



# TREADS

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

The May 2014 Newsletter of AAMC

## EDITORS BITS

– Chris

A rant this month? Well, not really. I do always try to look at the information given and, probably more importantly, that not given, before deciding how close to a conclusion I can get, rather than just offering a blanket, uninformed statement. This, however, is based solely on recent experience (i.e. there is no large data sample at all).

On a commute last week it occurred to me how much other peoples driving and riding changes depending on the time of day, day of the week or even week of the year. This in turn affects my riding (and driving). In the morning, road users appear to have better attention than in the evening, however they also appear to be more aggressive – I tend to get actively blocked more in the morning than I do in the evening. The Sunday drive is the stereotypical day where few seem to pay much attention at all. And does this also apply to location? A personal 'gripe' is the lack of getting-up-to-speed on slip roads. All this has highlighted a few areas where my riding might suffer in a similar way.

If anyone knows of any research into this, please let me know and I'll see if I can get it into a future Treads.

## Weekday Ride, 1 May 2014

– Stu

**Just about the only damp day of the week, the (multi re-arranged) first weekday ride of the year came around. My first section, Wellington to "Sodding Chipbury", was made in showery, windy and cold conditions. Good start then.**

I made good time and possibly overstretched the staff at the Cross Hands, by having a coffee. It was life sustaining. The drizzle didn't stop and I think it got colder. Just as I was thinking no-one would turn up, the familiar figure of Paul rode over the horizon, closely followed by Martin. Great news.

We didn't delay but set off along the A46 and A433 to Stow on the Wold. We turned onto the B4077, passed the Gloucester and Warwickshire Railway to join the A46 again just outside Ashchurch. We turned off after a couple of miles through Hardwick and Eckington on the B's 4079 and '80 to Defford. It was then a matter of negotiating minor roads to reach Croome Park, near High Green, Worcestershire.

In 1941 Croome was requisitioned by the Government to become RAF Defford and the base for the Telecommunications Flying Unit. The site was top secret and helped to change the course of WWII. At its peak RAF Defford was home to upwards of 100 aircraft, 2,500 personnel and part of the site was developed into a military hospital. This included an Airman's Recovery Ward, Surgical Unit and Decontamination Chamber.

Those former hospital buildings now house the reception and café for the National Trust premises Croome Park and Court. The landscaping was originally designed by Capability Brown as his first design project. The Court was once home to the Earls of Coventry and both land and buildings are undergoing massive restoration overseen by The National Trust.

After a relaxing lunch we set off through the countryside to join the A38 and head south to Gloucester. The threat of heavier rain caused a detour along the M5 closer to Bristol and in doing so we missed the worst of the rain. We therefore made our respective ways home and another great day was put into the memory banks.

Thanks to Paul and Martin. Thursday 12 June is the next weekday ride, starting from Sparkford Services, alongside the A303, from 10am and headed for Compton Abbas airfield. Rain or shine, I will be there and hope to see you.

# View from the Saddle

– Nigel

**We live in intolerant times. Not a day passes without a news story or shared video of a road rage incident or someone being offended by the words or actions of another. It would seem that some people actually seek out opportunities to be outraged or disgusted by the actions of others.**

Amid all this negativity and conflict, it is inspiring to read of a man who rises above all this

negativity. Someone who treats all people as equals. A man who speaks on equal terms to prince and pauper, the haves and the have nots. The Dalai Lama. I'm not a religious person but the attitude and the actions of the Dalai Lama to his fellow human beings are an inspiration and a lesson for all of us. Live and let live.

One of the many things Roadcraft teaches us is how to manage the pressures and stresses of demanding situations which can cause the release of powerful negative feelings. We are encouraged to learn to recognise these reactions and manage them:

- impatience
- intolerance

- impulsiveness
- anger or frustration
- personalisation

And so, as we develop as advanced riders, we learn to manage these feelings and the situations that arise when we experience them. We become more understanding, aware and tolerant because we learn that it makes us better and safer riders.

