



# TREADS

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The JUNE 2021 Newsletter of AAMC

## **EDITORS BITS – Stu Bullock – 07711898178**



*Filming at Rockingham*

In some ways the wet and cold May has done me a bit of a favour. I didn't tax one of my bikes = saving. I didn't ride the other one = saving. I've spent a fair time plastering, painting and tiling our dining room = spending. Do the figures match? Not a chance, but I got the DIY out of the way mostly in the wet.

I read that Mr Shapps has again said that Smart Motorways are safer than conventional Motorways, repeating the mantra put out by Highways England. The accident stats do not make good reading, neither do comments from a number of Coroners. However, he has indicated that no more Smart Motorways will be built without the technology to detect stationary vehicles in place and working and the emergency bays will be placed more frequently, as was the agreed spec when these motorways were first decided on. My advice is to find out where SM's are and understand fully what you should do when the hard shoulder becomes a running lane, and what is different when there is no hard shoulder at any time. If an emergency causing the machine to slow or stop occurs while a person is riding on an SM, there are virtually seconds to make decisions before that rider is swallowed up by following traffic.

**The Motorcycle Industry Association (MCIA)** has produced some amazing statistics for vehicle sold during May 2020 and May 2021. I've abstracted a small number of figures below.

In May 2020 reported sales of mopeds, motorcycles, tricycles and scooters was 5,394. Motorcycles alone, 4,965.

In May 2021, reported sales were 13,395. Motorcycles alone 12,629, an increase of 154.4%. Crikey, no wonder the beaches are full.

## **WELCOME – Simon Gough**

This month I would like to extend a warm welcome to new member Jason who lives in Peasedown St. John and rides a CBR600F. Jason has already ridden out with us on our first 'diarised' ride of the year into Wales, and we look forward to seeing him again very soon.

## **TREADS - NEXT SUBMISSION DATE**

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 the next TREADS, can you please ensure that they reach the editor ([editor@aamc.co.uk](mailto:editor@aamc.co.uk)) at the latest by;

### **FIRST WEEK OF JULY 2021**

Submissions accepted:

- In MICROSOFT WORD format. (May be edited to fit available space).
- Photo's as separate JPEG files, not embedded in the text.

**We publish articles for the benefit of members – none are an endorsement or recommendation unless explicitly stated. You must make up your own mind if you think something is suitable for you.**

**SUPER DREAM COME TRUE – Eddy Lambah-Stoate.**

I know.... I know, everyone comes back with a story- but mine's the only one that matters! – Darley Moor Bar t'At. BHR Rounds 1&2 cancelled but Rounds 2&3 saw me and the Super Dream having a first visit to this 'old time' circuit. Geoff Knolls (right in pic) one of the regulars told me they had only recently put a roof on the brick s\*\*t house – well breeze block actually.

When I tried my hand at club racing in 2017 aged 70 one of the things that hit me immediately was the generosity of spirit that pervaded the paddock – I have to say that it faded somewhat on the circuit where testosterone and horns sprouted.



At Darley Moor I found less of the latter and easily as much of the former.

We had rain, lots of it – Saturday I managed a practice – all well mechanically but struggled with gear choice and finding a line on the hairpin.

The first race saw me out on the mixed grid only to find as I returned to the start line after the first lap that the rear set gear linkage had sheered.

Limped back to the trailer ready for home when Keith (Latheron, right in pic) walked across – 'What's up?' I showed him the damage – 'Ah, we'll soon sort that out'.... and he's gone. Apparently, the sidecar boys tend to bring complete workshops with them.



As it turns out scooter man Dave in his spacious canvas garage had gas bottles and brazing gear and brazed on a parallel bar and we're back in business again.

And how did we do? – the results are public so there's no hiding place – not too well is the answer. Apart from a 350 Velocette the Super Dream is the slowest on the straight. 90mph max. Apart from that I struggled to find a way to corner effectively on a machine with so little power coming out the rear end. I had one eureka moment sneaking under a bike on the hairpin, only to have it ramp past on the straight never to be seen again, I guess he had missed a gear.

