



TREADS

www.aamc.co.uk

The March 2019 Newsletter of AAMC

Editor's Bits – Morton

At this time of year, frogs, toads and newts make their way back towards the water they spawned in, to repeat the cycle. Last year we joined Portishead's Toad Patrol, roaming the streets, armed with torch and bucket, looking for amphibians in danger of getting squashed as they hopped back "home" after dark. The highlight for me was finding a newt to rescue, as I hadn't seen one for about 60 years. "What has this to do with *Treads*?" – I hear you ask. Well, it may explain why my attention was caught by a flyer with MCN recently, featuring Moto Corsa, bike dealers in Gillingham, Dorset. As well as a splendid-looking showroom full of MV Agustas, Aprilias, and other exotica, they have a café, called... Café Newt. It gets good reviews, so we really must get on our bike and give it a try – and ask them why on earth they chose that name!

You can't keep a good man down: Erik Buell, bless him, has found backing again to start a motorbike company. I guess Harley still owns the rights to the Buell name, which would explain why the new venture is called **Fuell**.



The mountain-bike-like **Fluid** does 20/28mph and has a claimed range of 125 miles, but the **Flow** has 11kW/35kW power and similar range at town speeds.

You can see the EB influence in the styling. The apparently solid rear wheel holds the electric motor.

Fluid deliveries will start this year, with Flow following in early 2021. Prices respectively \$3.3K and \$11K. Erik's backers are: the CEO of Vanguard Moto Inc., who make the Roadster:



and the owner of the company that makes the chassis for Formula E. I'll be keeping my fingers crossed for the new venture.

Time to welcome Editor-to-be Stu, and thank everyone who's contributed to *Treads* in the four years I've been editing it – without you my task would have been so much harder!

Many thanks – or, in the Language of Heaven, *Diolch yn fawr*.

AGM

This took place on Thursday 28th February, and the minutes are at the end of this *Treads*.

Welcome - Simon

This month I would like to welcome two new members to the Club: Simon Hazelwood lives in Keynsham and rides a Yamaha MT07 Tracer and Jeremy Nagle lives in St. Anne's and rides a Yamaha X-Max 300 Scooter. Both have joined this year's Skills Development Course. We look forward to seeing you out and about with us at an event or on a Club ride.

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. Should he accept a reduction?

My son was involved in a relatively low-speed accident on his scooter. I am a biker so I had bought him all the proper kit.

However, when he was knocked off his bike by a car. He was wearing his joggers, trainers and his helmet strap was undone – but he did manage to wear his bike jacket. Well done him.

His injuries were not terrible. He skinned his hips and thighs but these are largely recovered. However, he has had a pretty serious grind taken out of the outside edge of his foot. This has taken longer than expected to heal but it seems to be recovering. He cannot wear steel toe-capped boots though and has had to take time off work as he is not allowed on-site unless he is wearing protective steel toe-caps.

He has brought a claim through his motorcycle insurers, but the insurers for the other driver have said; "We accept liability for the collision on behalf of our Insured driver. However we do not accept

the injuries are solely caused by our insured. We note your client had his helmet unbuckled; he was wearing training shoes and non-protective trousers. He has therefore contributed to his own misfortune.

*We value his injuries at £3000 but we are only prepared to pay £1000 as we are of the view that he is two-thirds liable for his own injuries. We will meet the cost of his scooter in full, subject to an engineer's assessment. We refer you to *Capps v Miller*."*

His insurers have said that he should accept at least a reduction for his injuries. Should he?

Answer: The sole cause of your son's injuries is the car driver pulling out. Your son had no head injuries so his unbuckled helmet is utterly irrelevant. This, incidentally, is the reason for the mysterious reference to *Capps v Miller*, when a claim is reduced by 10% for a head-injury case where the rider had an unbuckled helmet. There is no head injury in your son's case.

As to the safety kit, there could be an argument because your son did not follow the Highway Code suggestion as to what should be worn – if he had, he would be less hurt. Well, it is an argument – just not a very good one. The Highway Code simply says; "strong boots, gloves and suitable clothing may protect you". That is an observation, not a direction and it certainly has no force of law. Remember, the cause of the loss was the driver pulling out.

