



TREADS

www.aamc.co.uk

The May 2016 Newsletter of AAMC

Editor's Bits - Morton

Does your helmet need replacing? Carole Nash recently arranged a survey of 1,006 UK bikers to establish their attitude to replacing their helmets. Because the glues and resins used in helmet production degrade with time, and because wear and tear take their toll, manufacturers and safety organisations recommend that we replace our lids **every five years**.

The survey results were as follows:

41% wear helmets that have been in use for five or more years.

62% wouldn't buy a replacement unless they had been in an accident.

22% would not buy another while their current one still 'looked fine'.

45% will initially spend more than £200 to purchase a safe lid.

38% chose a fashionable (but hard to spot) black as their helmet colour, ahead of more visible options such as blue (14%) and yellow (6%).

Applying the 41% to the c.1,000,000 licensed motorcyclists in the UK provides the "headline" statement that "400,000 UK motorcyclists are wearing helmets that need to be replaced".

If this inclines you to get a new helmet, what about one of these, from Russian maker Nitritos:



This version of the "Neko" helmet was produced with a view to Nitritos' participation in a festival of Japanese culture in 2011. After the festival, the helmet became available for orders.



Fibreglass ears are firmly fixed to the body of the helmet, but will come off easily on impact. And according to the Nitritos website (<http://nitritos.ru/>) "the ears are performed of through type. Thus, up to a speed of 100 kph, the ears do not generate additional resistance".

Welcome - Simon

I would like to extend a warm welcome this month to new member Eddy Lambah-Stoate who lives in Bath and rides a Honda Pan-European.

Eddy is involved with the Cheddar Valley IAM Club but has already been out with us on Chris's recent ride and we hope to see him at other events in the forthcoming months. More info on Eddy later in this issue...

LiskeardBash



The Gang at rest. More pics (and maybe a write-up) next time. Thanks to Austin for the pics.

Legal Questions

1. Dark visors and legal grey areas

Shoei and Bell, among other visor and helmet manufacturers have brought out 'photochromatic' or 'reactolite' visors, which darken in direct sunlight. I think this is a brilliant idea but, like conventional dark visors, is illegal if the visor tints to any appreciable degree in the sun.

Until 2014, Association of Chief Police Officers (ACPO) guidance, supported at a local level, was for officers to ignore dark visors in bright sunshine, but to pull over and advise anyone riding in fading light with a dark visor.

The 2014 ACPO 'motorcycle safety strategy' is silent on dark visors so it boils down to the constable's discretion. The only authorised device for testing how much light goes through glass is the Tint Man', which is calibrated for glass and for nothing other than a flat surface. Any test has to be administered by an officer trained in the use of what is a simple and portable device. The officer then needs to ask the CPS to prosecute you, and unless the Crown can show that the Tint Man' is calibrated and authorised for curved polycarbonate as opposed to flat glass then the prosecution will fold. Curvature is important, because a curved clear visor will block 10% to 20% of available light without any tint at all.

In 30 years of riding I have never been pulled over for a dark visor, but on some forums it is suggested that if you are riding with a dark visor your insurance will be invalidated. This is not correct. Unless your insurer specifically asks you 'Do you ride with a dark visor?' and you answer 'No,' only then will your riding in a dark visor get you into insurance difficulties.

Notwithstanding all of the above, it is never a wise idea to goad the police. You have to prove your visor meets the British standard test and is properly marked as reaching the British standard, which no dark visor will do. You will have committed an offence under Section 18 of the Road Traffic Act 1988 and if you are riding at dusk or in darkness with a dark visor you could find yourself facing a charge of dangerous driving. Riding at night with a dark visor falls so far below the standards of a reasonably prudent driver that the mere fact of riding at night with barely any vision would be dangerous riding, which leads to a mandatory one year ban and a compulsory retest for all classes of licence.