On the plus side I was consistently reducing my lap times from mid-1.40s to low-1.30s and by Sunday I also managed to be lapped only by those in the faster class who were lapping at low 70's mph against my 60 at best and who mathematically at 1.14s lap times were going to pass me whatever I did. As for the Super Dream, it is completely stress free and a lot of fun to ride. A plug chop showed it was running lean, so a bit work on carburation should

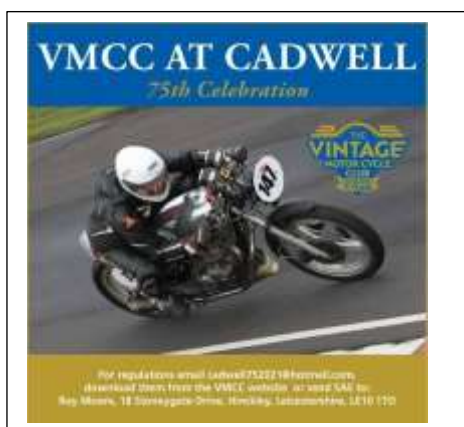
improve that and maybe we will manage the magic 100mph.

Roll on Anglesey

**AND.** Who'd a thought it. From cast of thousands, look who they chose to be the poster Girl!

Been playing about with the SD to try and get consistent high revs - including investing in a set of varying size main jets all to no avail. This morning took the carbs off the road bike, put them on the race bike and eureka!

Not much chance I would guess, but intending to rock over to Castle Combe on Wednesday in the hope that someone either doesn't turn up or fails the noise test, so I can let the old girl breathe a little.



*Very Many Congratulations Eddy, what an honour and, well deserved. Ed.*

### **Check that licence! - Nigel**

A couple of weeks ago my car was at the dealership and as usual I was promised a loan car for the day. The service receptionist took away my licence to do the online check and came back with a puzzled expression, 'very strange, your licence has expired but the checks have gone through ok?' It can't be I thought, but when I looked, I was horrified to find it had passed the 10-year renewal.

It seems that due to Covid pressures on DVLA the government have very quietly suspended licence renewal reminders and automatically

given everyone with expiring licences an 11-month extension. That is all very good **but beware** if you should be so lucky as to go abroad you will not have a valid licence!

I used the online process to apply for a new licence and a shiny crisp new one was back in a week, so check your licence just in case, especially if you might be dreaming of going away.

### **THOUGHT FOR THE MONTH**

*I travel, not to go anywhere, but to go. I travel for travels sake. The great affair is to move.*

*From The Traveller, Robert Louis Stevenson*

### **LEGAL QUESTIONS – Andrew Dalton**

*Disclaimer: The legal advice and statements contained within this/these article(s) is correct at the time of printing. Andrew Dalton is a trial lawyer, with White Dalton Motorcycle Solicitors.*

#### **Q1: Traveling in Europe Post Brexit.**

**Legal expert Andrew Dalton explains the steps you'll need to take while motorcycle touring in Europe post-Brexit**

I'm sure many of us hope to head off on tour to Europe this year. My sailing to Santander, in Spain, is already booked, and in preparation, I've picked my way through the post-Brexit rules of riding in the EU.

Rest assured the situation is not Armageddon but it does mean a bit more preparation is needed. You'll also need to anticipate some problems which, while unlikely to arise, could absolutely skewer your adventure ride if you're not ready for them. Until things settle down, this is what I am going to do.

## **VISA Requirements**

As long as the UK Government doesn't put visa requirements on any EU member state in 2021, we can travel over without the need for a visa. This is likely to change in 2022, but the application to get a European Travel Information and Authorization System visa (ETIAS) looks simple enough when one does become needed.

## **Keep It Clean**

For a simple life, when I get off the ferry at Santander, I am going to have nothing phytosanitary (plant based) or agriproduct on me. So, no sandwiches, teabags or a flask of milk, and my bike is going to be the cleanest it has ever been. I do not want the customs guys in Santander to send me home because my bike has British dirt on it.

