



# TREADS

www.aamc.co.uk

The March 2018 Newsletter of AAMC

## Editor's Bits - Morton

Scooters? - my only experience of them is pillioning at the age of 11 on a 125 Lambretta (like this one, but immaculate after Dad's respray):



ridden by my 20-year old sister. Her first bike was a Matchless, from memory similar to this one:



but her (over)confidence on it spurred our father to get her something more staid. I remember enjoying a Cardiff Vespa Club rally on the Lambretta, and coming off it (no great harm done) on the way back to South Wales from a holiday in Bournemouth.

What prompted this reminiscing? Reading Michael Neeves' article in the last-but-one MCN entitled "This thing's a real pleasure". After 16 years of riding every new bike - and race bikes including Rossi's Yamaha - Neevesy has fallen in love with a 45bhp Yamaha TMAX DX scooter.



(Pic from his blog, link below)

He says it's given him more pleasure than any two-wheeler he's ever owned! So, scooter-riding members (you know who you are), you're in excellent company!

[https://twitter.com/Neevesy33?ref\\_src=twsrc%5Eego%7Ctwcamp%5Eserp%7Ctwgr%5Eauthor](https://twitter.com/Neevesy33?ref_src=twsrc%5Eego%7Ctwcamp%5Eserp%7Ctwgr%5Eauthor)

Minutes of the latest Committee meeting and the AGM are at the end of this *Treads*.

## Parish News - Simon

This month I'd like to wish a warm welcome to new members Charlie Watkins & Alan Webber. Charlie, who is Nigel D's brother-in-law, lives in Frenchay and rides a BMW R1200GSA. Alan lives in Downend and rides a KTM 1050. Both have booked on this year's Skills Development Course, and we hope they will also become regular

riders with us and support our other events.

If you are one of the few members who still like to receive Treads in the post, then there should be a 2018 Club Diary of Events and also a BMF membership card in the envelope with this issue. If you receive Treads via e-mail, your Diary and BMF card should arrive with you in the post over the next few days. Hopefully you will find a good number of rides throughout the year, together with a few other events you can attend. Thanks very much to Helen for working hard to put it all together again this year.

Those of you who know me well, know that I am the carer for my 92 year-old father. In the past couple of years he has had a few health issues, the most recent being his third hip replacement, and these have meant an ever-increasing dependency on me to carry out lots of straight-forward, but time-consuming, tasks for him. As we all know, there are only a certain number of hours in the day, so the time I now have available to do Club work has been much reduced. It is for that reason I have been forced to look closely at what I do for the Club and I am now putting out a request for help. Firstly I intend standing down as Chairman at the AGM next year, so I have a year to try to find a member who is prepared to take-on that role. I will be approaching one or two of you to see if I can persuade you to help, and would also be delighted to hear from anyone who thinks they can. The other thing I need to step back from is my role in 'fielding' enquiries on behalf of the Club. Most of these are on e-mail from the Club website and Facebook, but there are a very few telephone calls as well - usually just two or three a year. If you think you can give me a hand with any of these tasks, I would be really grateful. Please get in touch and we can have a chat about it.

Thanks very much.

## 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. As seen on TV

There's no such thing as a free meal, especially in the legal world.

*A driver pulled out in front of me at a T-junction. I had right of way. The driver clipped me, and I landed hard on my right hand side, breaking my forearm and collar bone. Both have healed up pretty well.*

*The police did not prosecute the other driver, but advised him to take a driver improvement course which he did. So far, so easy. I instructed a law firm I saw on daytime TV and they were happy to take the case on and would not charge me anything. Most other firms wanted to take 25% of my award so I made a decision which I thought was a no-brainer.*

*They told the other driver's insurers about the claim and now the other driver is alleging speed against me, something he never said to the police, and they are saying that I should have my claim halved. The daytime TV lawyers seemed very unwilling to push my case on or even get the police report.*

*The police clearly thought the other guy was to blame and now I am left being told to take half my compensation and half the repairs to my bike, and Ducati spares do not come cheap. But the person representing me who describes herself as a "litigation assistant" has said that as the police did not prosecute there must be something in the speed allegation so I should follow her legal advice and accept a 50/50 split. Am I being done over here?*

### Answer

In short, yes you are. And in life usually if a service is free it is because it is worthless. These claims factories are not

charities. If everyone is charging 25% and these people are not then ask yourself why. You have not got "legal advice" from anyone.

