



# TREADS

www.aamc.co.uk

The September 2017 Newsletter of AAMC

## Editor's Bits – Morton

I've been looking for a hazard-light kit for the Striple, and one eBay product provided the information below:

### Product details

**Name:** motorcycle leading conversion switch.

**Type:** motorcycle Men's motorcycle.

**Key:** ?the original car headlights flasher may appear not enough power, normal flasher can replace the original car, (flasher total power must be greater than 4 turn signal power, not sure can change the 150 watts flasher)

### **Installation method:**

1, Double flash switch: two different color line on the left and right turn signal positive line, flasher L end of another line, can also do ordinary lock switch?used,

2, Ship type switch: double flash switch installation method after the turn signal switch three wires in the control of the left and right turn signal 2 wires, using double switch on double flash flash, flash, and then open the turn signal switch can double if you want to normal steering, was shut double switch can, can also do ordinary lock switch is used.

3, Combination switch, red can do have a lock down double flash lights switches, yellow button can be done without lock horns overtaking electric start waiting for switch is used.

I haven't *quite* decided, on the basis of this information, whether this kit is the one for me.

I liked last year's Great Western Air Ambulance Christmas card, and I've just ordered a pack of this year's:



They are available from <http://www.greatwesternairambulance.co.uk/product/bristol-snow-gwaac-christmas-card-10-pack/>

At the Bike Show last year I was disappointed not to see the rumoured 6-cylinder bagger on the BMW stand. "There's only a prototype so far, there isn't one to show anyone" said the rep. Now, of course, the K1600B is in the showrooms, and very nice it is, too:



Low, comfy seat, reverse gear, Cruise and Ride modes, 129ft-lbs, 160bhp – somewhat different from our own dear Deauville! Weighing in at 336kg, but

apparently lightening up on the move like, say, an RT. I must put that to the test!

## Legal Questions

### 1. Can I lose my car licence too?

*I have taken my motorcycle Direct Access at 27 years old, having driven cars and passed my car test nine years ago in Poland.*

*However, my friend has told me I will lose my whole licence (which is now British, as I live in Britain) if I accumulate six points in the two years after I pass my test, is this true? If it is, I wish I had not bothered taking my bike test!*

**Answer:** Your friend is wrong but a few people would make the same mistake. Your first licence was obtained in a European Union country, so it is treated as a British licence under EU Treaty Rules. Your position is no different to any other full British licence holder.

The date of your first full licence, in your case a car licence, means the timer started running on the day that you passed your Polish test and obtained a full Polish licence.

For the first two years, had you accumulated six UK points on your UK licence (and there is no method of putting foreign points, including EU points, on a British licence) then your car licence would have been revoked. You would then have had a provisional UK licence and you would have had to take your theory and practical tests again for any class of vehicle you wish to ride or drive.

The Road Traffic (New Drivers) Act 1995 treats the first two years after getting a full licence as 'probationary'. The test is, when did your licence stop being provisional? If you hold a non-provisional licence, it is treated as a full licence under EU regulations, whether for car or motorcycle and once the two years has expired, your probationary period ends.

However, if you accumulate six points in your first two years of a full

licence, your licence is simply lost. There are no appeals, no court hearings, just a letter telling you that your licence has been revoked and you then have to apply for a fresh provisional and start all over again. However, this does not apply nine years after you got your first full licence.

Recent holders of full licences need to be very careful about this Act. If you are pulled over by a Police constable in the first two years of holding a full licence for minor speeding, or if he pulls you over for a duff brake light and a bald tyre, you could instantly lose your full licence, if you have not held it for two years, if you passed your car and bike tests in close succession, you lose both.

The police are fully aware of this and it is at contacts like this when your attitude becomes absolutely crucial. A police officer will either give you words of warning or, if the defect is more serious, he can give you a vehicle rectification notice, without points.