This is of particular importance to us adventure riders because we sometimes play in the dirt. Customs officers have the power to block your entry if, in their opinion, your bike is a phytosanitary hazard. Anyone who has gone to Australia with muddy shoes will know the drill. Mud equals no entry.

Quite how this will work in Europe in this brave new world of the UK being a third-party country is going to be heavily dependent upon the interpretation of the rules by local border control officers. To be safe, keep it clean.

## **Carry A Green Card**

A green card is a requirement and I am printing off my digital green card along with the EU compliance page. This document shows that you have the minimum insurance cover needed by law in the country you are visiting.

You need a physical green card, a PDF on your phone is not sufficient. You do not need to print it on green paper but, as all police forces are aware of the 'green card', make your life easier and have it printed on green paper.

Believe it or not, outside of the UK and the Republic of Ireland, Brexit really is not that big a deal. In the sleepy back roads of Portugal, I am

not going to expect a local policeman to be versed in the intricacies of the Withdrawal Agreement.

What has filtered down is the fact the UK has left the EU, so British motorists are third nation citizens and the default will be to treat us like Americans or Australians, so act like that. Have your green card so you can show a piece of official looking paper. People respond best to what they expect.

## **International Driving Permit**

If you have a photocard driving licence, you do not need an International Driving Permit. Getting one is easy enough but I am not going to bother.

## **European Health Insurance Card**

Your European Health Insurance Card (EHIC) will be valid as long as it is in date. I would expect those hospitals used to treating British nationals will be aware of this, but as the nuances of Brexit has not especially penetrated the general populations of the EU, expect to be at least queried outside of the popular tourist areas.

However, whether your EHIC is in date or not, you should always have travel and health insurance. Be sure to declare everything you are asked about on your proposal and make absolutely sure that your policy covers the use of a motorcycle of the capacity you are riding.

## **Border Crossings & Police Checks**

Once inside the Schengen Area (where free and unrestricted movement of people is allowed), you are unlikely to have to produce your passport at any border crossing, but as a third party national, it's a good idea to have it to hand just in case.

On the road, I am not expecting any more police attention in Europe post-Brexit than I got beforehand, on the simple proposition that most police officers can do without the hassle of mime and attempts at translation. But, just in case, make sure you have your green card, your

Certificate of Motor Insurance, and your logbook (V5C) for your bike to hand.

### **Speeding Fines**

Some riders may take the opportunity to ride like demons in Europe this year as it seems unlikely (although by no means certain) that fines from the EU will be able to follow you home to the UK. Cool, right? Maybe not so much.

I have tried to pick my way through this law and it seems that, as the UK has left the oversight of the European Court of Justice, exchange of data as to who is the rider of a motorcycle may not be given up by the DVLA in the UK to, for example, the French authorities, as matter of course. However, a request in writing to the DVLA from said French authorities, with good reason for asking who the keeper of a vehicle is, could still be fulfilled.

So, do not presume 130mph on the A21 in France is okay, especially as most European police forces have the power to impound a foreign vehicle. Prior to Brexit, it was easy for the police to enforce fines. Now it is easier to arrest you, impound your bike, and release you once your fine is paid.

### **GB Sticker**

The law on whether you need a GB sticker varies between nations. I am putting one on and losing my EU-style registration plate, it would be a harsh copper who would take the point that the EU number plate is for vehicles usually domiciled in an EU member state, but for around £12 for a new number plate, why not avoid the potential problem?

The easiest fix is to have GB on your number plate without the EU star roundel. In Spain, a GB sticker is mandatory. I'm trying to work out how to fit mine onto a bike with soft panniers for the few hundred miles of Spanish roads I'll be riding before I hit the Portuguese trails this summer.

*(In addition, CE approved gloves are obligatory in France. On the AA website I found the following: All helmets must display reflective*

*stickers on the front, rear and sides in accordance with the requirements of Regulation 22 – a sticker of minimum surface area 18cm<sup>2</sup> must be visible from the front, rear, left and right and within each sticker it must be possible to mark either a circle of 40mm diameter or, a rectangle at least 12.5cm<sup>2</sup> in surface area and at least 20mm in width. Precut packs are available online. Ed.)*

**Andrew Dalton**

**Adventure Bike Rider** May/June 2021

**Q2: Legally, kit is all about the helmet, but...**

**When it comes to kit, the law only requires you to wear a helmet and I admit to not being an 'all the gear, all the time' rider.**

Having quit Facebook, I do not miss the photos of skinned riders put up as well-intentioned warnings of the perils of not being fully clad in Kevlar.