So, in the spirit of "live and let live" and with Roadcraft as our guidance and the Dalai Lama as a shining example, we should all give a passing wave and a nod to scooter riders and Harleys!

(with apologies to any Harley or scooter riding club members!)

# Making Contact

– Stu Bullock

**Hello all. Hope to find you all in fine fettle and looking forward to summer.**

This email is by way of me making contact with you as the new Regional Senior Examiner for our region, number 7 the South West.

Just by way of introduction, I began my advanced career with Bristol Constabulary in 1970, later becoming Avon and Somerset. I was appointed an examiner for RoSPA by Mike Collins in 1980 and have supported the concept of further driver/rider training for the public throughout my life. I hold some pretty good qualifications for training and teaching and have oodles of experience in this area. Having left the Cops, I ran my own company providing rider training, UK and abroad; expert witness provisions; motorcycle tours in Europe and travelling around the world and investigative skills for a

Government agency. Some of you may recognise my contribution to advanced training through Care on The Road.

I am currently the Motorcycle Training Manager for RoSPA Driver and Fleet Solutions, the commercial arm of RoSPA. That involves me in developing training and testing criteria for courses both in the UK and other countries.

This region has an impressive record for the quality of training and testing. As far as I am concerned that will continue to develop. Over time I hope to get to visit you all, maybe by area or individual groups but we have to consider carefully the cost to RoSPA.

I am constantly impressed by the level of effort people apply to develop their driver and rider skills and am amazed by the efforts trainers put in to develop teaching skills. My main emphasis is in dealing with our customers fairly and promptly. Whilst recognising the huge effort many will have put into their training, our response should be in the provision of

compact but precise and consistent test reports that will leave the reader in no doubt as to the current grade, with supporting evidence, but also indicate a way forward for the customer and their trainer.

The retiring RSE, Paul Prothero is a good friend who I have known for a long time. I still have a direct link for moments of panic, so his influence will live on with me. Please see my contact details below and do not hesitate to contact me if any issues arise related to RoADAR.

If this message reaches you in error, or you have 'retired' from the group, please do not take offence. I am relying on details held by RoSPA and they may not be correct. Please advise me if you are no longer connected to your group with guidance as to your replacement if you know them; accept my most sincere apologies for troubling you and be assured that I will try my best to ensure you are not troubled again. In my experience the easiest means of recording details are the most neglected for updates!

# Norton Gathering

**This is a (slightly edited) copy of an email sent to the Haynes Museum, If any of your members have a Norton you can display it free of charge on Sunday August 3rd further details on our Branch Web site under Events.**

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

The Norton Owners Cub are holding one of the largest gatherings of Norton's ever seen of recent years in Devon! Members are coming from Europe as well. The event has been two years in planning and one of the main items/displays at the Torbay Steam Rally which attracts thousands of visitors and locals.

The four day events finishes with what has been historically called "Norton Day" whereby anyone with a Norton can come along and display a Norton motorbike. This year we are doing something quite special to say the least. We have the National Motorcycle Museum coming along with the "White Charger" Steve Hislop's Rotary winning TT bike (and she will be started up) this is the last British bike to win a TT. Even the Norton factory are coming along with the Current TT bike, Land speed Rotary and the 1902 oldest known Norton. The list of bikes is endless from the 1926 Maude's Trophy bike and to the current one of 50 Domiracers produced by the factory. Members of the Rotary Owners Club are also attending and we have a good number of Manx doing start ups! Owners of the 961 range of bikes produced by the factory over the last four years are being contacted to create the largest gathering of

them. We are currently expecting towards 200 bikes but are only from about now going for the real push!

We have Frank Westworth of Real Classic and James Robinson (Morton's Media) coming along as well as Nigel Clark, Mike Jackson, Gordon Jackson and Stan Dibben who was the last World Sidecar champion (partnered Eric Oliver). Stan will be going around the

arena in a 1930 Model 24 Combo ridden by James Robinson.

The Main Event day for display is Sunday 3rd August 2014 to be set up by 10.00 a.m. with prize giving at 2.00 p.m. Yes, you could even win a hand crafted trophy.

