



TREADS

www.aamc.co.uk

Editor's Bits – Stu Bullock

I am assisting 3 tank bags; 1 pannier bag and a 2-piece waterproof suit find new homes.

Two BMW branded tank-bags will fit a BMW K12/1300S and have the necessary fixings. One of about 20L and the other about 25L. Both have seen some wear but are waterproof.

The third tank bag is a Wunderlich make, about 18L, with all fixings and waterproof cover. This again will fit a K12/1300S, has had some wear but in exceptional condition.

The pannier bag is designed to fit into one half of a pannier on a Honda ST1100 Pan European. It is best described as a 'brief-case', although it will take a small laptop or tablet and A4 sized papers. It is in very good condition.

The waterproof suit is a Belstaff Dry-Biker in fetching purple. Has been worn but remains waterproof and in excellent condition.

Now, no actual money needs to change hands with me but, I would like a donation to AAMC funds please. I make no valuation, just whatever you think. However, please do not run away with the idea that these items have no value. They certainly do but I would like club members to benefit along with club funds.

Let me know if you would like to help find new owners and we can organise some way of delivery. Most likely on a bike ride!! How 'bout that?

On one of my ride outs, I came across this very shiny 3-wheeler, obviously in the style of classic Morgan's. However, you may be able to just make out the Moto Guzzi power plant.

This was made by the Pembleton Motor Company, of Bayton, Kidderminster, and is a

V-Sport Cycle Car. Check out www.pembleton.co.uk for more info and pictures/video of some very original cars.



Although I realise not every motorcycle rider is interested in racing, I do feel this next image and story is worth the telling.

Sunday August 25th 2019, the date of the British round of the Motorcycle GP championship, at Silverstone.

The very first was held here in 1977, having been held at the Isle of Man previously. I didn't watch the race 'live' on TV as Marc Marquez has 'done a Doohan' and made consistency boring.

So, as expected, Marquez powered his Honda into the lead from the start on a brand-new

track surface, with Alex Rins Suzuki following. As laps ticked down, several others fell off. Rins nearly did himself, with 4 laps to go. That's it then, I thought, another Marquez win.

Penultimate lap, Rins overtook Marquez, waking me up, hooray. Not long after and Marquez retook the lead, boo. Last lap and in the last 200 metres Rins drew alongside Marquez, crossing the line 0.013secs before Marquez. Wow. Just look at the picture to see what that gap looks like. A brilliant race, reminding me of the Sheene/Roberts glory days in the late 70's, early 80's. Perhaps I'll keep watching!



VIEW FROM THE CHAIR – Andy

Some of you will know that I originally joined the club back in the early mid 90s and was an active member until 2001 when my nomadic tendencies once again got the better of me. The original purpose for joining was twofold really; firstly, I had recently bought a Yamaha FZR1000 EXUP which had more control over me than the other way round (!) so I felt that some advanced training would be worthwhile and, secondly, not having lived in the Bristol area for very long I was hoping that I could meet some like-minded people with a view of developing some friendships, which I guess is why most of us join a club. And, I have to say, both worked out very nicely thank you very much. Those late 90s days seem now to have been halcyon days for both the club and motorcycling in general.....in my, perhaps not so humble, opinion.

My motorcycling since those days has been somewhat sporadic having, for a short while, fallen out of love with it, then being a bit too skint to be able to afford anything and then changing bikes like underpants, unsure of what type of motorcycle I wanted....adventure, sports bike, street bike and back again; it never used to be so difficult, did it?

The nomadic period saw me living in East Yorkshire, West Yorkshire, West Midlands and Northern Spain and in each area, I have sought out a bike club to join.....all IAM affiliated apart from, of course, in Spain. It would be unfair to mention these clubs by name but, bloody hell, some of the riding has been woeful! Rides falling apart due to poor junction marking, lead riders getting lost, one club not allowing overtaking within the group and not even employing the drop-off system, citing safety concerns for associate members....???? And, disappointingly, not one new friend made!

Riding with a Spanish club is something else! Yes, a mid-morning stop for tortilla and coffeeor a beer! Then a lunch stop which will be a full 3 course, menu del dia, dinner, complete, of course, with bottles of wines (or jugs of beer) and maybe one for the road....just a little glass of scotch or local liquor! I kid you not! On one occasion when I was leading the ride, perhaps unsurprisingly, one guy crashed.....then tried to blame me for riding too fast! I have even ridden with a Guardia Civil Traffic Cop on a club ride who indulges in the same way! Quite an eye-opener. Not all on a club ride are the same thankfully and some are really good riders....and good friends!