Also, the police officer can confiscate your £60 iridium visor as its continuing use constitutes a road traffic offence. The police and British motorcyclists have come to an accommodation about dark visors: provided you're not going to be a dick about it, the police won't be either. In the summer I ride with a dark visor and keep a clear one with me. I am breaking a law which is difficult to prosecute, and which even the police hold in scorn.

Andrew Dalton, *Bike Magazine* (<http://www.bikemagazine.co.uk/>), **March 2016**

2. Insurance Diversion

I decided to be a good Samaritan and lent my old Diversion to a 'mate' as he had binned his GSXR1000 on a track day. My 'mate' told me that he had insurance and I took him on face value. No problems I thought.

However, about a week later he ran over some kid who ran out after a football. Thankfully the kid bounced as well as his ball and he only had a couple of bumps and scrapes. However, the fuzz turned up and it transpired my 'mate' didn't have any insurance and quite rightly he is now getting done and I hope they throw the book at him.

The problem I have is I am getting done for letting him ride the bike with no insurance but surely I have a defence. I was insured if I rode the bike but it's only his problem if he isn't insured isn't it? Please help.

Answer

Firstly, your 'mate's' actions by not bothering to get insurance have resulted in valuable police and court time being used clearing up his mess. He knew he needed insurance and didn't bother. At best he is a simpleton and at worse he's an absolute scumbag.

As for your question I am genuinely gutted to advise you do not have a defence. Unfortunately, even though you personally had insurance, as you let your 'mate' out without properly checking he was insured to ride i.e. by looking at the certificate, then you are guilty of permitting him to ride without insurance.

The law relating to insurance is very strict. As such, my advice would be to plead guilty and try and obtain the lowest sentence possible. However, without doubt you need to advise the court of exactly what has happened because it will likely aid in mitigating the level of sentence.

*Andrew 'Chef' Prendergast, Motorcycle Monthly, **October 2015***

Weekday Ride, 26th April - Stu

Tuesday 26th April 2016 was a little like a day in January. Chilly to say the least, with forecasts of rain, wind and hail. My bike showed a temperature of 8 degrees on the ride over to the meeting point near

Sparkford. Joined by Martin and Bryn, we had a slight fall of hailstones and so we cleared off on our way to Compton Abbas airfield.

The route was a new one to me and I did say at the outset that I would be challenged to find some of the Dorset villages. Sure enough I didn't. Was that a taste of negative thinking? Having got to Sherborne, I used a well-worn route towards Cerne Abbas, but needed to find a road that would carry us to Blandford St Mary. Despite a fine display of slow riding I failed to get the correct turn. Still, the road alongside the river Piddle is very picturesque, so it wasn't all pain. Near Puddletown we branched off along the A354 and made good time to Blandford Forum, annoyingly identifying the other end of the road I should have been on as we passed it. Curses. (Picture Dick Dastardly as he realises he has been done over by Penelope Pitstop once again.)

Anyway, after nearly 90 minutes riding the still low temperature was working on us all and we made a timely arrival at the airfield. After a suitable luncheon and 'craic' we left on our various ways home.

My route was back to Blandy, onwards to Dorchy, a touch of culture with the French Lieutenant's Woman at Lyme and then finally a bike wash at home.

The first bit to join the A35 was done in nice sunshine, although still only 10 degrees. Travelling around Dorchy was done beneath leaden skies and a full blown snowstorm! The good thing was watching the car drivers panicking, allowing me loads of progress moments. Between Bridders and Lyme the sun shone again but the snow returned near Carpet City (Axminster). Have you heard the expression "visor rain"? It appears to be a monsoon on your visor but when you stop it's a faint drizzle. I've had "visor snow". Slightly different because what looks like

large flakes of perfect snow covering the visor completely in a thick sludge is exactly what is happening. Now, if only I had realised the difference!!

Anyway, I ignored the saucy wench at Lyme for a warm cuppa at home and, before you ask, the bike is still dirty. Fair do's to the intrepid three of us. AAMC represented in extreme sports! Weekday rides are full of fun and frolics and the next one is only two weeks away. 10th May, leaving the Cross Hands at Sodding Chipbury at 10am bound for somewhere else further north.

