



# TREADS

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## Editor's Bits – Stu

DVSA have provided clarity on items dangling from car interior mirrors – important to us riders, as this is one of the contributors to the SMIDSY excuse.

All is covered under the Construction and Use reg's 1986, *"No person shall drive, or cause or permit any other person to drive, a motor vehicle on a road if he is in such a position that he cannot have proper control of the vehicle or have a full view of the road and traffic ahead"*.

It seems to me that may also cover windscreens adorned with Satnav, mobiles phones, dash cams, where view is obscured. What about a dark visor or sunglasses when it is gloomy?

Anyway, a fixed penalty of £100 and 3 penalty points could be headed the way of transgressors and, if the case goes to court, the fine could rise to £1000.

The BMF magazine, RIDER, is always worth a look at, but particularly number 87 edition, Summer 2019. An interesting article on age and motorcycling is especially relevant as the average age I see at bike events keeps going up, it seems to me.

Another question's whether electric bicycles are in fact motorcycles. Again, relevant as if there is a way to rook riders of cash for Tax and insurance, (actually, compulsory liability insurance would be a good thing, in my view), Government will go for it big style. Maybe not enough numbers yet and of course, they need to find excuses for those who feel electric bicycles are the solution to harmful emissions.

Just try telling the poor of many countries who live alongside the factories making the batteries that allow for effortless cycling and

silent cars, that battery power is good for us. Probably just as effective a message as how good diesel fuel was.

I think I should rename this section as "Don't get me started..."

## Moto gymkhana National Championship 2019 – Round 1 – 11<sup>th</sup> May – Eddy

**Let's talk dirty** "Machinic Assemblage", there I've said it! A body conceived of as a **machinic assemblage** becomes a body that is multiple. Its function or meaning no longer depends on an interior truth or identity, but on the particular **assemblages** it forms with other bodies – or that's roughly what my neighbour, who shall remain nameless – but you know who you are Simone, don't you? and who holds a Chair at Bath University in some esoteric subject like sport and sociology might say. She might well go on with words like **Phenomenology of Perception** a concept propounded by Maurice Merleau-Ponti in 1945, if she did however my brain would be somewhere at the back of the grid – Hello, familiar territory! Yes, there is a connection if you care to read on.

The point is, to be successful at this game you somehow need to join as one with the machine you are on. How pertinently accurate were Hector Vass's words from my experience day. As a human, if we stand up and go to fall over, we put out our leg to prevent the fall. In this game, on a bike, weaving around the pylons (cones for those who haven't seen my article on last month's rookie session) where we are penalised for putting feet down, the solution is gas – use the throttle and the bike stabilises. The turns are so sharp and we are trying generate pace, so we have to counter steer as much to pop the bike up as to initiate a turn. It's the same game that Marquez plays when his

bike goes down – bump the ground with your elbow, keep the gas on and if the back tyre grips sufficiently, up you pop. He of course is still travelling 170 mph! At Moto gymkhana speeds I recon you are down.



Anyway Round 1 of the National Moto gymkhana Championships arrives and, having tried 1 rookie event, here I am in the competition. Well I guess that's technically true but we seem to have Andrew (The Maestro) and one other wearing orange tabards, a half a dozen or so in Green and quite few, including me in yellow – the novice group.

Excitement runs high - and let me say such excitement is not confined to the male of the species, 25% to 30% of the contestants are of a female persuasion and awesomely good – you get the course map after the initial briefing and have 45 minutes to walk it, remember it and plan your lines. You're called to the warm up course, directed onto the GP8s and then signalled to enter the start box. "When you're ready, in your own time", is the signal to go, breaking the timing beam and heading for the first obstacle

With names like, Jink, X-box, Double Banana, The Hand, Enterprise, Cat's Cradle, Ying Yang and Falling Leaf you'll be forgiven for laughing – but we are told it all helps to remember what you're doing so you can focus on your speed. Two attacks to set your best time – hopefully without any penalties (touching a pylon, missing a jink line, dabbing your foot down and others).

We are told the podium places all get trophies and there are rewards for novice riders too – so we could be going home with a prize and a massive grin. There's one main rule in Moto Gymkhana – have fun! – other terms and conditions apply!