Losses flowing from the injury, including your son being off work, are recoverable in full. Your son needs a lawyer who is willing to present his case in court. Your son, for what sounds like relatively modest but troublesome injuries, would almost certainly not have to go to court – the judge would simply value his injuries based on what was said to him by the parties' lawyers, the medical report into the injuries and evidence of your son's out-of-pocket losses. The judge

would simply dismiss the 'causation' arguments.

However, your son should not conclude his case until he has the all-clear from his own medical team when it comes to consequences of the injury to his foot. It worries me that he has had a dirty injury, i.e. his trainer is torn and his flesh has been exposed to road dirt.

As the scooter has been paid for, this is definitely a case where your son should wait and see. If he takes a sum in full and final settlement, but then develops an infection in his foot (which can become horrendously complicated) he will not be able to go back for more money.

He has three years to bring his claim. He really ought to think quite carefully about using at least two of those three years just to ensure that an infection does not surface. He will probably be absolutely fine but only time will tell for sure.

Andrew Dalton, RiDE Magazine **Dec 2018**

2. Asphalt like marbles

Last summer I was on my BMW 1200 heading on my usual route to work. I was meandering around a roundabout on the ring road when the front end just washed out on gravel etc. from the broken up road surface.

I watched in horror as my pride and joy slid down the road on one side, then flipped on to the other side. Following that, it was the 'Long Way Round' the ring road by ambulance for my broken ankle. Since then the council has been super slow but has now denied liability and said they had inspected the road and it was fine.

I have photos and video from the day showing it's not. I also wear a helmet cam so I may have proof from months before that the road was falling to bits. Can I win as the 'little man' against the state?

Answer: On a personal note, round my neck of the woods it's like riding through

the aftermath of a war zone with the potholes you have to dodge and that was before the recent Beast from the East.

As for your case, I'm not surprised the council has denied liability as that appears to be the default position. However, yes you can win, potentially. As with all cases, evidence is the key. So your photos and video will be vital. Don't lose them.

Under S.41 of the Highways Act 1980 the relevant authority i.e. the council in your case has a "Duty to maintain highways maintainable at public expense." Therefore, if the road is not in safe order for a motorbike to use, then you're over the first hurdle.

However, the council may have a "Special defence" by way of S.58 if they can prove "they had taken such care as in all the circumstances was reasonably required to secure that the part of the highway to which the action relates was not dangerous for traffic."

With that in mind, you are going to have to get the council to disclose their inspection records and go from there. As it's the ring road they should have been inspecting it regularly and fixing repairs where needed. If they haven't and they continue to deny liability it may be the 'Long Way Down' to the court and let a judge decide.

Andrew Prendergast, Motorcycle Monthly, **May 2018**

View from the Saddle – Helen

The Start of the Season

This statement might mean football, rugby or cricket to some, but to the discerning members of AAMC this statement will surely bring joy to our hearts because it will mean that the bike season is finally upon us and will conjure up pictures of sunshine and dry, empty roads. Yippee!

Hmmm ... that must have been in our dreams as the reality was a grey and damp

morning at Aust Services for the start of the first ride of the season at the beginning of March; if only that glorious sunny weather of the previous week had continued! A few intrepid souls turned up and unusually Simon was the only sole rider, outnumbered by 4 sets of pillions.

So five bikes and nine riders set off, a little reluctantly it has to be said, on wet roads which were quite dirty and slippery with mud - don't we love the farming community!

When we arrived at Hay-on-Wye for our lunch/coffee-break stop our motorcycle kit and bikes bore testament to the conditions as we all looked like we had ridden through several farmyards! Personally it was a good test for my new motorcycle kit - it proved to be waterproof and much warmer than my old stuff; well worth the money.

As it was a birthday for one of the group we had a card, cake and candles presented along with an out of tune rendition of 'Happy Birthday to you' to celebrate the event, much to the embarrassment of the individual - sorry Andy it had to be done!! Fortified with soup and hot drinks and a large piece of cake - a chocolate one, in case you were wondering (very delicious, thanks Caroline!) - we headed off into more rain to dip our toes into the Brecon Beacons National Park traversing past Llangorse Lake to return to Chepstow to find the Bridge closed. Groans all round, though this time the closure was not due to the high winds but because of the work being done to remove the tolls.