Be there or be square. (Remember Radio Caroline?). Best wishes, Stu.

New Regalia! - Sue

I thought that now would be a good time to remind you that you too can have one of our lovely Club shirts with the logo on it. The logo is fully stitched (rather than stuck on with an adhesive) and so will last many years. The shirts are of a very high quality and are primarily sold in red and black.

However, I know that there are one or two members who "don't do red!" If you follow another tribe, I could be persuaded to place an order for a blue and black shirt, although the logo would still be of our standard format.

I am able to place an order with the supplier (Imperial Sport) now so that you will be able to have your Club shirt for the lovely warm summer that is surely just around the corner. Please send me an email (sueharding@hotmail.co.uk) to let me know the details required which are:

- what size you would like (options below)
- how many you would like
- what colour you would like

- and if you would like your initials on the shirt (as per Andy in the picture).

Male Sizes: S (36/38), M (40), L (42), XL (44), XXL (46/48);

Female Sizes: 8 (30), 10 (32), 12 (34), 14 (36), 16 (38), 18 (40).

Polo Shirt (£25), Crew Neck Shirt (£12)

The picture shows who already has made a purchase, along with Keith White and Tim Trolley.



Happy wearing! Sue.

View from the Saddle - Al

Summer's here at last....as we've had a couple of nice days in the low to mid 20's and this gives us plenty of ammunition to start moaning about the heat!! And while the thought of riding a bike in this sort of weather in a pair of shorts, a T-shirt and flip flops might seem a good idea on a moped at 20mph on the island of Kos, the potential damage that one can do on, say, a 1000cc 150bhp machine, is tenfold. It often concerns me, therefore, when I see during better weather, sportsbike riders (generally) fully leathered up in £2,000 worth of kit, only to have wife, girlfriend (possibly sister) clinging on the back in a pair of skinny jeans, trainers, denim jacket and a £30 helmet. Why would someone who had protected themselves so well, not want to protect their nearest and dearest in the same way?? Legally, of course, providing the helmet and visor (or goggles) carries the British Standard and UNECE approval number, whether the helmet is £30, or £300, that is the only legal requirement. There are an abundance

of safety standards that are awarded to varying types of motorcycle clothing, gloves and boots, but no requirement to wear it. If car drivers are legally required to wear seat belts as a safety measure within a car, is it about time that riders and their pillions should be expected to wear appropriately certified gloves and jackets as a minimum??

Last weekend, I joined that ever growing 21st century 'I don't need a map' club by purchasing a satnav for the bike. Tried to take my technical expertise to unexplored heights by attempting to programme in a practise route for the club ride I am leading in July, on the route planner. It may have been because I tried to plan the route on a Saturday night after a few beers with friends, that resulted in my ride crossing two fords, riding along some 'unsuitable for motor vehicles' lanes and circumnavigating the Glastonbury Festival site twice. It took me 3½ hours to ride from Farrington to Dunkeswell airfield (could have ridden the pushbike there quicker). Consequently, Steve (the only name for the satnav I could have printed) and I will be honing our skills over the next few weeks to ensure a smooth ride in July (hopefully).

France: New laws for motorcyclists in 2016 - *Stu*

Some information 'borrowed' from a magazine called Police World. It's about the world of the Police!! However, I have added some bits and bobs to it.

Hi Viz: From January 2016 riders must have a hi-viz jacket with them for use at the roadside in the event of a breakdown. There must be another one for any pillion passenger. Currently there is no requirement to wear it when riding.