So, now living in East Devon, I have rejoined Avon Advanced.....not the most convenient for me I have to say but it is a good club and it's good to catch up with old friends again although it does seem a shame that there aren't so many active members these days. I am looking at other local (to me) clubs to join in addition to this one but it's a bit of a struggle; I've been out with one which was OK but seeing that 5 out of the 11 riders were Master IAM members it wasn't that impressive. And

another I'm still waiting to hear from. Oh, and another only concentrates on training and doesn't do club rides.

Avon Advanced – Serious Fun. Yes, I think it is.

Moto gymkhana – Eddy

Moto gymkhana – Round 3

Wow! Doesn't time fly? Here we are August and at Round 3 already. I have been absorbing Andrew's report from the European Round where the Japanese instigators of the genre were present. The words 'Know where you are' kept coming back to me.

Going back to my earlier ramblings there was the moment when 'Noddy' expounded on the duality of riding the right course as well as improving technique to gain time. It seemed to me that I had demonstrated to myself that I could ride course correctly – what was manifestly lacking was technique/speed.

I shared with Hector, before the attacks started, my plan to find at least 40 seconds in time even at the expense of being 'Wrong Coursed' and therefore disqualified.

And so it transpired. Each Round is a one-off so the only relevant times are the ones on the day. Nevertheless, we can look at ratios or proportionality. Round 2 saw the fastest time at 1 min 17 secs. Me 4 mins???? The crowd in the 2 mins 50 to 3 mins 20 range. In other words, I took over 3 times as long as Banshee Grant!

Round 3 saw Grant at 2 mins 36 sec – the crowd at 2mins 50 to 3mins 8 seconds with my two attacks timed at 3 mins 43 (first attack) and 3 mins 17 – (second attack) albeit Wrong Coursed. The error in the second attack was an omission – maybe 3 seconds worth, so I came away feeling my game plan was vindicated.

We say a bad workman blames his tools. I nevertheless consider the old Super Dream -

still wearing its badge from the Wells Hare and Tortoise charity run – and having virtually no stopping power, to be worth a bit on the credit side. Pausing with stopping, Noddy's braking effort was sufficiently severe for him to have boiled his hydraulic fluid on his second attack – and this just mucking about in a carpark over a couple of minutes!



So braking ability does count. In an effort to try to up my game a bit, during the ¾ hour course familiarisation, I did take leaf out of one or two other's book and try to run the course in shirt and shorts, rather than shuffle about in riding gear. I had also played with tyre pressures. Standard for the Super Dream 24 front 28 rear. Someone had said reduce them a bit. I had tried that, so this time I upped them both to 30 fore and aft. Because of my own ability and nature of the machine the tyres were hardly being stressed anyway but there was no doubt that the higher pressures helped.

As if Grant needed it, any commentary on Round 3 would be incomplete without sticking with him for a moment. His riding style is so awesomely aggressive he managed to drop his bike practicing just before an attack, drop it again during the attack, pick it up, and still produce the quickest time.

Unfortunately, I'll miss September's Round 4, as I'm biking in Spain, so my next attempt will be in October.

Legal Questions – Andrew Dalton:

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

Question: I was involved in a straightforward accident. I was riding along a busy urban road and, as I crossed through a green light, a car in the opposite lane travelling in the opposite direction turned right, straight across my path. I suffered pretty nasty injuries in the unavoidable collision, which may stop me returning to my manual job. Two things are really bothering me.

The first is out of the blue, my solicitor (I have checked and he is an admitted solicitor) said because my visor was up and I was wearing sunglasses on a bright sunny day, I should expect a reduction in the damages awarded me by way of contributory negligence. The letter is quite cleverly worded. It says: "You could be found to be contributory negligent to your accident as you had your visor up". The solicitor then says he would argue against it.



The second thing that worries me is that this solicitor will not bring a claim for my damaged motorcycle and kit which is third-party only. My insurers have said that their appointed solicitors can either bring all of the claim or none of it. My personal injury solicitor has said it is not his firm's policy to bring claims for vehicle and kit damage in their "serious injury unit" so I should raise a formal complaint through my insurers about their appointed solicitors.

Am I getting good advice? Should I be worried about having my visor up? Is it a real risk?