It was good to be out on the bike again and to blow some cobwebs away, literally in some cases - some bikes had not seen light of day since November! There were a few hardier souls who had managed to get out and about this year.

The wind was a little blustery and we were lucky as the rain was intermittent and not as heavy as the forecast had predicted. In fact as we made our way home the sun did come out and helped to dry out our kit. If we are really lucky it could be the wettest ride of the season ... yes, I know but we can but hope!

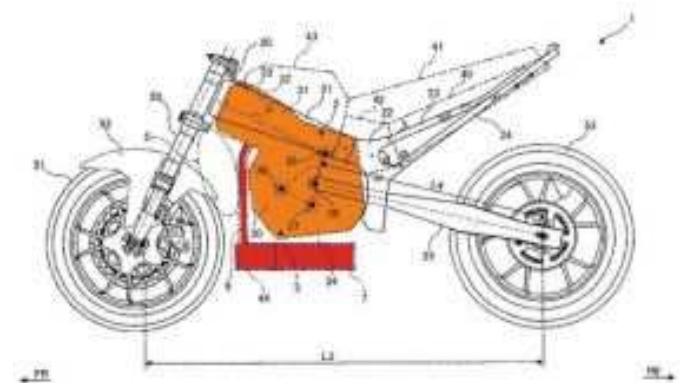
Thank you to Tim and Trish for doing a splendid back marker job for the day and to Simon for being the ride leader and kicking it all off for another season of what we hope will be some great rides with great company too.

Helen

Yet Another Triple - Morton

Good grief, is the man *obsessed* with triples? Well, yes, but this one is different. We've looked at V-triples and inline triples, but what about an upside-down inline triple?

My interest was sparked by the report of Suzuki filing a patent for an upside-down engine, though with no details, just diagrams like this:

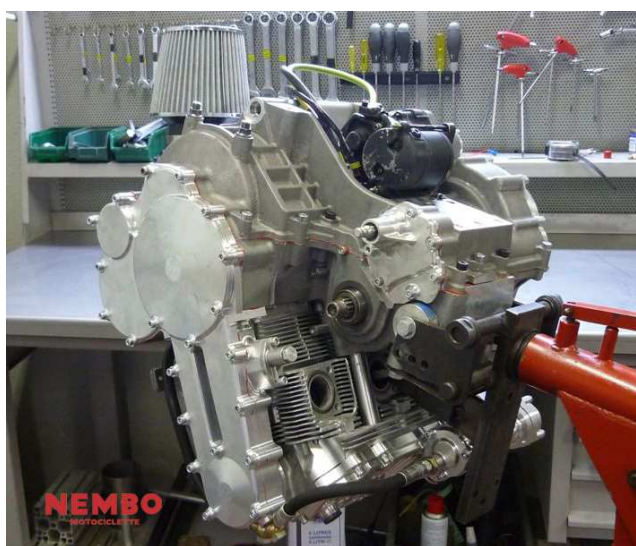


which, without a key, doesn't tell us much. I then found that the USD configuration isn't new (what is?) - De Havilland improved the Moth biplane in 1931 by inverting its engine for better ground-clearance and visibility. Somewhat more recently, Husaberg (formed by Husqvarna engineers who didn't want to move to Austria when KTM took over) used a

similar layout on their well-regarded FE570 off-road bike in 2009.

While Suzuki is aiming for a shorter wheelbase (to improve handling), with room for a longer swingarm (to improve stability), Husaberg wanted to move the crankshaft closer to the bike's centre of gravity. That reminds me: Erik Buell aimed for mass centralisation on all his bikes, which handled really well.

Anyway, on to the USD triple: **Nembo** is a tiny company in Rome, crowd-funding development of its Super Rovescio [Reverse] 32 bike. Their target is £2,738,072. The first promo video <https://www.youtube.com/watch?v=5u-go0XG5HQ> has a rousing William Tell soundtrack – you expect Daniele (Sabatini, the owner & designer) to arrive with a crackling exhaust and a hearty “Hi Ho Silver – away!” Sorry: “Hi Ho Argento – Avanti!”



The 2-litre engine provides most of the chassis, and puts the mass where it's wanted. It's said to be more compact than most current 1,000cc three- or four-cylinder traditional engines, thus allowing a very long (carbon fibre) swingarm, that provides “excellent stability and great traction. Another record.” BTW, it's called the 32 because it's a 3-cylinder, 2-litre.