The police do not decide who is to blame for a collision. Moreover no such inference could ever be drawn from the police offering a driver improvement course. The police would never suggest a driver improvement course implies the victim is to blame. This is Grade-A cobblers.

The allegation made is that of speed. Your daytime TV specialists have not even got a police report, so I cannot tell you whether or not there is any evidence of speed against you, but let's work on the assumption there is not.

The driver of the car will have to show that on the balance of probabilities it was more likely than not that you were speeding. The mere fact that you were on a motorbike is not of itself proof of speeding. I also note that your bike is repairable and your injuries are fairly typical of a low speed tumble. I have broken my own collar bone at 20mph on a dirt bike.

The fact that your daytime TV claims-monkeys (I won't call them solicitors or lawyers because I doubt your case has ever been near a lawyer) have said that they will do the work without touching any of your award suggests they are limited to a set fee, without going to court, which for injuries like yours is unlikely to be more than about £1,100 if they bottle it now.

Therefore if they take a 50/50 now and do no more work they will be getting rather more per hour back than if they take your case on to trial. I know the outfit you are dealing with. They have a terrible reputation for falling at the very first hurdle, and insurance companies know this. They have no lawyers. They do not know how to take a case to court because going to court requires some basic lawyering skills. Pressing buttons on a

computer and talking rubbish does not require any skills.

At the very least you are entitled to ask for an opinion from a qualified lawyer, or say to your current claims-monkeys that you are not willing to follow their advice, and unless they have an opinion from independent counsel setting out why they advise that you should take a 50/50 split on what amounts to an allegation, not evidence, then you will take your case away from them and give it to somebody who actually has the skills, knowledge and bottle to take your case to trial.

The fact that the other driver was willing to take a driver improvement course is certainly something which assists your case but it does not prove liability. All it means is that the driver accepted he did something wrong and a driver improvement course would probably be a good thing for him. It is not the same as a criminal conviction, which is admissible in evidence and carries the presumption that the criminal conviction, if relevant (as would be in this case for driving without due care), is taken as proven and primary liability really cannot be argued. Acceptance of a driver improvement course is not "proof" that the other driver is in the wrong.

Insurers know who the claims-monkeys are who will accept a ridiculous offer such as this, or settle at a massive under-settlement, simply so that they can get their fee. Unfortunately you have got one of these organisations, and the best thing you can do is get rid of them and go to somebody who actually knows what he or she is doing. You got something worthless so no wonder you didn't pay for it.

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

## **2. Snow and ice on the roads**

If you come off your bike due to ice on the roads, who's at fault? Andrew Dalton explains the laws behind council responsibilities for gritting highways.

For Scottish readers, your law is different so this is aimed at English and Welsh riders. The Scots' law on ice on the road is, as I understand, fairer on the road user, but it is very dangerous for me as an English lawyer to start dabbling in Scottish cases.

If you take a road bike out in icy conditions, you are either some kind of riding god, or are mental. I do, however, appreciate the readers of *Adventure Bike Rider* are more likely to be taking their bikes out on the lanes in ice, because knobbly tyres along the lanes work perfectly well. I will admit to having taken my dirt bikes out in fairly deep snow, and had an enjoyable, but a freezing cold couple of hours.

Following a landmark House of Lords decision (*Good v Sussex* 2000). Parliament reinstated the duty on Highways Authorities to control and manage ice and snow on the roads. This means councils must ensure, so far as is reasonably practicable, that safe passage along the highways is not endangered by ice or snow.

