



# TREADS

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The APRIL 2022 Newsletter of AAMC

## EDITORS BITS – Stu Bullock



*Swinging Sixties*

The theme for this month is **resurgence**.

**The resurgence** of the scooter is amazing, initially prompted by congestion charges, then lower emissions requirements, then the rise in fuel costs and finally, the use of electric power in these vehicles.

Then we are seeing the resurgence of well-known motorcycle brands as riders look for something different in their sled of choice. Buell are the latest and news appears in this edition.

**Our resurgence** from the pandemic has been far from easy. I wonder whether we will see motorways like that on the right again on a weekend in the West Country?

The Highway Code had some changes, a sort of resurgence, after all the hype over revised emphasise and guidance. Nothing really new all told. Be nice, was the message.



*April 2020*

Also, a resurgence of skills in teaching others has begun, along with our own riding techniques. This is all essential for our friends and the friendship of riders generally.

Reminding ourselves that we may not have ridden much over winter, and getting the 'rust' out of ourselves and our bikes is important. Adventure Bike Rider Mag has provided some good points.

**Also, in resurgence** is travel to foreign parts. Maybe not as far east as some would like to go but travel companies, airlines and ferry companies all report increased bookings.

Advice is always something to take with care. I recently read a piece about touring motorcycle insurance. The author made the astonishing (to me) claim. *"With motorcycle manufacturers making their touring motorcycles more comfortable they are becoming an increasingly popular way to discover new places, all you need is a touring motorbike, some clothes and adequate motorbike insurance"*. Oh really, was

my first thought, who'd have thought of using a motorcycle to tour before reading that?

However, touring is a wonderful way to get to see parts of the world and I'd encourage anyone to have a go. Yes, you need to be careful, safe, ready to meet problems. In the main, some common sense will get you through.

**The National Road Rally** is in resurgence after Covid. Basically, a navigation scatter event organised by the Auto Cycle Union (ACU) and BMF, where entrants select a route from a list of 'controls', which have stated mileages between each control. They then visit each control in turn inside a given timescale, usually from 10am one day to 8am the next, obviously overnight. The idea is to get to the finish with the correct mileage intact, all selected controls visited with rest periods also shown as completed. There are three 'routes' to choose from, Full Rally, Daytime Rally or Moonlight Rally. There are also NRR's for Wales and Scotland, so why not try the 'triple'.

In the past I have completed a number of NRR's, both solo and as part of a team. It is not a race; is excellent fun and something different, with the competitive element not the most important. Look for more news and booking details at [www.nationalroadrally.co.uk](http://www.nationalroadrally.co.uk)

Entries open in May for the event that takes place over 2 to 3 July 2022.

**The Club Diary page** arranged dates are also appearing in the club WhatsApp site courtesy of Mark Chamberlain. We will make sure as far as possible that the dates are kept accurate BUT 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 spontaneous rides.

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## **TREADS - NEXT SUBMISSION DATE**

We endeavour to issue Treads on a regular basis during the third week of the month. Therefore, if you have any items to be published in the next TREADS, can you please ensure that they reach the editor ([editor@aamc.co.uk](mailto:editor@aamc.co.uk)) at the latest by;

### **FIRST WEEK OF MAY 2022**

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.**

**Any images included in the context will be attributed to their provider/owner, unless they are the property of the current editor.**

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## **CHATTY CHAIRMAN – Simon Gough**

This month I would like to express a warm welcome to some new members. Steve and Linda Watts live in Frome and ride a BMW S1000XR. They were members back in the nineties and I clearly remember them. Blimey, that makes me feel old. Also joining this month is Jon Spice who lives in Weston-super-Mare and rides a Ducati Multistrada 1000DS. We hope to see you out and about with us on a Club Ride or other event very soon so you get good value from your membership.

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## **VIEW FROM THE SADDLE – Steve**

Hello all. Well, where do I start? Probably best from the beginning of my motorcycling life.

My love of motorcycles started when I was too young to own one. So, my first experience to own a bike was in 1989 when I brought a KTM 125 motocross bike.



I Had great fun learning the art of trying to stay on the thing and trying to keep up with friends that had far more experience than I had on similar bikes. And of course, most important thing was getting the swing of the 2 Stoke power band that so many 2 stroke lovers go on about 😊

After gaining my full motorcycle license in 1991 I purchased my first road bike which was a Honda VFR 400 NC30.



What a great bike to start my road riding on. I had great times riding down and around the south coast on this bike, where I learnt a great deal about road riding. The VFR400 is one bike I wish I still had to this today (although I think I may look a bit big on one these days).

I then moved back to the off-road stuff and purchased a brand-new Yamaha YZF400f which was also road registered.

