



TREADS

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The JULY 2021 Newsletter of AAMC

EDITORS BITS – Stu Bullock – 07711898178



As purchases go, the above is the result of buying two racks of heavy-duty shelves for Sue's garage, from B&Q. I know.... Anyway, the Honda has found a new home in West Wales, while the K is 'resting'.

The upside is that it was the last time I wore a fleece in 2021. Cracking weather lately, so work in the house completed, motorcycle rides became the norm for us. Cafes that we have supported before have had our support again, so Duchess of Cornwall, The Old Well, Rumwell café, Strawberry Fields, The Boat that Rocks, Mother Meldrum's, The Boat Shed, Honey Café, Stein @ Sandbanks, Abbey Mill, Charlies, Wier Bistro, plus National Trust Properties at Croome, Tyntesfield, Studland, Lanhydrock, Trellisick have all passed our safe, secure and nice people test.

What is obvious is the amount of people and vehicles in the west country. Wowzer. Talk about distracted, and many of them are, making for some interesting driving skills, or lack thereof. Anyone remember Hill Street Blues and desk Sgt Phil Esterhaus words of caution? "Let's be careful out there". Oh yes, they don't

make them like that anymore. Just as well as someone is bound to be offended.

I recently added a vehicle onto SORN (Statutory Off-Road Notice), changed a vehicle reg plate, vehicle ownership and V5 and renewed my driving licence, all online. The process reminded me to add a note of caution to those making similar changes. Do make sure you go to www.gov.uk website to do these actions. There are other sites who will gather your data, charge you for making the changes, sell your data.

www.gov.uk do not charge for all of their services. There is a charge for some driving licence changes and retaining a cherished plate. The site also protects your data.

I've had entry to the site for years, previously having to submit annual tax returns for self-assessment. Even if you don't, you can create an account, or just log in as a one-off. All of my arrangements went without a hitch and I'm not paying a third party for what I can do for nothing.

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) at the latest by;

FIRST WEEK OF AUGUST 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.

VIEW FROM THE CHAIR – Simon Gough

Club activity has been very slow to get going again this year and I've been asking myself why. Thinking about it, I suppose we've become used to not riding in a group (as it wasn't allowed) and even to not riding very much at all. Stops have been more difficult to organise with maximum numbers and limited tables because of social distancing, and frankly I think there has been some concern about generally mixing with others. All of that together with two months of rather grotty weather, and here we are. Anyway, a few rides have now attracted quite a reasonable number of members, so I think we are on the way to some degree of normality at last. Now we just need a spell of settled weather and we'll all be feeling better about riding again. The diary still has lots of empty dates, so please would you have a think and see if you can help out by leading a ride. If we all leave it up to someone else, we'll never do anything. All offers would be gratefully received. Just contact Helen or me.

I have reluctantly decided to postpone the Club Foreign Trip to France and Spain yet again, so it will now take place in September 2022. I just can't believe it will be two years late. Anyway, bookings are open again if anyone would like to gamble on actually being able to go next year... Please find details later in Treads if anyone else is interested.

Keith has kindly let me have a few motorcycling-themed books he no longer wants and would be very happy to give them to anyone who wants one or more.

They are:

MOTO GP – The Illustrated history by Michael Scott;

Great British Motorcycles of the Fifties by Bob Currie;

Into Africa by Sam Manicom;

That Near-Death Thing (inside the TT) by Rick Broadbent; and

Motorcycle Roadcraft (previous edition).

I have the books and would be very pleased if anyone wants them. First come, first served.

Please let me know.

POWERED TWO WHEELERS - THE FUTURE

Subject: MCIA hails new chapter for Powered Light Vehicles and their role in the future of our cities' transport systems

MCIA has today welcomed the Government's announcement it will deliver an action plan to build new UK opportunities for Zero Emission Powered Light Vehicles (PLVs), including Motorcycles and Scooters as part of the [Transport Decarbonisation Plan](#).

The landmark announcement, which comes off the back of three years of intensive MCIA engagement with Government ministers and officials, is welcomed by MCIA and testament to the innovative and flexible approach members have adopted towards their business models and manufacturing strategies.

