an air temperature of 10 degrees will feel like minus four. At 30 mph, a temperature of five degrees will feel like minus 19 degrees. Pick up the speed a bit, and at 60 mph, minus five becomes minus 26 degrees. That's Antarctic cold. This is fingers having to be amputated cold. This is Ranulph Feinnes cold. Which is why, in the winter, you don't just need a pair of gloves, you need a thumping good, heavy-duty, pair of gloves.

The gloves you need will depend, to a degree, on what kind of riding you do, whether you've got heated grips, and so on.

In town, for example, you may think you can make do with lighter, thinner gloves because you're going to be riding less quickly. And thinner gloves are great when you're gently feeding the throttle in, and so on. But if you are using the clutch and changing gear a lot, your fingers will be coming into contact with the freezing cold metal surfaces of the levers much more, and this will make your fingers feel colder. And, although you might have heated grips, the underside of your fingers won't be in touch with them a lot of the time. Out of town you won't perhaps be changing gear as much, but you may well

be travelling much more quickly, thus experiencing much more serious wind chill.

Winter gloves come in all shapes and sizes. Shorter cuffs, longer cuffs. Leather. Textile. Twin chamber. Mittens. Thinsulate. Primaloft. Outlast. The list of options is as endless as it is confusing. And there is no correct solution that will work for everybody. We all react differently to the cold, and what works for me, for example, won't necessarily work for you.

Nevertheless, here are our thoughts: Mittens are great. They look weird, but the good ones have two finger compartments so that you can brake and change gear with two fingers. They keep your hands warmer because, basically, your fingers keep one another warm. And because they reduce the amount of skin that is open to the elements. Mittens work particularly well, in our view, with silk inner gloves. But silk inners work with all gloves, provided there's enough room for them to move about inside the glove. It's the friction that generates heat with a silk glove, and if the glove is too tight the friction will be minimal.

Some people don't like the way mittens look. But our view is that staying warm is more important than looking cool. Get over it, or get cold fingers. It's not a fashion parade.

We are not, by contrast, great fans of gloves with two separate compartments. We don't think they work in the way they're supposed to. You're meant to put your hand in the lower chamber when it's cold, and in the upper chamber when it's less cold, but when you use the upper chamber you lose all the feel you need to control the bike. That's just daft, in our book.

Coincidentally, and purely by accident, if you keep your hands in the lower

chamber, such gloves do work well with heated grips, because the heat easily transmits to the fingers, and the backs of your hands are well insulated.

But this is not what these gloves were designed to do, and these gloves are an expensive way of doing this job. Better to buy something like Racer's Carbon II gloves that are designed specifically with this purpose in mind. Thin padding on fingers and palms. Lots of padding on the back of the hand.

To us, it goes without saying that any winter glove should be waterproof. A wet hand is one that is going to get even colder. A waterproof membrane, of course, is also a windproof membrane. And reducing the chilling effects of the wind is a vital component in staying warm.

We would also suggest that, in a proper winter glove, the more textile, and the less leather, the better.

There are some famous and expensive winter gloves on the market that are made entirely of leather; and in our view they'll absorb the rain like a sponge. Again, a wet glove isn't helpful when you're trying to stay warm.

Of course, most of us like a leather palm but, where possible, we would always prefer a textile chassis.

Obviously, you're better off with a mid-length cuff. It will prevent drafts and stop rain getting to your hands. The cuff of the glove should be worn under the cuff of your jacket.

This is not, as some suggest, an age-old debate. Or if it was, it should come to an end now. On a winter glove, you should wear the cuff of the glove underneath the cuff of the jacket, in order to prevent rain running down into the fingers. Wearing

your gloves like this will also prevent drafts from making your hands feel cold.

Only if your glove has a really long, drawstring-tightening cuff should you wear it outside the sleeve.

Now, of course, the main way a glove keeps you warm is the insulating wadding or padding that is inserted in between the external surface of the glove and the comfort lining that sits next to the skin.

In cheaper gloves, this wadding is often quite low-tech, and you will need loads of it to keep you warm. That's why cheap winter gloves are often heavy and cumbersome. More expensive gloves use premium thermal linings like Primaloft and Thinsulate that insulate your hands without excessive bulk. A glove that uses a high-quality insulating material will keep you just as warm, but you'll also be able to feel what's being transmitted through the bars.

Outlast is a thermal technology that also works well in the winter. Outlast gloves are particularly effective with heated grips because the heat in the Outlast membrane passes from the palm of the glove right round to the back of the hand. But if you're wanting to wear Outlast gloves in the winter, you do need to get heat into them before you set out on a ride. Leave them by the radiator. Or wear them for 10 minutes before you go out. They need heat in them, so that the heat can be transferred to your fingers when they get cold.

Which brings us, lastly, to fit. You don't want a winter glove to fit too tightly. You want the heat from your fingers to be able to circulate around the hand. And you particularly need some space at the ends of the fingers. If your fingertips touch the ends of the glove's fingers, when you're riding, blood won't flow there, and they'll quite quickly become brutally painful. One

hint: when trying a winter glove for size, wrap your hand around a handlebar grip to make sure there's still some space at the ends of the fingers. At the ends of all of the fingers!