At least the weather is kind, a little cold to start, but dry. The course is being set up and we are allowed to practice on the surrounding estate roads and on the practice circuit comprising slaloms, off-set slaloms and a GP8. Then comes the announcement that we can walk the course for 45 minutes. This is larger and more complicated than the newcomer's model last month. Quite a few pylons being used once for one obstacle and then a second time for a subsequent one.

I walk with one person then another, plan in hand trying to memorise it. What I had no idea about was that there may well be more than one way to tackle an obstacle, for example a series of say right hand turns may do it, but so also might a right turn, followed by a change of direction to a left turn. Watching others' attacks it seems there is no ultimate 'best' it depends on what you decide. The point is that when memorising the course one needs to consider alternatives and come to a decision – sounds a bit like a Roadcraft riding plan – Anticipate, Prioritise, Decide.

Eventually around comes my attack and off I go – very sedately. I have been coached on whether to try for a fast attack first time on the basis that you have another in hand, or to take the first one more gently to groove in the course and get a time on the clock to improve on the second go. So off I went quite steadily carving my way round only make a mistake around an obstacle and have my attack declared WC. No, that is not lavatorial or anything to do with crap (though it was), but stands for Wrong Course. My time was over 5 minutes against the mid-range of 2.5 (Hector's best was 2 mins 40 secs).

We break for lunch and walk the circuit some more and practice and so comes my second attack. Off I go more confidently into the slaloms then off-set slaloms now into the spiral, and again I lose my way, repeat the obstacle and complete the attack, only to be told WC again. Thankfully, unbeknownst to me a stewards' conflag took place and my attack was declared good, in a time of 3 mins 42 secs. So still very slow but a measurable

improvement on the first attack and one which included a redo of one obstacle.



Mucking about afterwards whilst the pylons were left for an hour for further practice I reckon I could shave another 30 secs off, partly on technique and partly by knowing the course better.

The main lesson I picked up on Round 1 is just how effective the throttle is in picking up a bike that has been made unstable to make a tight turn. Watching the proficient riders there is a lot more GAS and BRAKE than I am able to do at present. Having said that my 250cc Super Dream can barely pull the skin off a rice pudding and the brakes bring it to a gentle repose rather than stop it. It does however give me a good platform upon which to learn technique which may be transferred to another machine next year. Yes, a plan is already forming. The other lesson is, in contrast to short circuit racing where one can learn the circuit, at this game you have a limited opportunity to walk it, then your first ride (attack) is for real. The really strange thing is that your total competition time is some 5 minutes over a whole day. How can that possibly work? Yet it does, you chat you look, you get into the zone – I don't know what else but the day flies and is surprisingly tiring.

Looking at the course plan it shows +/- 50 turns. Over a time of say 150 seconds this works out at a turn every 3 secs and many of these are 180, 270 and 360 degree turns, pretty well leaving you facing in the opposite direction to your entry line, so earlier than you have negotiated one, the next has to be planned for then executed.

But back to dirt and **Machinic Assemblage**. Aching muscles, down my left forearm and across the top of my shoulders tell me I am far

from at one with what I'm doing, yet out of maybe 18 wearing the novice bib and allowing for WCs I was perhaps 10 out of 15, no-one seems quite sure or even to care. That's all part of the charm and potential addiction.

Next month European Championships – not for me – so **7<sup>th</sup> July for Round 2**.

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**Legal Questions** – Andrew Dalton, 1.

**Intuitively one would think fluorescent clothing would make a rider more visible, but the jury is out on this point.**



And the science is ambivalent: one European survey found Hi-Viz motorcycle clothing made a modest difference to driver perception of motorcyclists, but others have found no significant statistical link between the use of high visibility motorbike gear and actually being seen.

Rule 83 of The Highway Code tells us that we, 'could wear a light or brightly coloured helmet and fluorescent clothing or strips' – that is it. There is no compulsion or even advice to wear day-glow motorcycle kit, it is simply presented as a possible option for us to consider. The Highway Code, drafted as it is by thoughtful civil servants reflects the state of scientific knowledge on fluorescent clothing.