A bad attitude means you will be written up and points win a lot of trips on the bus. This is not about a power-crazed copper setting out to ruin your life. Most police officers assess whether or not words of warning are sinking in. A much better response to being pulled over is to promise to rectify your ways, fix your brake light, replace your bald tyre, keep an eye out for speed signs or whatever it is that has drawn police attention, if the copper is a power-hungry numpty intent on ruining your riding career, then a couple of minor infractions can do this. Speed cameras are immune to persuasion, so do not trip two of these as a new driver.

As a general proposition, it is wise to avoid any police attention in the first two years after your provisional licence has been changed to a full one, whether for a car or a motorcycle. So look after your bike and don't risk a 'silly' pull. Keep your lights working and your tyres good, don't have a noisy can and while small plates and a black visor don't attract points, they attract police attention. For

the first two years of a full licence, keep a low profile, obey speed limits and avoid behaviour likely to attract police attention. Andrew Dalton, [RiDE Magazine September 2017](#)

## 2. You talking to me?

Distractions come in many forms, including Bluetooth devices

*I am involved in a case which I was initially told was worth about £20,000, and I have no problem with that. The compensation seems fair enough.*

*However my solicitors are pressing me to take £16,000 on the basis that I must have been either speeding or not paying attention because I did not leave a skid mark.*

*The suggestion is that I either did not have time to react due to my speed or I did not react because I was listening to music through my Bluetooth headset.*

*My own solicitors are saying that this is reasonable and I should take the £4,000 hit. What do you say?*

**Answer:** This is nonsense. No inference at all can be drawn from the absence of a skid mark, but even more so if your bike has ABS. It is extraordinary for a motorcycle with ABS to leave skid marks.

The circumstances when it can happen are so weird that I need not worry about them, but even if your bike was non ABS, the absence of skid marks proves only one thing – you did not brake hard enough to stop the wheel rotating and did not leave a skid mark.

A skid mark – which is evidence – can have certain conclusions drawn from it but only one conclusion can be drawn from the absence of a skid mark from your bike, namely your bike had functioning ABS. Even though your solicitors do not want to fund it, a positive allegation has been raised by the Defendant insurer.

A desktop report of a few lines from a qualified collision investigator would probably cost less than £200 simply to say “a bike fitted with ABS will not leave a skid

mark” and this nonsensical line of defence can just be killed off.

The second line is “you were distracted by your Bluetooth headset” – this too is likely to be dismissed as nonsense. The law of England and Wales has a simple evidential burden, if you make a positive allegation, you must prove it.

So if the defendant is saying you were distracted by your headset, then it must prove you had a headset, it was engaged and crucially it distracted you. They must show all of these things to be more likely to be true than untrue. However, cars come with radios and music playing systems and no one bats an eyelid.

I suspect what you have got here is a poor quality claims monkey who gets paid the same whatever the outcome of your case and gets paid a flat fee, so where is his motivation to press on to trial?

The insurance companies are fully aware of the claims companies that fold and yours is one which has the reputation of taking any offer. The value of your claim at £20,000 is at the lower end of what is reasonable, it represents a very ordinary day in court but it certainly isn't a good offer. It is an adequate offer.

You are unlikely to do less well as your injury is straightforward and varies in value between £4,500 and £5,500. Your kit is worth about £1200 even allowing the usual discount of 25% for it being second hand.

Your out-of-pocket expenses and lost earnings come to a little over £14,000. Most judges would hear argument as to the value of your case at the £20,000 mark and there is nothing unusual, unproven or weird about your losses. You lost 13 weeks' wages, you had to travel by taxi to a number of appointments and you had a course of recommended private physio. None of these is even slightly unusual.

Your current lawyers have not factored in time your girlfriend helped you

and took time off work to drive you to appointments. It is not a huge element of claim but it is worth a few hundred pounds. The valuation of £20,000 is realistic but not with a completely nonsensical reduction for “contributory negligence” of £4,000.