To this day, it is still one of the most fun bikes I've ever ridden. We used to visit the super cross track by the side of the M5 near Worcester every month or so, and I always forgot how bloody rapid it was and how it would eat up the hill climb on the course like it wasn't there. I always found myself shaking with adrenaline after the first few laps until I got the feel for it again.

After a few years ownership of 'the mad crosser', I got that buzz out of my system and I moved back to road bikes and got myself a tame GSXR600 in 2001.

At that time, I was living up on the west coast of England and had great fun exploring the Lake District, the edge of the Yorkshire dales, Oulton Park for the BSB rounds and Donington Park for the GP. When I moved back to the Bristol area sadly, biking went on the back burner for a year or so and I then sold the GSXR from lack of use. 😞

However, one fine day and a chance conversation with a friend, I was offered a test ride on an XJR1300 that he was thinking of parting with (a bike I've always liked the look of). As I didn't want to be rude, I jumped at the chance of a test ride, and trying not to smile too much when I got off the bike, I made him an offer there and then which he accepted.



So, from 2004 I was on a bike again and back in the groove enjoying every minute when riding the XJR. One of my favourite places to visit on this bike was Aberdare Racing which is held in the local park in the middle of the town on the edge of the Brecon Beacons. If you're



not familiar with this event, it's worth a visit if you like bike racing, as you're very close to the action.

Over the years, while riding the XJR, offers of test rides came my way by my brother-in-law, as he was in the trade. He let me test ride several different Triumphs to tempt me away from my trusty Yamaha. In the end I gave in, and parted with the XJR after 12 years of ownership, so that I could make room in the garage to receive a new Speed Triple R. (It was a very sad day to see the XJR go!)

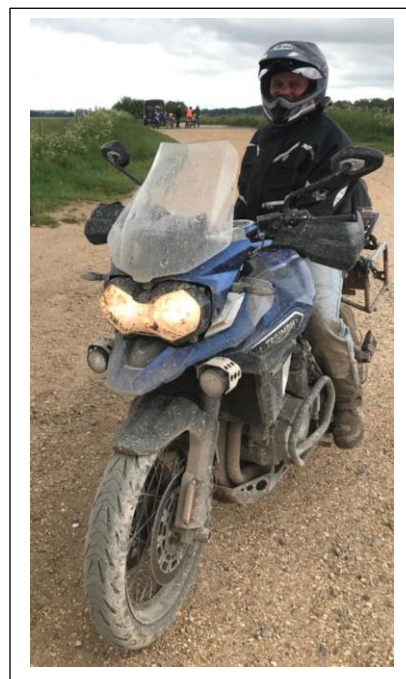


Although the Speed is a great bike and it puts a smile on my face each time I ride it, I soon found out it's not a practical bike for touring or riding 2 up. Once again, the search began to find a bike that would cover this side of my riding. After looking around and thinking about the lovely engine note my VFR 400 used to make, I went for a VFR750.

I was back in love with the V4 engine again. But the love affair was sort lived and after spending a long weekend on the bike covering lots of miles, I found the bike gave me terrible back problems so sadly it had to go ☹️.



Again, I found myself speaking to my brother-in-law making enquiries of any good part ex 1200 Triumph Explorers that could possibly be coming his way. I felt an explorer could be a great option for me as a 2 up riding and touring bike. The brother-in-law came good again and found me an explorer at a price I couldn't refuse. (Although I can't say my other half Karen, (his sister), was too impressed!!). We have had some great times touring on this bike, here and abroad, and it is a brilliant bit of kit for that job. (I think I'm almost forgiven now). I've even had a great day riding it off road on Salisbury plain while being guided around by a member of the TRF. This is something I didn't think I would attempt on such a heavy machine and with road tyres on it to boot, but what a laugh.



As most blokes like to potter about in garages or sheds to escape, I have increased my bike collection, to help fill the stable, with once again an XJR1300. I found this bike as a bit of barn find/rebuild, just before we went into the dreaded lockdown 2 years ago. It was in a bit of a sad state as it was left standing outside and unused for several years, but with genuine low mileage on the clock for its age, it seemed to make it worth the work bringing it back to its best. I'm hoping to have it back on the road later this year, but if I'm honest with myself, it's more likely to be early next year. I'm looking

forward to fun days riding one again as I always found the XJR great as an all-around bike to ride.



That's enough of me waffling on. I hope to see you all out at some point on the club rides and trips away. Ride safe all.

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*All images in the previous article are courtesy of Steve Coombs. Ed.*

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### **THOUGHT FOR THE MONTH**

Common sense is like deodorant. Those who need it most use it least.