Personally, I wear high visibility clothing on a bicycle because I am constantly being overtaken and my broad back presents a lot of visibility, whereas my upper body, behind a screen and the front aspect of a motorcycle is relatively obscured.

The reasons are complex and a lot is determined by how the human brain and human eye work together – MRI brain

scanning has revealed that much of what the eye sees the brain does not register. If something is not of interest to the brain, it ignores what is coming into it from the ocular nerve. So, what am I, as a lawyer on about?

It is very occasionally run as an argument that a motorcyclist has contributed to his or her own misfortune by failing to wear fluorescent Hi-Viz motorbike clothing, contrary to Rule 83. In fairness, this line of argument is rarely run by grown-ups because you 'could' wear dayglow, you could also choose not to get out of bed or you could choose to take the bus. This argument is occasionally run by insurance clerks with delusions of expertise, and horrifyingly sometimes accepted by paralegals masquerading as proper lawyers.

So, if you want to wear fluorescent motorcycle kit such as a Hi-Viz motorcycle jacket by all means do so. It cannot do any harm, but do not feel compelled. For what it is worth, with my particular knowledge I have opted for a light, multi-coloured motorcycle helmet, a motorcycle jacket with contrasting arms and body, and auxiliary motorbike riding lights.

These practices have some scientific evidence of making me a bit more visible, but as a six foot tall man on a 1290cc Orange and White KTM Super Adventure even if I am in matt black if you have not seen me you have not looked, and if you have not looked I could be lit up with a disco ball and you still wouldn't see me.

The cause of collisions is not motorcyclists being invisible, it is car drivers either not looking at all, taking a 'micro-glance' and failing to see the motorcyclist, or simply not processing that a motorcyclist is approaching them. Day-glow does not really address these issues.

*So, what do club members feel about that subject?? Also, don't forget your reflective stickers for your crash helmet and your reflective safety vest for times when you may be broken down. They are the law in France. Ed.*

*Andrew Dalton, 2.*

### **When it comes to sounding off at police officers and claiming your rights, think very carefully of the repercussions.**

I was pulled up for alleged speeding by a very annoying and patronising fifty-something copper, who kept calling me "sir" in a really slimy way.



**Well over 60 in a 40 zone.**  
*(That would be a Triumph on this bike Ed)*

He was an ordinary copper, driving around showing off to his rather prettier younger sidekick. He told me that his speedo showed me travelling at "well over 60mph in a 40 zone" and he was struggling keeping up with me in his diesel Astra.

Anyway, I do my homework and I know my rights, so when I asked the copper if his speedo was calibrated he said it was not, and I asked him to show me his camera evidence of me speeding, and he said the vehicle was not equipped with a camera, so I told him he could stick his so called speeding ticket where the sun doesn't shine.

He then appeared annoyed but could not find anything wrong with my bike or my documents but he still kept up with his "you were speeding" and he told me I was going to be reported for speeding.

I may have been speeding, but he can't prove it, so I did get quite sarcastic back. I have now received a summons for exceeding a 40mph speed limit, with no upper speed mentioned, I'm torn between simply ignoring this ticket as it is just a copper getting bent out of shape, but other people have told me that I should go into court just to experience the copper being

laughed out of court. Which one of these options do you think I should take?

**Answer:** Oh dear. Neither. The real law is this: the police officer and his colleague can both give evidence of speed. Their uncalibrated speedo may well have been reading 60mph and if they give credible evidence that at an indicated 10mph they were not gaining on you, the magistrates can accept their evidence. The proposition that an uncalibrated speedo is worthless in evidence is a dangerous myth.

Had the speed been less than, say 10mph over the speed limit, then the speedo evidence would not be likely to be accepted, and this has been established law for getting on for 70 years. As you are about one and a half times the speed limit according to the police officers, and both police officers will say that at the recorded 60mph you were not being gained on, the two police officers both estimating your speed as significantly in excess of the speed limit along with a mechanical reading from an uncalibrated speedo is plenty to prove a charge of speeding.

A much wiser idea would have been for you simply to accept 'advice', because the police officer knows that this is going to be a technically more difficult prosecution than one dealt with by one of his road traffic colleagues with a VASCAR (Visual Average Speed Calculator and Recorder) recording system and a calibrated speedo. Nevertheless, unless you are going to be able to show that the two police officers are lying, and you have no credible evidence that they are, I think the court will accept the evidence. As a general proposition if the officer looks ready to give you "firm words of advice", the best plan is to shut up and listen in – or at least look like you are.