Ian Loram

Devon Branch Secretary and arranger for the Norton Festival/ Norton Day.

**Weston Bike Night 2014**

In association with The Royal British Legion Riders Branch

**Scally's**

May 1, 8, 15, 22, 29  
 June 5, 12, 19, 26  
 July 3, 10, 17, 24, 31  
 Aug 7, 14, 21, 28  
 Sept 4, 11, 18, 25

**Themed nights**  
 May 8 - Scooters/125cc  
 May 29 - European Power  
 June 12 - Trikes  
 July 3 - American Power  
 July 17 - Classic  
 July 24 - Streetfighter/Custom  
 August 21 - Japanese Power  
 Sept 25 - Bike of the Year

Details of these nights can be found on:  
[www.tbtr.co.uk](http://www.tbtr.co.uk), [westonbikenight.html](http://westonbikenight.html)  
[www.flicker.com/photos/westonsupermarebikenight](http://www.flicker.com/photos/westonsupermarebikenight)  
 Also check out our page on Facebook.

**THE ROYAL BRITISH LEGION RIDERS BRANCH**

**BIG TWIN**  
 USED HARLEY SALES & RENTALS

**RJ motorcycles**

**WESTON BIKE NIGHT**

**UNITY ROAD MOTORCYCLES**  
 MOTORBIKE MOTORCYCLE  
 MOST CENTRE  
 TEL: 0117 909 2207

**MazChopz**  
 01934 641515  
 07980 599394

**Ridesafe**  
 Motorcycle Training  
 CRT 175 045 885  
 Refreshers Advanced  
[www.ridesafe.biz](http://www.ridesafe.biz)

**KICKSTART**  
 MOTORBIKE  
 01179 866200  
 Clavdon and Bristol

**The bike works**

**South Gloucestershire Council**

**Devon Valley Regional Motorcyclists**  
[www.riders.org.uk](http://www.riders.org.uk)

**Big Bear Motorcycles**  
 1 Bristol, South Wales

**the bike world**



# Roadcraft

**Thanks to Mike from Suffolk Advanced Motorcyclists for permission to publish this posting to the SAM forum. He has asked me to point out that this is a personal view of the new edition of Motorcycle Roadcraft.**

Although this review is posted here on SAM's website where I am a Senior Observer this is a personal review and is open for discussion, disagreement (go on you know you want to) and feedback.

The new version of Motorcycle Roadcraft has been out a couple of weeks now and I have spent some time going through absorbing the new style and content. On the whole the book has been significantly improved by expanding most of the re-arranged sections to include a lot of the Hints & Tips that many of us have picked up over the years. The text itself has been improved into a more modern style of writing making it easier to read and understand. There is the welcome addition of the witchcraft that is Counter-steering (positive steering in IAM speak) on page 134, plus a book wide emphasis on safety (maybe to the point of overkill).

Unfortunately, there are also some negatives/annoyances with the quality of the proof reading as many instances of 'cut and paste' from the car edition exist. Also throughout the book it refers to headlights, rear lights, brake lights and fog lights all in the plural, but I can live with that.

Below I have highlighted any errors I have spotted along with any changes from the previous edition. I've also pointed out any areas I found confusing or unhelpful (you may think differently).

My first observations are in the 'bread & butter' chapter of The System. The 5 phase system, that we have all come to know and love, has been reduced to 4. Don't panic! What has been changed is that 'Information' has been re-classified as a process around the other 4 phases. While some will debate (endlessly) the significance of this, the end result is the same.

Of more concern to me is that the explanation of the phases on page 35 has gained a statement that separation of brakes and gear is preferable while the rest of the chapter still (as per the old edition) explains the fact that gear changing takes place at the end of braking (i.e. the end of the speed phase

in the overlap with the gear phase). The example implementations for left & right turns and a RAB are very clear on this. Whether this change is due to one of the 'cut & pastes' from the car edition, or whether it is intentional remains to be seen.

On page 38 there is reference to checking your blind stop (but we know what they mean).

On page 48 in the description of the three types of hazards, the road surface/condition has moved to the physical features and is no longer grouped with weather conditions. A sensible change I think.

