



TREADS

www.aamc.co.uk

EDITORS BITS – Stu Bullock – 07711898178

I hope, once more, that you all are fit and well. It's an odd thing but, in the last couple of weeks there have been more things to do and manage and, on several days, I have not had enough time! I know; outrageous!

It's a sign that things are slowly changing. I can't say 'back to normal' as I don't think that will happen for a long time. However, cafes are opening, holidays look possible, if only in the UK. I have a photo of the M5 from March, empty. I wish I had one from last weekend, rammed!

Just a passing thought but, in our travels since last month, we have seen a number of Police camera vans parked in suitable spots.

This month there are two items on an event held at Castle Combe. The interest is that AAMC members were present and taking part in the day's events. I can't identify you all, but I'm sure you know who you were.

The chatty chairman really gets going with welcomes, view from and a ride report.

Andrew Dalton provides some good advice about presenting yourself in Court, and the use of vehicle mounted cameras.

So, read on dear club member, and hope to be able to see you in the near future.

CHATTY CHAIRMAN – Simon Gough

Welcome. I would like to extend a warm welcome to two new members this month:

Jeremy P lives in Abbots Leigh and rides a very tidy example of a Honda CX500.

Otto B lives in Fishponds and rides a BMW S1000R.

We hope to see you out and about with us at a Club event or on a ride very soon.

Training Day 13th Sep 2020

Garrad Bailey from the South Glos Road Safety Office has been in touch to tell us he is running a rider training day on Saturday 13th September. Ideally this is for those members who would like to improve their riding skills whilst not having already passed an advanced test. As we haven't been able to run our annual training course this year, I know of a few members who I'm sure would benefit from this, so I would encourage you to contact Garrad using the details in his message below and register with him for it. It will be a good and very useful day and I thoroughly recommend it.

*Hi Simon,
I am organising a training day for Saturday 13th Sep, ideally not targeting advanced riders, but those interested in becoming such or just improving their riding skills. If you have members who might be interested, please ask them to contact me.*

The theory bit will be emailed prior to the day, which will begin at the Council Offices on Badminton Road.

Best wishes

Garrad

Garrad.Bailey@southglos.gov.uk

Garrad Bailey

Road Safety Officer

Department for Environment & Community Services, South Gloucestershire Council, PO Box 1954, Bristol, BS37 0DD. Tel 01454 86 3749

<http://www.southglos.gov.uk/transport-and-streets/transport/road-safety-transport/road-safety/>

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;

WEDNESDAY 12 AUGUST 2020

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.

THOUGHT FOR THE MONTH

A little rebellion now and then is a good thing, and is as necessary in the political world as storms in the physical world.

Thomas Jefferson.

VIEW FROM THE SADDLE – Simon Gough

I have been lucky enough to be able to continue going to work during lockdown, but with a lot of my colleagues either furloughed or working from home, the office has been a bit like the Marie Celeste with only three of us dotted around the building. Social distancing was never a problem!

As motorcycling was not considered socially acceptable, I dusted off the push-bike and decided to try getting a bit fitter riding that. Now I've only been riding the type of bike that

needs leg-power (as opposed to horse-power) for the past three years, and only because the doctor told me I needed to exercise my leg muscles or I'd have to have a knee replacement (Eeek!). I'm hardly an experienced cyclist, but I do tend to throw myself into these things and I've been really surprised how far I can get and how much I've enjoyed it.



On separate occasions during April and May, I reached St. Arvans (just beyond Chepstow racecourse), Berkeley Castle, Cheddar Gorge, Priddy, Tintern and up onto Hewelsfield Common then back to Chepstow, and finally Usk on my own. From late May I was joined by Jaimie and we managed to cover Usk, Raglan, Monmouth and back down the Wye Valley on one day, and Beckington on another. All these from home in Bristol.



What would have seemed an impossible distance in March (60+ miles) has turned into an enjoyable day out. If only the cafés and

loos had been open, things would have been even better, although it might have taken a bit longer!



CHEPSTOW

RIDESMART AT CASTLE COMBE 16 JUNE 2020 - Anna

Write it quick, before the memories fade!

I keep telling myself this, but then, I am not sure if the memories WILL fade at all. You see, this was my first Ride Smart training day and also my first ever visit to a racing track (not counting a free World Series by Renault at Silverstone several years ago).

The mention about the whole day came via Alex McLellan, responsible for skills and development at Bristol Advanced Motorcyclist's group (associated with Institute of Advanced Motorists). I joined it in December last year and managed to attend one Super Sunday meet up and then go on 2 rides with an Observer before

the lockdown kicked in and put everything on hold.

The good news was that the Ride Smart event was quite late into the year and thanks to the pandemic relaxation rules, it could still go ahead!

