



TREADS

www.aamc.co.uk

The October 2016 Newsletter of AAMC

Editor's Bits -

Rattle, THUMP – not on a bike, thank goodness, but in the hall at home. The postman had just delivered November's *Octane* – yes, I'd signed up for the “three issues for a £1, and you can cancel at any time within the three months”, and, of course, neglected to cancel in time – not for the first time, and probably not the last. I enjoy the mag but groaned when I saw that the package contained an unasked-for copy of “Chrono”, a hefty magazine about posh watches – which the editor reckons are decent value for money. OK, there was one “cheapie” at £160, but £12,800? £103,000?

I persevered, however, and found an item on my beloved Bloodhound project (now sponsored by Geely, Chinese owner of Volvo and the London Taxi Company). Bloodhound uses two Rolex analogue instruments, one a speedometer reading 0 to 11mph (x 100!), the other a clock for Andy Green to time the braking sequence and monitor turn-round time. Apparently it's easier/quicker to interpret analogue information than digital, hence these classic dials:



Apparently, Sir Malcolm Campbell wore a Rolex Oyster while becoming the fastest man on earth (at 310mph) in 1935, and the Wingco will be wearing a Rolex “Cosmograph Daytona” for the attempt in 2017.

NB – other posh watches are available.

I liked the provocative “View from the Saddle” last month, and was pleased when Chris Cope of <https://rideapart.com/> said I could print his “12 reasons to ride a motorbike” (further down). It was on RideApart that I learned that a) Dougie Lampkin had wheelied round the TT course – before MCN told us – and b) Erik Buell Racing appears to be doing OK. EB himself is Chief Technical Officer, not CEO, so that's a

good sign. Their EBR 1190RX looks the business:



and they have others in the pipeline – not too many, I hope.

Legal Questions

1. A horn ain't noise pollution

Old cases often refer to drivers or riders 'sounding their horn,' but the use of the horn has come to be seen as more of a rebuke than a warning and sometimes as an excuse for road rage.

The horn is an essential part of the rider's armoury. As a matter of law you cannot use your horn between 11:30pm and 7am in a built up area, but if I thought the use of my horn would stop me getting involved in a collision I would not be checking the time first for a non-endorsable offence.

The horn should not be used as a rebuke and, for what it's worth, I think that is good advice. Sounding your horn after a danger has passed is more likely to get a car driver panicked, angry or otherwise discombobulated – blaring away serves no purpose apart from making the rider look like an aggressive jackass.

So, why the horn? The hearing part of the brain responds much more quickly than the visual part of the brain. This is because the human eye creates a 3D image and misses much of the detail. This is evolutionarily programmed into us. We are programmed to notice what could hurt us (predators) or what we can eat. The rest is background and the brain does not want to waste space on processing visual signals that do not lead anywhere.

Regrettably that is where we on bikes figure. We are a small object moving usually in

a straight line and neither threat nor food, but if we are the same small object moving in a straight line with a 115dB horn blaring we become perceived. It is for this reason sports referees use whistles not flags, you hear a mosquito long before you see it and sprint races are started by a gun, not a flash. On a neurological level hearing is much less complex than seeing and is processed a great deal faster. It is our fastest sense, quicker even than touch. We also have an alarm reaction to a loud and frightening noise.

Your own experience will back this up. If you hear the blast of a horn your immediate reaction is to stop. Sound is non-directional. You can be facing in the wrong direction and hear, but with forward facing eyes if you are looking the wrong way you will see nothing. If you are looking in partially the correct direction you may perceive movement but not in detail. A loud horn is not obscured by glass, metal and airbags.

So if you fear a car may emerge into your path or pedestrians are getting kamikaze don't be shy to use your horn and the louder the better to pierce iPods and in-car entertainment – a loud horn may cause a pedestrian or driver to freeze but that is more predictable than having them carry on in their own sweet bubble of ignorance.

Loud pipes may indeed save lives, but they result in a lot of irritation and police attention. A 115 decibel horn makes noise when it needs to and could save your skin without breaking any laws. So rather than flash, get horny.

Andrew Dalton, [Bike Magazine](#), May 2016

2. Brake calamity

I got a puncture on my ZZR1400's rear tyre. My local garage said he could fix it and duly did for £30. Bargain! All was well... or so I thought.