Andrew Dalton, [Fast Bikes](#), August 2017

## Emergency Services Show - Simon

The Club had a stand at the recent Emergency Services Show at Kemble Airfield in an effort to get our name better known and attract new members. Unfortunately visitor numbers were well down this year because the weather left an awful lot to be desired - it was very cold and windy with incessant rain. Hardly ideal for attracting visitors. A real shame. Thanks very much to everyone who came along and helped on the day - Andy S. who organised it all, Keith and Val, Nigel and Pam, Tony W. and Rob. Hope I've not forgotten anyone.



Thanks also to [redacted] for the photo and for giving some moral support, not to mention for bringing Isaac for an afternoon out.

Took me several days to dry out the gazebo...

## View from the Saddle - Major News headline - “Cyclist, with no front brake, kills mother of two”

What was your initial reaction to this headline and subsequent news story? If you were anything like me it went along the lines of: “If he had had a front brake he would have been able to stop in time.”

As we know riding motorcycles ourselves, using the front brake transfers weight to the front tyre which compresses it into the road. This gives it a larger surface area for more grip and thus allows you to progressively apply more braking which in turn enables you to stop the bike more quickly.

A while ago I remember when a young lad stepped out in front of me, it was only because the lad stopped halfway across the road that I avoided hitting him - Thank God!

So what would have been the news headline then? “Speeding motorcyclist flattens teenager” perhaps?

No far from it! I was travelling under the 20mph speed limit for the High Street and for me it was my reaction time or lack of it that was the issue.

I saw the pedestrian on the opposite pavement waiting to cross, the UPS van that was travelling towards me then came between us, blocking my view of the pedestrian. Next thing I know, he's in front of me, having been stood on the pavement not two seconds beforehand! Blimey, mate - where the hell did you come from! Or words to that effect.

To be fair, the lad knew what he was doing as he was always going to stop in the middle of the road to let me pass by and he would not have been able to play silly buggers with me if it had been a car that he walked behind - in that case I would have seen him clearly, allowing more time for me to move away, sound the horn or slow to a stop. I guess we were both lucky on that day!

In Motorcycle Roadcraft, they highlight people as 'hazards' with good reason. When walking, people travel at a slower pace which gives them the ability to change direction quickly without giving any prior warning to others because unlike motorbikes, people do not have brake lights or indicators.

How many times have you been walking behind someone in the street only to bump into them when they stop dead without any warning? Very irritating! All of us can think of at least one occasion recently I bet!

So, remember to ride safe and look out for hazards on two legs, not forgetting our four-legged friends. Don't become a hazard yourself, look both ways when crossing roads and if you do stop, do it slowly so you don't get bumped from behind.

However, if you see money on the ground, then grab it quick and damn the consequences!

## Andy's 5 Countries in 5 Days Tour, 2017 -

We met at Sainsbury's bright and early on Wednesday morning and the adventure began immediately as s bike decided to die; it was diagnosed quite quickly as the battery. And the cause it seemed was cupid's arrow, you see our young friend has found love and his bike has become the unloved puppy in the corner. The biker's code kicked in and the offending article was removed in a trice and off went to the local Halfords to purchase a replacement item. This new battery was quickly fitted only to find that the wiggie's hadn't been installed and the battery was in fact uncharged. A call to another bike shop ascertained that they had batteries for the BMW fully charged and ready to go. Nigel came to

rescue on his black charger and the two guys rode off to purchase a second accumulator. In the meantime the Halfords job was removed by on return we took the new battery and gave him the Halfords uncharged item for immediate return and refund. The new lightweight lithium battery was as it said on the tin, very light, it was fitted to the bike which started first time and we were on our way, only around 30 minutes behind schedule. We made our way down to Le Shuttle at Folkestone, only stopping on the M25 for a coffee and a bun and arrived ahead of schedule and were allowed onto an earlier train, all good.

