



# TREADS

[www.aamc.co.uk](http://www.aamc.co.uk)

The July 2018 Newsletter of AAMC

## Editor's Bits - Morton

We had afternoon tea at Café Rouge recently with friends we see once or twice a year, and Richard told me about his first time riding a motorbike. He'd started his brother's bikes at times, but by the time he went into the army, at the end of World War II, he hadn't ridden one. One cold, wet day a despatch rider (a "Don R" in the jargon) came into the hut, dripping wet and freezing, his already-heavy canvas coat soaked through, and as he struggled out of the coat by the stove, asked "Scouse" to put his bike away for him so he could start to warm up.

Richard agreed, went out and started the bike, found a gear, and rode off, cautiously, to the hangar where the bikes were kept. Once he got there, he realised he didn't know how to stop! He didn't want to haul on the brake, in case he went over the top, and presumably didn't understand the use of the clutch, in spite of having coaxed the bike into gear. What could he do? As it was a huge, mostly empty, hangar, he did what I guess I'd have done in his place, and rode round and round and round until the fuel ran out and the bike spluttered to a stop. When he got back to the hut the Don R asked what had taken him so long - had he gone for a ride? "No, I got talking to some of the lads and had a good long natter", was the embarrassed reply.

This conversation led me to look up despatch riders on Wikipedia, where I found the following, about World War I: *When the War Department called for motorcyclists to volunteer with their*

*machines for despatch work at the start of August 1914, the London office alone had 2000 more applicants than places.*

*Enlistment was for one year or as long as the war might last. The preference was for 500cc single cylinder machines and the horizontally-opposed twin cylinder. All machines had to have a "change speed gear".*



*The following list of spares was also required to be carried:*

*One valve complete with spring, washer and cotter*

*One sparking plug*

*One piston ring*

*A tyre repair outfit including spares for valve*

*A spare tube*

*A spare belt and fastener (if belt driven)*

*Spare link and a spare chain (if chain-driven)*

*Complete set of spares for the magneto*

### *Selection of nuts and washers*

*Two valve cap washers (if used on machine)*

*Complete set of tools*

*Two gaiters for tyre repairs*

*A spare 'cover' to be carried by signal units for each machine (a tyre).*

No doubt many of the volunteers were competent to fit any of these parts.

## 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. Can I get two offences treated as one?

*I have just received court papers telling me I must appear in court for not being in proper control, and driving without due care and attention. I was seen by a police officer performing two wheelies on the same stretch of road. I was not stopped and reported at the time, and I didn't know he was there. The summons refers to two counts of each offence, presumably for each wheelie.*

*Is there anything I can do to get off this - or, if not, as I suspect, to lessen the penalty?*

**Answer:** I take it you agree you performed the wheelies? If so, an early guilty plea could reduce 'the penalty'

You are very lucky to be charged only with driving without due care and attention - otherwise known as careless driving. Within the Crown Prosecutors' manual, a wheelie is a specific example of dangerous driving. This is a more serious offence, with which they could have charged you, and the consequences could have been far more severe. I take it that you agree you performed the wheelies?

You could also try to persuade the authorities that you will plead guilty to just one of the offences, as these were so close

in time it is arguable they constituted the same act. This is known as a 'same occasion offence'. This defence can be found under Section 28 of the Road Traffic Offenders Act 1988. The court may or may not agree with you, but it is definitely worth a try.

Andrew Campbell, Bikelawyer.

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December 2017

### 2. Track day issues

Some of you may have heard that road traffic insurance is compulsory for track days following the European Court of Justice's decision in a case called Vnuk.

This resulted in a very startled reaction from the UK racing and track day world. So, if you ride track days, or race, do you need insurance?

No more than you did before Vnuk but with one big caveat. The ECJ said, and I summarise, 'if you use a vehicle in a way which a vehicle might be expected to be used, then it has to be treated as though it were insured'.

Take the scenario that you have knocked a rider off their bike on a United Kingdom race track. The injured rider will have to prove your riding was negligent for the race track, and they will also have to show that they have not voluntarily assumed the risks of foreseeable harm on the race track. If they get over those hurdles then they have a claim, but always had such a claim.