Answer:

You are receiving monumentally bad advice. I have been a motorcycle courtroom lawyer for 25 years and I have never heard an allegation that riding with sunglasses on and your visor up in sunny weather at 30mph is contributory negligence. If it is, I ride negligently pretty well every day. My chosen method of eye protection is a pair of Oakley Transitions lenses in a sports frame.



This person may be a solicitor but he does not seem to have much of a clue. I am surprised he has put forward such a thought and it worries me he can only have three reasons for this. The first is that he is incompetent. If so, sack him. The second is he wants to soften you up for a lower settlement. If so, sack him. The third is that he wants to set up a non-defence so he can tell you that he beat down the opposition and he is a very clever and tough lawyer. If so, he is dishonest, so sack him.



I think the answer is the first one: he's Incompetent. This is reinforced by him telling you he is 'too grand' to bring a claim for your bike. The Civil Procedural Rules are clear. You bring one claim for all losses arising out of one accident. It is clearly set out In Part 7 of the Civil Procedures Rules and, Practice Direction

16.4 says, 'one solicitor brings one claim for all losses in one action'. This basic principle of pleading has certainly been around since at least 1873, so I have no idea what this admitted solicitor is talking about.

Your insurers and their solicitors are 100% right. One solicitor brings all of your claim and you cannot split off parts of your claim to different solicitors. The idea suggested to you by your alleged "personal injury specialist solicitor" that you should formally complain about your insurers is nonsensical. Do not waste your time complaining about your insurance appointed solicitors. They have done nothing wrong.

However, when a supposedly specialist personal injury solicitor makes two basic errors in the first three weeks of instruction, then it is time to find somebody that knows what they are doing.

Andrew Dalton

NB: *The law changes all the time, so while the answer was correct at the time of writing [RIDE Magazine February 2019], things may have moved on – so check before making any decisions!*

VANISHING (Or Limit) POINT – Morton

I need some help with something that has been puzzling me for ages. It is often said that if the vanishing/limit point is neither getting nearer nor receding from you, you are taking the bend at the correct speed. Indeed, Motorcycle Roadcraft says:

"Watching the limit point enables you to match your speed to the speed at which this point appears to move. If it is moving away from you, you may accelerate. If it is coming towards you or standing still, you *must* [my italics] decelerate or brake. Even when the bend is not constant, you can still match your speed to the apparent movement of the limit point, because this will vary with the curvature of the bend."

Naturally, I hesitate to question Roadcraft, but this has niggled away at me, because it seems illogical to assume that any bend has one "correct" speed. There are surely too many variables for that:

- condition of road – friction, in wet/dry/damp; lumpiness;
- type of tyres – designed for grip, for wear, for cheapness;
- condition of tyres – tread, inflation;
- load – solo, two-up, two-up + camping gear;
- others, e.g., wheel diameter/ width, fork rake, counter-steering ...?

It seems to me that the limit point indicates ONLY whether the bend is tightening, opening up, or has a constant radius. It will be doing what it does, regardless of our speed.

If we take a tightening bend at 10mph, the limit point will approach us, just as it would at 40mph. Yes, at 40 it will approach us faster, but so what?



I accept that if the bend is tightening and we aren't comfortable at our current speed, it makes sense to slow down, but that's a subjective judgement that will be different for each of us.

Please shoot down my argument if you can – if I've got it wrong, I need to know!

My response (Ed):

Morton adequately describes The System of judging the correct speed to use through a bend. So, having got that into our thoughts, we now need to apply the techniques in real world situations, as he describes.

For example; what if the bend has a double apex; a poor surface; a narrow width of road; and so on. All of those things will affect the speed and road position and may mean making changes to the vehicle speed and/or position **in the curved path**.

Roadcraft also says: *The Limit Point technique is self-adjusting – as road visibility and conditions deteriorate you need more distance to stop, and so you must reduce your speed to compensate.*

I believe, the key to being good at using these skills is, being able to stop within your vision range, on your side of the road. Looking at the limit point means I can see any changes early. That for me determines my speed in a curve, not the limit point alone.

It would be great to have other views....?

**ARTIVERT (Or is that an ADVERTICLE) –
e from Colditz. Submitted by Morton
, with my grateful thanks.**

Motolegends Motorcycle Outfitters have website, www.motolegends.com, where you can find a raft of products and reviews.

When, last year, a customer told us that Colditz castle was now a museum and that you could stay in the castle, we started to hatch a plan. That plan became a ride down to the infamous schloss with about 20 clients.