We travelled from Calais moving across France following the AutoRoute signs for Dunkirk which as always looked closed on a Wednesday afternoon. It was traffic free and we arrived, without a hitch, fully fuelled at Hostellerie Saint Louis, a really quaint Logis Hotel on the Rue De L'Eglise, 59470 Bollezeele. The rooms were old-fashioned but lovely and the food was sublime, the beer Belgian and the wine French; a really lovely evening was had by all our weary travellers.



We arose to breakfast of tomato jam and croissant, washed down by plenty of coffee and then made our way to AE Aventures (nope, it's spelt correctly, it's Belgique).

We travelled from Bollezeele towards Lille and our Road Leader followed the AutoRoute signs to Bruxelles which took

us out of France and into Belgium (E42 all the way). We then followed signs for Mons, then Namur and left the AutoRoute and took the N66 to Huy and then following signs to Trois Ponts.

We had the plat du jour and croc monsieur et madame in a lovely little bar in Huy, all served incredibly quickly and well, just before heading on to our final destination. We arrived at AE Aventures in Moulin Du Ray and were met by Neil, whose first words were, "Who wants a beer?" - we all had a feeling that we would get on splendidly and this proved to be eminently the case. We were also introduced to the lovely Anne, Neil's betrothed and the Head Chef in this establishment. We unloaded our bikes and Neil put our now cooling machines into his large garage, where I must confess to a tad of workshop envy: he is very well set up with everything you could need including a motorcycle lift and even paper towel and visor cleaner, a great, simple yet lovely touch.



*sent in this great picture and tells us "The best bit was riding through the sun and mist on Sunday - very atmospheric. Plus all the good company and laughter."*

Once inside Neil and Anne's lovely property it was quickly evident that Neil is a bit of a fan and all round motorsport buff. His shelves are covered in models of both cars and bikes, copious pictures and even a life size model of Barry Sheene complete with motorcycle leathers signed by the great man. Everywhere you looked the house was brimming with great collectables and automobilia, it really was

a lifetime's work and really interesting. We were welcomed into Anne and Neil's hostelry with a hearty evening meal which had a very pleasant chilli kick to it, washed down by red and white wine included in the price, making this venue spectacular value for money, Anne's Belgian white chocolate cheesecake was very good and one of our party who goes by the nom de plume "rock hard biker" may or may not have had three goes at it, we aren't saying....

The next morning we were entertained by the over-zealous and sugar-fuelled who utilised the toaster to assault

was doubly shaken by the fact he had suffered two rounds of toast to the back of his head compounded by the fact these breadly comestibles had Suzuki emblems emblazoned on them. We are now in search of a new toaster for Neil that has the pre-requisite BMW badge, so he can upgrade his breakfast choices.

The morning was greeted by bright skies as we headed off to see Spa Francorchamps in the flesh. We were soon there, but not before realising that Neil is a very accomplished rider, one of those who make going quickly look effortless and he is very good at giving quick tips which improve your riding in an instant - all very handy.

We arrived at Spa and walked unhindered into the main grandstand at the end of Eau Rouge to be greeted by the incredible cacophony of Porsche GTR's racing past, this beautiful engine note resounded through the pine forests that surround this beautiful part of the Ardennes. It was amazing to see just how steep Eau Rouge is in reality, you just don't get this from the TV pictures which don't do its magnificence justice.



*AAMC at Eau Rouge Spa ~ Terry flatly refused to join in the game of helmet Connect 4.*

I could have stayed for hours watching (and listening to) the Porsches 'hooning' around Spa, but sadly we were actually here to ride motorcycles around this beautiful part of the world. Having Neil as our guide made the roads we took look effortless, but later he would avail us of some of the intrepid riders who had gone before us, who had not fared so well on some of the incredible hairpins and twisties we saw that day. It was easy to see that if you didn't know these roads they could become very challenging indeed. We arrived at the Nordschleife for lunch, and partook of the Bratwurst mit pommes und mayonnaise, stunning, and then walked a few feet to look at the Nurburgring, which really is a magnificent sight. The circuit was closed to the public and had BMW M2 drivers learning the circuit, piece by piece. To be honest it did look a little tedious, but Neil explained that he taught the track to his guests and to get the very best from this behemoth of a track, it was the only way to really conquer the Ring. We moved around the course, which you all probably know is over 13 miles around, and looked at the track on a few other occasions, the roads around this area of Germany are fantastic. Unfortunately it started to rain at this point, and it didn't abate, this curtailed our fun a little, and we made our way back to Neil's place, slowly but surely. On arrival we were introduced to the