The big difference, post Vnuk is your insurance for the bike now has to pick up their tab whereas before you would have had to pick up the tab. If you are asked on your proposal 'do you take your bike on track days?' and you answer 'No' then if you have such a track day crash then you are in a lot of very expensive bother. Do not lie or evade questions on proposals. Your Insurers take the premium based on the risks that they ask you about. If asked always answer honestly and check, double check and

recheck your proposal form before you sign it.

As a matter of Road Traffic law you are not compelled to have insurance for a track bike. However where things get really sticky is that if you insure your road bike there will almost certainly be an exclusion clause for use on the track. That means you are outside of your contract of insurance but not in breach of the criminal law.

As a matter of long established law the insurer has long had to meet any judgement not withstanding exclusion clauses if the loss arises 'from the use of a vehicle in a public place or a place to which the public has access' but following the decision in Vnuk which defines 'use' much more widely than it was previously interpreted. It is now any use which a vehicle might be realistically put to and that does include the racetrack.

I am not convinced that Vnuk makes a huge difference to track day riders on track day bikes. The reality is you were always personally liable for negligent race track riding and the law as to the voluntary assumption of risk by other track users has not changed so Vnuk has not really made any difference apart from this. If you are using an insured road bike, if you have said on your proposal that you do not use the bike on the track then your insurers will come after you for any pay out they make arising from a track day mishap.

Finally, track day insurance is of no assistance - I have yet to see a policy which covers you for third party risk.

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

## View from the Saddle –

*Helen*

### Day out at the Seaside

Mark and I arrived at Farrington's Farm Shop for our ride start point along with 10 others so a good number of us all raring

to go. After due adulation was paid to the shiny new GS which we had acquired we set off on a short detour of the Mendips before getting on to the B3081 proper and made progress to Gillingham Garden Centre where we stopped for drink and sustenance in some cases. We left Jaimie and Sandra at the Garden Centre hoovering up crumbs from a very large piece of cake it was noted! They were heading home from there.

We all rode on towards Compton Abbas; Mark had indicated that we would be winding up Zigzag Hill but a tractor in front of us thwarted that particular plan. We didn't much fancy a slow crawl up that hill - the thought of dropping the shiny new bike didn't bear thinking about, so we carried on along the low road and went through Melbury Abbas and picked up the B3081 again after Ashmore. We also added Nigel and Pam to our happy throng at this juncture. They had been in Somerset area for a wedding and had decided to join us so using the wonders of modern technology they were able to track our progress and join up - marvellous!

By now the sun had warmed up considerably and we arrived at Mudeford to find the tide was out. We decamped for an hour's rest, refuel and relaxation and to find some shade. Black motorcycle kit in leather or Gore-Tex is definitely not compatible with hot sunshine! Phew!

It was very busy with lots of bikes on the quayside as well as the usual occupation of crab catching in full flow. I can't see the attraction myself!

So once we had had our fill of the seaside ozone, we were back in the saddle and onto the Ringwood road for a short burst before turning off and opening up along some smaller lanes being careful of the gravel which had accumulated to alarming levels in the middle of some of the single tracks that we rode down.

For me, I sat back and enjoyed the view from the saddle. The landscape was no longer a green and pleasant land but much browner where grass had dried out in the baking heatwave. I still managed to spot a heron in one of the fields we passed by and I do so love being able to peek over hedges and walls into gardens; just plain nosy!

We made our way through villages and countryside to the outskirts of Salisbury and its racecourse and from there it was a short hop to Wilton Garden Centre where we called a halt for our afternoon tea stop – not a moment too soon either as we were all wilting in the fierce heat (no pun intended!) and I, for one, was gasping for a cuppa and I was just a pillion doing none of the hard work! There were a few who went for cream teas and cake but they shall remain nameless!!

The temperature was in the 30s by then but we pressed on for the final leg of the ride which went on A350 to Amesbury and through the Woodfords and then turned on to the A342 towards Devizes. We deviated to go back via Westbury, Rode and Norton St Philip and ended the ride in Radstock.

Thank you to Tony for being our back marker and to all of you who came with us on the day we went to the seaside. Didn't we have a lovely time!!

## A 200-mile scamper around West Somerset and Devon – Andy

After a gap of many years since I was last with the club and led a ride, back in January I thought that it would be a good idea to get involved again, if only very occasionally due to other commitments.