On page 75 when discussing night riding it amusingly says "If fitted, are your windscreen washers, wipers and demisters all working properly?". I must check my Schuberth for these next time I'm out. :)

Page 81 advises "At junctions where visibility is low, wind down your window and listen for other vehicles, and consider using your horn". I think I'll continue to open my visor in such circumstances.

A new acronym has appeared (well HTBABR had "APG"), namely "OUR" on page 89 for use with road signs and marking, "Observe, Understand and React".

Chapter 6 has a section on manual handling of the machine. Personally I'd take issue with the described way of removing a bike from the main stand (page 121) by rocking and holding on to the handlebars while stood beside the machine. If standing I'd use the left bar and a grab place on the left/rear of the bike. However, my usual method is to be astride the machine, but I'm aware not everyone is tall enough to do this.

This will upset some, but page 131 says you should ride with your instep on the peg. I'm happy as that is how I ride most of the time, only moving to the balls of my feet if it becomes very twisty and I'm leaning the bike far over.

Page 135. Hmm, what can I say here? Well unless I'm reading this all wrong it just doesn't make sense. It says a bike leant over at 45 degrees has 50% MORE grip. Now to my mind leaning the bike will increase the pressure on the contact patch but will actually use up some of the grip not increase it. You've only so much grip available to use as described in the Tyre Grip Trade Off. Confused? I am!

The Limit Point is very well explained and the fact you must incorporate other information when "chasing it" is pointed out. A slight change is that for left hand bends it is now the point where the

side of the road and the centre line meet (though I think that may be hard to discern at some distances). Unfortunately the diagrams on page 141/2/3 while explaining the Limit Point don't have a very good position for a right-hand bend (with no other hazards) being central to the lane rather than over to the left.

Page 145 mentions "the system of car control" :(

Again on page 148 in the diagram for right-hand bends the position doesn't (to my eyes) look far enough over to the left.

Chapter 10 – Overtaking. Now given that this is one of the most dangerous things we do on a motorcycle this topic has been significantly enhanced. The text explains things very well and all the pit falls are now well covered. The two types of overtake have been re-named to "Where you are able to overtake

immediately" and "Where other hazards require you to follow before you can safely overtake". Hmm, they roll of the tongue! Sadly the new pictures are a let down and possibly dangerous. The relative position of the motorcycle to other vehicles is not proportional between the two methods and the lines shown to take are confusing/wrong/too close. Also those on pages 193 & 6 have the motorcycle morph into a car as it makes the overtake, and again on page 208 the motorcycle considering an overtake is shown as a car in the top part of the graphic.

**Thanks very much to Mike for this – if you want to view the original posting and the replies, here is the link...**

<http://www.suffolk-advanced-motorcyclists.com/forum/viewtopic.php?f=19&t=1341>

# Kite Flying

– Morton

Well, I know you've been waiting with bated breath since last month's Treads to know how the trip to mid-Wales went – yes, you remember, Brynafon Hotel, Rhayader (via kgb – of course), trial run for Cornwall bash in June? You will therefore be pleased to know that it went very well, in several ways, and we can highly recommend it.

Where to start? – Well, the roads were a revelation to someone who has lived in North Somerset for the last ten years: lovely smooth surfaces everywhere, not a pothole in sight! And those sweeping bends for mile after mile, great. The Sewing Machine – sorry, Deauville – purred away like a good'n all the way, doing 57mpg while carrying us and our luggage (packed panniers and top-box) at or near the legal limit for mile after mile. That's another thing, there wasn't that much traffic (Tuesday to Thursday), so anything holding us up could be despatched before too long.