Advising the officer of your legal knowledge has obvious drawbacks. The magistrates are likely to convict, and they will give you no credit for remorse or an early guilty plea if you maintain a not guilty plea. I suspect the cop will get it out in evidence that you were in a state of high minded and incorrect dudgeon and some of your more intemperate words are likely to be

read back in court in front of the bench of magistrates.

*A Police officer and colleague can both give evidence of speed.*



All in all, you could not really have played this much worse. I would be tempted, if I were you, to write in and plead guilty so you still get an early plea sentence discount of one third but the cop, by not alleging a speed, has made it very likely that he will be coming to court to give his evidence about your speed and your demeanour and attitude. Goading police officers isn't a brilliant idea. (*Oh really?? Ed*)

**Andrew Dalton: Disclaimer:** The legal advice and statements contained within this/these article is correct at the time of printing, 2018. Andrew Dalton is a trial lawyer, with White Dalton Motorcycle Solicitors.

**NB:** *The law changes all the time, so while the answer was correct at the time of writing, things may have moved on – so check before making any decisions!*

### **View from the Saddle – Chris**

Ours is the era of health and safety. The government puts warnings on alcohol, so we know that drinking a litre of gin might have fewer health benefits than going to the gym. Packets of nuts are emblazoned with: 'Warning: May contain nuts'. One manufacturer put on their hairdryer packaging: 'Do not use while sleeping'. Every conceivable eventuality is accounted for by danger-obsessed faceless suits with clipboards and hard hats and compulsory Hi-Viz.

As such, the Isle of Man TT races are an anachronism; a throwback to the days when men were men, and danger was a face to be laughed in. Because, the TT could well be the

most dangerous sporting event on earth. The loss of another young man during the week will undoubtedly raise calls for the TT to be banned.

The races are held on the 37.7-mile Mountain course. It goes from sea-level to 1,300ft, and contains over 200 bends. At its centre is Snaefell Mountain, from which local legend states that one can see six kingdoms: Man, Scotland, England, Wales, Ireland and the sixth, Heaven.

Racing began on the island in 1904 with the Gordon Bennett car trials (a precursor to the Cor Blimey Guvnor Road Race, surely?). The TT began in 1907, with the island chosen for its lack of speed limit, a quirk that survives to this day. The first race, on a shorter course, was won by Charlie Collier, with an average speed of 38.21mph. Last year, Peter Hickman won the event's blue riband event, the Senior TT, with an average lap speed of 131.7mph. That's an average speed. Over a course of hills, bends, stone walls, lampposts, houses, hamlets and villages. Bikes regularly reach speeds of 200mph on the straights.

Between 1949 and 1976 the TT had World Championship status, until deemed too dangerous. Surely riders would stop coming to such a perilous event that carried no official status. But still they came, year after year.

TT fans, 55,000 of whom will be there this week, are among the most passionate and knowledgeable at any sporting event. For them, names such as Daytona, Monaco, Silverstone, Indianapolis and Le Mans are irrelevances. The true home of motor sport is the Isle of Man: a place where the greats are remembered at every bend and milestone, with names harking back to the era of 14-time winner Mike Hailwood, the great Jimmie Guthrie, or John Surtees, still the only man to win world championships in both motorcycling and formula one. In 1959, Surtees won the race in horrendous conditions, and had to be physically lifted from his bike at the finish. "The hail was so strong it took paint off," he remembered. "I sort of got frozen to the spot."

But of all the greats, one stands taller than the rest. Joey Dunlop won a staggering 26 races at the TT. He was so obsessed with the event that he turned up in 1989 on crutches, determined to race until organisers forbade it. A phenomenal racer, he was a man who never lost sight of life outside sport, and three times drove his own van to eastern Europe to deliver aid to stricken peoples. He died at a road event in Estonia in 2000, where there had been no fatalities since 1961. He was, of course, leading at the time.