We foresaw two years ago via our *Route to Tomorrow's Journey* document, launched in June 2019, the rise in urban and sub-urban mobility solutions. The research detailed helped paint a picture of the transport and environmental issues we are now facing and has resulted in the recognition of PLVs in the Transport Decarbonisation Plan.

Whereas previously, PLVs and other powered two wheelers were thought about exclusively through the prism of safety and pollution, through positioning our industry as part of the solution to many of the Government's public policy challenges, we find ourselves in a far better position than when we first embarked on this journey three years ago.

We are proud to be included in the Transport Decarbonisation Plan and chosen by the Government to jointly lead the conception and delivery of the action plan along with Zemo Partnership.

Commenting on today's announcement, Tony Campbell, Chief Executive of MCIA, said:

"The government has today laid down a long overdue marker, signalling not the end but the start of our next chapter. We will as an association continue to hold the government to account on its promises during this vitally important next phase of implementation.

From being a clean and efficient way of getting around to generating industrial opportunities for the UK, we are thrilled to be working with Zemo Partnership in conceiving and delivering an action plan for PLVs fit for the future of our cities' transport systems.

We remain steadfast in our continuing to be a constructive partner to government in ensuring the many benefits our sector brings to society are fully realised, at a local and national level, whilst doing everything in our power to ensure our fleets remain as green and clean as possible. Motorcycles, Scooters and other forms of Powered Light Vehicles will play a key role and we are extremely happy this has now been recognised."

Andy Eastlake, CEO of Zemo Partnership, said: "We welcome the clear focus in the Government's Transport Decarbonisation Plan on the Motorcycle and Scooter sector, which includes all forms of Powered Light Vehicles. We think this provides a large and, as yet, largely unexploited opportunity to change the way we commute in urban and sub-urban environments, leading to reduced congestion and emissions. The benefits to UK PLC are also enormous and offer great opportunities for British investment.

Zemo Partnership will be developing an action plan in collaboration with MCIA to maximise the

opportunities for the UK in both building and using these vehicles to best effect."

(Some social media sites are claiming the BMF have announced that motorcycles will be included in the Govt plan to stop selling vehicles with petrol engines in 2035, as this seems to advocate. Ed)



Ducati Zero Electric Motorcycle Concept

THOUGHT FOR THE MONTH



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: Everything you need to know about the speed awareness course and what you need to do if caught speeding

1. IS IT SPEED AWARENESS COURSE OR DRIVER IMPROVEMENT PROGRAMME?

It's known as both; they are the same thing.

2. WHEN IS A SPEED AWARENESS COURSE OFFERED?

The choice of a speed awareness course is only offered if your speed is naughty rather than shocking: the formula is the speed limit plus ten per cent, plus 9mph as the upper level.

However, this formula is not mandatory and is subject to local police discretion - some forces will not offer it if you are speeding in a 20mph zone, others will.

3. DOES THE SPEED AWARENESS COURSE HAVE ANY LEGAL STANDING?

The course has no particular legal standing

4. WHAT IF I AM CAUGHT SPEEDING AGAIN WITHIN 3 YEARS?

You are unlikely to be offered a repeat if you have already attended in the last three years: the database is now centralised so a course offered by the Met will be known by Cheshire Constabulary. And so on...

5. HOW MUCH DOES THE SPEED AWARENESS COURSE COST?

The cost (£70 to £120) is usually less than the fine

6. WHAT IS THE SPEED AWARENESS COURSE LIKE?

I can only speak from my own driver improvement course, which was in 2012,

it is worth taking a day's leave and sitting through the eight-hour detention at a driver re-education camp.

I learned a few useful things. It was not especially dull and I did not feel as though I was in a school detention. Our instructor was a former Police class 1 driver and motorcyclist, and was far from preachy.

7. DO I HAVE TO DECLARE I'VE BEEN ON A SPEED COURSE TO MY INSURERS?

As far as I am aware only Admiral insurance ask the question: 'have you been on a driver awareness course?' on a policy proposal...