Helmets: Reflective stickers have been a legal requirement in France for years and are enforceable by Police. All official

motoring rules that I've seen make no distinction between residents and tourists it just says "All Motorcyclists". So officially it is a legal requirement to have these if your helmet doesn't come supplied with them. The traffic laws state that motorcycle helmets worn in France have to be fitted with retro-reflective stickers on all four 'sides'. They must be a minimum of 18 square cm and each sticker has to be capable of drawing a 40 mm diameter circle, OR a 12.50 cm² rectangle with a minimum of 20 mm length. If you want to equip your lid with reflective material, the ready-cut stuff is available but the cost is horrendous. You can buy a strip of reflective tape to cut out yourself for a fifth of the cost. This has another advantage in that you can cut shapes to fit your helmet paint pattern. [ukfrancebikers](#) points out that officially the stickers should not be removable without damaging the helmet and must remain reflective over time. They must also be water resistant and not interfere with the opening and closing mechanism of the helmet (if applicable).

Breathalyser: There is a legal requirement to carry a breathalyser and although it *may* not be legally enforceable they are cheap and I carry a pack with me in France.

Headlamp beam adjusters: Modern bikes have a central splayed beam rather than the older bikes' offset beam. Even with cars, modern lights are not the same as older lamps that have lots of ripples on the glass. If you get close to your garage door, shine the dipped light and mark its spread. Then put on high beam and mark the difference. Where there may be some danger of an oncoming driver/rider being dazzled, mask that bit off with some black insulation or electrician's tape. Miles cheaper and just as effective.

Motorway speed enforcement - *camionnette blanche homme* (white van

man): As part of anti-speed initiatives on motorways French Police use white vans equipped with laser speed detection devices. Offenders are escorted off the motorway to be dealt with. All offenders are breath tested.

If you are found to be travelling at 40kph (fractionally under 25mph) above the limit you could be banned on the spot. If there is no-one legally permitted to ride/drive your vehicle away it can be impounded.

[According to driving.co.uk, police in northern France, concealed under motorway bridges and in roadside hedges, are catching more British drivers than any other west Europeans - Ed]

UK License points: You may recall previously I brought to your attention the Belgian-based computer that all EU countries use to store our vehicle registration details. If you get a flash from a speed camera, the risk is you will be contacted by a UK debt collection agency who will recover the fine from you. Points are still under consideration as many countries have different ways of applying points, or demerits as they are also known outside the UK. The start date for such matters is 2017 but I have met two people who have been contacted through their registration details and asked to pay up. Naturally you need to be careful to ensure the request is official! However, forewarned is forearmed.

Is there a spy in the camp? – (or, May I introduce myself?)

Eddy Lambah-Stoate

Hello my name is Eddy and I am a motorcyclist. I joined AA[MC] last month. Now I am not a huge fan of group riding but Chris's little jaunt in April with its U-turns and back-on-your-self twists was an entertainment of the highest quality! Simon G and I used to be neighbours and

he phoned afterwards to say 'Welcome' and also to pass whisperings that had come his way about 'What was I doing - was I some sort of a spy?'

So let's go back a century or two. Morton Davis and I buddied up at that infamous Ride to Arrive weekend at police HQ in Portishead. Infamous because Malcolm Dykes, one of the police instructors, lost one of his ducklings (ran wide on a left hander, we gathered) no real damage done except to pride and machinery. Afterwards, 'cos he's good at that sort of thing, Morton organised for us both to join the IAM at Cheddar Valley Group [Simon's idea, in fact - Morton], which Morton left for the Bristol group and which I later chaired for a couple of years.

At that time the RoSPA Btec Advanced Riding Instructors Diploma was outstandingly the best on offer in the civilian world. (I consider that IAM has at least now caught up).

To take the Diploma it was necessary to first hold a RoSPA Gold (which again at the time was the highest civilian level), so Simon took me for a spin to sort me out for that. Then, all that was required was to raise the funds necessary to bribe Geoff Gregor (very reasonable rates) to award the Gold and I was in business. Much water has flowed beneath the bridge since then and it is a pleasure to renew some old acquaintances.

Oh, the spy thing - sorry to disappoint, but no, I just enjoy the company of fellow enthusiasts and living in Bath makes AA that much more convenient.