We all headed for the ferry in Harwich, and over a roast dinner at the The Alma Inn, we all started to get to know one another. We were, it has to be acknowledged, a somewhat disparate group, but bound together by an interest in military history and a love of bikes, barriers were quickly broken down.

The following morning, we grabbed an impromptu breakfast in a small, boutique hotel just outside the terminal gates. That morning was to be a short blast down the motorway, intended to get us to more interesting roads and scenery as quickly as possible. It was a dull ride, but a sacrifice worth making.

As always happens on these trips, and without any formal planning, we broke into groups; some wanting to cover ground as quickly as possible; others preferring a more relaxed approach. The weather forecast had been wrong. That afternoon the sun came out, whilst warnings about the built-up nature of northern Germany, and its lack of interesting roads, turned out to be unfounded.

As he had done with the planning of the route, Sean excelled himself when it came to this evening's accommodation. Our hotel was the splendid Schloss Spangenberg; an imposing Gothic monstrosity that had variously been a castle, fortress, hunting lodge, school and prison.

These days it's a very nice, one might even say luxurious, hotel. Ironically, we discovered later it had also served as a Prisoner-Of-War camp during the war, and Airey Neave, the MP who had been the first Brit to escape from Colditz, had spent some time there.

The next day's riding was set to be a repeat of the previous afternoon's. Those who chose to follow Sean's recommended route were in for a 250-mile day that would see them in the saddle for a good five or six hours.

The roads kept dry. There were hilly sections with enough bends to keep even the most ardent knee-downer entertained. And there were faster roads with longer, sweeping bends that lent themselves to the making of good progress.

Surprisingly, we entered the town of Colditz first. Shortly after we passed the town's welcome sign, the castle hove into view. Painted white, it looked beautiful, but would not have done so, I'm sure, to those POWs who found themselves being escorted to the castle under heavy guard some seventy years ago.

These days, Colditz is a youth hostel. During the war, prisoners survived on the most meagre of rations, supplemented by the less than regular arrival of Red Cross parcels. It was a blisteringly hot day, such that one

imagined that being a prisoner in Colditz couldn't have been all bad!



In the morning, we were taken outside the grounds of the castle to see the places where many of the escapes either originated or ended. We saw the tiny window through which Pat Reid climbed out, into the street; and the wall over which a former Olympic gymnast vaulted. He made it home in record time, pretending to be a racing cyclist in training for a major event!



In the afternoon, back inside the castle, we explored many of the tunnels, including the famous French tunnel that started in the ever-popular German wine cellar, and we got a glimpse of the kind of spaces these guys worked in under the floorboards in the chapel. Highlight of the day, of course, was the recreated glider in the roof. Would it have worked? Who knows? But it would certainly have created a lot of embarrassment for the captors.



After the tour, our guide Steffi bows, clicks her heels and, with a grin, announces that our war is over. Whenever we do these trips, I live in dread of somebody having an accident. If we all get home safe and sound, it's a successful tour in my book.

MOTOLENDS, Motorcycle Outfitters,
www.motolegends.com
Tel: 01483 407500

How will automated cars impact motorcycle safety? – Morton

ACEM, [The European Association of Motorcycle Manufacturers (ACEM) represents manufacturers of mopeds, motorcycles, three-wheelers and quadricycles (L-category vehicles) in Europe. It recently published a paper on automated cars in relation to motorbikes]:

Nowadays, the presence of motorbikes and other powered two-wheelers is significant on all public roads and will remain so, in an increasingly automated future environment. Motorcycles reduce congestion in urban areas and free up parking. For motorcyclists, automated vehicles present both opportunities and risks. The upside is the continuous, close monitoring of the surroundings and the instant response of automated vehicles, especially under normal driving conditions. The risks reside primarily in complex and confusing situations, the potentially dwindling attentiveness of human drivers and how much the road behaviour of an automated vehicle can be predicted in any given situation.

The key factor in automated driving is ADAS (advanced driver assistance systems), and it is essential that ADAS correctly identify all road users, including motorcycles. Cars equipped with ADAS sense their environment by means of sensors such as radar, camera and lidar (Light Detection and Ranging), and in the future, V2X (Vehicle-to-everything) communication. This should create a "full picture" of where the car is heading, any obstacles, and other vehicles in the vicinity, to determine manoeuvres.