The rules on declaration for an ordinary consumer on a contract of insurance are pretty straight forward: if asked a question you must answer it honestly, with a reasonable amount of care, if another insurer does not ask the question, then you do not have to volunteer the information, but if you do go on any form of police instigated driver improvement course do check your renewal forms.

'Auto-renewal' is a brilliant little scam for insurers because the onus is on we the consumers to check the details, if it slips your mind and the premium leaves your account and you are unfortunate enough to have to make a claim, they will scrutinise every aspect.

8. WHAT HAPPENS IF I DON'T DECLARE THAT I'VE BEEN ON A SPEED COURSE?

In my experience some insurers deserve to be trusted while many more do not and they will try everything to wriggle out of payment: if your insurer has asked you about a driver improvement course at question 27b of your renewal and you do not declare it, you will not be paid if your bike is stolen.

9. WHAT IF I AM LATE TO THE SPEED AWARENESS COURSE?

If offered a course, get there on time. I know of at least one solicitor who was offered a course, turned up a few minutes late due to traffic congestion only to have the offer withdrawn and points applied to his licence.

10. ISN'T THE SPEED AWARENESS COURSE A SUBSTITUTE FOR LESS TRAFFIC POLICE?

It seems to me that the driver improvement course has simply monetised what used to happen - when we actually had police officers who patrolled roads, pulled over drivers, deployed a proper verbal going over if said driver was speeding before sending the offender on his/her way with a flea in their ear.

Andrew Dalton

Q2: I park my bike in my back garden, to which I get access through what I call a 'snicket'; a shared passage between two terraced houses which I have shared for years with my elderly widowed neighbour.

We have a good relationship and I do bits and bobs for her around the house, changing lightbulbs, resetting her fuse box trips and generally trying to be a good neighbour.

But I now have a problem which has surfaced a couple of times in the last year. My neighbour has a grand daughter who is quite disabled. She can walk but she needs crutches. Her mum parked her car directly in front of the snicket so I could not get my bike out as the pavement is only about a metre wide and I cannot turn my bike if a car is parked there.

I asked her to move it. and I asked her politely, but I was told with some pretty

robust language that; "We have got a blue badge and can park where we like", I only asked her to move it three feet so I could get my bike out.

Luckily, they do not come out to see my neighbour very often and this is not a regular problem but what should I do? It is always on a weekend when I want to get my bike out. The Council has said they cannot do anything.

Answer

Firstly, ask your elderly neighbour if she would be able to persuade her daughter-in-law to park more considerately. Your moral and 'good-neighbour' leverage is a lot more than your legal leverage. The Council genuinely has no real powers. It can, at its discretion, paint a white line across access which has no force of law but stops some people parking but it is for vehicular access and you have no right to vehicular access.

The snicket is for pedestrian access. There is no dropped kerb for vehicular access, nor are there any parking restrictions. Section 137 of the Highways Act does give the Police the power to fine an obstructively parked vehicle. If the car was parked ignorant of your need to get your bike out of your garden, then I would say that no offence has been committed but once the driver becomes aware that she is causing an obstruction, it is an offence. However, I suspect most coppers would politely suggest moving the vehicle. If they ask her to move it on a Monday, and she parks it again on a Tuesday, you'll have to go through this whole process again.

"I could suggest an injunction, but it is fraught, unpredictable and expensive."

Your civil remedies are thin. I could suggest an injunction, but it is fraught, unpredictable and expensive. Also, when you come to sell your home, you will be asked if there have been any formal disputes with your neighbours, which you asking for an injunction is and is the kind of thing that could put potential purchasers off buying a house. I would not buy a house where the previous home owner had needed to take out injunctive relief against a neighbour.

Your best option is to ask your nice neighbour to get her daughter-in-law to be a bit more understanding; the second phase is to involve the Police and the third phase is either to seek an injunction or move house if it becomes a real problem. Honestly. I would rather move home than have the expense of a neighbourhood dispute.

They are loved by lawyers, because people become emotional and throw huge sums of money at them. They are not quite so much fun for the poor buggers involved. I also think there is a good chance the court would, balancing the rights of a disabled child to visit her Nan against your parking convenience, favour the right to park on an unrestricted-parking road. So, your best strategy is to use real moral leverage.