I don't know about you, but when I'm in those initial stages of planning a ride I always imagine a large group of fellow riders turning up, ready for an entertaining ride to be bestowed upon them, still grinning from ear to ear as they wend their way home at the end of the day's frolics and, of course, being bathed in warm, glorious sunshine for the entire day.....Hah! After all these years and still a naïve idealist!

It didn't help the vision in my mind when the only date I could definitely commit to clashed with the Mid-Summer Bash to North Yorkshire....oh well, a medium sized group of fellow riders then! Not to worry. It was only much later I discovered it was also Fathers' Day....ah, make that a maximum of half a dozen then; no worries, it's the middle of June, the weather will be fab.....

In early April, Simon volunteered to join me on a recce, which didn't go too badly but we ended up having lunch in Bude as Holsworthy, my favoured destination, was shut; this seems to be a problem with rural Devonshire towns these days and therefore it didn't hang together as well as I would have liked. After much poring over my own and Google's maps I modified the route somewhat and also found a pub that, having emailed them, would accommodate us and provide roast-filled baguettes; many thanks to Clare at the Union Inn, Stibb Cross!

Of course, I still wanted to do a recce....but the only chance I had of this was the day before the actual ride! What could possibly go wrong? As it happens it worked out fine but there would still be a twist in the tail...tale?

So, having ordered that glorious, warm and sunny day back in January, it turned out to be overcast and cool initially, then rain; marvellous! The weather I really

wanted would turn up just a few days later.....and as I write this in early July, you still have it.

Anyway, having arrived at Morrisons in Bridgwater, ever so slightly late (some things never change!) to my utter astonishment 3 fellow riders had also turned up; thank you Nigel B, Jim W and Alan W. We'd better do the ride then!

The road out of Bridgwater past Durleigh reservoir and on to Bishop's Lydeard isn't too bad but they've gone a bit mad with speed limits since those halcyon days of the late 90s. As there were only the four of us, rather than utilising the drop-off system, we agreed to keep the rider directly behind in site....so when you come across two cars going at less than 30 mph as lead rider what do you do when you know that there will be few, if any, overtaking opportunities for quite some distance for those following? It's a dilemma. So we pootled along until such time we could all make a safe overtake; a few years ago I wouldn't have waited!

The A396 between Bampton and Tiverton was equally frustrating as, despite the weather, there were plenty of cyclists about. Soon enough though, we arrived at Bickleigh Mill for a natter over a warming coffee. The A3072 to Crediton is not a bad bit of road but I tried to be clever and miss the town centre to get us on to the A377; naturally we ended up in the rectal passage of nowhere! Annoying and embarrassing! Thankfully we were soon back on track and found the A3072 again at Copplestone; this road goes all the way to Bude but is very quiet and has some nice interesting bits to it! At Holsworthy (which was still shut!) we picked up the A388 and headed north for our lunch stop at the Union Inn in Stibb Cross; not the most salubrious of pubs to be honest but they were very accommodating, the food was good and not at all expensive; what more do you want?

As the rain was showing no sign of letting up, talk over lunch turned to the venue of the afternoon tea stop; my original plan was to stop in Exford but, despite it being a bit of a stretch, we decided to head for the Pines, between Bishop's Lydeard and Bridgwater. On leaving the pub we picked up the B3227 (another road with some nice interesting bits to it!) all the way back to Wiveliscombe, just stopping for fuel in Great Torrington. Having picked up the B3188 in Wiveliscombe I then had to remember where the junction with the B3224 back to Bishop's Lydeard was as we were no longer on the route that I'd planned; of course, I remembered it just as I was passing it! Frantic waving to the others resulted in four bikes going in four different directions! Oops! Upon regrouping we managed to hold it together and made it to the Pines for tea (and carrot cake for me!). Another bit of a natter before we made our separate ways home, perhaps not grinning from ear to ear, but at least happy enough that it had been a good day out.

Thanks guys!

## AAMC Weekend Bash 15<sup>th</sup> -18<sup>th</sup> June 2018

For 2018 a trip to the North Yorkshire Moors area was 'planned'. Always using the word loosely, on Friday 15<sup>th</sup> June, me, Simon, Graham and Karen, Mark and Helen, Andrew (Mac), Martin, Nick, Andy and Caroline, and Gary met up locked and loaded for the trip 'oop noorth'. 12 people and 10 bikes are quite an ask to set an appropriate pace for, keep the 'team' together and remember key points of the 225 miles route to our hotel, Sowerby near Thirsk.