Car makers have greatly improved passive and active safety for occupants, but the safety of vulnerable road users (VRUs - pedestrians, cyclists, motorcyclists and persons with disabilities or reduced mobility and orientation) has not made so much progress.

Among VRUs, motorcyclists are the only road users who share all kinds of road and traffic conditions, including speeds, with cars. This creates a major safety challenge. There is an urgent need to define requirements for the recognition of motorcycles and for the definition of testing targets.

Real traffic scenarios are complex and the systems currently available are unable to cope with them without a lot of driver involvement. They detect larger objects, with a defined or standardised shape, such as cars, trucks or traffic signs, but smaller dynamic objects present challenges to sensors and algorithms, just as they do to humans. Therefore, automated systems need to significantly improve the current detection rate of motorcycles, which pose an enormous challenge to the developers due to their many different shapes and vehicle dynamics when compared to cars, as well as their small surface area.

In 2016, a test was carried out by the Netherlands Vehicle Authority on the capabilities of ACC (Adaptive Cruise Control) to detect motorcycles, and it showed unsatisfactory results. All the vehicles detected motorcycles worse than they detected cars when the motorcyclist was riding more than 1.2 metres from the centreline of the vehicle/lane. Several accidents in Europe and the US with cars 'on autopilot' indicate that some cars failed to detect motorcycles *in all situations*. Some driver handbooks say "the system may not detect small vehicles like motorcycles", which is simply not acceptable from a safety point of view. Automation to be introduced in the near future transfers responsibility for control, at least temporarily, to the vehicle. The vehicle must therefore have observation and interpretation capability on a par with, or better than, a human driver.

This means being able to recognize the complex manoeuvres commonly undertaken by motorcycles in ordinary traffic (e.g. lane utilization, lean for cornering, filtering, etc), in city or countryside and in different countries. The same system has to work as well on a quiet road in Scandinavia as it does in Paris.

ACEM is in continuous discussion with car makers and legislators to ensure that future cars react to motorcycles safely.

Ed. Got any thoughts??

SUPER DREAM - SILVER DREAM 3 – Eddy

Last time, we left the project with the yoke, engine and shockers dry fitted to the repainted frame. Before rushing to buy any more parts I find myself anxious to see whether the engine is a runner or not. First however I thought a bit of a shampoo for the engine and wheels would go down well, so off to brother Roland at Yattendon Classics and Garage to use his steam cleaner.

Ahead even of that, I had spent a sensational day at Aberdare Park for a classics race meeting.



I wanted to see how those 50cc machines performed, but the day was much more rewarding than that. Firstly, the 50cc issue. In the paddock I met Kriedler rider Steve Porter (amongst others) who whilst very complimentary about the pictures of my pretty little Benelli reckoned on a good day I might get 3BHP out of it, whereas those on the circuit these days were approaching 30 BHP! – In short don't contemplate competing, leave it as it is. He did however offer to send me an old seat cone that I might use on another 50cc

project I have in mind. I was also able to see the results on some aluminium castings after aqua blasting. The finish was rather more satin than polished. I then went on to TAB2 Classic's tent to talk about having that bespoke aluminium tank made up. Their view on the aqua blast finish was that it was equivalent to around 800 grit and would polish out quite easily on a decent wheel.

The circuit and racing at Aberdare Park is like nothing I have witnessed before. It's the town park, the track is no wider than a single carriageway. The run offs include rose beds and a boating pond. Trees decorate every bend, protected by straw bales fixed with brown parcel tape – so that's alright! The paddock is just that – a field, and the park ferme is the rough track leading from the paddock to the circuit. Fastest lap time something like 83 mph average or some 38 seconds! Unbelievable even when watching.

Anyway, back to Yattendon Garage; dealt with the steam clean soon enough and took the opportunity to use Roland's airline to pop the callipers. No real surprise to find some rust on the outside of the pistons, so later on I'll renew those and the seals and ride over to Griffin Racing at Castle Combe to have new braided hoses made up. I got talking Roland about polishing the casings. 'Oh,' Said he, 'I have a polishing wheel at the back of the paint shop, it used to work but doesn't now. If you can fix it, feel free to come over and give it some exercise'.

When I plugged it in to see where I should start, the answer was plainly delivered – there was an almighty flash and bang and the fuses to whole establishment went down!



Luckily, I had brought my own extension lead with me so having shortened that by 5 feet or so, I substituted the length with the plug on the end into the machine and Joy!