The next day I rode to work. About 30 miles in I braked for a roundabout and the rear wheel locked up causing me to skid down the road. Because I am a riding god (read that as lucky!) I stayed on and didn't hit anyone. However, the rear wheel was completely locked up and I had to get recovered home.

Having looked at the bike it turns out the garage hadn't put the rear wheel back on properly. This allowed the brake calliper to spin on the spindle, nip the brake hose and

lock on. I could have been killed and want to sue the garage. Can I?

Answer

I'm glad to hear luck was on your side that day. However, you can't sue someone for something that could have happened. Thankfully you weren't killed and you didn't get hurt.

Compensation is to put you in the same place you would have been, but for the accident. Therefore, your only claim is the cost to put your Kwak back to the same state it was before the rear brake locked on. If it has trashed the swinging arm, the brake pipe etc. then the garage will be liable to pay for that. I would add before suing the garage why not contact them to see if a compromise can be reached.

Andrew Prendergast, Motorcycle Monthly,
www.morebikes.co.uk Jan 2016

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!

12 Reasons to ride a motorcycle

- Chris Cope,
<https://rideapart.com/> January 2016

Allow me to suggest a New Year's resolution: Make this year the one in which you finally get a motorcycle. Or, the year in which you convince someone else to get one.

To assist in this, I've listed every reason I can think of to ride a motorcycle.

1. It Makes You Cool

Generally, we like to hide this fact. But, in many ways, it's at the heart of all other reasons: In some way or another motorcycling will make you cooler than everyone else. And deep in their hearts, everyone else will know it.

No, it's not very cool to admit such a thing – indeed, part of coolness comes from respectfulness toward those who lack the good fortune of being you – but, that makes it no less true. You don't have to look like Beckham on a Bonneville to achieve this coolness. It happens naturally with all

motorized two-wheeled conveyances. As my wife once told me: "When you see someone on a motorcycle, it doesn't matter what kind, you think: 'Oh, that person is on an adventure! I wonder where they're going.'"

"You don't think that about someone in a car," she said. "You just think: 'That person is stuck in traffic.'"

2. You'll Find Your Zen

Part of being cool as a motorcyclist comes when you stop worrying about "embarrassing" things like helmet hair or walking into restaurants wearing base layers; you don't get upset when it's hot or cold or raining or windy. Ride regularly (and intelligently) for long enough and you'll even be less enraged by other road users' negligence. Because you know centring your anger on one person or thing only results in lost awareness.

On the road, the constant monitoring of your situation – speed, angle, body posture, road condition, lane position, possible hazards, etc. – serves as a meditation that clears your mind of the unnecessary. I have never once thought about the Kardashians while riding. On a bike you find mindfulness and inner peace, some of which will stay with you off the bike.

3. Commuting is Easier and More Fun

It seems a lot of people suffer a mental block when it comes to honestly considering motorcycles as viable everyday transportation, but the fact is, they make a lot of sense.

If you live in one of the majority of places in the world that allow lane splitting, riding a motorcycle means you will get to work sooner and with less frustration. If you don't live in one of those places, you should be writing to your representatives and throwing eggs at ABATE members in an effort to get things changed. But there's still plenty of advantage to getting to work on two wheels.

There's the nominal financial benefit: Bikes can be pretty fuel efficient. A good 250cc machine will give you upward of 85 mpg. And since doing basic maintenance (e.g., oil changes) is easier with a motorcycle, you can save some cash there too. It's not unheard of for motorcyclists to encounter lower costs at toll booths and parking lots, but even if your area isn't that progressive, finding a place to park is still generally easier.

I used the word "nominal" in the above paragraph because often when someone evangelizes the financial benefits of motorcycling he or she conveniently overlooks the cost of gear. Good gear is important for happy commuting and it doesn't come cheap. But I'm still willing to bet that the motorcyclist comes out slightly ahead at the end of the year.

4. Mother Earth Will Thank You

As a knock-on effect of fuel efficiency, motorcycles are a greener choice of transportation. Maybe not so much if you're still thrashing around on a two-stroke, but any modern bike will have to meet increasingly strict environmental standards.

If you're lane splitting on the way to work, you're also decreasing your environmental impact by not sitting at idle for long stretches. If your engine is running for less time, it spends less time putting crap in the air.

If you go electric, of course, you can ride around feeling even more smug (assuming you are conscientious enough to ensure your energy supplier uses sustainable resources).