10:00hrs and off we went, using the Fosse Way as far as the A5 in Leicestershire, and then a variety of multi-lane highways to the destination. Heavy traffic meant filtering for long periods and a delayed arrival. However, a happy band of travellers had a good meal before making plans (?) for the next day.

Using the drop-off system needs a bit of concentration from everyone, but I find that after a couple of hours, everyone gets it. Any danger that the route ahead may not be clear, drop yourself off, even if not guided by the leader. That means no one has to go faster than they want to, but everyone needs to concentrate.

Suggestions were followed up and a route firstly around the moorland, taking lunch at Whitby, and then to Scarborough and Pickering. Great roads giving the now unloaded bikes a good work out. We were well aware that a big storm was coming from the south west. Hurricane Puff, or some such nonsense, but caused a 'Pause in Pickering' to detail the rest of the route. Into the moors and much slower progress meant a later-than-planned end to the riding day. Some decided it was wine o'clock, whilst some went back to the hotel!! Off went the depleted group into the area used to film the series from the 80's, Heartbeat. Leaving a restaurant following a coffee stop at Goathland, the gathering storm clouds were now much darker and closer. This is where making

your route in sections pays off. An executive decision was taken to lop off about 25 miles from the route.

Winding moorland roads, at times on top of the world, then dropping down into the dells and valleys. Tight bends, mighty steep climbs, tiny pack-horse bridge, chocolate box cottages and a meeting with a local farmer. The advice "Zwann might notdoon t'farrd,n slipun. Drugloads outat 'un". Any idiot could interpret that as a warning of a "slippery ford not suited to motorcycles, old chap". Slight detour to a ford over the water (what?) kept us trouble free. Thank goodness I watched every Heartbeat episode at least three times, making me effluent in Yarky.

Just as we cleared to the edge of the moors, heading back towards our hotel, we approached what seemed to be a net curtain across the road. That was the falling water, accompanied by a great 'Chinese lantern' show as lightening exploded in the dark clouds. As it was moving east and us west, we soon cleared the rain, just in time to descend the wonderful Sutton Bank, through Thirsk and arriving at the hotel in good time for an evening meal.



Sunday saw us heading west and the attractions of the Yorkshire Dales National Park, you know, where that famous diary was written!! Moving on. Having crossed to Pateley Bridge and Grassington, coffee

stop found. Then up to Hawes and wonderful Dales scenery. Lunch taken amongst a host of other bikes and classic cars, we set off across country through High Shaw and then across the very top of the world on Cliff Gate Road. Not so much a road, more a drover's track, the views were stunning, making my going very slow so it could all be taken in until we dropped down to Thwaites. Turning east, we followed the wandering River Swale, basically looking for caffeine. I refused to stop at the village of Crackpot. Nuff said? At Downholme we turned south until a coffee stop at the preserved railway station at Leburn. Back at the hotel, another fun-packed evening meal followed and some plans changed for the journey back south west, trying to avoid the multi-lane traffic jams.



So, an early start for Monday? Not a chance. Weekend Bashes are far too civilised for that. After a leisurely brekkie, we set off, first towards York, then Lincoln, then Leicester. Getting around Hinckley proved a problem for me. I can count up to 2¾. Therefore, if the exit is the third one, it's a problem, so I went on the M1 instead of M69. That's a difference of 68, massive. Now, I could have told you that I was the ONLY one to follow the route, but the bright ones came down the A5 from Hinckley and I came up the A5 from Lutterworth, both of us turning onto the Fosse Way, B4455. Back in the lead, the last-but-one stop was Stow on the

Wold. Huffkins is a great favourite of mine, and so another test of tea and cake was made. The last stop was the Cross Hands Hotel, from where we had started on the previous Friday.

For me, the motivation to organise these weekends is to get people together to talk bikes, or knitting, just whatever floats your boat, but to laugh and chat and enjoy a new experience in a different part of the country and maybe make new friends.

Yes, I do believe that regular post-test training will help all of us motorcyclists stay safer. But, there is more to that, and forming a small group to enjoy these times is worth a lot. You guys did me the world of good, from those friends already to those people I've not met before this trip and I hope you had a similar happy time. A wise person once told me. "To communicate we need to associate". So let's do that.