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### **Cycle of Life - Andrew Dalton, White Dalton Solicitors.**

On a relatively straight stretch of road, I could see a small pack of cyclists riding two abreast. There was a Ford Mondeo gaining on them, and he went to overtake as I was approaching. Stupidly. I thought he might wait but he swung out and even though the carriageway is wide, he swung out so his left-hand wheels were either on or just over the white line.

I nearly crapped myself, got hard on the brakes on my old non-ABS CBR 600 and stacked it. He just about managed to stop before he ran my bike over, with me just behind.

The police were called, the driver said, correctly enough that he had not hit me. He told the police that he had put me in no danger and I had just panicked, Sneakily the bastard reversed off my side of the road and parked up, before I got a photo. There were no witnesses, and the police weren't interested as I wasn't injured.

My insurance company appointed a claims handling outfit, but the response included dash cam footage from the Mondeo, and semi legal language telling me to "sod off" on the basis that I was going "far too fast in the circumstances" and that I had "overreacted to an entirely safe situation and was the author of (my) own misfortune" and "as there was no contact between the vehicles, liability is denied in full".

The road in question has a 50 mile an hour speed limit, I may well have been doing a bit over 60, but I definitely rolled off the throttle when I saw the pack of cyclists, so I don't think speed is a factor. Should I "sod off?"

My claims company is suggesting I offer 25% off for speed and make a final offer of equal blame but they agree that it is the driver's fault. My bike is only third-party insured and worth about £1500, I scuffed my Kevlar jeans but other than cosmetic damage to the fairing and a sore hip for a few days, I am fine so I don't want to go all "blame and claim".

### **Answer**

Don't sod off. Thanks for the video. What it shows is a car driver swinging out into the opposite lane, with you clearly in view. I can see you on the video before

Mondeo man started pulling into your path. Your headlight is on. You would have been bigger in real life. The Mondeo driver failed to see you, possibly concentrating too hard on the cyclists.

The video does show the Mondeo would have been almost entirely in your carriageway. Looking at the video, it does not look as though you're going at any unusual speed. It might be possible to calculate your speed on the video but it is notoriously difficult to gauge the speed of one moving object from footage taken from another moving object. What I saw in the video is a narrowing gap with the Mondeo driver heading straight towards you, with you stacking as he approached you. It is a pity the dash Cam from the Mondeo doesn't have a speed readout because he does not appear to slow down until you drop your bike, then he appears to brake hard from which the realistic inference is that he did not see you until you stacked.

Those are the facts and here is the law. A driver who changes his position on the road must do so safely, without inconveniencing or endangering another road user, even if the other road user is doing something a little bit naughty, such as speeding, so long as the naughtiness is not entirely unpredictable, I cannot see any improper speed from you.

The second limb is that where a car driver creates a danger from his own negligence, he cannot look to his victim to make every perfect decision to avoid the danger that the driver has created. Put bluntly, the law is quick to say "you made the mess, don't ask anyone else to extract you from it", the technical term is "agony of the moment" and so long as you can show that your hard braking falls within the band of reasonable reactions to being faced with about a tonne and a half of steel coming at you at about 40

miles an hour, then you have done nothing wrong.

The dash cam evidence, rather than shifting any blame your way, appears to me to completely exonerate you. Insofar as the 25% discount for speed is concerned, there is no evidence of speed.

Secondly in order to get home on contributory negligence for speed not only will the other driver's solicitor in court have to persuade the judge that you were speeding, and it doesn't look like you were, the second limb of this test is that the speed played any part in you dumping your bike.

The fact that the two vehicles did not come into collision is neither here nor there. Your reaction was to the danger negligently created by the Mondeo; it falls well within the range of a reasonable response.

Do not give an inch. Take this on to court if necessary. I know you don't want to bang a claim but you really do not want to be stuck with a partial fault accident. Be alert to your insurer accepting a reduction as you then have a partial fault accident on your claims record and you may well find your insurance going up substantially. Make sure they are clear you are not willing to accept any blame and if necessary, take this to small claims court. This incident will show up as "unresolved" on your insurance for the next five years so you do need to sort it. I think the easiest thing might be to tell the Mondeo driver's insurers that all you want is new jeans at about £80 and a replacement fairing-for a few hundred quid they are likely to accept blame and bump up Mondeo man's premium.

Sometimes getting to a solution is a whole lot better than litigating. Once they've paid the claim win be resolved,



so while the bump will still be there and it will increase your premium it will be a lot less bothersome than an unresolved claim.