Ed: This is a hired RT - Eddy's own bikes are a Pan and an R1.

Tortoise & Hare Run

(5th June 2016)

At the start of Carezza's Ride-in, one of the jovial folks from Wells Classic Motorcycle Club:



told us about an event they put on for all classes of motorcycles, taking in the glorious Mendip Hills and surrounding countryside, through the three run-groups (Snail, Tortoise and Hare).

The aim is "to give the entrants an enjoyable day out, full value for money, and raise some much-needed funds for Dorset and Somerset Air Ambulance".

The 45-mile "Snail Route" is for Veteran and very low-powered machines, and uses the lowland below Wells.

The 75-mile "Tortoise Run" is for machines of unlimited capacity up to the year 1950, and small-capacity machines including scooters up to 250cc to the year 1985.

The "Hare Run" is about 115 miles and is for machines over 250cc to year 2000,

plus a limited number of modern machines.

Apparently it's a very popular event, attracting motorcyclists from around the country; some camping is available the preceding Saturday night.

Entrants and Marshals interested in taking part can get full details from the official Wells Classic Motorcycle Website (<http://wellsclassicmotorcycleclub.weebly.com/>).

MY BIRTHDAY – Pegasus

My first outing of the season is on April 1st and I do admit to being a bit of a fool – I am not running properly, however this is soon sorted with a new spark-plug. It is some time since I put pen to paper, or rather wheel to key-board via my pet's fingers but hopefully, I haven't lost my style.

My birthday dawns dry with a bit of sun – I am thirty years old and have been with my pet lady for all that time (apart from when I went away to be restored and got stuck). My gears start off by having a mind of their own. My pet has a spare clutch cable and suspects this might be the problem so by manually pushing the lever out after each gear change, I am fine. Pets with more mature bikes know tricks to deal with their little foibles and I more than make up for mine. We go on a training run with AAM, led by Chris, and my pet is pleased to finish at the organic farm shop café near Cirencester for lunch rather than just coffee as she has always looked at the food and wanted to try it. She has a yummy salad. Some of the pets got lost so have to abandon the queue as we are on a mission! My pet gives me a quick wipe-down each time we stop to try to keep me looking shiny for my birthday.

We set off for our rendezvous at the Cross Hands, Chipping Sodbury for my special

birthday charity ride in. My pet has been emailing clubs, dealers and other individuals for weeks so is hoping someone will turn up. There are about 27 bikes, 30 people, mainly from Bristol IAM, AAM, Bath Classic Club, Wells classic club, someone she used to teach with, someone she bought the CBX she is trying to sell from and various others. We thank you all for coming.

We gather everyone in to explain the route, giving out a few maps, drop off system and Andy explains what we are raising money for - the service Freewheelers provides supplying blood to the Air Ambulance and which has so far saved 29 lives. The Wells Classic club promotes their charity ride in June - in aid of Somerset Air Ambulance - a nice coincidence. It always clashes with my pet's birthday. Mel puts in an appearance on one of the Freewheeler bikes but is on call so has to disappear again.



My pet has recced the route twice by car noting distances, potholes, views, dodgy junctions where we might lose people etc. and this morning part of the training run covers the first part of our run and it was useful to note that a road closure had gone.

People seem to enjoy the run which is mainly A and B roads and lasts about an hour. We reconvene in a convenient lay-by

on the A38 just before turning into Thornbury. We appear not to have lost anyone although one chap almost falls over. There is a great variety of bikes - sizes and ages. As we wait in the lay-by we get lots of hoots and waves from passing car drivers. It doesn't take long for everyone to arrive.

Then we proceed through the centre of Thornbury (extra pose value) to V-Ten Motorcycles on the trading estate. We are very pleased and surprised to find Euipe and Perseus (both missing various bits of bodywork) ready to greet us decorated in Happy Birthday bunting with more bunting across the entrance to the shop.