Basically, a taster of somewhere new, or not so new but surprising, these Weekend Bashes are available to AAMC members. I covered 947 miles door to door, so for you further north than me, 800 or so miles is still a big journey. Well done for taking that on and very grateful to you for supporting AAMC.

Further down in TREADS are details of the next one, in 2019. Where that will take us and what adventures we will have then?

*Stu*

## Eddy's Café Racer

Part 3 - Tinware, daylight robbery, electrics and trimming have recently finished giving new life to a 1968 Puch VZ50R - yes the race lookalike version of the Maxi and am in Terry Doman's D&H Motorcycles in Green Park Bath.



Now I don't actually need an MoT but I am here because I quite like the



comfort of someone else's opinion of what I have done in terms of safety and Terry is one of those rare creatures who has performed competitively over the rough stuff on 2 wheels for years and actually knows what makes 2 wheels tick. In passing, I jokingly ask if he had a rear mudguard out the back that looks like the one on the 2012 Bonneville standing outside. 'Actually I have the mudguard from that machine as it was scratched when new and was replaced under insurance leaving me with the old one'. £30 later and some searching by Terry and it was mine. All I had to do was drill 2 new holes to secure it beneath the seatwell and

fashion a hanger to bolt it beneath the humpty part of the seat. The latter was cunningly contrived by chopping off the hanger that supported the R6 rear bodycone off one of my collection of damaged subframes, rotate through 180 degrees and lo and behold - purpose made for the job.



Note the wing nuts and spring washers as the whole mudguard needs to come off when removing the rear wheel. Another piece of robbery came when came the technicality of how to secure the seat base on to the sub frame.

Once again out with the stainless sheet, fashion 2 brackets drill and polish them. Fitting them to the subframe came to me by again looking at what I had, namely 2 little drilled and tapped lugs on the trashed subframe. So I chopped them off and Denis TIG welded them on to the sub frame in what seemed to be pre-prepared areas. Whilst there I also chopped off the brackets for the exhaust hangers from the old subframe and had Dennis TIG weld these on as I would be needing bracketry for the rear indicators.

See pic for more polished stainless steel.





So you will see I have no compunction about robbing what I have loafing about, what I object to is robbing skilled and obliging tradespeople. Almost to a man they under charge for their services. They tend to think in terms of rates per hour rather than value/pleasure to their customers. So I often find myself saying 'Not enough have some more'. When these guys go, that's the end of it. So look after them whilst we may, say I.



Having got the rear mudguard - with exactly the shape and 'period mood' I needed AND made for modern fat tyres, I now needed one for the front. Chatting to Rob Jones the NGRRC racer and motorcycle



mechanic from Radstock he suggested I should try Parsons down in Radstock. What a find. Here I bought a couple of nice big speedo and rev counter dials for £10 (in the end I couldn't get these to fit with my screen so I abandoned the idea) a slightly split front mudguard (see donor bike pic) for £10 and permission to rifle at no cost through their bin of old wiring looms to search for some wires and connectors I would be needing.

I say again; don't attempt these jobs without brothers with kit. Off to brother Roland at Yattendon Classics and Garage again for me to use his engineer's vice to re-fashion the mudguard hangers, and him to weld up the split, knock out some dents flatten off the chrome, fill and etch prime.



When restoring Mark2 Jags he is often asked to abandon the rear wheel spats in favour of the 'Coombs look alike' open wheel arches which he finishes by forming 15mm copper tubing round a 40 gallon oil drum to give the profile, brazing into the arch and lead-filling. Why do I say this? 'cos he had some odd lengths of 15mm copper tube and that's what I used to decorate the front mudguard. It does nothing structurally but adds to the 'look' - note the length of insulating tape cut to 10mm to get me excited about the coming decals! Then the finished article. We are getting there, It breaks my heart but it is time to spend some real money, I have made the seat out of thin air and have had all my parts off and on more times than I care to mention, but now it's time to go to Cyril and Gary at the Trimshop, Bonneybrook Farm, Siston Common for

trimming. It's going to be £200, but well worth it.



The pic shows Cyril - a halfway decent base guitarist, by the way - looking to achieve that essential horizontal line. Note on the finished article that thin red piping along the humpty bit. This will fit with the tank decal. I am told that John Constable often put a small amount of red into his paintings to give them 'lift' so who am I to argue?