Death is, inevitably, the unmentioned guest at the feast. 253 people have been killed in the TT or the Isle of Man GP (on the same course). It is a horrible, tragic statistic. But it is not one the riders are unaware of. They know the risk, and they embrace it. They ride not in spite of danger, but because of it. I cannot claim to understand it - I am to courage what Peter Crouch is to bodybuilding - but I certainly respect it.

To John McGuinness, those who seek to ban the event are "a bunch of do-gooders ... We all know that we accept the risks. Maybe we're a bunch of hard-nosed bastards." That 'maybe' seems a little superfluous.

The TT riders know that the twin impostors of triumph and disaster are separated by fractions of seconds, millimetres, and sometimes by sheer, dumb luck. They choose to race not because they seek death, but because they seek life at its most extreme, visceral. The homogenised, pasteurised, semi-skimmed version of life is not for Milky, McGuinness and the rest. They want the cream.

Every year, people die climbing Everest, yet pursuit of the peak is seen as noble. The TT riders have their own Everest. It is a 2,036 ft mountain called Snaefell. And, with any luck, when they're up there, the glimpse they get of that sixth kingdom will only be a fleeting one.

### **Thought for the month**

Despite the high cost of **living**, it remains popular.

## **Tony's request – Tony**

### **In Case of Emergency.....**

You should have received an email earlier this month requesting your **'in case of emergency'** (ICE) contact details. If you have returned this then THANK YOU, if not, could you either email me the following details to the address below or advise you prefer not to.

- Your name
- 'In case of emergency' contact name
- Their tele / mobile
- Their email

The reasons for the club having this information is self-explanatory, but just to re-assure your membership data is kept in a password protected spreadsheet and will only be used in the unlikely event that you are incapacitated at a club event.

Many thanks.

Tony W

Treasurer and Membership Secretary

[Tony](#)

## **CLUB RIDES – Stu Bullock**

Wednesday 5 June, saw a lively bunch of Tony, Martin, Sue and I meeting Andy for the first time, before setting out from Wellington to Lynton on a club Weekday Ride. Actually, The Valley of The Rocks and the foody delights of Mother Meldrum's was where we ended up.

Just for once it was not actually raining, and so we rode towards Tiverton, up the Exe valley to Exford. Then west across to Simonsbath and over the moors to VotR's. The weather grew colder the higher we got and so bacon sarnies and cherry pie with custard were required in large servings. In the interests of our health, of course.

Return journey was the A39, all the way to Bridgwater and more tea consumed at Riders Café. What a surprise awaited us, as our friend Bryn was there, along with some acquaintances of mine that I have not seen for a time. So, a great end to a great day.

Next one 4 July.

## **Shorts**

- The worlds first Ultra Low Emission Zone (ULEZ) has come into force in Central London, in a bid to clamp down on pollution. For most cars and motorcycles, the charge is £12.50 and Lorries £100. Those that will need to pay up are roughly, pre 2007 motorcycles; pre 2006 petrol cars and vans; pre 2015 diesel cars and vans and most buses, coaches and lorries. However, Transport for London (TfL) emissions test centre will allow older motorcycles that do not meet the emissions regs, to be exempt from the financial penalties. Apparently, the Mayor of London does not want to see older bikes scrapped for no good reason. So that old banger currently 'resting' in the shed, may come in useful after all.
- On the anniversary of the AA Think Bike campaign, now five years old, research has provided some startling news. (*Or has it? Ed.*) Two thirds of drivers say they are often surprised when a cyclist (65%) or motorcyclist (63%) "appears from nowhere", compared to half of drivers 5 years ago. (Failure to look contributed to 39% of accidents in 2017).



- DVSA stats reveal over half of all driving test candidates fail the 2-part theory test at first attempt. (*So many pass?? Ed*)
- The British Motorcycle Federation (BMF) was founded 17 July 1960.
- Research by Carole Nash Insurers, reveals Belfast is the female biking

capitol of the UK, with 16% of riders being female. (Edinburgh 11%, London 8%. National average 6%.

- A study by the European Commission reveals the UK has the safest roads in the EU, with an average of 28 fatalities per million inhabitants in 2018.



Club events are clearly marked; other non-club related events in **blue text**.