The hotel? – fine: quaint, with bedroom furniture from two centuries ago (well, perhaps I exaggerate a little), a very comfy bed and a TOG 25 duvet – why do hotels always assume you want to bake at night? Each room has a history of Welsh workhouses, and this one in particular, by Peter Higginbotham (short version here: <http://www.workhouses.org.uk/Wales/>) and it was really interesting – gruesomely so in some cases. I was astonished to learn that the workhouse system was only formally abolished in 1930, and persisted in other guises until 1948. In 2014, however, they look after their guests well, and – on request – offered me the

barn round the back to store the bike at night. I didn't take up the offer in the end, because it meant riding over some very slippery stuff (sodden plywood?) and then making the gwas (sorry, member of staff) move a load of boxes to make room for the bike. He was perfectly willing to do it, but I was happy to leave the disk-locked bike out the front.

My use of Welsh reminds me that we didn't hear a word of that lovely language (and yes, we DO have vowels in it!) the whole time, a sad disappointment, but the only one of the trip.

Dinner was taken in the hotel, and enjoyed, and the next day



have the most pubs per head of population in the UK! Tim Vine (he of the excruciating puns) would probably favour Evans Plaice (takeaway & restaurant).

On Thursday, we went out to the first of the Elan Valley reservoirs (Caban-coch) before heading home. The road seems to do a complete loop of the reservoirs, but we left that for next time. Then, leaving pubs, workhouse and kites behind us, we headed back towards Builth Wells, this time via Llandrindod Wells. Again, loads of smooth, twisty roads, but with endless "Caution – white lining in operation" signs. We kept expecting to see this white lining, but on and on we went – nothing. Then at last, to prove they meant it, white lines – and only a two-minute delay!

So, an enjoyable break was had, we packed about the right amount of stuff, and the bike cossetted us all the way. I still miss the Blackbird, but I'd have found the crouch pretty uncomfortable on this trip. For £69, kgb deals had done it again (I repeat, I do NOT get commission), and I'm now investigating their Photoshop course for £19. Finally, couldn't resist another kite-pic:

started with a magnificent cooked breakfast, something I only indulge in on holiday. They even did me some fried bread, not on the menu, but "as you're first down for breakfast...". Fully fuelled, we set off for Newtown, where we enjoyed a stroll round, visiting all the charity shops (I've bought some of my favourite clothes in charity shops) and having coffee and cakes in Parkers Café before heading back to Rhayader via the A483.

The afternoon involved the HIGHlight of the trip, a visit to the red kite feeding station (<http://www.gigrin.co.uk/>) 10 minutes' walk from the hotel. For only £4 for us wrinklies – sorry, for this wrinkly and Elaine – £5 otherwise, you get to see 30? 40? 50 kites, surely among the most attractive birds of prey, sweeping to pick up lumps of meat from the hundredweight or so shovelled from the tractor every day. Feeding starts at 3pm every day (2pm in winter – the kites don't alter their clocks), and it pays to get there a bit earlier, to get a seat in one of the hides. Or, of course, pay the £17 or £20 to use one of the "specialist" hides. These are higher, and seemed populated by

snappers with HUGE lenses. That smacks of over-compensating to me, though I will take a camera next time: using the phone's camera, with slowish "trigger" meant catching many pics of kite tail-feathers as they zoomed off out of shot. I might manage a pic of a kite feeding on the meat, but as they do this on the wing, tucking their beaks between their legs, it will take some luck.

Dinner that night was at the Lamb & Flag pub in the town (excellent chicken Korma and Stilton cauliflower). There is a wide choice of eating- and drinking-places, since Rhayader is said to





# Updated Ride Details – Sunday 1st June

Unfortunately Jim can no longer lead the ride scheduled for Sunday 1st June.

Neville has kindly offered to take over this ride...

"Same start point and time. No idea where we are going yet but full tanks to start please. Looking for a tail end charlie if anyone wants to volunteer then can they please let it be known." – Neville.

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## Freewheelers EVS Invitation Ride and BBQ

**Freewheelers are holding a ride and BBQ on Saturday 5th July 2014. Members of local advanced motorcycling groups, whether Freewheelers or not, are invited to take part in this event and will be most welcome.**

This ride is open to those who have an advanced motorcycling qualification; Rospa (Gold or Silver), IAM or Police. Pillions are also welcome. Family and friends are welcome to join us at the BBQ.