excellent drying facilities in the basement, which had all our riding clothes for 11 riders dry by the next morning – outstanding. After a hearty chilli con carne and more red wine we watched the WSB with expert commentary from Neil and Anne who are aficionados and have encyclopaedic knowledge of the sporting spectacle. I also learnt a great deal about the Battle of the Bulge, which happened around this area. We all slept well after a long day in the saddle.



After a hearty breakfast, we made our way towards Luxembourg, stopping at Kaiser motorcycle shop to peruse the local prices, which were high: an FJR 1300 was 20,000 Euros, ouch! We moved onto Luxembourg and again it rained, however this time Neil suggested we test our front brakes by going along at 20 mph and applying the brakes to see just how much grip we had, I did this and was amazed at just how much grip I was afforded, my confidence and my riding started to improve in the wet and by

the end of the day having been down some spectacular roads, my wet weather riding had improved exponentially.

*comments: "Whilst it might seem strange, the bit of the trip that I enjoyed the most was the day we spent in Luxembourg, mostly in the wet! Yes, it is certainly true to say that there are some really great roads in the north of that country and the interludes where it was dry were great fun, but I really reminded myself just how much grip there is in modern tyres in the wet.*

*A member of the Club and ex racer, who we used to do track days with many years ago, once told me that when riding in the wet you want to have "nice smooth round riding" and that is the adage that I tell myself when it gets damp under the rubber. Nice smooth round riding. I loved the sweeping into bends on a continuous curve and feeding the throttle out and in with good observation. Slow in, fast out and all that. The wet should certainly not mean we can't make progress, you just have to have the confidence to enjoy roads in that state - and that comes from practice. So get out there and have some fun."*

At each stop Neil imparted another small piece of advice to improve my riding, all practiced and taken on board, and I improved still further. At the end of the day just as we were nearly back the weather cleared and the sun came out, so we arrived back at Moulin de Ray to hot sunshine. Unfortunately there had been a culinary mishap, or the slow cooker broke down, so the advertised sausage casserole was off and a trip into town was on. Neil and Anne pooled their vehicles and took us to a very good local Pizzeria where the 'Lasagn' al forno was as good as it was hot. Back to el rancho for a BSB master class, and so to bed, again pooped.

We arose early and were packed and breakfasted by 0825, and headed off for a

very long and totally uneventful ride to Le Shuttle, the skies were clear until we arrived back in Blighty, where of course it welcomed us back with some light drizzle, lovely.

We said our goodbyes at the services, and made our way home. A huge thanks to our Road Captain for this tour for organising, herding and making this trip one we will all be speaking about for years to come. Faultlessly ridden and led, a massive *Thank You* from us all.

## Eddy's Approach to Racing - 6. Dream on Sunshine

I'm back just before Christmas. The bike's bought, clothing sorted ditto racing club and competition licence, But I don't need a dream analyst to unscramble last night's offering.

I was at Pembrey race track (which I have never even visited) to take part in some trial races. Part of the time I had the Clockwork Orange, my R6 race bike, which mysteriously changed into to an old 1953 Triumph speed Twin complete with rigid frame and sprung rear hub. A bit like Gilbert and Sullivan's nightmare song in Iolanthe ... "Something between a large bathing machine and a very small second class carriage...."

One of the things I had done to the Clockwork Orange is to fit a prop stand. I am on my own in this adventure and I found manipulating paddock stands solo a bit tricky. Funnily enough I also fitted one to my old Speed Twin - a stand that was actually made for the later swing arm model and which was an inch or so too long resulting in the bike standing too upright. Bearing in mind I fitted the stand to the Triumph around 25 years ago and sold it over 15 years ago where does all this rubbish come from?