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### **RIDING MASTERCLASS – Misty Hurst**

*You will have ‘read’ me banging on about being aware of your surroundings when riding and letting your instincts guide your actions. With more traffic generally as people get back to work, and more motorcycles around now the longer days and better weather are near these skills may need a look at. So, to help you prepare and brush up on those all-important skills, I thought I would let someone else send the message. Ed:*

*Improving your situational awareness is one of the best ways to increase your safety when riding. Here, **Misti Hurst** tells us how to do that.*

Situational awareness is what’s going to help you see the car cutting across your lane before it happens, or the pothole in the middle of the road ahead. It’ll also help you react properly when a deer jumps in front of you or a pipe falls off the truck you are following.

Having good situational awareness means that you are ready for what might come your way and, as most of us know, how we react to certain situations while riding a motorcycle can really mean the difference between life and death.

I find though, that most people take a very lackadaisical approach in regard to improving or bettering situational awareness. Many seem to think that it will just come with experience and seat time, and that you don’t have to actually do anything in order for it to improve.



*Courtesy of Misty Hurst*

### **How can you work on situational awareness?**

While I agree that seat time and experience help, I tend to lean towards taking a more proactive approach to improvement. Riding tech and riding skills are connected in that each one tends to have an influence on the other.

For example, if you have good body position then you can be more relaxed on the bike, if you are more relaxed then you can turn it quicker and brake more effectively, if you can turn it quicker, then your lines will be better etc.

However, the one thing that you can usually trace a riding error back to, is some inefficiency in the rider’s overall visual skills. Basically, you are only as good as your eyes allow you to be.

If you are struggling with braking, it might be because you are looking too close to the ground, if you are chicken with the throttle, you might not be looking far enough ahead, if you run wide in a corner, it may be because you were target fixated on the outside edge.

With that being said, I think that the hardest riding skill to master is our visual skills, and our visual skills dictate how good our situational

awareness is. Situational awareness while riding stems from how well you are able to see and perceive what is going on around you.

A rider that is target fixated on the car in front does not have good situational awareness. Hearing can play a role in your overall situational awareness while riding or driving, as can what some call your 'sixth sense'.

You might hear a police car behind you or the screech of tyres nearby, you might have a feeling that something is wrong up ahead, but the most important sense while riding is our sight and how well we process and use that visual information.

Which brings us to the question about whether or not situational awareness is teachable or not. I believe it absolutely is.

Several of our seminars at the California Superbike School are based on visual skills, like reference points, looking into the corner early, looking through the corner, looking to the vanishing (*Limit*, *Ed*) point, and widening your field of vision.

These are key skills that are needed if you are going to improve your overall awareness while riding and they are easy to practise over and over again in order to facilitate improvement. As a riding coach, I've had great success in seeing students succeed in this area.

Next time you are out riding, take a moment to try to improve one area of your visuals and see how it affects your overall riding awareness.

Challenge yourself to see more of the road beside you and ahead of you. Challenge yourself to look farther through the corner and prevent your eyes from closing in and target fixating on something.

Find an escape route and always ride with one in mind. Notice what the cars are doing around you and look for clues about what they might do next. Be specific when you practice and really train your eyes to see differently, it can be done.

To simply say "I'm going to improve my situational awareness," is not the same as breaking it down into specific and measurable skills that you can work on. Ride safe.



### **MISTI HURST**

Misti Hurst is a former AMA Pro 600 road racer, a coach with the California Superbike School Worldwide, a mum of two, and a motorcycle journalist. She lives in Vancouver, Canada with her family and works hard to balance family adventures, skiing, dirt biking, mountain biking, and camping, with motorcycle travel. Some of her favourite experiences so far have been on riding trips in Europe, track days on famous Moto GP circuits, adventure riding in Nepal, and flat track training at the Texas Tornado Bootcamp. Misti's motto is "leap and the net will appear!" You can read all about her adventures around the world at [www.mistihurst.com](http://www.mistihurst.com).

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**BMF NEWS ROUNDUP – 2022 - Helen Hancock, BMF Administrator - Written by Peter Henshaw – [editor@bmf.co.uk](mailto:editor@bmf.co.uk)**

The month's top motorcycle stories, brought to you by the BMF.

A parliamentary debate is to be held on the Government's proposals for anti-tampering. The proposals were revealed in a consultation on 'The Future of Transport Regulatory Review – Modernising Vehicle Standards' during 2021.



This consultation proved to be highly controversial, generating wide attention in the motorcycle world and the media, given how the wording in the consultation was interpreted by the wider public. It was worded in such a way that suggests that all types of modifications of motorcycles will be outlawed. It also went further by proposing to outlaw the marketing, promotion and sale of 'tampering services or products'. This appears to be an extraordinary and socially repressive approach to perceived problems which were not well defined in the consultation.