### **The Helmet Is A Given**

The law is much less prescriptive than the safety conscious gore merchants of social media. The helmet is a given.

The Highway Code recommends stout boots, gloves and suitable clothing. Suitable clothing covers a multitude of options and having been the lawyer for thousands of injured motorcyclists I have come to my own conclusions as to what safety gear is my minimum, and, perhaps influenced by my practice, it falls in line with the law.

After your helmet, your boots are your most important item of safety apparel. A 200kg bike landing on your foot, then pinning it as an abrasive layer next to tarmac is not going to be a fun experience, but a rigid soled motorcycle boot with armour in the ankle and good abrasion resistance means you will usually hobble away. The same experience in shoes is likely to result in a below the knee amputation.



As the Highway Code recommendation is for stout boots, it might be ambitiously argued that failure to do so is contributory negligence but it would be a bold defence proposition. The law is silent on guidance as to what is suitable clothing on a motorcycle, but for me abrasion resistance, even at low speed, is essential. 30mph will destroy denim, but not Kevlar and the shock of being skinned can kill a healthy young human without breaking a bone.

The law also gives no guidance at all on armour. I have dealt with a fair few paralysis cases, and in most of them the paralysed rider was wearing a back protector. I do not draw the inference that a back protector is therefore of no use. Before back protectors became almost standard in midrange and upper range motorcycle gear, I dealt with a lot more paralysis. The mechanics of a back protector, or indeed any joint protector, are self-evident. If you can spread an impact over a larger surface area the energy is dissipated. I cannot recall having ridden without a back protector in the last 25 years.

It is obligatory in France to wear CE approved gloves, and in a low-speed fall these can save your hands being skinned, but I am more relaxed about gloves than I am about boots. In my line of work, I see many more damaged feet than hands.

### **Common-sense**

Helpfully the law and common sense intersect on motorcycle safety apparel, if you are knocked from your bike, unless your helmet is off or unbuckled, the wrong doing driver cannot point to any lack of exactly the right levels of armour or airbag protection in getting them off the hook.

However, because hospital food tastes no better from the moral high ground my minimum riding kit is a solid pair of boots, Kevlar denim jeans with light knee and hip armour, a jacket with decent abrasion resistance and a back protector.

If you want to ride in full race leathers or an armoured touring suit, you will never be

criticised, just please don't put up pictures of skinned (usually American) lads on social media.

**Andrew Dalton**

**Bike Magazine** January 2021

### **LOCKDOWN RAMBLINGS 1 – Understanding Roadcraft – Rich**

In order to help explain some of the points of advanced riding to those I meet who are new to the hobby, I try and find articles about Advanced riding that aim to explain the principles of IPSGA with a more human approach than that delivered by "Roadcraft". I will file away anecdotes, or short articles, written in various biking publications, and these included the **top tips** articles, written by Stu in the winter 2019/20 Treads that were stuffed away in my "this might be useful one day" file.

While I was recently checking through the now bulky file of various clippings, looking for some pearls of wisdom to share with a colleague, I started re-reading all of the **top tips** features and found reference to the publication, "Not the blue book", by Dave Jones.

So, £10 (incl. P&P) later, and I am now the owner of a used, slightly musty, but very good condition 2<sup>nd</sup> edition of said publication.

It's as easy to read as Janet & John, and has some details that have clearly been pinched by others I know, and I will do the same.

The book explains filtering, a subject that can easily be overcomplicated, even when explaining it to a more experienced rider. However, the basic explanation is there, on page 50 of Dave's Not the blue book, a very simple matrix to provide guidance to us on filtering in different circumstances. Genius!

(The below is an extract from the much larger table regarding filtering that is shown in the book).