My pet's Tesco order was not ready when they went to the shop but most things arrived including the decaf and soya milk - only the gluten-free cakes were missing.

Lots of photos are taken, especially of me, birthday boy, and lots of cake and drinks are consumed. We collect £152 for the cause and Mel arrives and takes the money, so if anyone gets a postcard from her from a nice hotel somewhere... More photos are taken of people with her bike. People gradually leave and my pet manages to squidge some of the leftover chocolate cake in my bike bag. Colleagues polish it off. Will my pet wait for another

decade to arrange something similar or would people be interested in this as an annual event? Thoughts appreciated.

P.S. Some amusing snippets from the next AAM training ride led by Jim. He starts by asking if I am capable of motorway speeds . . .hem - I may be 30 years old but I started with 68 ponies and I don't think I have lost too many along the way. Later on we are congratulated on achieving an overtake . . . past a horse and cart! Also, someone has moved Goodrich Castle - we go up and down the road a few times but it is just not there! Still, the pets find a road-side café which is very good value. My new clutch cable is working fine too. It's another good biking day in which the pets manage to keep out of the rain at the end of the day by consuming beverages - my pet chooses hot chocolate and it comes in a bucket with two handles rather than a mug - oh well, pets' diets always start tomorrow!

By Pegasus with help from his pet lady Carenza [see also invitation at end of this Treads]

Herefordshire on the Edge

Sunday June 26th 2016, will see the first ever running of this event for motorcycles and 3 wheelers more than 25 years old organised by the Herefordshire section of the VMCC.

Riders will get a chance to explore some remote and beautiful corners of one of Britain's most scenic, historic and least visited counties.

"Herefordshire on the Edge" will provide an enjoyable, non-competitive, long-distance event designed to challenge entrants' riding and navigation skills and test their machines over a wide range of surfaced roads.

24 waypoints spaced at roughly 10 mile intervals around the border of Herefordshire will be published two weeks before the event. Riders should plan and follow their route to visit as many of these points as they choose. The minimum distance to visit all 24 points will be about 240 miles. The 4 cardinal points (North, South, East and West) and at least 4 others must be visited to qualify for an award. Any rider/driver who visits all 24 points can be very proud of their achievement.

Entrants can use any appropriate equipment to plan and follow their route (i.e. Satnavs are allowed).

There will be no prescribed route card but information on details of the code boards, points of interest, fuel stations and refreshment stops will be provided to all entrants. This is not a treasure hunt and the aim is to make these waypoints as simple to find and record as possible.

For full details and entry forms contact Geoff McGladdery at geoffmac@globalnet.co.uk.

Feel free to share this with anyone who might fancy the ride

Biker Down Workshops

- *Chris Kearns*

Great news, Biker Down workshop dates for this season are detailed below: - 10th June, 15th July, 23rd September, 21st October, 18th November & 9th December.

Please email bikerdown@glosfire.gov.uk to reserve a place and we look forward to seeing you at SkillZONE.

Nearer each workshop we will be advertising each one.

For Sale

Whilst out on a training ride recently, we were approached by a very friendly young lady whilst having a cup of coffee in Malmesbury Garden Centre. She has been riding for a number of years but has just started a family and can no longer find the time to go out on her bike, hence she is looking to sell it.

It's a Black Ducati Monster 620 (618cc) with approximately 2800 miles on the clock. It has always been garaged and serviced annually. If you are interested, please contact her direct: -
Karen Holness - 07815 148939

Emergency Services Show - Simon

We understand the Emergency Services Show to be held on 11th September at Hullavington Airfield has been cancelled this year as the MOD are selling the land.

We had arranged to have a Club stand there to try to recruit new members, but this is now looking very doubtful.

The organisers are trying to find another suitable location, but this is unlikely to be available until 2017.

We will let you know as and when we have further details.