Andrew Dalton

Metrication or Imperialism? – Stu Bullock

I recently had occasion to ponder on the type of measurements used on the roads in our country. You will all know of course, that we see miles/yards on Brown tourist signs, even though a great many of those tourists use a metric form of measurement in their home countries. The imperial units of measurement were adopted in Great Britain from 1824.

In The Highway Code, road speed and speed limits are provided in miles per hour (mph) and metric, yet the actual sign only gives the speed in mph.



Look on the hard shoulder (also now found on some main roads) to find a 'distance marker post', now often referred to as 'driver location sign' and introduced in the late 2000's. The sign is blue and are 500 metres (m) apart. Each sign shows the number of the road you are on; say M5. The next letter will be either A or B. The A carriageway travels away from a set location, some say London, others Birmingham. The B carriageway towards Birmingham, or The Midlands. The bottom number, say 194.7 is your distance in miles from 'The Midlands'.

(The M5 was built to carry the excessive traffic using the A38, which starts/ends at Bodmin, Cornwall and starts/ends at Mansfield, Nottinghamshire, so, to tell which way is which, I use the reference A from, B to The Midlands.)

Anyway, note my comment that these signs are 500m apart.

If you do break down, an arrow directing you to the nearest telephone is on a marker post, along with that post's mileage to/from, found at the back of the hard shoulder, 100m apart and have been that way for yonks.

Now look at the countdown markers for leaving a motorway junction. III, II and I. These signs are 100 yards apart. As the latter two signs appeared at the start of the motorway network, why didn't someone standardize the measurement? That is particularly relevant as

the UK's first motorway was The Preston By-Pass, opened in 1958. I call it the first motorway, but of course it had none of the safety barriers that we see today and some pundits say it was not actually a motorway. The next one, arguably the first true motorway, was the M40. Built between 1967 and 1974, you would think greater minds would have considered and rationalized the use of measurements on motorways by now, considering the adoption of the metric system here began in 1965.

Anyway, they didn't and haven't, so we are left with a little subject to ponder on when it's too hot to do anything else.

CONCENTRATED CORNUCOPIA – Eddy

Introduction and comments by Stu Bullock.

Eddy is a Mentor for the IAM Masters programme. Whilst conducting an IAM Masters ride 4, Eddy found the mentee managed to fall apart on this 'putting-it-together' ride. Eddy had previously found the person to be an experienced solid rider and up to scratch. Whatever happened to him during his assessment, he rode to his usual higher standard afterwards.

Eddy has overseen some 20 Masters mentees and this was a first - at least on this scale. In his words. *"I had to scratch my head on how best to unpick it. The attached report is what I came up with. The mentee wrote to say he feels like framing it!"*

Dear Candidate,

I have been ruminating on how to drive the most positives out of the ride last Thursday, simply cataloguing areas for improvement, would in my view run short of digging into more useful structural reasoning. I hope that what follows is helpful:

Chapter 1, Roadcraft p.10 lists 4 levels of riding risk, the first of which is Human Factors, on page 11 it expands:

Your personal characteristics can increase or reduce your risk of collision..... confidence, emotions, mood and stress all affect your riding behaviour. Learn to recognise personal tendencies.....and find ways to manage them.

Although the above refers to risk of collision the essence can be applied to the wider task of riding to the high level, required for IAM Masters standard. As a reminder

IAM RoadSmart's Masters test is:

An opportunity to explore the finer points of Roadcraft and to become the best you can be by achieving the highest level of civilian riding standard in the country.

Characterised by +/- 90 minutes (+/- 55miles) riding on unfamiliar roads at a consistently high level where restraint and progress need to be finely balanced.

The purpose of ride 4 is the 'putting it all together' set piece 56 miles from Severn View Services to Brecon town centre. The route incorporates Motorway, A, B and unclassified roads providing a broad range of highway upon which to demonstrate your skills.