There is one other small point we'd like to make; and it's about laminated gloves, where the waterproof membrane is bonded to the outer material. We're talking about gloves which use waterproofing technologies like Outdry, mcFit, Extrafit or Gore-Grip. Now, in theory, these gloves will be more waterproof, and they won't 'wet-out'. A dry hand is clearly better than a wet hand when it comes to staying warm. But the problem is that a laminated glove has fewer layers in which the air can be trapped, and so a laminate glove will not always be the warmest option. We'd say that a laminated glove is great for summer rain, but not so good for cold, winter rain. Just thought you should know.

Also on the web at

<http://news.motolegends.com/q/1mVDPeCBYBQKPN0OWOxo/wv>

Filtering – *Stu Bullock*

I had quite a conversation recently that I felt I would share with you, about filtering. Or, as it should be called, overtaking. Well, that is what it is.

What are the reasons and risks? Motorcycles, like pedal cycles, can filter past slow or stationary traffic in some circumstances. The risks are mostly obvious: opening doors, people crossing our path, vehicles suddenly deviating. Another risk is the reaction from other motorists, who I have known swerve into my path to stop me passing, throw objects at me, shout rude words and generally demonstrate their displeasure at my activity.



Filtering into a lane

I have witnessed an HGV weaving across two lanes of a dual carriageway to stop other vehicles passing him. The road was closed ahead, traffic was crawling and he felt no-one should pass him, for some obscure reason.



Just the bikes at the front

So, given the uncertainty, is the risk worth the gain? Do some riders filter because they can, or because there is a benefit? Should we consider the effect of our actions on other road users? What are your experiences?

What about using a box or 'protected' junction (with hatch markings) to overtake or filter? A bit cheeky, or a definite no? Do solid white lines, (indicating greater danger) around the hatched area make a

difference to you? What about road lanes marked for turning left/right only? Is it acceptable to use them to go ahead?

Have you ever considered that drivers in slow traffic on a roundabout have less chance of seeing a filtering vehicle to their right, because their mirrors look fairly straight back? Should part of our consideration be that a filtering motorcycle will arrive at the next vehicle quickly and maybe unseen by that driver? Is filtering something we have a right to do, regardless, or should we only be able to filter with the agreement of other road users?

Another concern of mine is, if we practise filtering in a slightly aggressive manner, what are we teaching the next generation of motorcyclists? What indeed do YOU teach riders in your group?



Leave room for All road users

Really this boils down to that so badly used expression 'making progress'. There is no MUST make progress. There is no make progress at all costs. Surely, we want to practise being 100% safe, rather than 90% safe?

Roadcraft says that the sign of a safe and competent rider is that their progress will be steady and unobtrusive. Does filtering cross the boundary of safe and steady?



Not a usual risk

More Enfields

You don't see an Enfield tour for ages, then two come along at once. Mike Clark sent Simon the following:

This year I returned to the UK after spending 10 years in Nepal, India and the UAE. Before I moved to the UAE I ran some motorcycle tours around Nepal but now I am back in Newcastle.

I thought that some members of your club may be interested in joining me for a "poker run" which is run by several Royal Enfield Clubs in Nepal in April which is the Nepali New year from Kathmandu to the lakeside city of Pokhara. The event raises funds for orphanages and charities in Nepal and has taken place for the last 11 years and last year 250 riders took part.

The riders are made up from Nepalis, Local British, Dutch, German, American and Australian expats as well as riders from throughout the world you can search 'Nepal poker run' which will give you many articles from previous rides.

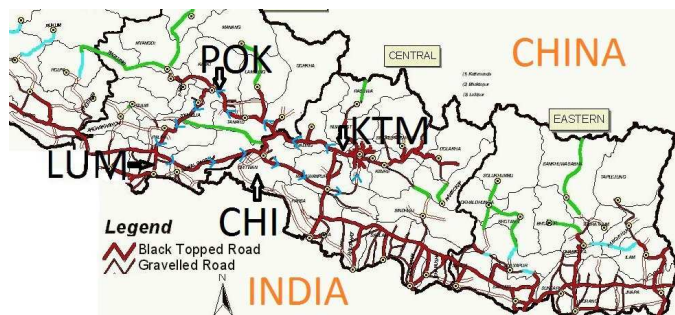
To make things more interesting I include Elephant Safaris, Rafting and Parascending over the Himalayas as well as 10 days travelling the country on Royal Enfields.

I have put all of the details on my website at www.ottmotorcycles.co.uk including facilities, dates, travel information and costing or call me on 07546 709366

*

14 Day tours including all of the activities can be arranged at any time throughout the year to suit your needs including India and Nepal.

Mike
[Their routes look interesting - Ed]:



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

Diary of Events

FEBRUARY 2019

Saturday 16th – Curry Night

Thursday 28th – AGM – Provisional Date

have a

Simon Gough 0117 973 4120

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.

March

Sunday 3rd – First ride of the season

10:15am for a

10:30am start.

Simon Gough 0117 973 4120