Buona fortuna, Nembo!

PS – I've since been in touch with Daniele, who among other things said “*The Nembo 32 is a little miracle I'd like to share with the most of bikers but its selling price decrease is proportional to the production number, as you know. Since nine years I'm trying to produce the 32 at a lower price, but I've not found the right money/people yet. Let's see how the future will be. I'll not stop to fight for Nembo and the support of enthusiasts like you is a great thing for me...! Please, bring a warm hello from Nembo Motociclette to your Moto Club members too!*”

TRL Helmet Survey

TRL (Transport Research Laboratory) is running an important survey of motorcycle riders to analyse what influences helmet choice and how well riders' helmets correspond to their individual head shapes.

Alongside a public study of users, researchers at TRL are performing cutting edge research into 3D modelling and printing technologies to improve the testing of motorcycle helmet fit, and ultimately increase safety on a major scale.

Research shows that a significant proportion of helmets are lost in collisions due to sub-optimal products of the wrong size or shape, mostly due to the standardised head forms and interior liners used in conventional motorcycle helmets. A helmet of the correct size can

in fact be the wrong shape for an individual and may cause increased injury, even if the helmet is retained in an accident.

Therefore, TRL believes that educating motorcycle users on proper helmet choice, and providing the industry with research around advances in new technologies, will improve safety significantly.

TRL is calling on all motorcycle users and passengers to feed into this study. To help inform this vital research and help shape the future of motorcycle safety today, please complete TRL's 10-minute survey here:

<http://www.smartsurvey.co.uk/s/GIAJ2/>

Member

I am very sad to advise you of the death of Club member John Crawford. I was advised of John's passing last weekend and told it happened at the beginning of the year. I'm afraid I have no details apart from the fact it was a health issue.

John joined the Club in November 2011 and took part in the Skills Development Course in the spring of 2012. Although a National Observer with the IAM and leading member of Bristol Advanced Motorcyclists, John was keen to see if he could learn anything about the way we train which would help others.

John will be sorely missed and we offer our sincere condolences to his family.

Simon

Five Valleys Charity Motorcycle Run – 14th April

Hi All,

I am the publicity officer for Salisbury Motorcycle & Light Car Club. We have over 100 members and each year we choose a charity and arrange fundraising events to raise donations.

We have chosen Wiltshire Air Ambulance for this year and wondered if

your members would like to take part in our fundraising rides.

Our first charity event for this year is our annual Five Valleys motorcycle run - details below

The Five Valleys Run is our first charity fund raising event for 2019. Starting from PENRUDDOCKE ARMS, HINDON RD, DINTON SP3 5EL (B3089) on Sunday April 14th at 11:00 am we will cover about 90 miles in total along Wiltshire and Dorset country roads. Refreshments are available at the start, a pub lunch time stop with skittle alley and a tea stop later in the afternoon. £3 of each £8 entry fee will be donated to the club's chosen charity, The Wiltshire Air Ambulance. Signing on will be from 09:30. Early entry requested to help organisers. Entry Forms downloadable from our club's website, www.salisburymotorcycleandlightcarclub.co.uk, or telephone Mike our run organiser on 01725 511131 for further details.

It would be great if you could help publicise this event.

Best regards,

Ian Fitcher, Publicity Officer,

Salisbury Motorcycle & Light Car Club

publicity@salisburymotorcycleandlightcarclub.co.uk Mobile 07979 271903

Motolegends Ladies Ride 2019

Sunday 23rd June

Riders meet up at Motolegends (Old Portsmouth Rd, Guildford GU3 1LU) at about 8.30am, leaving at 9.00am for Midhurst, then towards Winchester on the A272, via Stockbridge (coffee, at the Lillie Langtry tea house), Andover, Devizes, Westbury, and then lunch in Bruton by 2.00pm. Hauser & Wirth is a converted farm property now a restaurant cum art gallery. We'll be on the road by 4.00pm, with a much more direct route home, up the A303 to the A34, then down to Winchester and home on the A31. We

reckon we should be back in Guildford certainly by 6.00pm (ish).