The NMC and other motorcycling organisations responded to the consultation, which also attracted a petition which was signed by over 100,000 people, passing a threshold where petitions are considered for debate in Parliament.

The Petitions Committee – a cross-party group of MPs who consider petitions started at [petition.parliament.uk](http://petition.parliament.uk) – have scheduled a debate on a petition relating to the Government's proposals. **This will take place on April 25th.** Nick Fletcher MP, a member of the Committee, has been asked by the Committee to open the debate. To inform the debate, Mr Fletcher would like to hear views on the Government's plans, and what else it should be doing on this issue. An online survey has been launched here [www.smartsurvey.co.uk/s/V6ND30](http://www.smartsurvey.co.uk/s/V6ND30)

Responses will be anonymous and a summary of responses will be published on the Committee's website. The BMF as part of NMC urges motorcyclists to take part in the survey and make their views known.

Link to The Future of Transport Regulatory Review – Modernising Vehicle Standards [www.gov.uk/government/consultations/future-of-transport-regulatory-review-modernising-vehicle-standards](http://www.gov.uk/government/consultations/future-of-transport-regulatory-review-modernising-vehicle-standards)

Parliament, electric bikes and the future of green laning all featured in March. The NMC – National Motorcyclists Council, of which the

BMF is a prominent member – has been in the spotlight for much of it, kicking off the month with its new report **Motorcycling and the Future of Transport Policy** launched at a major event hosted by the Parliamentary Motorcycle Group.

Trudy Harrison MP (Under Secretary of State for Transport) arrived on the back of a BMW CE-04 electric scooter and made all the right noises about motorcycling's contribution to the UK's mobility and leisure. Steve Plater spoke on motorcycle sport and the event was judged a success in terms of making the powers that be more aware of the positive benefits of motorcycling.

NMC also joined forces with industry body MCIA, presenting **motorcycling's Route to Net Zero**. A new 'UK Motorcycling' forum (whose members include the BMF, NMC and MCIA) will be pushing for electric PLVs (Powered Light Vehicles) to form a central part of the Government's decarbonisation strategy. Suggestions include a new 20mph light moped category, possibly open to under-16s with a simpler route to a licence. As for bigger bikes, electrification is seen as a key task, pushing for a new motorcycle-specific electric powertrain to be developed in the UK, with a combination of Government and industry funding. UK Motorcycling forum will be representing all L-category vehicles, which covers everything from L1 (mopeds) to L7 (four-wheel city cars with a power limit of 15Kw) – the L3 category includes all motorcycles from A1 to A2 and A. BMF Chair Jim Freeman said: "We look forward to a close working relationship with the industry, as represented by the MCIA – with the great issues of the day, particularly decarbonisation, we need to work closely together."

The **VMCC joined the NMC** in March. Yes, it's another acronym, but the Vintage Motorcycle Club (which actually caters for all bikes over 25 years old) has been undergoing a renaissance in the last couple of years. Formed in 1946 and with over 13,500 members, it's one of the biggest and longest running bike clubs in the

country. Better still, after years of decline it's been turned around with a revamped magazine, rejuvenated image and increasing membership. It's also taking a more active role in legislation issues these days, working with the BMF and NMC.

Talking of legislation, a **possible threat to green lane riding** appeared in DEFRA's consultation on the Landscapes Review ending on 8<sup>th</sup> April. This story kicked off in May 2018 when the Government asked for an independent review into whether the protections for National Parks and AONBs are still fit for purpose. The consultation questioned whether the Government should restrict the recreational use of bikes and cars on unsealed roads – in other words, a possible clampdown on green laning. BMF Chair Jim Freeman encouraged everyone to make their feelings known: "I urge all riders to support the continuing access to green roads by responding to the consultation...If we lose this access, it will be very difficult to overturn."

And finally, are we about to see a renaissance in **British motorcycle manufacturing**? Following the unveiling of Norton's new factory in Solihull came news that Triumph is bringing some bike production back to Britain, only two years after moving most of it to Thailand. Assembly of the Tiger 1200, Tiger 900, Speed Triple and Rocket III is coming back to Hinckley. Not only that, but Maeving is a brand-new electric bike, 125cc equivalent, built in Coventry. Remember the 1996 UEFA Cup song? All together now, "Biking's coming home, it's coming home....."

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### **BMF BLUE RIBAND – Carenza**

In the March edition of Treads there was a request regarding the above. Many years ago, having done numerous other advanced tests, (in those dim and distant days before I had a car therefore rode my bike all the time and was

quite good), I took the Blue Riband Award. We agreed to skip the training as I had already had so much.

I think there was a highway-code test, slow maneuvering test, possibly theory and a road run. I can't remember if there was any scoring. After training as a Bronze (like CBT) and Silver (on the road) instructor for Star Rider I also took the Star Rider gold test down in Kent, where I was working at the time. I think that was just on the road.