ELEMENT	ASSESSMENT	DECISION
Is it necessary or worthwhile? What is there to be gained?	Is it a temporary hold up and the front of the queue is already beginning to move?	STAY
	Is it a long term stop, reason unknown?	GO
	Is it a long term stop, reason known (road works, accident, obstruction)?	GO
	Is it only a short queue?	STAY
	Is the filtering difficult and the progress to be gained minimal?	STAY

If you get the chance to get hold of a copy of the book then I thoroughly recommend a read of it – thanks Stu for recommending it.

### **LOCKDOWN RAMBLINGS 2 - Following position safety gap – Rich**

Over the last few weeks, I have taken out riders for training rides, with a view to them taking an advanced riding assessment. One of the 3 is completely new to advanced riding, another was approaching advanced test standard, while one is an experienced advanced rider who is returning to 2 wheels after a 15-month lockdown lay-off.

A common feature with all 3 riders was regarding their following position, which was way shorter than I would normally expect to see a motorcycle follow a vehicle. However, this is a phenomenon that doesn't appear to be limited to the three riders as, while following one of these riders a couple of weeks ago, I was aware of a Mercedes (sporty A class I think) travelling at speed on the opposite carriageway of the Ilminster by-pass, and it was virtually parked on the bumper of the vehicle in front, crazy!

Now, I'm not sure if *tailgating* was happening so frequently pre-pandemic or whether, having been lucky enough to commute on very quiet roads in the past 12+ months, I am now more sensitive to it. Maybe a distinct lack of road activity in recent times has made some people

lazy, or those using the roads in lockdown have become complacent to travelling at higher speeds on near empty roads?



So, the debrief discussion with all 3 of these riders unsurprisingly included one or all of the following expressions:

“The 2 second rule”

“Travelling at a safe following distance”,

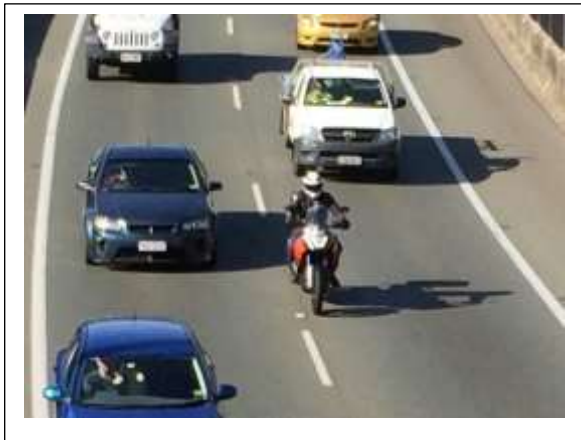
“Can you stop in the distance seen to be clear?”

However, I now have a fourth option to potentially include in a debrief as my new best mate, **Dave Jones's Not the blue book**, answers the question of, “*if the vehicle in front suddenly stops, what following distance will still result in a collision, no matter how good you, or your bike are?*” as follows:

The car directly in front of the motorcyclist suddenly brakes while travelling at 60mph, & takes 4 seconds to come to a stop, braking at its maximum 0.68g (friction coefficient derived from values quoted in highway code) on a dry road.

The following motorcyclist sees the brake lights, and reacts the typical 0.68 seconds later (this is reaction time for an alert rider), but only applies brakes at 0.5g to minimise risks of locking the wheels (yep, some modern electronics will help to improve on this but stick with it). This means that the motorcyclist takes 5.46 seconds for braking, and 0.68 seconds for reaction time, so the total braking and stopping time is 6.14 seconds. This means that the motorcyclist would need to be at least 57 metres behind the car to avoid any contact with the car in front!!

If the motorcyclist has an excellent reaction time of 0.4 seconds, but applies the same braking force, then the bike would need to be following 30 metres or more behind to avoid a collision. Ultimately, if the rider has the same F1 racing driver reaction times of 0.4 seconds, and can brake using the same force as the car (0.68g), then the actual braking distance for both vehicles will, of course, be the same. However, the bike must be at least 10.7 metres (approx. 3 car lengths) behind any vehicle at 60mph otherwise a collision is inevitable due to the reaction time required. With a normal 0.68 second reaction time, any closer than 16.6 metres (approx. 4 to 5 car lengths) means a collision, with no chance of even reaching the brakes!