5. You're Less of a Drain on the System

Along with putting fewer pollutants into the air they breathe, you're helping out your fellow citizens by placing less stress on the roads their taxes pay for. Because you and the bike weigh less than someone else and a car, you're causing less strain. That means the road lasts longer, and that also means the need for repair is less frequent. Henceforth, feel free to shout "You're welcome!" at everyone you pass.

6. A Motorcycle Can't be Hacked (yet)

One of the more terrifying Skynet-like things to happen last year was hackers remotely controlling a Jeep Cherokee. Last I checked, this sort of thing isn't yet – yet – possible with a motorcycle. Though, considering Ducati (and most electric bikes) offer the ability to make adjustments via smartphone, it probably won't be long. If you're truly concerned about the machines taking over though, a motorcycle remains a good bet. Especially if you choose a Royal-Enfield or Ural.

7. More Humans Are Involved

Related to the above, it's generally the case that far more human hands will have been involved in the making of your motorcycle than in the average car. This is especially true if you buy boutique motorcycles, like the Ariel Ace, and obviously with any custom. But even with major manufacturers like Honda, people play an important role, performing tricky tasks a robot simply can't manage.

8. Your Health Will Improve

When motorcycle proponents are scraping the barrel they drag out the claim that motorcycles help you lose weight. Ostensibly this is true: A 180-pound man will burn 40 more calories in an hour riding a motorcycle than he will driving a car. If he sings the whole time he'll scorch an additional 100 calories. But take a gander at those attending Sturgis or Daytona rallies and it's clear riding a bike isn't a miracle weight-loss technique.

It is, however, incredibly good for your brain. The aforementioned zen state mixes with the endorphins that come from spirited riding, or simply being outside does wonders for your mental health. It pains me to give ammunition to trolls here, but I'm someone who has struggled a lot with mental health over the years. Since returning to riding, however, I've found things gradually improving. I'm calmer, more confident, kinder, and generally happier.

And it's a simple truth that improved mental health leads to improved physical health, if not simply because it gives you the right attitude.

9. You Meet the Nicest People

Using terms like "brotherhood" or "sisterhood" in applying the connection between motorcyclists quickly sends one down the rabbit hole of self-aggrandizing BS. The idea of there being a special bond between the purchasers of a mass-produced item is silly. I am no more spiritually linked to other motorcyclists than I am other consumers of Kraft macaroni and cheese. And yet, and yet... there is something.

Depending on the country, you'll be greeted by waves or nods or extended feet when you pass other riders. Motorcycling induces a small-town friendliness among its participants, no matter where they are in the world. Showing up somewhere on a bike

means people will go out of their way to talk to you, to share stories. If you're open to this, you'll find yourself meeting people with whom you might otherwise never have had an opportunity to interact – people from outside your socioeconomic/religious/racial circles. And you will be better for it.

10. Because Freedom

"Freedom" is such an overused word I sometimes question whether anyone really knows what it means. But I can't think of a better one to use in describing the sense of self-sufficiency and independence that comes from the simple act of getting on a bike and twisting the throttle.

We live in a jittery world; there are so many demands for our attention. If you are a person in a relationship with kids, a family, a job and ambitions, it may at times feel that everything you do is at the service of someone or something else; that every action you take is directed by something external.

On a motorcycle, it's just your little head inside that helmet. You are in control of you, totally and completely. You feel the immediacy of your actions and decisions. The zen state pushes away anxiety about deadlines and bills to pay, and whether that girl at Starbucks was flirting when she told you to have a nice day.

It's not selfishness, but simply the realization of the fullness of yourself. On a bike you feel like a complete human being, not an insignificant part of something else. And with this knowledge you'll find your interactions with your partner, kids, family, job, ambitions and so on, will improve.

11. Connection to the World Around You

The freedom you gain from riding a motorcycle helps you appreciate the things in your life because you'll know you are free to be a part of them – not obligated. The people and things you care about are things you've chosen to care about.

But beyond that you will find an even greater connection to your surroundings, one that can be difficult to articulate.

I'm of the mind that swimming in a river is inherently better than staring at a picture of that river. Life is better when lived. But our cars are so climate controlled and infotainment loaded that the experience of driving somewhere is almost indistinguishable

from the experience of watching the same drive unfold on a television screen. In the modern world we spend a shocking amount of time blocking that world out.