My examiner and fellow instructor was called David and the test included "David's favourite bend". This bend had caught many riders out as it was a sharp right-hander and many ended going straight on up a farm track! I didn't know where this bend was. At one point we were held up following a tractor. After the test, David described the bend and was a bit peeved that we passed it when going slowly behind the tractor!

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### **Buell is back – Adventure Bike Rider Magazine**

Unconventional American motorcycle manufacturer Buell has continued its revival with the reveal of an all-new prototype bike, the Super Touring 1190.

The brand, which was formerly owned by Harley-Davidson, has emerged under new ownership in recent years, and is once again looking to make a splash in the world of two-wheels.



*Courtesy of Adventure Bike Rider*

Production of the new Super Touring 1190 is set to begin at the end of 2022, but Buell has just given us a first glimpse at the unique-looking motorcycle, and it's bound to divide opinions.

So, what's there to know about a motorcycle that Buell has dubbed 'the world's fastest touring bike'?

Buell Super Touring 1190 – All we know so far. The Super Touring 1190 will be powered by the same 1190cc V-Twin that's present in Buell's Hammerhead 1190 sports bike, which was launched in 2021.

It's a power plant that produces a whopping 185bhp and 138Nm of torque, although it's likely that those figures will change when the production model is revealed to reflect the touring focus of the new bike.

Other features on the prototype bike include a vast windshield and aluminium panniers, a nod to the covering big distances in comfort, although the sheer size of that windshield is likely to raise a few eyebrows.

Despite the adventurous-looking panniers, the Super Touring 1190 looks like it's been designed to stick firmly to the tarmac, with cast wheels, a 17-inch front tyre, and a low-slung exhaust that won't want to see many river crossings.

And, so far, that's about all we know. Buell has kept its cards close to its chest with the Super Touring 1190. It has promised that production will begin towards the end of 2022 and bikes will be available from early 2023, with prices starting at \$21,995 (roughly £16,700).



*Courtesy of Adventure Bike Rider Magazine*

So, what do you think of the new Buell?

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### **HOW TO GET YOUR MOTORCYCLE (AND YOU) READY FOR THE RIDING SEASON**



**OLLIE ROOKE · 21ST MARCH 2022  
ADVENTURE BIKE RIDER MAG**

For the first time in five months, I needed two hands to count the motorcycles I passed on the roads at the weekend, which can only mean one thing: riding season is upon us.

Many riders choose to hibernate over the winter months, after all cold weather and road salt means it's not the most pleasant experience for biker or bike. But now, with grit-free roads and warmer temperatures on the horizon once again, it's time to get our steeds ready for riding.



But it's not just your bike that will need a little preparation before hitting the road once more. You may be a little rusty after a break from the saddle too.



*Courtesy of Adventure Bike Rider*

It's all too easy to unhook your trickle charger (if you use one), push your bike out of its winter hibernation, and hit the road at the first sight of sun. However, after a few months laid up it may not be the best approach.

Instead, before that sunny Sunday comes, take the time to give your bike a once over and check its road worthy.

Start with the basics, like checking your tyre pressures, cleaning and oiling your chain and ensuring its tension is correct, and making sure there's life left in your brake pads and tyre tread.

If you're comfortable getting handy with the spanner, changing the oil and filter is also a good idea after leaving your bike to stand for a while.

Tick off all of these and you'll know that your bike is ready and raring to go.

Once you know your bike is ready for the road, it's time to turn your attention to your own riding wardrobe.

Make sure you have everything you need to stay safe in the saddle (helmet, jacket, trousers, gloves, and boots), or start shopping

about for replacements if you don't. You'll also need to make sure that it's all clean and ready to be used again. And, as it's the only piece of safety equipment you legally have to wear, it's important to make sure your helmet is in tip top condition.

In particular, check the visor for dirt, scratches, and blemishes and replace it if you find any. The sun is still low in the sky and light catching a mish-mash of scratches can seriously impede your vision ahead.

This one may sound simple, but you'd be surprised at how many riders I know who have forgotten to un-SORN their bikes, renew their MOT, or re-insure their motorcycle after a period out of the saddle.

Ignorance is no excuse in the eyes of the law, and "I thought I had another few months left!" won't work with a traffic officer, spelling a quick and expensive end to your riding season.

So, check that your bike has an up-to-date MOT, valid insurance, and is taxed before you head out on a ride and you'll have nothing to worry about.

I'm not your mother and I'm not going to take away your dinner if you ignore my advice. But on the first few ride outs of the new season, take it easy. Because I know how rusty I feel after a few weeks, let alone months, out of the saddle.