### **COTSWOLD EDGE, Monthly Bike Night, June to Sept inclusive.**

Rich Shapcott has extended a welcome to you all to his bike nights held on the first and last Wednesday of each month, from 6pm. Venue is the Beaufort Arms, Hawksbury Upton, on the A46 between Bath and Stroud. Food and drinks available.

### **The Little Theatre Cinema, Little Place, Bath, BA1 1SF, presents QUADROPHENIA.**

Mason Pollock extends an invitation to purchase tickets for the above showing on Monday 8 July 2019, at 8:30pm.

For tickets, go to;

<https://ticketing.picturehouses.com/Ticketing/vi sSelectTickets.aspx?cinemacode=003&txtSessionId=14547&visLang=1>



### **JUNE – Longest day 21<sup>st</sup>, the summer solstice.**

#### **Sunday 23, Club ride around Wessex. Nigel Dean – 07736 275406.**

Meet at The Cross hands Hotel, Old Sodbury, BS37 6RJ at 09:00am for a 09:15am start.

#### **Sunday 30, Club ride. Mark – 07974**

Meet at Farmington's farm Shop, Farrington Gurney, BS39 6UB at 09:15am for a 09:30am start.

### **JULY – lots ahead.**

#### **Wednesday 3, Club Evening Ride. Simon**

**Gough - 0117 973 4120**, to Whitstone's, Shepton Mallet. Meet at South Bristol Retail Park, (Ashton Gate), Winterstoke Road, Bristol BS3 2LQ. 6:30pm for 6:45pm start.

#### **Thursday 4, Weekday Ride. Stu Bullock - 07711898178**

Meet at Budgens Fuel Station, West Buckland Road (A38), Wellington TA21 9FF at 9:45am for a 10am start.

Heading for Sea Shanty Café, Branscombe EX12 3DP. Back to Haynes Motor Museum BA22 7LH, for tea/coffee/disperse.

#### **Saturday 6, Club BBQ, see 13 below.**

#### **Sunday 7, Club ride. Simon Gough - 0117 973 4120**

Meet at Severn View Services M48, BS35 4BH. 8:30am for 8:45am start. Ride to Mid Wales over the Cumbrian Mountains.

### **7 to 8 – BMF NATIONAL ROAD RALLY**

Currently, (May 31<sup>st</sup>) BMF are asking for last entries. A navigational scatter event, if you've never done one, they are great fun and maybe worth someone volunteering to help make an AAMC team to enter for 2020.

(ED. I've done lots of these and other similar events and happy to advise).

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



**The Motorbike Show – TV Channel ITV4HD,  
10pm Thursdays.**

The slightly odd character of Henry Cole makes for a good show.

**Thursday 11, Club evening ride, Jaimie  
– 07776**

Meet at McDonalds, Brislington, BS4 5PF at 6:45pm for 7pm start.

**Saturday 13, Club BBQ. Helen**

**07885 578105. NEW DATE**

Chattertons Café, Redcliffe Way, Bristol, BS1 6NA, courtesy of Alan Webber.

**Sunday 14, Club ride, Andy – 07963**

Meet in Morrisons car park, 1 Broadway, Bridgwater, TA6 3LN at 09:15am for 09:30am start.

**Sunday 21, Club ride, Nigel –  
07788**

Meet at Farrington's Farm Shop, Farrington Gurney, BS39 6UB, 9:15am for 9:30am start.

**Sunday 28, Club ride. Paul –  
07795**

Meet at Severn View services, M48, BS35 4BH, 9:30am for 9:45am start.

**AUGUST**

**Sunday 4, Club ride, Jim – 07759**

Meet at Farrington's Farm Shop, Farrington Gurney, BS39 6UB, 9:30am for 9:45am start.

**Sunday 11, Club ride. Paul –  
07795**

Meet at Severn View services, M48, BS35 4BH, 9:30am for 9:45am start.

**Sunday 18, Club ride. Nigel Dean – 07736  
275406.**

Meet at Cross Hands Hotel, Old Sodbury, BS37 6RJ, on the A46 north of M4 junction 18. 9:00am for 9:15 start, to Malvern Hills.