On a motorcycle you climb out of the "cave" of Plato's famous allegory. You're no longer looking at shadows, but seeing the true objects of the world, experiencing them with all your senses. Admittedly, this isn't always fantastic (when you're riding through a hail storm or behind a pungent cattle truck, for example), but soon you find you're willing to tolerate the occasional negative for the sake of being able to fully experience the positives.

12. It can be Damned Exciting

I'm slightly averse to hyping the thrill aspect of motorcycling because too often it gets phrased in terms of fear and risk. In and of themselves, I'm not the sort of person who likes those things, and I suspect there are plenty of people who would be put off by them. I mean, imagine trying to sell the idea of motorcycling to your mother: "It's great, Mom, because there's an increased probability of your dying in horrible ways."

Nope. That doesn't work for me. But I will admit that there is an adrenaline aspect. When I push the bike above the speed limit, or swoop through a section of corners, or again make an unsuccessful attempt at a wheelie, there is that rush of buzzing happiness and giggling laughter. That is, without question, one of the reasons I ride. For some people it is the only reason they ride.

Regardless of your attitude toward risk (remember, because you are free on a motorcycle you are equally free to make decisions that mitigate risk) there's no denying that motorcycling is fun.

READ MORE: [Top 10: Motorcycle Myths And Legends](#)

READ MORE: [13 Things More Dangerous Than Riding A Motorcycle](#)

View from the Saddle –

Although this is supposed to be view from the saddle, this is in response to [this](#) article last month.

On a recent visit to Fowlers aimlessly wandering around their second-hand bike section, I have to agree with [redacted] view that there are an awful lot of bikes under used. Many on display with less than 1500 miles in two or so years, confirming that many are prized possessions and not used for the daily commute.

This year and next has been exceptional in the number of new models that all the major manufacturers have or are going to release, tempting us to part with our hard-earned cash.

Whilst browsing through MCN this week, it appears most manufacturers are either updating existing models or launching new ones. Honda is bringing out an all new Fireblade, Yamaha an MT10SP, Ducati a new Supersport and Suzuki a GSX-S750 to name just a few. There are also a few new sports 125's for new riders wanting something other than a scooter.

The only good thing about the many low mileage bikes around is that a cracking good buy could be had for the second owners of these machines. With the dealers doing personal contract plans at such low monthly payments, in two or three years' time the second hand market could be awash with these bikes, which might mean prices fall further despite new prices rising at a steady rate. For example a Yamaha R1 is now £14,300 and the BMW S1000XR Sport SE a colossal £17k.

Having said all this about low mileage bikes, a quick check on my own MOT's revealed I've only done 12k in six years and slightly less for [redacted] looks like we need to get out and ride a bit more, me thinks!

Tick Tock.

'Allo Allo' Tour of the Massif Central ~ September '16

We gathered on a lazy Thursday at Warminster Services, a larger group than in former years, consisting of 12 bikes and 15 club members. We made our way towards Portsmouth and for the first half of the journey it went seamlessly.

Unfortunately approaching Portsmouth the motorway was backed up and a certain amount of filtering was required, which split the group and caused us to slow considerably. After we all caught up we had lost some considerable time, so our evening meal was a somewhat rushed affair. After a fuel stop, we made our way onto the ferry and the maze that is the Brittany Ferries cabin system. Safely on board we made our way to the entertainment lounge to have a quiet beverage and watch an excellent magician, who to be fair set the tone for the humour on this tour.

Early morning music greeted us in our cabins at 0600, where we alighted to a breakfast consisting of the smallest sausage known to man and the hardest bacon. We disembarked the ferry at 0815 and started to make our way to the first Hotel, soon leaving the crowded city and getting onto some much quieter and scenic roads, with seemingly deserted towns and villages. One of the group commented that French shops never open, and from this evidence it may be true.