Diary of Events

MAY

Tuesday 10th Weekday Ride
to Croome Park, Worcestershire. Meet at the Cross Hands Hotel, Old Sodbury BS37 6RJ (on the A46 north of M4 junction 18) at 9:45am for a 10am start.
Stuart Bullock - 07711 898178

Friday 13th to Sunday 15th Club Bash to Liskeard, Cornwall,
staying at the Premier Inn. Pre-booking with deposit required. Bookings open whilst the hotel has rooms available. See below for further details.
Stuart Bullock - 07711 898178

Sunday 15th Club Ride
Meet in the car park at Sainsbury's, Odd Down, Bath BA2 5RF at 9:30am for a 9:45am start. Andy Smith - 07828 959537

JUNE

Wed 1st - Sat 4th Royal Bath & West Show
BLOODHOUND SSC full size Show Car, Interactive Modular Car and BLOODHOUND Driving Experience.

Friday 3rd Weekday Ride
Meet at Hazelgrove Services (off the roundabout junction of the A303 and A359) Sparkford BA22 7JE at 9:45am for a 10am start. Lunch at Studland Beach. Bring £1 for the ferry. (*Note change of date*)
Stuart Bullock - 07711 898178

Sunday 5th Tortoise & Hare Run
Organised by Wells Classic Motorcycle Club (flyer below)

Sunday 12th Club Ride
Meet at Severn View Services (M48) BS35 4BH at 9:15am for a 9:30am start.
Andy Smith - 07828 959537

Thursday 16th Evening Ride

Meet at McDonald's, Brislington BS4 5PF at 6:45pm for a 7pm start.
Jaimie Fry - 07776 303657

Sunday 19th Club Ride to the Ace Cafe, London. Practise your language skills for their Polish Bike Meet Day. Meet at Tormarton Picnic Area (on the A46 just south of M4 junction 18) at 8:30am for an 8:45am start.
Simon Gough - 0117 973 4120

Wednesday 22nd Evening Fish and Chip Ride (*note change of date*)

probably to Salt & Malt at Chew Valley Lake Picnic Area. Meet at McDonald's, Brislington BS4 5PF at 6:45pm for a 7pm start. Simon Gough - 0117 973 4120

Sunday 26th Club Ride

Meet at Farrington's Farm Shop, Farrington Gurney BS39 6UB at 9:15am for a 9:30am start.
Mark Chamberlain - 07974 027674

JULY

Sunday 3rd Club Ride

Meet at the Little Chef, Chippenham SN14 6UY at 10am for a 10:15am start.
Rob Slack - 01793 634555

Thursday 7th Evening Ride

Meet at the Cross Hands Hotel, Old Sodbury BS37 6RJ (on the A46 north of M4 junction 18) at 6:45pm for a 7pm start.
Sue Harding - 07715 120891

Sunday 10th Ride4Life Event at

Ashton Gate Stadium (Bristol City Football Ground) BS3 2EJ in aid of Great Western Air Ambulance. Please come and help man the Club stand.
Andy Smith - 07828 959537

Sunday 17th Club Ride

Meet at Farrington's Farm Shop, Farrington Gurney BS39 6UB at 9:45am for a 10am start.
Al Matthews - 07715 388960

Wednesday 20th Weekday Ride

Meet at Ilminster Services (off the Southfield Roundabout junction of the A303 and A358) Horton Cross, Ilminster TA19 9PT at 9:45am for a 10am start. Lunch at Branscombe Beach. Bring £2 for the car park. Stuart Bullock - 07711 898178 (*note change of date*).

Thursday 21st Evening Ride

Meet in Waitrose Car Park (off the Broadmead Roundabout) Keynsham BS31 1ST (Saltford end of Keynsham bypass) at 6:45pm for a 7pm start.
Andy Smith - 07828 959537

Saturday 23rd Club Ride

Meet in the Car Park of McDonald's, Brislington BS4 5PF at 9:45am for a 10am start.
Neville Perrett - 07772 982099

Sunday 31st Club Ride through the Cotswolds, Gloucestershire and Monmouthshire. Meet at the Cross Hands Hotel, Old Sodbury BS37 6RJ (on the A46 north of M4 junction 18) at 9:15am for a 9:30am start.