There's no harm in letting yourself get reacquainted with the unique position we find ourselves in behind the handlebars before you allow your inner hooligan an outing.



*Courtesy of Adventure Bike Rider*

## AND FINALLY - Ed

Thanks to Adventure Bike Rider for some of the content here. Thanks to you for reading, and I look forward to hearing about your proposed ride, see you on the rides already published; wish you all the best



## Helen

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

- 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*, 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*'. Whilst making sure they can be clearly seen by all road users, the

'dropped off' rider should clearly indicate to following riders the correct route to take, giving them time to react.

- The 'dropped off' rider can re-join the ride, *either* after the sweeper has passed, and then pass the sweeper when it is safe to do so. OR, if the sweeper indicates to do so, the 'dropped off' rider can re-join the group in front of the sweeper.
- Remembering not everyone will ride at the same standard, overtaking within the group is permitted, provided it is carried out safely, with courtesy and consideration for **ALL** road users.
- Please advise the ride leader well in advance if you plan to bring a *guest rider*.

## APRIL 2022

### Sunday 24 – Nigel B

'Worcestershire Weave'. Meet Aust Services 9.15am for 9.30am start (approx. 185 miles; fuel at 115 miles).

## MAY 2022

Sunday 8. "Don't take Flight". - Stu Bullock – 07711898178.

Leaving at 10:00hrs(am) from Mattia Diner, Camel Hill, Queen Camel, Yeovil, BA22 7PH, alongside the A303 near Sparkford with petrol on site. Other fuel sites nearby.

Lunch; Apache Café, Army Flying Museum, Middle Wallop, SO20 8DY.

Last stop (tea & disperse) @ Café Nouveau, near Frome, BA11 5BW.

Please let me know if you are coming, for table bookings.

Sunday 15 – Geoff Niblett – 07811 549899  
Meet at Severn View services in time to leave at 10am.

Sunday 22 – B-Road Bash - Adan Cridge – 07791 250091 – Meet at Severn View services in time to leave at 09:30am.

## **JUNE 2022**

Friday 10 – Monday 13 Club weekend, based in Caernarfon, Wales – Stu Bullock – 07711898178 – [bullock.stu@gmail.com](mailto:bullock.stu@gmail.com)

Let me know if you are interested by email and I will email you the necessary information, then all should be clear.

Saturday 18 – **Social Cycle Ride** – Tony  
- meet at Yatton Station, BS49 4AJ in time to leave at 10:30am. A distance of 20 miles cycle ride on a virtually traffic free route to Cheddar Gorge. Lunch and a quick look around before returning to Yatton Station by mid-afternoon.

## **JULY 2022**

Sunday 3<sup>rd</sup> - Andy B

Details tba

Sunday 17 – Jim's Bimble –  
- shorter, gentle ride. Details to follow.

Sunday 31 - Nigel B  
'Exmoor Extravaganza'. Meet Cliff Street car park, Cheddar. BS27 3PS 8.45am for 9.00am start. (approx. 210 miles; fuel at 105 miles.) Join/leave at Taunton coffee/tea stop if you wish!

## **AUGUST 2022**

Sunday 14. Jim

Meet at New Manor Farm, Bishop Sutton in time to leave at 10:00am. (What3Words – rise.salad.insisting) BS40 6HP.

## **SEPTEMBER 2022**

Club Bash to France and Spain – Simon Gough – 07774 835025.

Out; Portsmouth to St. Malo leaving Wednesday 7<sup>th</sup> September 2022, 20:16 hrs.  
Return; Santander to Plymouth leaving Thursday 15<sup>th</sup> September 2022, 15:45 hrs. (Timings approx.)  
Please contact Simon for more detail.

## **OCTOBER 2022**

## **NOVEMBER 2022**

Sunday 6 – Simon Gough – 01179 734120 - Last ride of the year – details tba.

Saturday 19. 7 for 7:30pm. The AAMC Plug & Grub annual dinner. The White Horse, Hambrook, BS16 1RY. More details from

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## **NON-CLUB EVENTS that may be of interest.**

### ***Castle Combe info and contact details***

Castle Combe 'action day' dates available from [www.castlecombecircuit.co.uk](http://www.castlecombecircuit.co.uk)

Castle Combe Motorcycle Track days are detailed at <https://castlecombecircuit.co.uk/motorcycle-track-days>

### **Motorcycle Skills Day at Castle Combe by Mercury Motorcycle Training 2022 dates:**

**Wednesday 8 June**

**Wednesday 14 September.**

For further details and to book your place on the above dates, contact Mercury Motorcycle Training on 07444 586001.