The form of words is really important. If you come off in icy conditions, the Council must prove that it has made reasonable efforts to keep the roads free from ice. If you fall off on a byway because of snow and ice, the Highway Authority has no duty to maintain those because they are roads along which vehicular traffic does not customarily pass. The Council must have reasonable plans to keep highways passable in ice and snow, but the further you fall down the highways hierarchy the lower the duty becomes (a motorway is a different proposition to an A-road which is different to a B-road etc.).

In a nutshell, if you slide on ice on blacktop roads, you must prove that it was ice on the road that caused you to slide. This is not specially difficult to do, particularly if you are not badly injured. A smartphone picture is usually pretty good evidence. Photographs showing thick frost on the road, the Police report describing

the condition of the road, or witnesses saying that the road was icy will all discharge this burden. That is the easy bit.

The Council then has to prove that it took reasonable steps to keep the roads safe, which means producing their cold weather plan and showing that they had a system in place to deal with ice and, most importantly, whether the road on which you fell was part of the gritting plan, or if it wasn't, why wasn't it, and was there good reason why it wasn't. Judges are, in my experience, usually pretty sympathetic to overstretched Highways Authorities. The court system has been cut just as hard as local authorities, and judges are aware that there is not a great deal of money to go around.

There is no defence in law to say, "we as a Council did not have enough money to grit the roads, so we did not grit them". All the Judge has to decide is whether or not the plans for gritting the road were reasonable, and whether those reasonable plans were carried out. There will usually be a well-documented plan as to what to do when the ice warnings go out from the Met Office. It does not have to be perfect, not every road has to be gritted, and if there is thaw and refreeze, following a reasonable attempt at managing ice on the roads, the local authority will not be found liable.

My own track record in running these cases shows how difficult they are. I have taken three since the 2000 law change: I won one, and that was on a technicality. The Highways Authority could not produce the man who drove the gritter, so could not prove the A-road had been gritted, and the injured motorcyclist was pretty close to the dream claimant; a man of mature years who was a highly trained and professional motorcyclist, who came across excellently in court.

The other two I pulled once the 'ice plans' were sent to me. It seemed that they were reasonable, and whilst they failed, I took the view that we were going to lose at trial. As a simple rule of thumb,



if you insist on riding your bike in sub-zero temperatures and you come off, running your case against the council for failure to grit the road is not easy, and councils know that the courts start from a position of sympathy to them.

The higher up the 'hierarchy' the road is, the easier your case becomes. Running a case on a trunk road for a failure to manage ice is a whole lot easier than a minor road. Reasonable does not mean perfect, and the law is very slow to impose absolute duties. The presence of ice is not proof of an unreasonable system.

Andrew Dalton, [Adventure Bike Rider](#) 15 Feb 2018

## Beast from the East? No worries

When Simon had to cancel the Hay-on-Wye ride recently, Nick sent him this email:

**Subject: Re: Sunday's Club Ride**

Aw, I just finished getting my bike ready for the ride!



## Paul

Member Paul had a nasty bike accident last year, but is doing well. He sent Simon the following message:

*Hi Simon*

*Good to hear from you.*

*We are both keeping well thanks, although things are rather chaotic at*

*present as we have the decorators in. My arm and hand have progressed well and it looks like I won't need any further operations. I still have a problem with the nerves in my feet so I still walk like a drunk but why change the habit of a lifetime??!?*

*It is very kind of you to send me Treads so that I can keep in touch with you all.*

*I hope the AGM went well.*

*My regards and best wishes to all.*

*Paul*

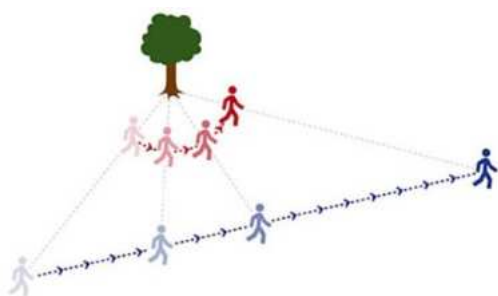
## View from the Saddle – Chris

**Motion Camouflage** is the explanation of why motorcycles and motorcyclists appear invisible to car drivers in certain circumstances. Being seen is not just about wearing hi-viz, and appropriate lane positions. Perhaps you've never been made aware of the dangers motion camouflage creates. It's important for motorcycle riders to be aware of these issues not just from the point of view of not being seen by others but in relation to failing to see potential dangers ahead of themselves.