We are going to limit numbers to 80 bikes in total. No guys, no boyfriends, husbands and so on. Nothing against them, but what we found last year is that the dynamic on a ladies-only ride is rather unique. More mutually supportive, and much less competitive. A lot of laughter, and an emphasis on having fun. The only exception, gender-wise, will be Graham, in a long wheelbase Sprinter with extra kit for anybody who wants a change of clothing. He'll also have fuel, jump leads, starter pack and so on. In the unfortunate case of a breakdown, he can load up to three bikes

The cost per rider is £50. And that will include the morning coffee stop, lunch, the cost of the back-up van and so on. The £50 will be refundable up to a week before the ride itself, but we do suggest you book early.

The riding will be relaxed; nobody has anything to prove, and if our previous trip was anything to go by, the camaraderie will be amazing.

Elsbeth Beard who, at 23, rode around the world on her BMW R80, will lead us out, and will be with us throughout the day.
<https://www.motolegends.com/womens/elsbeth-beard-ride-sunday-23rd-june-2019.html>

*

We endeavour to issue Treads on a regular basis during the third week of the month. Therefore if you have any items to be published in Treads, can you please ensure that they reach the editor before or during the first week of that month. Contributions for Treads are always needed, whether they are motorcycle related or of general interest! Please don't be shy.

E-mail editor@aamc.co.uk

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

Diary of Events

March

Thursday 21st – Skills Development Course starts

See January and February editions of Treads for further details and an application form.

Simon Gough 0117 973 4120

Sunday 31st – Clocks go forward @ 1 am

Sunday 31st – Mothering Sunday

April

Thursday 4th – Weekday Ride

Meet at 9:45am for a 10am start from Budgens Fuel Station, Westfield Business Park, Wellington, TA21 9AD, riding to either Portland DT5 1DX, or Poundbury, Dorchester DT1 3DD for lunch, depending on weather / mood / traffic. I intend to disperse, after tea / coffee, from Haynes Motor Museum, BA22 7LH.

Stu Bullock 07711 898178

Saturday 6th & Sunday 7th – Classic Motorcycle Racing, Castle Combe

www.bikesatcombe.com

Friday 12th – Bikerdown Workshop

SkillZone, Gloucester. To book, contact chris.harrison@glosfire.gov.uk

Saturday 13th – South West Peninsula Rally

A giant one-day treasure hunt from Wiltshire to Land's End. Venue: Long Sutton Village Hall, Langport, TA10 9NT

See website for further details

<https://www.somersetadvancedmotorcyclists.org.uk/swpsr/>

Sunday 14th – Club Ride

Meet at Severn View Services (M48) BS35 4BH at 9:15am for a 9:30am start. Heading towards Brecon.

Alan Webber 07831 195151

Sunday 14th – Five Valleys Charity Bike Run

Penruddocke Arms, Hindon Rd, Dinton SP3 5EL (B3089) at 11 am (Sign on from 9:30 am).

www.salisburymotorcycleandlightcarclub.co.uk, or Mike on 01725 511131

Sunday 21st – Haynes Bikers Breakfast Ride-In, Haynes Motor Museum, Sparkford BA22 7LH

Sunday 28th – Club Ride

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

Mark Chamberlain 07974 027674

Sunday 28th – Sarum Spring Bike Show, 23 Church Rd, Laverstock, Salisbury SP1 1QX

May

Wednesday 8th – Weekday Ride

Meet at 9:45am for a 10am start from Budgens Fuel Station, Westfield Business Park, Wellington, TA21 9AD, riding to Compton Abbas SP5 5AP for lunch. Back to Haynes Motor Museum BA22 7LH for tea / coffee and disperse.

Stu Bullock 07711 898178

Friday 10th – Bikerdown Workshop

SkillZone, Gloucester. To book, contact chris.harrison@glosfire.gov.uk

Sunday 12th – 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.

Route via Banbury and Stratford.

Nigel Dean 07736 275406

June

Wednesday 5th – Weekday Ride

Meet at 9:45am for a 10am start from Budgens Fuel Station, Westfield Business Park, Wellington, TA21 9AD, riding to Valley of the Rocks, Lynton, EX35 6JL for lunch. Back to Riders, Bridgwater, TA6 4DH, for tea / coffee and disperse.