At this stage, [redacted] was relying on his recently-purchased Sat Nav (never had one before) to find the best route, and obviously becoming increasingly agitated with its choice of roads, taking us away from those nice twisty 'yellow' D-roads onto the more heavily congested and straighter 'red' N-roads. I was following [redacted] whose riding style was precise and relaxed: very touring. This was going well until white helmet 1 (WH1) passed us both at a pretty rapid rate, soon he was joined by another white helmet (WH2) who sped off after WH1. The group stopped for fuel but [redacted] was nowhere to be seen; until our backmarker for the ride came up and informed us all that [redacted] was having a chat with the Gendarmerie. [redacted] arrived and explained the lovely French policeman had been unimpressed with one of the WH who had passed "Trop Vite Monsieur" (too fast Sir). Unfortunately [redacted] also has a white helmet and had been mistaken for one of the speeders. An interesting conversation ensued, where it was agreed that the group would slow somewhat, but not before had given the local copper his secret masonic handshake, which had a special name on the tour. The mood was slightly more 'relaxed' for the remainder of the ride to the IBIS Hotel in Chateauroux.

A night on the town took us to a local hostelry where we experienced the most 'charismatic' waiter in France: his style was an unsubtle amalgam of a prison warden serving food for British Rail. That said the food was good and the beer expensive.

Next morning we rose to very bright and warm weather which was to be with us for the next 5 days. We transited towards Murat and our second Hotel on some stunning roads with amazing scenery, and passed through villages that were seemingly empty and devoid of any people. We had our coffee stop in another stunning town – Chénérailles.

Unfortunately our lunch stop at Ussel was a long drawn-out 2 hour + affair, where our German hostess took her time to prepare some very sloooooow food. The 'top box gastronomes' were quick to point out how good their 'buffet foraged' comestibles from the breakfast table had tasted and offered a few crumbs of comfort; but no actual food! The 15 hungry and weary riders arrived at Murat in the late afternoon after had a violent argument with his Sat Nav and decided to completely ignore it for the rest of the trip!

The evening meal in this excellent Logis Hotel set the tone for the food for the remainder of the trip and was stunning in quality and speed of delivery. The dessert (a local speciality Galette 'pancake' made from buckwheat) was amazing.



We spent three glorious days travelling in different directions around this ancient volcanic area of France and on one day went

to see the Viaduc de Millau, which is one of the wonders of the world, as in, I wonder how they built that. Luckily at the visitor centre we learnt the answer to this question. We also learnt that:

'Hauteur totale au sommet de l'ouvrage' is 343 metres - Good to know



We spent these heady days looking for and riding on what one young scamp on the tour described as 'road p*rn'. There really did seem to be no end to the twisties in this region (without the Sat Nav doing its best to spoil everything) and the whole groups' cornering was noticeably smoother and quicker by the end of this sojourn.

The roads, scenery and food were faultless in Murat so it was hard to believe that the best Hotel and cuisine was yet to come. On our last night our intrepid tour leader and Chairman had one last surprise up his sleeve.

But every tour has its low point and before we could experience the last fine hostelry we had to negotiate a very long day in torrential rain travelling from Murat to Guéret 23000. The ride was very wet and proved to many that Rukka kit is the way forward and that it is possible to get 13 hairdryers going full tilt 'drying wet kit' in a French Hotel without the power tripping out! Some of us learnt how watertight our luggage was as well! Hot showers (as opposed to the cold ones a few days previously) and radiator pants were the order of the day.



Patent Pending glove drying arrangement courtesy of the air con in the Kyriad Hotel, Guéret.

The next day was a lazy affair with more kit drying action for some and an afternoon ride out for others. The evening meal was taken in what could best be described as 'one up from a McDonalds' or as the French call it 'Le Buffalo Grill'. It was basic fair, to say the least, but what made it for us all was our Chairman's face when his limp food arrived; salad was thrown in for some of us!

The next morning we were greeted with a treat for the ears and eyes in the shape of 5 gorgeous 1920's Type 35 Bugattis that had overnighted in our Otel's underground garage.



The original Type 35 model was introduced at the Grand Prix of Lyon on August 3, 1924, used an evolution of the 3-valve 2.0 L (1991 cc/121 in³) overhead cam straight-8 engine first seen on the Type 29. Bore was 60 mm and stroke was 88 mm as on many previous Bugatti models. Ninety-six examples

were produced. This new powerplant featured five main bearings with an unusual ball bearing system. This allowed the engine to rev to 6000 rpm, and 90 hp (67 kW) was reliably produced. Solid axles with leaf springs were used front and rear, and drum brakes at the back, operated by cables, were specified. Alloy wheels were a novelty, as was the hollow front axle for reduced unsprung weight. A second feature of the Type 35 that was to become a Bugatti trademark was passing the springs through the front axle rather than simply U-bolting them together as was done on their earlier cars.