There was a series of emails circulating prior to the event with various briefings, group divisions and disclaimers. If you are like me and like to have all the information prior to the event, this was perfect. I knew what to expect on the day, the organiser (Eddy L , Alex's equivalent in WaBAM) was responsive to messages if there were any questions.



The day itself started at 7am with various register lists being checked, the participants' temperatures taken by the ambulance crew and the motorcycle noise levels tested by the Castle Combe Race Circuit's personnel. We were then briefed by the permanent racetrack instructors on the track etiquette and, divided into 2 main groups, off we went to our designated activities.

About 25 of us assigned to group 1 went straight onto the race circuit. Then, divided into smaller groups of 5-6 people, we took turns in walking each corner of the track with the instructor (Neil Sutton- Quarry, Rob Jones- Esses. Ian Terry- Tower, Steve Gould- Westways), talking about braking, leaning, and accelerating in the correct places, looking for specific reference points.



I thought it would all go over my head, but learning about which cones suggested which behaviour on track and when and how to use trail braking, I was hoping to be able to put that to the test later on.

Getting to the pit lane, one of BAM's National Observers, Ian Soilleux, set up a hairpin bend which we would need to navigate. It was quite refreshing to get back on the bike and try to do some manoeuvring (however badly!) after trying to remember lots of information on the previous corners – I was sure it would all go over my head and I would crash on the first bend anyways. I was going too wide and too slow, but then I had not had the need to practice such maneuverers for the last 10 years!

Once back in the paddock, there was time for gymkhana taster with Hector Vass and Lesley Favager.

It looked more-less like a slalom during my Direct Access training with a figure of 8 and a 6-foot circle – but I had not practiced any of it since my direct access course in 2007. For me, turning circles with one hand on the handlebar and the other in the air was intimidating. It really did feel like my first days of bike training, with a lot of errors but also feeling of accomplishment when I managed to turn using only my body weight and shifting it from one side to another.

I would love to do more– it was a great way to learn how your bike behaves and how safe it is when in gyro mode. My only criticism would be

the amount of people doing the same manoeuvres in that small space. I lost the plot a few times as to which figure of 8 (or circle) I should be riding around and how many times.

After that, we could practice some braking with Jim Mc , Paul Cl and Alan W .

One positive of commuting every day to work and seeing lots of unexpected behaviour on the roads was that emergency stops came quite easily to me.

Learning how the machine behaves when the back or the front brake lock, or feeling the ABS kicks in in a controlled environment was again-very helpful.

With lunch time approaching quickly, there was a café to buy food and drink if you did not take any from home. Eddy had had a few emails exchanged on the toilet provisions, but there was no issue with those (in case you were wondering!). The little snag was the lack of space to leave belongings, like backpacks, panniers, etc. If there was any, it was not communicated. Perhaps it was due to COVID-19 precautions, perhaps it was not taken into consideration in the first place – many people left their bags on the grass bank near their motorbikes and it seemed to work OK.

After the lunch break, there was time for some circuit practice. There was some confusion as to who was in which group as only 12 people at any time were supposed to be on track. Maybe a list would be good as adults are worse than children if it comes to remembering what they ordered for Christmas lunch or which group they were assigned to...

The sessions were 15-minute long and the first lap of each of them was guided by the circuit instructor. There were a few of the circuit and BAM/WaBAM instructors at hand as well, so if any of the participants wanted to, they could go on track together and receive a 1:1 tuition.

I started riding in 2007, but then had a few years break. When I started a new job in 2014, I would commute nearly every day, but do

strictly motorway/city miles to and from work. This was about to change at Castle Combe. As mentioned before, it was my first track experience ever and it was something I was equally scared and excited about! My main aim was NOT to crash the bike.

I am average at retaining verbal information. That ability decreases massively when adrenaline kicks in and it is a natural process. I was surprised however how much info from the morning walk-around I still remembered.



During the first lap, everyone was a bit apprehensive and a lot of brakes were engaged quite often. As the session progressed, I managed to go quicker and lean my motorbike more and more, going smoother and faster into the corners. I was grateful to Ian, who's also my Observer, for riding with me during the second session, where I could see how it should be done with the body weight distribution, how early/late the braking should occur and how to assess the apex of a corner.

A few more laps and some further feedback, and I think I could get that bum shifted off my seat and the knee lowered!

Coming back to the paddock afterwards brought a massive grin to my face.

The day lifted the weight of the last few months off my shoulders and made me understand my machine a bit more. I have a lot to learn, but this will come with practice – especially that now I know what I need to pay attention to and which manoeuvres to practice at the carparks with a few cones (which, funnily enough, I managed to do over the weekend!).

I am not an outgoing person. Engaging in chit chat is more learned than natural, but it was fantastic to meet some new people, talk bikes and discuss the reasons why there are so few female motorcyclists.