Details can also be found at the Motorcycle Skills School tab at:



<https://castlecombecircuit.co.uk/motorcycle-track-days>

Castle Combe phone contact: 01249 479220

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**2 – 3 July, the National Road Rally.** Details at [www.nationalroadrally.co.uk](http://www.nationalroadrally.co.uk) Organised by the ACU and BMF with entries open from May.

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**Adventure Bike Rider Festival – 24/26 June 2022.**

The 'ultimate weekend motorcycle event', the festival will take place on the **24-26 June 2022** at the Ragley Hall Estate, Warwickshire. More details at [www.abrfestival.co.uk](http://www.abrfestival.co.uk).

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**Tortoise and Hare Run – Wells Classic Motorcycle Club 15/16/17 July 2022.** For motorcycles of all ages. Three routes;

The Hare run 120 miles;

The Tortoise Run 80 miles;

The Snail Route 50 miles.

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

E. [tanddhwcmc@hotmail.co.uk](mailto:tanddhwcmc@hotmail.co.uk)

Visit WCMC on Facebook

Booking close 01 July 2022, so book early.

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**The 46<sup>th</sup> Annual Gloucestershire Vintage & Country Extravaganza - 5-7 August 2022**

South Cerney Airfield, Cirencester

For further information, & to purchase advance discounted tickets please visit: [www.glosvintageextravaganza.co.uk](http://www.glosvintageextravaganza.co.uk)

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**Stroud Classic Car Show, Sunday August 21**, Playing Field, Bisley Old Road Stroud, Glos GL5 1NL. No entrance fee no booking, just turn up on the day. Club Stands Free of Charge but please inform us of size needed Show starts at 11am.

**Further details, Mobile 07883604522**

email [jwiddey@aol.com](mailto:jwiddey@aol.com)

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**BMF EVENTS:**

23/24 April 2022 at Staffordshire County Showground (ST18 0BD), Stafford Classic Bike Show.

<http://www.staffordclassicbikeshows.com/>

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**BMF DISCOUNT CODE.**

**Code for 2022 - CLB22VJTR**

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.

**BMF INFO – Benefits of membership**

**The British Motorcyclists Federation** is one of the largest motorcycling groups of its kind in the world. United by a love of motorcycling, we represent our members by safeguarding their rights on and off the road. (AAMC is a BMF affiliated Club – Ed).

### Join the BMF community today!

Just £28 a year. Alternatively, save £22 and create a joint membership for both you and your riding partner (if you live at the same address) at only £34 per year.

Club members are affiliated BMF members through AAMC. The BMF discount code is above.

By becoming a full member and supporting riders' rights by joining the BMF, you will also receive our magazine Motorcycle Rider and can save money with a range of exclusive discounts and offers.

### Political representation

The BMF represents the best interests of UK motorcyclists, whatever machine you ride.

### Discounted insurance with Bikesure

Receive a great discount on your motorcycle insurance in a special deal with Bikesure.

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### F1, Moto GP, WSB, BSB race dates 2022

24 April	Moto GP Portugal
	F1 Italy
	WSB Assen
1 May	Moto GP Spain
2 May BH	BSB Oulton Pk
8 May	F1 USA
15 May	Moto GP Le Mans
22 May	F1 Spain
	WSB Portugal
	BSB Donnington
29 May	Moto GP Italy
	F1 Monaco
5 June	Moto GP, Spain
12 June	F1 Azerbaijan

	WSB Italy
19 June	Moto GP Germany
	F1 Canada
	BSB Knockhill
27 June	Moto GP Spain
3 July	F1 Silverstone
10 July	F1 Austria
17 July	WSB Donnington
24 July	F1 France
	BSB Brands Hatch
31 July	F1 Hungary
	WSB Czech Republic
7 Aug	Moto GP Silverstone
14 Aug	BSB Thruxton
21 Aug	Moto GP Austria
28 Aug	F1 Belgium (Spa)
29 Aug BH	BSB Cadwell Pk
4 Sept	F1 Netherlands
	Moto GP Italy
11 Sept	WSB France
	BSB Snetterton
	F1 Italy
18 Sept	Moto GP Spain
25 Sept	Moto GP Japan
	WSB Spain
	BSB Oulton Pk
2 Oct	Moto GO Thailand
	F1 Singapore
	BSB Donnington
9 Oct	F1 Japan

	WSB Portugal (Final)
16 Oct	Moto GP Australia
	BSB Brands Hatch (Final)
23 Oct	Moto GP Malaysia
	F1 USA
30 Oct	F1 Mexico
6 Nov	Moto GP Italy (Final)
13 Nov	F1 Brazil
20 Nov	F1 Abu Dhabi (Final)