We travelled to our last destination – Le Basmont a Moulay, to the Chateau En Mayenne



A stunning location out in the wilds of rural France – as promised earlier, our Chairman had left the best till last. The food was sublime and the generosity of our host unsurpassable. Great company, exquisite food, fine wines and vintage champagne put the final flourish to an excellent tour. It just requires me to say a massive thank you to for all his hard work and fortitude, in the planning and execution of an outstanding tour of the incredibly impressive Massif Central...and in the end proving it is possible to heard cats, if you have enough patience!!

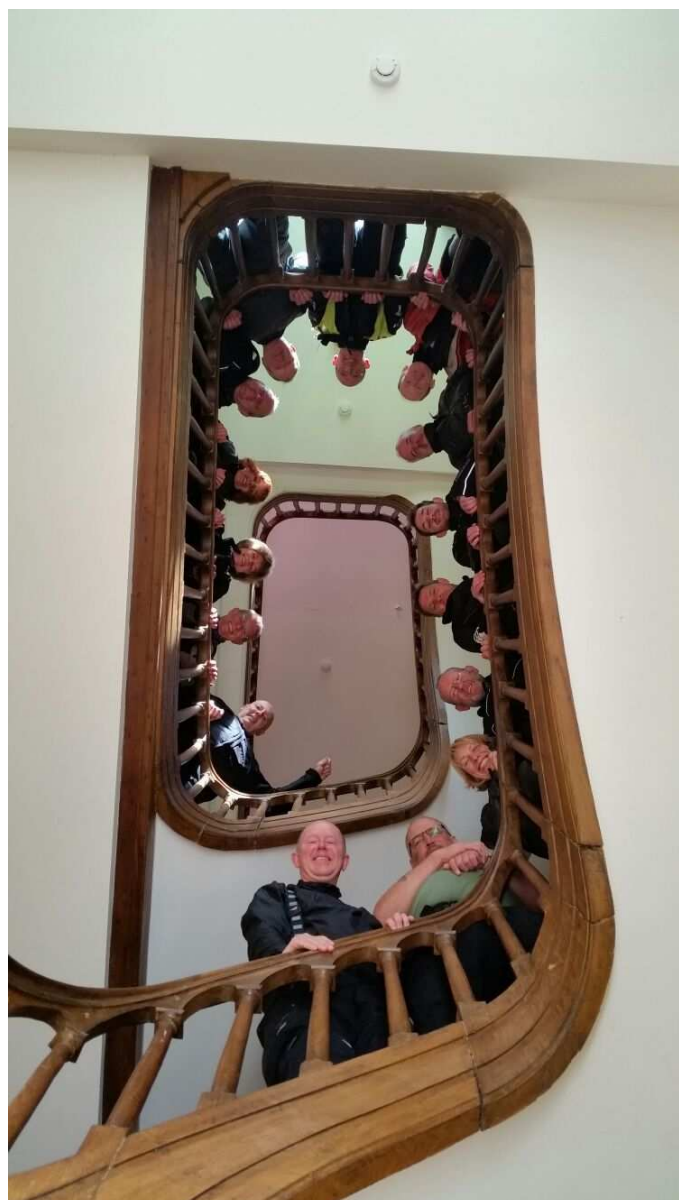
But you can never legislate for all.....

From the 14 of us to our tour leader:

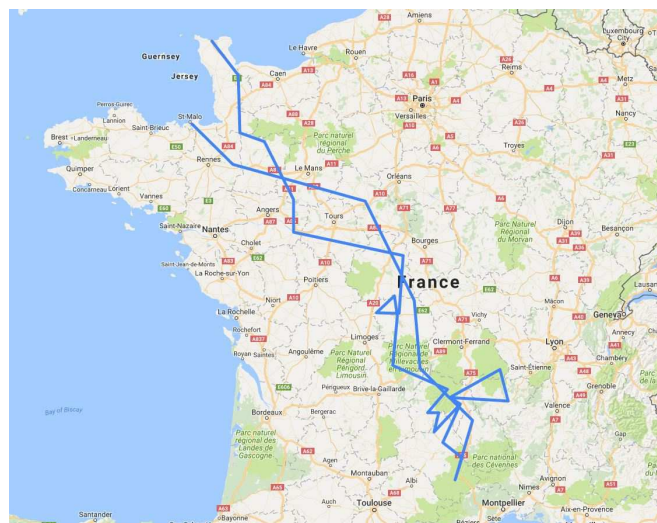
'Merci pour les souvenirs et le vin, et la persévérance'

Footnote: explained to me that the French language has far fewer words in its vocabulary than English. So for instance the girl bringing the milk at one of our many coffee stops exclaimed, it was for “Toute la monde” (all the world) – which is translated as ‘for everybody’.