Stu Bullock 07711 898178

Thu 6th – Sun 9th – Mach Festival

Rugby Club, Cae Hafren, Llanidloes, Powys, SY18 6LQ. "Not your average bike festival" – Nick Sanders, Organiser.

<https://www.machfestival.co.uk>

Thu 6th – Mon 10th – Weekend Bash to the Lake District staying in the Premier Inn, Kendal. For further information, contact

Stu Bullock 07711 898178

Friday 21st – Bikerdown Workshop

SkillZone, Gloucester. To book, contact chris.harrison@glosfire.gov.uk

Sunday 23rd – Club Ride

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

A whip around Wessex.

Nigel Dean 07736 275406

Sunday 30th – Club Ride

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

Mark Chamberlain 07974 027674

AAMC Annual General Meeting - Held at The New Inn, Farmborough on Thursday 28th February 2019

Minutes

Present: Keith & Val White, Sue & Dave Harding, Jim Watkin, Steve Coombs, Andy Coombs, Eddy Lambah-Stoate, Nigel Dean, Pam Cross, Jaimie & Sandra Fry, Simon Gough, Mark & Helen Chamberlain, Tony Walmsley, Carezza Ellery and Alan Webber.

1) Chairman's welcome and remarks: Simon welcomed all those attending the meeting and expressed thanks to the Committee and Club members who had helped with the running of the Club this year. He also thanked all those who had led rides and organised events during the year. He thanked Committee members who were standing down: Morton Davis and Sue Harding.

2) Apologies for absence: Apologies were received from Brian Langdon, Morton & Elaine Davis, Chris Kearns, John Clements, Tim Wise, Paul Batcheler, Al Matthews and Rich Jones.

3) Training Report – Simon reported that 11 members had attended the Skills Development Course in 2018. He has 6 people so far lined up to take the 2019 following the efforts of Mark to recruit more members and course attendees from Freewheelers.

4) Events Report – Helen thanked all members who had helped with events, rides or bashes. She reported that the Diary for 2019 was in preparation. The 2019 curry night was mixed, with good food but terrible service. Helen also asked for ideas for social events for this year.

5) Webmaster Report – Mark reported that the Facebook group page usage is going well and that there are some worldwide likes. He also reminded people not to post things to the public Facebook page, but always to the Group page. This can be identified as it has a picture of the group of people, whereas the public page merely has a picture of the Club logo.

6) Treasurer's report and accounts: Sue handed out a balance sheet and a page of notes to the report. She explained the details of the figures and said that it was slightly concerning that the membership had dropped, even though the account balance had increased slightly across the year. It was not proposed that there should be any increase in membership fees for 2019. There was a call for ideas as to how the funds could be used for the benefit of the Club.

7) Minutes of the last meeting: The minutes from the last AGM were reviewed. Acceptance as a true record was proposed by Eddy L-S and seconded by Sue Harding. The vote was unanimous.

8) Election of committee members:

There were a couple of proposed changes to the Committee for 2019/2020. Tony Walmsley had volunteered to be Treasurer and to deal with membership issues for the Club although he did not want to be formal Secretary. It was decided that as the majority of the non-membership secretary role was minuting committee meetings and preparing agenda, that could be done on an ad hoc basis. Stu Bullock has volunteered to be Editor. Committee positions were nominated and voted on en bloc. The votes to elect the following into positions were unanimous. The Committee was proposed by Carezza Ellery and seconded by Alan Webber.

As a result, the committee members are:

- | | |
|---------------------------|-------------------|
| a) Chairman | Simon Gough |
| b) Vice Chairman | Keith White |
| c) Secretary | Vacant |
| d) Treasurer & membership | Tony Walmsley |
| e) Training Co-Ordinator | Simon Gough |
| f) Events Co-Ordinator | Helen Chamberlain |
| g) Publicity Officer | Chris Kearns |
| h) Editor | Stu Bullock |

- i) Webmaster Mark Chamberlain
j) Ordinary Committee member(s) Paul Batcheler
Jaimie Fry
Sandra Fry
Jim Watkin
Al Mathews

9) AOB:

- Eddy L-S advised that Bristol Advanced Motorcyclists have a member who is an ex Manx TT rider and he may organise a riding day at Castle Combe. If he does, they may be looking for extra numbers and would pass details to AAMC members.
- Carezza advised that she had some information about a Biker Down event in Somerset. It was confirmed that Chris Kearns keeps the Club advised about BD events in South Glos., but that Carezza should send the information to Stu for inclusion in Treads.
- Mark C asked for an update on any information on the 2019 bashes. Simon gave as much information as he could.