Motion camouflage is a dynamic (Dynamic = a force that stimulates change or progress within a system or process) type of camouflage by which an object (you the motorcyclist) can approach a target (car) while appearing to remain stationary from the perspective of the target. So says Google! The way it works is while the approaching object ("the attacker") remains on the same line of travel between the target and some landmark point, it seems to stay near that landmark point from the target's perspective. The only visible evidence that the attacker is moving would be its angle and its "looming" - the change in size as the bike approaches. Add that to the way in which our eyes work, by taking snapshots of our field of vision and the brain filling in the gaps. If we are in that "grey area" part of

the bit that the brain fills in, we will not be seen. Standard Joe Bloggs will not expect to see us so his brain will not put us in his consciousness. We have to find a way of becoming a focal point of his vision.

In the animal kingdom motion camouflage is used by predators to sneak up on prey. Recently biologists confirmed that dragonflies use it in their predatory flight paths. When hunting, the dragonfly keeps on a line between a fixed point in the landscape and its prey. If the prey moves, the dragonfly moves with it, keeping the fixed point directly behind it at all times – effectively hiding it from the prey. This works because the outline of the dragonfly remains in the same place against its background, making it hard for the prey to detect its movement. At some point close to the prey, the dragonfly “looms” into view. But it’s too late for the prey. In the diagram below, although the red person moves in the background, the path used by the blue person gives him/her the feeling that the red person is stationary.



This is why so many drivers pull out and then stop, frozen to the spot. It's this sudden change in size which alerts the eye to the approaching object. Unfortunately for the motorcycle rider, the unclocking effect of looming occurs when the moving object is very close to its target.

There are a number of ways you can increase your visibility. There are a few physical measures we can take to increase our presence on the road and down to personal choice depending on your level of paranoia, eg, Hi-viz items, headlights and adding running lights.

A small aside, do running lights increase our visibility? - logic says yes, more lights = higher profile. Or does it mask the silhouette of the bike making it unrecognisable to the average

Joe and therefore not register as an approaching bike? And therefore dismissed as no hazard.

Our positioning is also a factor in being seen. Let's take the situation we are approaching a junction to our left, there's a car sat waiting to pull out across our path. It has been suggested that we weave as we approach the potential hazard. Changing position by means of fast left/right wobbling. I don't subscribe to the weave approach, you don't need to be bobbing about when you should be primed to brake hard and/or avoid the encroaching car. Keeping the bike at its most stable would be my priority.

My preferred approach when a vehicle is presenting a hazard is instead of driving to meet it I'll adjust my direction of travel. Not by a sudden swoop but drifting to my right a couple of feet in my lane, further if I feel the need and is safe to do so. This has two benefits. It will increase the space between me and the lurking vehicle. This also changes the direction of travel slightly from that of the approaching vehicle; crossing their field of vision or line of sight instead of riding toward them, you are moving away and creating movement on a different plane. With many cars equipped with daytime running lights our own headlight can be lost in following traffic. This movement hopefully will take us away from that and draw attention to us as we are travelling in a slightly different direction than the following traffic. It's by no means a solution to the SMIDSY scenario. I drive a five and a half tonne, bright yellow truck with more lights on it than Blackpool seafront and you will not be surprised to hear that were it not for a touch of anticipation, ABS and a huge slice of luck there would be a few car drivers in hospital thinking to themselves, “How on earth did I not see that coming?”

## Ridethecounty

Hi Simon,

I am organising the fifth Ridethecounty event on Saturday May 19<sup>th</sup> in aid of the Air Ambulance, and would like to cordially invite you and your members to join us on the day, particularly as we have a start point in Chippenham, which I know is right on your

patch, and a few checkpoints in the Wiltshire and surrounding counties area.