So merci pour les souvenirs et le vin, et la persévérance. Actually means “Thanks for the memories and the wine and for putting up with all our cr*p”.



Finally, here is the route we rode for the 1950 miles door-to-door.



Stunning tour. Let's do it all again next year.

Club Wales Bash 2017

It has been pointed out to me that the Premier Inn at Caernarfon has increased in price for the above dates to a current £213. I did say that was likely to happen.

However, there is a nearby Travelodge that, for the same period, costs £79 as an up-front payment, or £112 with a cancellation policy as the Premier Inn.

If you are interested in booking, or changing your booking, please do check out the two sites for comparison: -

Travelodge: www.travelodge.co.uk/hotels/392/Caernarfon-hotel?checkIn=12%2F05%2F17&checkOut=14%2F05%2F17&rooms%5B0%5D%5BroomId%5D=relp5u320nzzg0h&rooms%5B0%5D%5Badults%5D=2&rooms%5B0%5D%5Bchildren%5D=0&rooms%5B0%5D%5Bextras%5D%5B0%5D=

PremierInn:

<http://www.premierinn.com/gb/en/hotels/wales/gwynedd/caernarfon/caernarf-on.html?INNID=CAEBAR&ARRdd=12&ARRmm=05&ARRyyy=2017&NIGHTS=2&ROOMS=1&ADULT1=2&CHILD1=0&COT1=0&INTTYP1=D&SID=4&ISH=true&BRAND=PI>

Naturally the choice is yours.

We would love for YOU to be on the trip wherever you stay and have no

recommendation to make about the various budget hotels.

All we ask is that, after booking, you let us know BY EMAIL that you are coming with us and let us have a contact mobile number for when we are on the trip.

Guided routes up, back and whilst there will be arranged IF you want to stay with the group. You will be more than welcome to 'go it alone' if you prefer.

The main thing is, it's your club and therefore your trip.

We'll be waiting for your email.
Best wishes

Biker Down Workshops -

Biker Down workshop dates for this season are detailed below: -

21st October,
18th November &
9th December.

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

*

We endeavour to issue Treads on a regular basis during the third week of the month. Therefore if you have any items to be published in Treads, can you please ensure that they reach the editor before or during the first week of that month. Contributions for Treads are always needed, whether they are motorcycle related or of general interest! Please don't be shy.

E-mail editor@aamc.co.uk

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

Diary of Events

OCTOBER

Sunday 22nd Bike Auto Jumble, Churchill Arms Pub, Alderholt, Fordingbridge, Hants, SP6 3AA trade stalls, live bands

Thursday 27th - Sunday 30th International Dirt Bike Show, NAEC Stoneleigh Park, Warks CV8 2LG.
<http://www.dirtbikeshow.co.uk/>

Saturday 29th - Sunday 30th Kickback Custom Bike Show, Olympia, Hammersmith Road, Kensington, London W14 8UX. <http://thecustomshow.com/kickback-london/>

Sunday 30th Malvern Classic Motorcycle Show & Autojumble, Three Counties Showground, Malvern WR13 6NW.
<http://www.classicshows.org/book-tickets-online/event/76-37th-malvern-classic-motorcycle-show-autojumble>

NOVEMBER

AAMC – Club Shirt Order Form

Name.....

Initials to be included on shirt.....

Address.....

.....

Post Code.....

Please tick your preference(s) in the following:

Male	Tick	Size		Female	Tick	Size	Tick
Polo Shirt (£25) Crew Neck Shirt (£12)		S (36/38) M (40) L (42) XL (44)		Polo Shirt Crew Neck Shirt		8 (30) 10 (32) 12 (34) 14 (36)	
Initials Required		XXL (46/48)		Initials Required		16 (38) 18 (40)	

Please send your completed form and cheque to:

Avon Advanced Motorcycle Club, PO Box 1170, Pensford, Bristol BS39 4ZN