At the outset during the pre-ride brief when we explored some theory areas, your knowledge was noticeably below where you were at say the third session. At debrief at Brecon you admitted that you had had a poor night and even considered postponing the ride. From this and comparing the standard of knowledge and riding you have already demonstrated it became clear that some or all of the emotions set out in Roadcraft and reproduced above had a part to play in the quality of your out-going ride.

Knowledge

All of the above provides a solid base of knowledge about yourself and the effect of various influences. That knowledge needs to be

put good use – and we know it can be because had we put money on the wager, I volunteered at debrief that your share of the return ride would be up to Master’s level – I would have come away with the money!

I therefore consider that the key issue is the management of your ‘head’. Once that is sorted the rest falls into place.

*In my book I have a very short 2-page chapter called ‘Pre-Test Notes for Passers’, the final one is about concentration – **the complete application of mind and body to a particular endeavour, and the exclusion of everything not connected to that endeavour.***

I also, as point 1 write;

*The system of motorcycle control - **Taking Using, Giving Information, Position, Speed, Gear, and Acceleration** (not in some other random order!) – leaving nothing to chance. So, **DEMONSTRATE IT!***

Lack of focus/concentration invites a host of poor ride planning – Anticipate, Prioritise, Decide. Leading to poor use of controls, poor timing/rhythm and poor balance of restraint and progress. Exemplified in the outgoing ride.

The good news is that when you do apply that undivided attention, we know that your ride is AT LEAST up to IAM Masters pass.

All this knowledge came out of Thursday’s session. You know you have to make a conscious effort to defeat any gremlins in your head and let the genie take charge.

Some notes on the outward ride:

1. Sparkle article – get it done from the outset to set the tone of the remaining 1.5 hours
 - a. Motorway roundabout – right from the outset there was an overtake available on the slip road.
 - b. Main beam

- i. Look through, rather than at the forward hazards, you will use this all the time when you get on board your R6 on race circuits.
- ii. Scan 360, avoid target fixation
- c. Limit point – one end of a measuring device, we are the other. Get this right and timing for all the phases of the system fall naturally into place, get it wrong and the rhythm goes to rats. In a word it gives us timing – settle slide.

On outward ride resulting in:

Observation – Take /Use /Give

- Too many missed junction turns
- Untidy or mis-read 30 signs
- Missed filtering opportunities Abergavenny and Talybont
- Gear phase implemented too late (settle slide) on bends and 30 signs
- As ever excellent reading of combination bends
-

On your share of the return journey

Altogether different order of competence, smooth, safe, legal, progressive, in a word Planned

Finally, some random notes:

- Understanding theory delivers consistency
- Indicators redundant use of – think if they are actually serving a useful purpose
- Near enough not good enough at any level – let alone Masters
- Precision and finesse vital

Eddy Lambah-Stoate

Comments invited by Eddy:

What emerges raises one or two points about what exactly is ‘*being prepared for a test*’.

Not only is it necessary to know the required skills, the background to 'why those skills?', often Roadcraft based, plus any publication recommended by the overseeing authority, but also an understanding of when and how to apply those skills to varying road situations.

Some form of mental preparation is required but what makes the situation appear to show less skill, when previous knowledge tells the observer the opposite?

The question that springs to mind is, was the candidate overcome by 'test nerves?' Was the candidate just lucky in previous assessments that nothing arose to break his concentration?

I became an Examiner for RoSPA and IAM in the early 80's, retiring in 2019. In that time, I would guess that I have met every situation that could possibly arise, but always wary that someone would come up with something new.

Only a few days ago, I met and chatted with a former candidate for RoSPA's Motorcycle Diploma, who related this tale to our wives. *"After a morning of classroom work, getting to know the instructors and the course, we took a riding assessment. We stopped for a cuppa. As we sat, Stu announced the tea would be on me! Why me?"*

Stu asked. "Tell me the speed limit on approach to this establishment?". Wham, feet reconnected with the ground. I guessed 30mph. How did that happen? I was sucked into a state of being unprepared, forgot that every action we took from 9am that morning was being scrutinized and nothing; not one single thing, was missed during the whole 5-day course. How do I reach that standard?"