Food for thought indeed if you're riding around looking at other road traffic following closely behind other road users. Apart from the obvious safety issues of travelling so close to vehicles in front of you, how can you expect to demonstrate a smooth and systematic ride when the close following position makes you a virtual hostage of any actions that the vehicle in front makes?

### **VIEW FROM THE SADDLE – Stu Bullock**

There is a perception that all foreign motorists are mad, drive like crazy and kill each other at phenomenal rates. They are perceptions, of that I can assure you.

You may have heard me ask the question of a filtering motorcyclist. Would you jump a supermarket queue with the same arrogance as filtering at speed and barging in without

warning? Well, I ask a similar question of motorists of all types at home. Would you be so arrogant as to refuse to filter in turn when it comes to sharing a bathroom with your family? Not for long, I bet.

Of course, not everyone is perfect. Certainly not me. The purpose of me taking a trip to Belgium was to help with a tour and to provide some training to those on the tour. We are not talking about in-depth advanced training here, more like bridging the gap between things learned as a learner and a number of years going solo, to having some idea of what more in-depth training can achieve.

To be able to pitch your training at the right place for each person is yet another skill gained by experience. However, just a short period of education can result in some fantastic learning experiences. It is all in the skill and experience of the trainer plus the willingness of the rider to learn. Making it fun is a good idea and riding abroad is usually fun.

One reason is space. There is just more of it and at first it does take some getting used to. Different driving styles also need to be sussed out. Generally, the Euro motorist is more aware of bikes than is usual at home. I put that down to European countries having more two wheelers ridden from a younger age than here. They have not lost the bike ethos. They also have manners. I could fill a book with the welcome's we have received in cafes, bars and hotels all across Europe. Perhaps there is a less stressed lifestyle in Europe but that isn't the reason for this little article.

There is an opportunity to learn every time we ride and that can be extended to a holiday of however long in Europe. Learning does not have to be a set routine or rigid programme. It also leads me into another old saw of mine. You just cannot drop into so called advanced training, without preparation. Every film has a lead where the characters and story are fed to the watcher bit by bit. So, training should provide a lead in to whatever is there for a rider to achieve.



Funny thing is the System also works on the 'wrong side of the road'. Take positioning for corners. Left for right and right for left works just the same. If someone has a problem with a right bend, it will be reflected in a left bend abroad. Road surfaces get just a badly worn on the outside line of a bend. Abroad the worn bit will still be where we want to be in both right and left bends. Good observations are just as important, as is making assessments of what you see. It is just you that is on the wrong side not the hazards. Most people I have ridden with find riding on the right more natural. I have never found anyone who can understand why.

European countries have white road markings and most signs are similar. For instance, a triangular warning sign is exactly that. A red traffic light still means stop and a solid white line in the centre of a road means it cannot be crossed except in certain circumstances. Want to guess what they are? Easy way to find out is to see what the locals do.

So, once Covid is back under control and these ghastly Covid restrictions are removed, how about broadening your horizons and your education. Neither prospect is as daunting as you may think.

### **AND FINALLY – Ed**

It is really good to add group events, even your own riding experiences, as articles in TREADS. I find club members experiences are much more interesting to read. I'm sure it is the same for you. So, when you have been on a ride, organized a ride, or something about riding occurs to you, let me have a few words and a picture or two to put into TREADS. [editor@aamc.co.uk](mailto:editor@aamc.co.uk)

Good luck to everyone, get well soon if you are poorly, look forwards to seeing you on a ride in the near future.

Keep safe and well.



### **AAMC CLUB EVENTS – Helen**

Please send your club event dates and descriptions to Helen, as above, and a club events calendar will then be published.

Where club events are detailed, it would be sensible to contact the ride leader to confirm final details and let them know you are attending.

Keep an eye on the Club WhatsApp page for last minute changes or additional rides.