The meeting closed at 20:25

Signed _____ Dated _____
By the Chairman, Simon Gough

Minutes of the Committee meeting, 5th March 2019 at 7:30pm at The New Inn, Farmborough

1. Present - Simon Gough, Keith White, Helen Chamberlain, Jim Watkin, Al Matthews, Jaimie Fry, Nigel Dean & Chris Kearns

2. Apologies for absence - Paul Batcheler, Stuart Bullock, Sandra Fry & Tony Walmsley

3. AGM summary and committee posts - Of those present, only Al wasn't at the AGM. Simon reported that since the AGM there had been 4 new members join so offsetting Sue's concerns that membership was down by 6. Only the post of Secretary hadn't been filled. The Membership Secretary's role had been adopted by Tony so there is probably not much left uncovered. Jim said that he was happy to take the minutes and produce agenda. He will adopt the title of 'Secretary' but Tony's details will go on stationery. A discussion was held around the PO Box. Simon will talk to Tony to establish what he wants to do with it. There may be some cheaper alternatives available but they may not offer the same service.

4. BikeSafe and Biker Down – Simon has sent a text message to PC Gavin Warburton who is running the Bristol BikeSafe event to see if AAMC could attend these events to publicise the club at the end of the official programme. The events are at Kingswood fire station on 24th March and 21st July. Al will attend with Simon.

Chris reported that Bikerdown events will be held at SkillZone in Gloucester on 12th April, 10th May, 21st June, 26th July, 20th September and 18th October. Details will be put in Treads by Morton / Stuart.

5. 2019 Bashes - Stuart has approximately 10 people going to the Lake District in June. Simon has started to organise the September event.

6. Website update - no issues were reported. Facebook invites for new members can be added by either Nigel or Mark Chamberlain. Tony to send Mark any such details.

7. 2019 diary - This is almost complete but some further details of rides are needed from the ride leaders. Helen will chase.

8. View from the Saddle - A new list is needed. Simon had confirmed with Andy Bourne that he is happy to contribute. The rota will be:

March – Helen, April – Keith, May – Al, June – Chris, July – Simon, August - Jim
September – Andy, October – Paul, November – Tony, January - Nigel
February - Jaimie [Sandra?]

9. AOB

I. Simon reported that the Carpenter's Arms at Stanton Wick had changed hands. Jaimie had been there since and there was a limited menu.

II. Al asked about RoSPA's organisation. Simon stated that Stuart has contacted RoSPA and there had been a large change of staff. No - one seemed to know anything about road safety or advanced driving. The IAM is even more regimented than RoSPA. Simon is in favour of AAMC's independence - to offer training and let the individual member decide what avenue they wish to follow.

III. Helen asked if Sue Harding will continue to train. Simon reported that she and Dave had joined as joint members but that Sue had given up her DIA membership. There are 8 trainers covered by DIA.

IV. Tony had sent some email updates as he would not be able to attend the meeting: 'Please accept my apologies as I have a prior commitment next Tues. In my absence here is a quick update for the Committee meeting:

- I have had a handover with Sue so can process any new membership applications, pay any bills or monies into the club account.

- I have been able to access the club bank account and am now in the process of changing the address details from Sue to me and the signatory from Sue to me. Simon will remain the other signatory.
- The current bank balance as of today is £4004.77.
- Thanks to Sue for handing over tidy accounts and for all she has obviously done before me.
- We currently have 61 memberships (inc. 3 life memberships) which total 77 people (inc. joint memberships)'.

10. Date of next meeting – 7th May 2019 at 7:30pm at the New Inn. Meeting closed at 20:50.

Action points from the minutes of AAMC Committee meeting held on 5th March 2019

Action No	Action required	Responsibility
1.	Simon to talk to Tony about PO Box	Simon
2.	Bikerdown event details to be put in Treads.	Morton/Stuart
3.	Facebook updates	Tony & Mark
4.	Full details of rides for diary	Helen