The details are as follows

**Date:** Saturday 5th July 2014

**Time:** Pre-ride brief at 09:15hrs. Please arrive in plenty of time to register and use the local [facilities](#).  
**Meeting point:** Car park by MacDonalds in Yate, BS37 4PW.

**End of ride and BBQ:** King William IV, Tunley, BA2 0EB. Estimated time of arrival 13:00hrs.

**Length of ride:** Approximately 105 miles.

**Fuel:** No fuel stops are planned so please arrive with full tanks. There are a number of petrol stations in Yate close to the meeting point. There are some petrol stations within 5 miles of Tunley.

**Toilet break:** Mid-ride at Hilliers Yard, Marlborough. There is no charge for motorcycles using the car park but please fill any motorcycle bays first. Please park 2 to 3 motorcycles within the marked car bays.

**Registration:** There will be a sign-in sheet at the meeting point. The details required will be: name, group, bike, registration no., mobile phone no., emergency contact person and their telephone no.

**Hi Viz:** The ride marshals will be wearing pink hi viz for easy identification. It would help if other riders and pillions would avoid wearing pink.

**Route marking:** The marker or drop-off system will be used to indicate the route so that each rider can go at their own pace. If numbers require, then more than one route will be used.

**BBQ Pay As You Eat:** As Freewheelers are a charity funded by sponsorship and public donation, we are unable to cover the cost of the BBQ out of the charity's funds. Therefore, you will be expected to pay for your own food and drink.

**Estimate of numbers:** About 1 week before the event, the contact person for the various groups invited will be asked for an estimate of numbers attending the BBQ to help with the catering. If you belong to more than one group (including Freewheelers) then please only register your likely attendance with one group so we don't have an over-estimate through double-counting.

**Disclaimer:** Freewheelers EVS, the event organisers and the ride marshals accept no liability for the event. Their only responsibilities are to indicate the route(s) and to provide the venue for the BBQ. Each rider is responsible for their own legality and suitability to ride, motorcycle legality and ride behaviour. Riding to an advanced standard observing all Road Traffic Acts and the Highway Code is expected.

We publish the above article for the interest of members – it is not a recommendation or endorsement. You must make up your own mind if you think it suitable for you.

# Parish News

– The Vicar

## 2014 Club Bashes

Further to a cancellation, there is a place available for someone in a shared room to come with us to Cornwall on Stuart's long weekend away from Friday 20th to Monday 23rd June, inclusive. We will be staying in Falmouth, as previously, and Stuart will organise the routes down and back, together with rides out on both the Saturday and Sunday. If you are interested in joining us, please contact Stuart straight away. It promises to be a great weekend away.

Arrangements for the Club bash to the French Alps in early September are progressing with accommodation now confirmed. Just the routes down and back and ride outs whilst there to go now. There are five of us booked, but we may be able to squash someone else in if you are interested and get back to me really quickly.

## BikeSafe

We had a really good day with the new Club Gazebo at the national BikeSafe day at Castle Combe on Saturday 12th April, indeed we ran out of some of the literature to hand out by mid-afternoon. The location of our gazebo was excellent as was the weather, which all contributed to the day. There should be a proper write-up with photos elsewhere in this issue, so I'll say no more here.

## Rides

Unfortunately both Club rides during April were cancelled due to the bad weather, but fingers crossed things will now improve and that won't be necessary for the rest of the year. June is a busy month with many rides in the calendar, so I'm sure you can find one you would like to go on.

## Karting

The Club karting event took place in Cheddar on Saturday 10th May and was followed by a meal. We had twenty-one people booked and it was a great success. Hopefully someone will have done a write-up with a few photos...

## SMIDSY talk

Stephen Wilkinson-Carr of the Gloucester RoSPA bike group came along with his presentation on SMIDSY type accidents (Sorry Mate I Didn't See You) on Wednesday 23rd April. Twenty-two of us went along to see what we could learn, and it was both interesting and educational to understand some of the issues behind these events. With any luck, we will be that bit safer out on the road from now on.