Anyway, finally my race was called and I couldn't find the top to my Rukka textile suit – then my helmet was in my tent which was on top of the hill and the circuit was at the bottom – net result: I missed the race.

A few years back I wrote a book biographing the Second World War lives of various people. Excuses for an early return from a sortie were not unusual when reading squadron records. Was my mind already saying I don't like this racing idea after all...?

Well, reality dawned on the 18/19<sup>th</sup> March for my very first race destination, Brands Hatch. Since Pembrey I had invested in yet another set of wheels, to which one has to add brake disks and buy the special studs to fix them, plus new rubber in the shape of Avon AV 81/82 AC1/3. Get home to find the direction arrow on the front wheel has a rotational argument with the new tyre – so get that sorted. Now here's a strange thing, you go anywhere to have new tyre fitted and the job's done complete with valve caps – racing fitters don't fit valve caps. At scrutineering all becomes clear, plastic dust caps won't do, you have to fit metal ones 'cos at high speeds centrifugal forces can cause the valves to leak - and metal ones don't come free.

Saturday looms. My weatherman's forecast is spot on, cloudy, a bit cold but dry. The track however is wet from the night's rain. Practice session 3, every bike wearing wets except one. In my defence I took a conscious decision to use the practice time to scrub mine in whilst I was watching the others scream round showing me lots of different lines.

Sixth race of the day and I'm on, the track's dried out and thankfully I'm on the back of the grid ....and I survive! 1 min 4 secs, ie, +/- 10 secs behind the 'boys' but

I don't mind. I'm OK being lapped just once by the quicker ones.

Second race I'm more comfortable playing with gears but ending up slower (in terms of a few 10ths), not at all competitive but still good in terms of my own bubble. At the end of the race we were corralled in a holding area. In my ignorance I just sat there with engine running. Finally a marshal came over and told me I didn't need to be there as the others were waiting to return to the circuit. So back to the garage when KERRBOOM steam billowed followed by enough dirty water to fill the lower reaches of the Ganges burst out, remodelling my lovely new Dainese kit into a delicate tone of Ginger. Lots of help in the garage; basically with the fan removed it's a bad idea to rev out the engine for 15 mins and then leave it running when stationary. Time will tell but it looks like I may have got away with it.

Third race - newcomers. I'm now 9 on a grid of 30 – anyway once everyone had ripped by I got into my groove again then turning into Paddock Bend I was bumped on my nearside, that sat me up a bit only to be bumped on the outside by Ben my new best garage mate as we wanged down into compression. Funnily I just clicked on to training mode, looked up at Mr Palmer's bridge going into Druids, although I knew I was riding on the paint, all was well.

Eat/read/sleep and up for Sunday. Arrived early and saw the manicurists out combing the kitty litter for the day's dumpings and Hoovering yesterday's snot from the black stuff. Weather man spot on: track dry.

JT and Cathy pitched up, we had a look at Saturday's performance and I told Jon I had trouble knowing which gear I was in. He advised – doesn't really matter - what matters is whether it is good or do you need to go up or down – thanks JT.

First race of the day I managed to carve more than 3 seconds off Saturday's time. Chasing a Triumph Triple helped, best lap

time just 1 sec over the minute. The day ended on a bit of a low as on the grid of my second race my oil light came on and I retired.

So 3 races, 3 last positions. 2 signatures on my qualifying card but strangely very little in the way of nerves or apprehension, so that dream was for nothing.