The event this year takes the form of a treasure hunt; We have 25 clues at individual checkpoints, although you don't have to do them all, just pick as many as you feel fills your ride. With 3 other start points, riders will then make their way around their chosen route and all end up at the Mason's Arms, Brize Norton for a pint and a BBQ.

In the last 4 years we have raised nearly £20k and have expanded the event every year in various formats, this year covering up to 6 counties, depending on your chosen route. Entry is a minimum of £10 per bike and we do encourage sponsorship, although it is not mandatory. The object of the day is to facilitate a good day's riding, have a lot of fun and raise some money in the process.

All of the 4 start points will have food and refreshments available to fuel you up before your ride.

Please let me know if this is of interest and give me a shout if you need any further information. Any help you can give with spreading the word would be appreciated.

Regards,

Paul Long

[www.ridethecounty.org.uk](http://www.ridethecounty.org.uk)

[www.facebook.com/ridethecounty](http://www.facebook.com/ridethecounty)

## Eddy's Approach to Racing

*- Pembrey Rounds 12 and 13*

More water, more bridges and so along comes Pembrey. Since my return at Castle Combe I have ridden a great track day in pretty appalling weather conditions as well as 3/400 hundred miles of track distance on The Nürburgring with my unwitting sponsors Ann and Neil Leigh of AEAventures . I was approaching Pembrey with high expectations and impatience. It turned out to be a curate's egg. Saturday conditions were perfect, I rode solidly, still at the rear end, to be sure, but feeling much more in control - carrying a lot more speed into some of the corners, confidently loading the front and generally able to plan and make choices.

On one lap, coming down the straight into Hatchets Hairpin my eyes flicked for a nanosecond to the dash to see 150mph reducing - my highest straight line speed to

date - then all those down shifts into the hairpin, a rhythm that defeated me on pretty well every lap. Memorably for once I dropped in and let the bike just roll round and exited on proper power, shifted up one for Spitfire, curving round to enter Dibens, up one again, only to find in hooking my foot under for the up-shift, it just clipped the lever to perform a seamless clutchless down shift -with no slipper clutch to soften the blow, there was a momentary rear wheel lock. Fortunately my fingers were already on the clutch lever in expectation for the up shift so disaster was averted and on we go into Paddock and the Esses, a combination that was a pleasure. My other favourite combination, once I had watched the others sort Honda curve, was the Woodlands/Honda section, where I was confidently entering Woodlands at around 120. Hatchets and Brooklands hairpins, however, defeated me and left me way behind the actual race at a best lap time of 1.18 as against the pack at around 1.05 - 1.10. The Blighs and Jefferys of this world do 1.01. My inadequacies on Hatchets were (at least) twice shown up: once by the rider behind using the run off (and rejoining) and second by Darren Wilson, the charming Chippie from Cirencester having to take an ambitiously tight line - both came over to apologise for their errors! The first claimed he over-braked his talent and second just acknowledged the event - bit of a change from the Donnington 'incident' which I am constantly told was highly unusual.

Patrick Rule, my weather Guru, forecast rain for the Sunday and wasn't he right?! Unfortunately for me in spite of my great wet track day I was totally useless - not just a moment of instability with the machine, I could not relax and push on to be that close - and I reckoned I was a liability out there. I decided therefore to run each session until Ciaran Bligh and the quick boys lapped me and then retire out of the way. Writing today I half regret that decision - but only half. When training with IAM Roadsmart we generally have the thought that there is little point in following a trainee who is making repeated errors - better to stop, EXPLAIN, DEMONSTRATE and then have the trainee IMITATE. As a consequence I have managed to book into the season's last California

Superbike session of the year on the 8th September – thanks Wendy.

## Bike Book Project

We received this request recently:

### CALLING ALL BIKERS

I'm looking for contributors - men and women of all ages - for a book project connecting owners and their bikes. Whether it's your daily driver, old classic, racing bike or just the love of your life, what counts is the story that connects you and your machine. The only two stipulations are that you must still own the bike and live in the UK. If this piques your curiosity please contact me on the email address below with a brief description of what makes your bike so special to you. Many thanks, look forward to hearing from you.