- Please be sure to arrive at the starting point promptly, with a full tank of fuel.
- Each club run will have a **ride leader**, who leads the group, and a **sweeper**, or 'Tail End Charlie', who stays at the rear of the group.
- At any junction, deviation or situation which may cause confusion as to the route to be taken, the leader will signal to the rider immediately following to pull in and stop at the point of route deviation, often referred to as being '*dropped off*'. This person should indicate to following riders the correct route to take.
- The '*dropped off*' rider will re-join the ride after the **sweeper** has passed, and then pass the **sweeper** when it is safe to do so. (ONLY if the **sweeper** indicates to do so should the '*dropped off*' rider re-join the group in front of the **sweeper**).
- Overtaking within the group is permitted, provided it is carried out safely and with

courtesy and consideration for **ALL** road users.

- Please advise the **ride leader** well in advance if you plan to bring a *guest rider*.

## JUNE.

Wednesday 23. Aust Services, 9.15am for 9.30am start, Worcestershire direction. Nigel

Sunday 27. Nigel Dean. 07736 275406

## JULY.

Sunday 4. Alan . Old Sarum Airfield.

Sunday 11. Cross Hands Hotel, A46 Old Sodbury, 09.45am for 10am start. Rob . Details from Rob follow:

I plan to head to the Choppers Cafe for an early - ish lunch. Choppers sits on the A338, just south of Burbage.

[www.chopperscafe.business.site/?utm\\_source=google&utm\\_medium=referral](http://www.chopperscafe.business.site/?utm_source=google&utm_medium=referral)

Ignore the times on their website. After meeting up at the Cross Hands, we'll head for Bath and on towards Salisbury Plain taking in Lacock and some great views (for your pillion!). Then turn back north towards our lunch stop near Burbage. After lunch we'll continue north towards Marlborough, but divert through Wootton Rivers and onto Pewsey. Then the wonderfully curvy A345 to Marlborough where we turn west and then north again to Lyneham taking in some wonderful Wiltshire countryside and areas of Special Scientific Interest along the way. We'll follow the K and A canal for some distance. We'll then head north west to finish this ride at Malmesbury Garden centre of a cuppa. From there the Bristol and Bath contingent can either bomb down the M4, or take the B4040 through Sherston and Tormarton back the Cross Hands. Mixture of A and B roads. Around 120 miles.

Sunday 18. Cheddar Main Car Park, next to the Riverside Inn, Cliff Street. 9.15am for 9.30am start to Exmoor. Nigel

## AUGUST.

## SEPTEMBER.

Sunday 8 to 18<sup>th</sup> Club bash to France/Spain. Simon Gough. 01179 734120

## OCTOBER.

## NOVEMBER.

Sunday 7. Final organized club ride of 2021. Simon Gough.

Saturday 20. AAMC Plug and Grub annual dinner. Helen

## **Non-Club Events –**

### [Adventure Bike Rider Festival](#)

25-27 June 2021

Ragley Hall, Warwickshire.

### [Shelsley Walsh Classic Nostalgia](#)

Date: 17-18 July 2021

Event address: Shelsley Walsh, Worcester, WR6 6RP

Website: [www.classicnostalgia.co.uk](http://www.classicnostalgia.co.uk)

Entry Price: £20 per adult advance ticket price, or £25 on the gate.

Times: 8am each day, till approx. 5pm

Contact number: 01886 812211

### [Wells classic Motorcycle Club](#)

The tenth Tortoise and Hare Run, Sunday 17 July 2021.

Details and booking: [wellsclassicmotorcycleclub.weebly.com](http://wellsclassicmotorcycleclub.weebly.com)

## Tewkesbury Classic Vehicle Festival

Date: Sunday 22 August 2021

Event Address: Tewkesbury School,  
Ashchurch Road, Tewkesbury GL20 8DF

Website: <https://tewkesburycvf.org/>

### **BMF DISCOUNT CODE.**

#### **Code for 2021 - CLB21TAH**

Club members can use the above in conjunction with the Club Name, to receive discounts on advance tickets to all BMF rallies and events; discounts on Insurance and other BMF member benefit.