Altogether an enriching experience. In my garage was Phil Atkinson a National Champion for the last 2 years and winning all of his rides, including having had to retire on a qualifier (and therefore being placed at the back of the grid on the championship race) and carving his way to a win - and his tyres looked as if he'd been out for a Sunday jaunt! I remarked after one of his races that I really didn't see how he could seamlessly have made a particular overtake on the uphill Surtees bend - there simply wasn't room. He remarked that in BSP if you are not occupying that space then someone else surely will be. He looks around 25 but has been racing for 29 years starting at 4 years old. A really cool dude.  
Next stop: Oulton Park

## Diary of Events

### September

#### Friday 29<sup>th</sup> - Club Ride

to the North Devon Coast, with lunch at Lee. Meet at Budgen's Shell Service Station. Bristol Road, Bridgwater TA6 4RR at 9:15am for a 9:30am start. Food and fuel available on site.

Stuart Bullock - 07711 898178

### October

#### Sunday 1<sup>st</sup> - Club Ride

Meet at Severn View Services (M48) BS35 4BH at 9:45am for a 10am start.

Sue Harding - 07715 120891

#### Sunday 15<sup>th</sup> - Club Ride

around the Cotswolds. Meet at McDonald's, Brislington BS4 5PF at 9:15am for a 9:30am start.

Simon Gough - 0117 973 4120

### November

#### Sunday 5<sup>th</sup> - Final Ride of the Year.

Meet at

10:15am for

a 10.30am start.

Simon Gough - 0117 973 4120

#### Saturday 18<sup>th</sup> - Plug & Grub

Presentation of Superb Awards for 2017. Further details and an application form at the bottom of this TREADS.

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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.

# **PLUG & GRUB**

## **SATURDAY 18<sup>th</sup> NOVEMBER 2017**

This year's event will take place on Saturday 18<sup>th</sup> November at 7pm for a 7:30 pm start. It was so successful last year we are going there again!

So if you are looking for a fabulous night out with great food, marvellous company with lots of fun and laughter, come along – partners and family are most welcome.

The evening will have a fantastic mix of food, lively conversation, a possible quiz and an award ceremony.

If you wish to come along, then all we need is your food orders and your money!

There is a maximum of 30 so make sure you book early to avoid disappointment!!

Attached is an order form with the full menu; please put your name next to your choices and return it to me with a cheque made payable to: "Avon Advanced Motorcycle Club". If you pay online, please will you let me know.

Any drinks will need to be paid for separately on the night.

**I need to have your forms returned to me no later than 4<sup>th</sup> November 2017 please.**

Forms to be returned to:

**By 4<sup>th</sup> November 2017**

Any questions please contact me on:

Look forward to seeing you there!

Thanks

### PLUG & GRUB MENU CHOICE

MENU	NAME	NAME
<b>Starters:</b>		
Mushroom soup; tarragon crème fraiche		
Avocado plum tomato, buffalo mozzarella & basil		
Smoked salmon, lemon, capers & black pepper		
Selection of cured meats beetroot, rocket & parmesan		
Smoked chicken & spring onion salad; mango & chilli dressing		
Seasonal berries & fruits ; lemon sorbet & fresh mint		
<b>Mains:</b>		
Roast breast of chicken , sauté potato, smoked bacon & green beans; lemon & thyme dressing		
Confit of duck marinated with Chinese five spice, spring onion mash & pak choi; red wine & honey reduction		
Fillet of beef stroganoff with wild rice		
Baked fillet of hake, crushed potato & rocket; roasted red pepper & pesto dressing		
Fillet of naturally smoked haddock on potato cake with cheddar cheese & chive; wilted spinach, poached egg & mustard sauce		
8oz ribeye steak with dressed leaves, herb butter and straw chips (£5 supplement)	Rare/Medium/Well done	Rare/Medium/well done
Spicy vegetable burger, tomato salsa, flat bread, sweet potato fries & salad		
Asparagus & pea ravioli, herb cream, parmesan & pea shoots		
<b>Desserts:</b>		
White chocolate & raspberry cheesecake; raspberry coulis		
Brandy snap basket filled with strawberries & vanilla ice cream		
Treacle tart & clotted cream		
Selection of cheese with chutney & biscuits		

£28.00 for 3 courses + coffee/tea

£23.00 for 2 courses + coffee/tea