The plan later, rather than going through the aqua blasting process is to see if, with a sisal wheel and decent Lea Compound, I can get a respectable finish on the fork yokes, engine casings and hangers using Roland's wheel.

So finally, time to play with the bike itself. At Roland's, where there was an engineer's vice, I had stripped and re-assembled the forks, using his man-sized hex drive which is something my tool box lacks. A job I would be doing again with new seals later but that would involve cost - I just wanted to familiarise myself with the process. So, I slipped them back into the yoke, refitted the engine – not an easy job on your own, involving ratchet straps, scissor jack and lots of patience - and nipped up the mounting bolts. I also lubricated the throttle cables, assembled them on to the twin carbs and twist grip and bolted the lot on to the cylinder inlet. The exhaust pipes had been subjected to some rudimentary polishing and they too were fitted, noting on the way that one of the studs had stripped the threads in the cylinder so a Heli coil job for later. The comstar wheels had also been treated to a steam bath so on they went. So now we have a rolling chassis.

Showing a hint of impatience, I also used up what was left in a tin of Christmassy silver spray paint so that the old rat bike mat black tank is now silver – seducing me into that mega ally tank decision.



Now, as luck would have it my wife Kitty had been down in Devon for a week, so I abused her holiest of holies and spread out the wiring loom on the kitchen floor – in fact I also did the

Carburettor cabling and inspection on the kitchen table, but don't tell her that! Suffice to say I shall be needing a service kit for the carbs in due course. Whilst all this was going on, I had also ordered a set of clip-ons, (with extended delivery time it seems).

I had been oscillating between wiring from scratch and using the loom (blanking off those parts I wouldn't be needing). I may yet change my mind again, but for the present I am planning to use the loom. I realise it adds weight but as I intend to have the bike daylight MoT'd, I reckon a brake light and electric horn would be handy, therefore a regulator/rectifier to charge the battery would be useful and suddenly there's quite a bit of wiring to make up.

A few days back Glyn, the guy who races a Super Dream in the VMCC series, had sent me some detailed pictures of his bike so I could see how he arranged his rear sets and seat. I was delighted to see that the original cast aluminium hangers, a real feature of the machine and which I plan to mirror polish, were still used. All he had done was to share one of the Allen bolt mountings to fix turned billet foot pegs. On the right side he had cut and welded the original brake lever to match the new peg position. On the gear side he had used a rear set he had left over from a Bandit he used to race with NGRRC. As luck would have it, I already had a couple of peg billets still in their packet and luckier still knew where they were, so I'm now figuring out how I will tackle the gear side of things, for the brake side I will simply follow Glyn's example. But let's return to the main issue does the little darling run? Having refitted the wiring loom, put in a battery, fresh juice in the tank, oil topped up, ignition on, a spin over without plugs to circulate some oil then plugs in, jump leads to my car battery to give some wallop, a bit of choke and.....one cough and YESSSS she purrs away like a good un.

Almost in a rush thing seem to be moving along, the clip on's had arrived, only to be 31mm instead of 33mm. – my mistake – at £15.99 direct from China not worth sending back (anyone want a pair of 31mm clip on's?). Now

correct clip on's fitted and with the silvery tank in place I can see where we are going. Plenty to do though, the ongoing list looks something like this: Machine up gear rear set bush, cut and braze rear brake lever, cut and braze rear set gear linkage. Heli coil exhaust manifold, overhaul forks, service carburettors, overhaul front brakes, fabricate speedo binnacle, fabricate seat. Get wheels powder coated. Figure out how to hide the bundle of knitting (being the wiring loom) around the head stock.....and on.....

Thought for the month

Life isn't about waiting for the storm to pass. It's about learning to dance in the rain. Vivien Greene.



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

Plug and Grub – change of date Helen

NOW booked for 2 November 2019.

Tony's charity ride – Tony



I have decided to take on my biggest challenge ever in September by cycling Land's End to John O'Groats and, in doing so, raise

awareness of Inflammatory Bowel Disease and the charity Crohn's & Colitis UK which I have supported for a number of years since being diagnosed in 2009. It's also appropriate, given that my bottom will be in the saddle for over 900 miles!

A number of friends suggested that I set up a 'Giving' page so, if anyone would like to donate, the link below directs you to Virgin Money Giving who ensure all monies go to the charity without taking any commission.