Not unprepared for his skill level, but unprepared for ours. That is a common area for instructors to keep in mind but vital to be consistent in order that our evaluations are as consistent and fair.

Reading documentation, similar to Roadcraft, but not really understanding how it applies to

varying situations. That usually shows up as the following instructor sees the candidate mentally checking off the features of The System, discarding those not required, until they reach one that is required. It's like a big pause for breath before jumping off a high diving board into a swimming pool and it is possible to 'see' the moment a rider decides to change road position. The System should be absorbed into an individual riding style so that there are no 'pauses for breath' visible and each System phase blends into another.

The most obvious 'riding to The System error' is watching a rider through a series of bends. When you see road position adopted only for the bend, you know there is a lack of understanding; that the application of The System is by rote, not based on the risks presented.

Mental preparation for a test is different to mental preparation for a long bike journey. The end result is similar, everything goes well with no dramas or unsolved problems, but experience makes the difference. If a trainee has experienced riding to a high skill level often and being followed by different people, they are generally more assured by becoming used to operating in that environment.

Here is a little bit of insight. As we humans consume alcohol, one of the first effects is that we lose perspective of ourselves. You may have experienced someone saying after a 'bender'. "Wow I must have been drunk, I would never do that normally". Hmm. Moving on, Stress often has the same effect on our brains.

We lose a bit of perspective of how we are 'doing', or how we appear to others. If that effect takes hold, the result is similar to 'panic'. Heart rate increases, thoughts cannot be controlled, concentration is broken, our actions do not reflect our normal behaviour.

Practise, practise, practise, will not cure the 'test day nerves' completely but will have a big effect. One way to resolve how you feel is to ask yourself, is a normal journey more important

that an assessment ride? It's not really, is it? The assessment result is important, we all want to do well, but we all want to do well, look good and be safe making a journey to work, holiday, socialising.

Mart Doran, a friend of Eddy's said of the report, the only point he wished to contribute connects with one of mine; 'read and absorb the WHOLE book, including chapter 1 – Human Factors'.

Who has read, understood and absorbed the guidance in the forward and first few pages of Roadcraft? Come on, be honest. If not, how can you possibly understand what Roadcraft is about, what its aims are and who it is intended for?

Who amongst you has read, understood and absorbed the introduction to The Highway Code? During my tenure managing the RoSPA Motorcycle Diploma Course, several questions in the written exam were about finding the extent of a candidate's knowledge of just the above subjects. The reason is that you cannot teach or use everything that you know. So, if you only know 50% of a subject, are you likely to panic a bit when presented with a test, or mentor assessment?

I wasn't with Eddy at this Mentor ride described above. However, knowing some of the history, and reading his inciteful comments, something went wrong in the candidate's preparation and the indications to me are, stress took over and changed his riding behaviour.

The thing is, now that assessment is over, that same thing may never happen again and I have advised dozens of candidates to go away and reflect on this sort of experience, without going all 'gloom and doom' on the process. I once heard from a doom monger. *"My trainer said, adopt a big smile, laugh out loud, because things could have got worse. So, I smiled, laughed out loud and sure as eggs are eggs, things got a lot worse"*.

Finally, the one other message to be learned here is how much you should rely on your mentor. That report must have had a positive effect on the candidate, to raise his chin and have another go, safe in the knowledge that he will learn more.

Never, ever stop learning.

Eddy

Stu Bullock.

AND FINALLY – Ed

From my observations recently there are:

More speed checks.

More 'mobile' road works and signing is often poor.

Overhanging hedges/verges with view being restricted.

More than usual, drivers from outside our region.

Keep an eye out for Highways England introducing permanent 60mph limits on some motorways. The M32, M4 and M5 are targeted for this, "to improve traffic flow".

Keep safe and well.



AAMC CLUB EVENTS – Helen Chamberlain 07885 578105

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*.

AUGUST.

SEPTEMBER.

Sunday 8 to 18th Club bash to France/Spain.
Simon Gough. 01179 734120 **POSTPONED**

OCTOBER.

NOVEMBER.

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

Saturday 20. AAMC Plus and Grub annual dinner. Helen

Non-Club Events –

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.