Subject - Bike project

Email - [jon@jonhall.co.uk](mailto:jon@jonhall.co.uk)

## Diary of Events

New items in red

### March

**Saturday 24<sup>th</sup> - Easter Bunny Ride** for Children's Hospice Southwest. Meet at Fowlers at 9:30am for a 10am start, riding to the hospice in Wraxall. Easter themed fancy dress highly encouraged! Suggested minimum donation on the day is £5.  
<http://fowlers.bike/donate>

Everyone taking part will receive a £5 voucher to spend in-store on purchases over £25, a creme egg and a hot drink from the registration tent.

**Sunday 25<sup>th</sup> - Jack Ball Chase** time trial, Fry's Bottom Lane, Chelwood, Bristol. 10:30am start  
01275 833491

**Sunday 25<sup>th</sup> - Cotswold Cups Trial**  
Butchers Arms, Stroud, Glos; 01453 882461

**Thursday 29<sup>th</sup> - Club Ride to Exmoor**  
Meet at \_\_\_\_\_  
\_\_\_\_\_ at 9:45am for a prompt  
10am start.  
**Stu Bullock 07711 898178**

### April

**Sunday 1<sup>st</sup> - Haynes Breakfast Club**  
Sparkford BA22 7LH

**Saturday 7<sup>th</sup> - Club Ride** to Croome Park, Worcestershire. Meet at \_\_\_\_\_  
\_\_\_\_\_ at 9:45am for a prompt 10am start. Bring your National Trust membership card (if you have one).

**Stu Bullock 07711 898178**

*Apologies for non-existent date in last Treads - Ed*

**Saturday 14<sup>th</sup> & Sunday 15<sup>th</sup> - Prescott Bike Festival**, Gotherington, Glos GL52 9RD,  
[www.prescottbikefestival.co.uk](http://www.prescottbikefestival.co.uk)

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

Meet at \_\_\_\_\_

\_\_\_\_\_ at 10am for a 10:15am start.

**Jim 07759 943897**

**Sunday 29<sup>th</sup> - Club Ride**

Meet at \_\_\_\_\_

\_\_\_\_\_ at 9:30am for a 9:45am

start.

**Nigel 07788 442428**

**Sunday 29<sup>th</sup> - Sarum Spring Bike Show** in aid of Wiltshire Air Ambulance, Laverstock and Ford Sports Club, Salisbury SP1 1QX  
Tel: 07921 854834

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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.



**Minutes of the AAMC Annual General Meeting - Held at The New Inn, Farmborough on Tuesday 27th February 2018**

**Present:** Keith & Val, Tim, Al, Eddy, Nigel, Jaimie and Sandra, Simon Gough, Sue, Mark & Helen, and Andy. In addition, Paul joined via telephone.