## Jack Ball Chase (Time and Observation Trial) - Morton

Remember how wet March was? Extraordinary though it seems in the current heatwave, average UK rainfall in March was the highest since 2008, so by the 26<sup>th</sup>, a hilly farm near Chelwood was *p r e t t y* muddy - ideal for testing the skills of members of the North Somerset (Bristol) Motor Sports Club.



There were 6 observed sections on each 2-mile lap of streams and woodland, all of which had to be attempted. The course was technical, but the observed sections were "not particularly difficult".

The first rider to complete the most laps in 90 minutes, or complete 16 laps (whichever occurred first) set "standard time" (average speed not to exceed 20 mph). Riders lost 1 mark for every 30 seconds over standard time, allowing for starting differential (max time penalty 40 marks). On observed sections, "footing" cost 3 marks and stopping or failing, 5 marks.



2 riders started every 10 seconds, and riders still circulating after the first rider had finished had a further 20 minutes to complete the target number of laps.



We had an enjoyable hour or so of scrambling round the course from one viewing point to another, admiring the skills on display – and occasionally hearing some tetch as riders found that two bikes into one space don't go! There was a wide range of bikes, with all sorts of engines: 2-strokes, 4-strokes, singles, twins, etc. We'll look forward to other trials like this, but next time we'll be more alert for those little red triangles fixed to telegraph poles near the venue to indicate a motorsport event – and save ourselves 20 mins searching!

## AAMC Weekend Bash 2019

Following on from an excellent weekend in North Yorkshire in 2018, here are details of the AAMC Weekend Bash 2019. Early, you may think, but believe me, it isn't when booking hotels etc.

The bash will be over the weekend of Friday 7<sup>th</sup> to Monday 10<sup>th</sup> June 2019. We will travel north around 278 miles to Cumbria for a peek around the Lake District and possibly the Dales, basing ourselves in the Cumbrian town of Kendal.

The hotel I have selected is the Premier Inn Kendal Central, Maude Street, LA9 4QD. Currently, in early July, a double room for three nights is £333.

As usual, you need to make your own booking, but do let me know so that I can keep track of numbers. I usually book our Friday evening meal at the hotel I have chosen, but will contact those going much nearer the time for food choices. If you want to prepare, check out the menu online. When you let me know you are going, leave me with your email and a mobile number. I only use these to contact you about the trip and they are deleted afterwards.

Again, as usual, I will suggest a group ride route to and from Kendal and also rides for the Saturday and Sunday for those who wish to join us.

I hope to see you there. Best wishes,  
*Stu*

## Motorcycle Tours of Ireland

My name is Paul FitzGerald and I run WILDIRISH Motorcycle Tours based here in Dublin, Ireland. I would love to see your Club or Club members touring Ireland. <http://www.wildirishmotorcycletours.com/>

So planning your Club or group tour of Ireland? Fancy riding on the Wild Atlantic Way or exploring Ireland's Ancient East? Plan your own custom Club tour of Ireland with the help of WILDIRISH Motorcycle Tours. We can help you organise your tour or Club event in numerous ways. <http://www.wildirishmotorcycletours.com/clubs/>

Just give us your desired tour dates and the total number of riders and pillion taking part and we'll do the rest! We'll book your accommodation, plan your routes, provide full tour information and points of interest. Let WILDIRISH

Motorcycle Tours help you plan and run your Club's perfect tour of Ireland.

WILDIRISH Motorcycle Tours partners with a renowned Irish hotel group with 28 locations all over Ireland (see map). These hotels are family owned and run and range from 3 to 4 stars grading. From time to time other hotels outside of the group are used to meet customers' needs.

While we specialize in 3 and 4 star hotel accommodation, we can supply other types of accommodation, such as camping or hostels to suit your needs and budget at very competitive prices.

Tours can be guided for smaller groups (up to 10 bikes) or self-guided for larger groups. We can organise an escorted tour where your members have the help of a WILDIRISH Motorcycle Tours guide on-site at your hotels, leaving you free to lead your own Club tour. This tends to work best for bigger groups.