Virgin Money Giving link

https://uk.virginmoneygiving.com/TonyWalmsley3/1?utm_source=messenger&utm_medium=organic&utm_campaign=fundraiser&utm_term=socialshare&utm_content=fundriasingpage

Crohn's & Colitis UK link

www.crohnsandcolitis.org.uk

Wish me luck (apparently day four is going to be the toughest but after that, it supposedly gets easier..... hmmm).
Many thanks, Tony.

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.

SEPTEMBER – Home and Away

Saturday 21 – Sunday 22. BMF Event,

Nailseabikers.org.uk

Nailsea Bike Show, Ring of Bells, 4 St Mary's Grove, Nailsea, BS48 4NQ.

Saturday 21, Carenza

Mini 60 Celebration, 8pm,
The Rondo Theatre, St Saviours Road,
Larkhill, Bath, BA1 6RT.

"A light hearted drive through the history of the Mini in which you will "meet" various characters associated with the Mini, all played by Carenza.

Optional fancy dress - a few decades to choose from, very small prizes possible. Bring friends and family - no swearing!

Tickets £12/10 from the Theatre website
www.rondotheatre.co.uk

Sunday 22, Club ride, Andy

Meet at Severn View Services, M48, BS35 4BH. 9:15am for 9:30am start.

Saturday 28, Machine Handling Skills Day – Eddy Lambah-Stoate,

From 10am. Lansdown North Playing Fields Car Park Bath BA1 9BJ. Entry is **FREE**. Bikes available. Try: severe braking – anchor swerves – filtering games – moto gymkhana taster – Police observed rides – IAM Masters taster – much, much more. Further information at, lambahstoate@aol.com

Sunday 29, Club ride, Mark

Meet at Farrington's Farm Shop, Farrington Gurney, BS39 6UB,

OCTOBER – winter draws on.

Sunday 6, Club ride, Alan

Meet at the Cross hands Hotel, A46 north of J18 M4, . Heading towards Salisbury Plain.

Sunday 20, Club ride, Andy

Meet at Farrington's Farm Shop, Farrington Gurney, BS39 6UB, .
(Café open from 9:30am).

NOVEMBER – got that tree decorated?

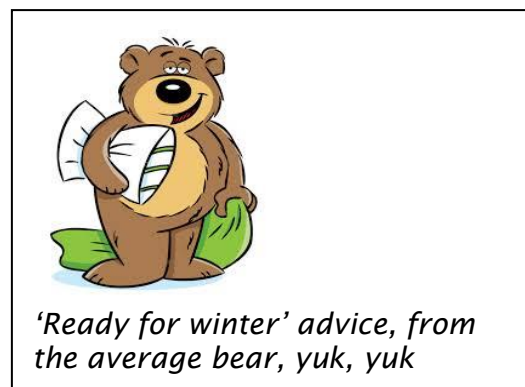
Saturday 2, PLUG and GRUB – venue tba. Helen

**Sunday 3, Club Ride, Simon Gough –
01179734120**

Meet at the Cross hands Hotel, A46 north of
J18 M4, 10:15am for 10:30am start.
Last Club Ride of the Year.

16 to 24, Motorcycle Live,
NEC Exhibition Centre, Birmingham.
Motorcyclelive.co.uk

DECEMBER - JANUARY



EARLY 2020 CLUB EVENTS NEWS

Friday 5 to Monday 8 June
AAMC CLUB WEEKEND BASH 2020,
Stu Bullock – 07711898178.
We have selected the Premier Inn, Rhuddlan,
North Wales, LL18 5UA. Please book your
hotel and let Stu know you are attending at
bullock.stu@gmail.com with your email and
mobile details. Further details will be provided
nearer the event.

4 to 5 July, BMF EVENT
National Road Rally
Nationalroadrally.co.uk

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 2020 – Helen

Also wanted – Club ride/event reports.

*Just a few words in WORD, or email, I'll sort
out grammar/spelling/punctuation. It's OUR
club and we need to know what is happening.
**In order to associate – we need to
communicate.** – Stu Bullock, Editor*

Celebrate 60 years of the BMF –

<https://www.bmf.co.uk/news/show/bmf-announces-60th-birthday-celebrations>



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 11 OCTOBER 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. I will carry out a grammar/spell check. Please understand that submissions may be edited to fit available space.

If you have a comment about anything you see or read in TREADS, please let me know and I'll put those comments in TREADS.

Please submit 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.

Stu Bullock.

E-mail editor@aamc.co.uk