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.
2. Apologies for absence: Apologies were received from Dave Harding, Brian, Elaine & Morton, Andy & Caroline, Carezza, Tony, Chris, Joy and Rick, Tom and Rich.
3. Training Report – Simon reported that 8 members had attended the Skills Development Course in 2017 and there was a reduction in the amount of follow on training required. He thanked the trainers for their time and commitment. The dates for 2018 have been set and the dates will be published in Treads. The theory evenings are to be held on a Wednesday this year.
4. Events Report – Helen thanked all members who had helped with events, rides or bashes. She reported that the Diary for 2018 was in preparation. The 2017 Plug and Grub and the 2018 curry night were deemed a success by all who attended. In addition, the Bimble ride in 2017 was very popular and will be repeated in 2018.
5. Webmaster Report – Mark reported that the Facebook page runs itself and there were 53 members in the group. Nigel adds Treads to the website when sent to him and will continue to do so. SMH to delete the applications to join the f/b group from non-members, once they have been dealt with.
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 pleasing to note that the balance in the account at the year-end had risen. 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 and seconded by Nigel D. The vote was unanimous.
8. Election of committee members:  
Committee positions were nominated and voted on separately. The votes to elect the following into positions were unanimous, with the exception of Webmaster, which remains vacant.  
As a result, the committee members are:
  - a) Chairman ..... Simon Gough
  - b) Vice Chairman ..... Keith
  - c) Secretary ..... Su
  - d) Treasurer ..... Su
  - e) Training Co-Ordinator ..... Simon Gough
  - f) Events Co-Ordinator ..... Helen
  - g) Publicity Officer ..... Chris
  - h) Editor ..... Morton
  - i) Webmaster ..... Vacant but still with co-opted help from Nigel
  - j) Ordinary Committee member(s) .... Paul, Jaimie, Sandra, Jim, Al
- 9) AOB:
  - Eddy raised the issue of BAM and AAMC working more closely together. This was something that was discussed at the last committee meeting and will be considered again in the future.
  - Eddy also brought the Club up to date on his machine handling skills day at Castle Combe. There are places for 50 riders and 76 have so far expressed an interest. The date of the event is 14th June and Eddy was grateful for the Club publicising the event.

The meeting closed at 20:25

**Minutes of the Committee Meeting**, Thursday 8th March 2018 at 7:30pm at The New Inn, Farmborough

1. Present: Helen, Simon, Sandra, Jaimie, Jim, Keith.
2. Apologies for absence: Al                      Mark                      , Paul                      , Sue
3. Website: Nothing to report in addition to that discussed at the committee meeting on 20th February or the AGM. Nigel                      is happy to continue with the task of updating the website as required but not as a committee member.
4. 2018 Diary: Helen reported that it is completed as much as it will be. It will be distributed with the next edition of Treads.  
Keith said that Mendip Gliding Club hold taster sessions in the summer. This will be investigated as an extra evening event.
5. Biker Down / BikeSafe & other events  
Summary of what was discussed previously:  
  
Biker Down & Bike Safe – dates as previously noted.  
  
'Ride the County 2018' treasure hunt – details will be put in Treads.  
  
Air Ambulance show at Bradley Stoke – club to make £50 donation but not to attend the event.  
  
National Rally on 7th – 8th July – Simon had been contacted by the BMF with regards to manning a checkpoint at Chipping Sodbury. The matter was discussed and no further action will be taken due to issues concerning the potential location / obtaining the required permission and the lack of benefit for the club.
6. Complaints procedure  
The club Ride Rules contain guidance on appropriate behaviour but there is nothing in place if there is an unsatisfactory outcome.  
  
Al                      as agreed to look into this. Helen and Sandra have offered to help him draw up a procedure if he desires. Whilst not wanting to direct Al, it was agreed that the basic parameters should include having a time limit, any dispute should be evidence based and that there should be a panel to look into it – possible of 3 people, including a non committee member. This should be a last resort option. Simon will apprise Al of these.
7. Committee positions  
Simon announced that he intends to stand down as Chairman at the 2019 AGM due to increasing personal time constraints. He will consider possible replacements.  
  
Currently, Simon performs multiple roles of Chairman / Membership & 'Commercial' enquiries / Training Co-ordinator. How this is to be split and redistributed is to be considered.  
  
An article will go in Treads ASAP to make the club aware.  
  
Simon has also been contacted by Andy                      who has re-joined the club and is happy to taken on the Webmaster role. He spends the winter in GB and the summer in Spain but the role can be performed remotely.
8. Bashes & SDC 2018  
Nothing extra to report on the Bashes.  
7 people have enrolled on the Skills Development Course and there are 2 possible extras so far.
9. View from the Saddle review: Following personnel changes the list needs to be updated:  
March – Chris, April – Simon, May – Jim, June – Jaimie, July – Helen, Aug – Keith, Sept – Al  
Andy Bourne is to be approached re. October Treads.
10. AOB: None.
11. Date of next meeting: 15th May at the New Inn.

Meeting closed at 21:10.