**SEPTEMBER – Important early notice.**

**September 10 to 14th. Club Forrin Bash to Normandy – Simon Gough 0117 973 4120**

The trip to Normandy in September is now fully booked, as all twelve hotel rooms have been taken. We may be able to accommodate the odd extra single person who is willing to share, but you will need to check with me first please. It's going to be a great trip!

**BMF DISCOUNT CODE**

Code for 2019 – CLB19FJH

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 benefits.

**Wanted – Ride Leaders for 2019 – Helen**

Mob: 07885

**TREADS - NEXT PUBLICATION 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 at the latest by;

**FRIDAY 12 JULY 2019**

Contributions for Treads are always needed, whether they are motorcycle related or of general interest! Please don't be shy, as I will be very pleased to accept articles for publication consideration, preferably in MICROSOFT WORD format. Please submit photo's as separate files, not embedded in the text. IF necessary, I can carry out a grammar/spell check. Please understand that submissions may be edited to fit available space.

*Stu Bullock.*

E-mail [editor@aamc.co.uk](mailto:editor@aamc.co.uk)

**NB** – We publish articles for the benefit of members – it is not an endorsement or recommendation unless explicitly stated. You must make up your own mind if you think something is suitable for you.

**Committee meeting minutes.**

**Tuesday 7<sup>th</sup> May 2019 at 7.30pm at the New Inn, Farmborough**

**Apologies for absence:** Jim , Stuart Bullock, Paul and Chris

**Present:** Simon Gough, Helen , Al , Jaimie , Sandra , Tony , Keith and Nigel

1. **PO Box** – it's been agreed that we won't renew the PO Box, so this will stop in July 2019. Simon has agreed to have his address on all correspondence going forward and we're encouraging all renewals via email. Tony will check if we need to give notice with the post office.
2. **GDPR** – Tony went through the documentation he'd sent to all committee members prior to the committee meeting. He's used the BMF guidelines for us to fall in line with as we have our insurance with them, items noted under this topic were:
  - a) **Compliance actions:** Tony is the data processing administrator. If anyone holds any data, we need to let Tony know and we will have to password protect the information we hold and it should be deleted after 5 years;
  - b) Any emails sent should be sent BCC not CC which will mean no email addresses are shown;
  - c) Before taking photos on any club rides / holidays we should ask if anyone has any objections;
  - d) **Data protection policy:** we all agreed to adopt this and Tony will send this to Nigel Dean to publish on the club website contact page;
  - e) **Privacy notice:** It was agreed to adopt the BMF form and that this will be emailed to all members with the next available Treads and a printed copy will go out with the postal treads;
  - f) **GDPR to be added to the AGM agenda – Ask Jim to add this at the time.**
3. **Membership Form** – changes to the membership application form were all adopted by the committee. Tony will put an article in the next edition of Treads to explain why we're asking for emergency contact details and asking for these to be emailed to him.
4. **Club Email addresses** – these currently comprise of:

mail@ - goes to Simon  
secretary@ - goes to Simon currently, but he will check if Jim wants this sent to him instead  
membership@ - goes to Tony  
editor@ - goes to Stuart
5. **Devitt Insurance proposal** – Simon had received an email from Devitt insurance marketing department, they feel that club members are less likely to have an accident and therefore want to offer discounts to members. Simon will check the email for exact details and confirm we're interested and then this would be ok to include in Treads with an offer code.
6. **Biker Down** – no update  
**Bike Safe** – Simon attended the last event and Gavin confirmed they are running other events at the MOD plus others and have offered to give out our club literature. We've agreed to this, but currently our literature needs to be updated. Al has offered to look at this & Simon will pass this on to Gavin once we've completed the changes.
7. **Bashes** – Stuart's to Kendal: no new information than previously advised. Simon's to Normandy: 11 of the 12 rooms have now been taken.
8. **Website** – nothing to report. Nigel will look into us being able to add form filling for the membership form.
9. View from the saddle reminder:

May - Al  
June - Chris  
July - Simon  
August - Jim  
September - Andy  
October - Paul  
November - Tony  
January - Nigel  
February - Jaimie

10. **AOB** – None.

Date of next meeting is Tuesday 23<sup>rd</sup> July,  
7:30pm at The New Inn, Farmborough.

Meeting closed at 9:10pm