## Congratulations

I would like to congratulate Adan for passing his IAM test and then getting a silver pass on his first RoSPA test a few weeks ago. Adan joined the Club training course last spring and went on to do some one-to-one training afterwards, culminating in these tests. A great result. Well done Adan!

## Welcome

Finally this month I would like to welcome Dave to the Club. Dave lives in Portishead and rides a BMW R1200GS. He is a friend of Morton and they have both been brushing-up on their riding skills and knowledge on the current Training Course. We all extend a warm welcome to you and hope to see you out and about with us on other Club events.

### Something to say?

Please don't be shy. E-mail [editor@aamc.co.uk](mailto:editor@aamc.co.uk) And send some photos in too!



# Letters

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## CORNWALL TRIP

Dear All,

I have received the message below from Stuart about a spare place that has become available on his forthcoming Club trip to Cornwall.

If anyone is interested in going and hasn't yet booked, this may well be the opportunity to get a place at a good price.

Simon.

One place has become available on the club bash to Falmouth, Cornwall between 19 and 22 June 2014.

The room is a shared twin, shared with Steve, and the share of costs is £112.50, which includes a £25 deposit. That has been paid by Christopher and he is prepared to negotiate with a replacement. What an opportunity!!

Anyone interested should initially contact Christopher to agree on costs.

Once agreed please send us your contact details by email, including address and mobile number.

Best wishes  
Stu & Sue

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## SKILLS DEVELOPMENT COURSE – FINAL SESSION

Dear All,

I think you already know I can no longer attend the final theory session date on the training course (22nd May) as I will be working away.

A couple of weeks ago I sent around a note suggesting some alternative dates, and have now received replies from everyone (just about).

The best date for the most people is Wednesday 14th May.

Unfortunately two people cannot make that date, but the other dates had a greater number of people who couldn't make them, so I have been forced to compromise.

I'm sorry if you have been negatively affected by this.

Please will you therefore note the date change from 22nd May to 14th.

Hope to see you on 8th May when Geoff Gregor – RoSPA Examiner – will be coming along.

Thanks very much.  
Simon.

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## HOTEL FOR MOTORCYCLE TOURING

We have found your contact at the BMF club list.

Our hotel in Portugal has excellent conditions for motorcycle tourists such as, private and secure parking for motorcycles, laundry service, swimming pool and bar. We are at the centre of a wine and gastronomy region, served by wonderful country roads that will please you for sure. Please check it at <http://www.alegrehotels.com>

Also, we are near the main road that connects Oporto to Lisbon and Faro and, we are just 25 Km south of the city of Agueda, were it is usual to be the FIM MX1/MX2 Motocross World Championship

We are part of a network of small hotels with similar characteristics and can help you plan your motorcycle vacations all around the country.

If you wish to know more about the special conditions that we can give to motorcycle tourists, please get in contact with us. We will be pleased with your contact

Best regards  
Nuno Alegre

Head Director  
Alegre Hotel - Luso

mob: 00351914738389

# Diary

## May

### Sunday 18th

**Simon**

Club Ride to the Ace Café, London for their Spring Sports Bike Special. 8:45am start.

### Thursday 22nd

**Steve**

Evening Ride. 6:45pm for a 7pm start.

### Sunday 25th

**Mark**

Club Ride. 9:45am for a 10am start.

## June

### Sunday 1st

**Neville**

Club Ride. 9:30am for a 9:45am start.



### Friday 6th

**Jaimie**

Evening Ride. 6:45pm for a 7pm start.

### Thursday 12th

**Stuart**

Weekday Ride. 9:45am for a 10am start.

### Sunday 15th

**Carenza E**

Club Ride. 10:45am for an 11am start.

### Wednesday 18th

**Sue**

Evening Ride. 6:45pm for a 7pm start.

### Friday 20th to Monday 23rd

**Stuart**

Club Bash to Cornwall. Pre-booking with deposit required before Jan.

### Thursday 26th

**Simon**

Evening Fish and Chip Ride to Shepton Mallet. 6:45pm for a 7pm start.

### Sunday 29th

**Mark**

Club Ride. 9:45am for a 10am start.