WILDIRISH Motorcycle Tours know all the best motorcycle routes in Ireland (well most of them) and we can supply your Club or group with route maps, GPX sat nav files and tour information, highlighting key points of interest. If you choose an escorted tour, our guide will brief your road captions each day on routes and all other relevant information.

And when your tour of Ireland is over, WILDIRISH Motorcycle Tours can capture the highlights of your tour into a unique souvenir booklet. We can also put together a GoPro video of your tour for your members to enjoy over the winter months, to remember the roads, the hotels, the pubs and the best 'Craic' in the World.

Please note that we offer a 5% discount on standard tours for members who's Clubs are associated with WILDIRISH Motorcycle Tours. Spaces available on Sept guided tour

<http://www.wildirishmotorcycletours.com/tours/whole-way-around-tour/>

For more information and help organising your Club or group tour please feel free to contact us on  
Phone 00 353 87 9889940 or

Email [wildirishmotorcycletours@gmail.com](mailto:wildirishmotorcycletours@gmail.com)

Regards,  
Paul FitzGerald,  
WILDIRISH Motorcycle Tours

## The George and Dragon

Hi,

We would like this opportunity to welcome your club members to our local village pub. We are The George and Dragon Inn located on the A360, 2 miles south of Devizes in Wiltshire. It is a 16th Century stabling Inn in the picturesque village of Potterne.

Due to the demise of Bikers' nights in our area, we would be happy to offer a Tuesday evening for any of your members or friends to meet with other like-minded 2- or 3- wheeler lovers from other clubs or local riders.

In addition to this we are offering a Biker's Deal open to all riders and pillion (when the kitchen is open) for a basket meal of Sausage & Chips and a pint (including all soft beverages and selected beers and lagers). This will be made available any day for groups or individuals on ride outs to or through our village.

For more information see our website:

<http://www.thegeorge-and-dragon.co.uk/>

If you could pass this on to your club members we will be happy to welcome you all.

For any more information or to assist in any arrangements please contact me via [n.tw@btopenworld.com](mailto:n.tw@btopenworld.com) or [nudge@thegeorge-and-dragon.co.uk](mailto:nudge@thegeorge-and-dragon.co.uk)

Thank you for your time, and we would be happy for you to pass this on to any clubs you are affiliated to.

Enjoy the sun and stay safe.

Kind regards

*Nigel, Claire & Louise.*

# Diary of Events

Any new items in red

## JULY

### Saturday 28<sup>th</sup>

Calne Bike Meet. One of the largest free motorcycle events in Europe and a great family day out with bikes of all shapes, sizes and colours lining Calne's historic streets.

## AUGUST

### Fri 3<sup>rd</sup> – Sun 5<sup>th</sup> Gloucestershire Vintage and Country Extravaganza

South Cerney Airfield, Cirencester GL7 5DQ

### Sunday 5<sup>th</sup> - Club Ride

Meet at the Cross Hands Hotel, Old Sodbury BS37 6RJ (on the A46 north of M4 junction 18) at 9:15am for a 9:30am start.

**Nigel Dean - 07736 275 406**

### Saturday 18<sup>th</sup> – Bristol Bike Show

St Nicholas Market, Bristol BS1 1HT

### Sunday 19<sup>th</sup> - Club Ride

Meet at

at 9:15am for a 9:30am start.

**Jim**

**Sunday 19<sup>th</sup> – Tewkesbury Classic Vehicle Festival** – 200+ classic motorbikes. GL20 8DF

### Thursday 30<sup>th</sup> - Weekday Ride

...probably to Lee (EX24 8LR). Meet at

at 9:15am for a

prompt 9:30am start.

**Stuart Bullock – 07711 898 178**

## SEPTEMBER

### Tuesday 4<sup>th</sup> – Weekday Ride

...to Compton Abbas Airfield – Meet at

at 9:30am for a prompt 9:45am start.

**Stuart Bullock – 07711 898 178**

### Fri 7<sup>th</sup> – Sat 15<sup>th</sup> – Club Foreign Bash

to the Dordogne...and back!

**Simon Gough – 0117 973 4120**

### Sunday 23<sup>rd</sup> – Club Ride

Meet at the Cross Hands Hotel, Old Sodbury BS37 6RJ (on the A46 north of M4 junction 18) at 9:15am for a 9:30am start.

**Nigel Dean – 07736 275 406**

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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](mailto: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