Nigel Dean - 07736 275406

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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

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.

Tortoise And Hare Run™

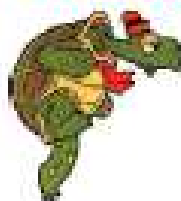
Sunday 5th June 2016.

Organised by Wells Classic Motorcycle Club

This event caters for Motorcycles and Scooters of all ages

We invite you to join us to ride through our outstanding countryside

ENTRIES ARE LIMITED, PLEASE BOOK EARLY



"The Tortoise Run": *Approximately 75 miles.*

For Machines of Unlimited Capacity up to year 1950, Small Capacity Machines Including Scooters up to 250cc to year 1985

****PLUS a limited number of low capacity modern machines****

"The Snail Route": *Approximately 45 miles.*

For veterans and very low powered machines.



"The Hare Run": *Approximately 115 miles. For Machines over 250cc to year 2000 PLUS a limited number of modern machines.*

Tortoise & Hare routes are marshalled & signed.

Why not sign up as a Marshal?

Signing on, breakfast and drinks at Wells Football Club from 8.00 to 9.20am. Then to Wells Market Place to assemble & be flagged off by the Mayor at 10.00am.

Coffee stop en-route at *Castle Cary RFC*, returning to Wells Football Club for a lunch stop followed by a 2nd run in the afternoon, finally finishing at Wells Football Club for presentations, to include *"Best Attended Club"* (*entries to be received before closing date*) Licensed Bar/ Food (*can pre-order on entry form*), Presentations, Souvenir Brochure, Raffle, etc, Camping

Entry Fee: £9. Solo rider, £12 with pillion, (*including coffee/tea stop vouchers, brochure*)

On the day entry fee: £11. Solo rider, £14 with pillion, (includes coffee/tea stop vouchers, brochure)

Fees to be paid upon submission of entry form. Closing date for entry in the brochure is 12-5-2016.

Download entry form and further details at www.wellsclassicmotorcycleclub.co.uk

E-mail queries to: tandhrowcmc@hotmail.co.uk

Or send a SAE to WCMC c/o C.Weeks, 5 Hooper Avenue, Wells, Somerset, BA5 3NA.

A donation from the proceeds will be made to Dorset and Somerset Air Ambulance.



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A VERY NOUGHTY BIRTHDAY PARTY WEEKEND

– Carenza

Pegasus, Euipe, Celeris (bikes), my amazing tent, my fantastic camera, Herby (mini cabrio), the Queen and I all have all reached a naughty age this year so I'm inviting you to a choice of events at home over the weekend. Also, my best beloved Pegasus and I have been together since he was new on St. George's day 19??

Friday June 3rd or 10th evening 7 pm for 7.30 pm – bring and share vegetarian meal food and drinkies – a sit-down type meal, no snacky things please

Saturday June 4th day-time 12.30 pm – Friday club (my old youth club) reunion lunch but non- ex-Friday clubbers can come if that's the only time you have available. Bring swimmers.

Saturday June 4th evening 8 pm – party time, please bring finger food to share (preferably veggy), bottle and your dancing shoes

Sunday June 5th day-time 1.30 pm – byo BBQ and salads/puds to share. Swimming and outdoor games weather and rabbit cage permitting

Sunday June 5th afternoon 4.30 pm – cream tea, contributions appreciated, will probably sozzle on till the evening

As I work in a boarding school, there is a slight possibility that I might have to postpone one event so keep in touch – if you have booked in I will let you know if I have to change it.

It's happening at my home so ring/email/text for address, directions, parking or public transport information.

01225 835599 – can leave messages
07962 076370 – can leave texts
carenza@perranhouse.freeserve.co.uk

R.S.V.P.