There were 52 delegates at the Ride Smart event (25 of them were BAM members) but only about 10% were female. As I am more aware of inclusion related topics due to my work and personal interests, I thought it would be good if all the instructors used more gender-neutral language. It helps to avoid bias, (especially in such stereotypically male-oriented environment as motorbike riding!) and ensures that everyone feels included and spoken to.



Despite such low participation of women in Ride Smart, I felt amongst like-minded, inclusive bunch of (new) friends. The variety of bikes was fantastic, from café racers, to sports bikes to big adventure machines, which just shows the span of our riding interests.

I would definitely book a space in the next event of this sort and can fully recommend it to everyone! It was a great fun with like-minded people, learning to trust your machine more and enhancing your riding abilities.





RIDE REPORT – Simon Gough

My annual Fish & Chip run is usually very popular, but it just wasn't going to be the same this year once the pandemic took hold. By the time we reached 1st July, we were at least allowed to meet and ride in a group of up to six, and Whitstone's shop was open and serving take-away again, but the restaurant was still closed and we weren't allowed to eat or drink on the premises or in the car park. I wanted to go ahead if I could with just a ride whilst hoping the weather stayed dry, so that's what I put on the new WhatsApp Group we're now using to communicate. Almost within minutes of posting, the six available places were taken and that's how it stayed, with a seventh on standby.

When I arrived at Greggs on Bath Road (just down from MacDonald's) everyone else was already there, so we were able to make an early start. I zigged and zagged around over the Mendips including the steep and narrow single-track road down past Deerleap and Ebbor Gorge we rarely use (luckily nothing was coming the other way), through a deserted Wookey Hole and around the back streets of Wells. We rode past the Waggon & Horses and out to Nunney before heading to Bruton. The skies ahead were black, and once in Bruton the roads were very wet but we missed the downpour and headed back to Shepton past Whitstone's. From there it was back over the Mendips and we finished at Chew Valley Lake.

We were lucky to have avoided all the rain, but it had become really cold, so we said our goodbyes quickly and headed home.



I'm hoping to be able to run a proper Fish & Chip ride in a few weeks' time, but we must wait for developments with the government regulations first.

Thanks to everyone who came out and to Mark for the photo at the lake.

BROOKLANDS COMES TO CASTLE COMBE – Eddy L



Motion photography Jim Gaisford

Here I was thinking I'll just clock on to another Castle Combe track day to continue the shake down of my 1979 Honda Super Dream retro race bike, in the hope that next year it might be given a chance to campaign in the VMCC British Historic Racing rounds.



What a surprise to see Guys from Brooklands museum had made a group booking, fair enough; particularly surprising, however, was that the SD and I should be invited to join with them as honorary member for the day, what was even more surprising was that one of the gang - Eric – came up to me in a demanding sort of way and said 'Wots your name then?' I replied Eddy L 'Ah', he said, 'I knew you must be a Stoate, any relation to Tom'. Well Tom is one of my several brothers so an instant bond. We get on to the subject of crappy old bikes and I asked if any of them knew Sammy Miller as I wanted to talk to him about the 1950 GYS cycle motor I had recently restored to running condition and mounted on my old 1953 Raleigh frame. 'Sure' said Michael, giving me a card, 'email me and I'll get you in touch'.



Fortunately, the day was not purely chat, we rode in the rain and later in the dry and for me it was perfect as I was with riders aboard machines with as little horse power as I had – no late braking and strategic apexing - but smooth and on what little gas we had available most of the time.

The guy on the TriJap, a girder forked Triumph frame (no.32) powered by I what presume is a 250cc JAP engine, complete with exposed tappets, was awesomely smooth, I enjoyed smelling the clouds, not plumes, but clouds of Castrol R that billowed from his exhaust pretty well continuously. The smell comes from assuming the following position!

Great too to see some friends from my 2017 racing year with North Gloucester Road Racing Club, particularly Ciaran Bligh who was the championship winner on my grid. He hadn't really ridden much for a couple of years but in Group 1, the quickest, he still powered out and away from the rest. It should be said now that I was an important part to his winning strategy, wobbling around at the back of the field I was mathematically bound to be lapped by him and those chasing. My role (unwittingly until he told me later) was to be a blocker between him and (usually) Paul who was chasing him. Ciaran would 'pop' me giving him some clear air leaving Paul having to wait his moment.

Great also to see Nigel Dean and Aden from Avon Advanced Motorcyclists, Nigel Block from Wilts and Bath Advanced and Dave Hepburn and others from Bristol Advanced, on a wonderfully controlled day by the Castle Combe circuit motorcycle team.



LEGAL QUESTIONS – Andrew Dalton:

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

Q1 There can be a temptation, sometimes encouraged by lawyers, to overstate your case.

Answer: This is especially true of riding or driving experience, or skill. I have been on the receiving end of it as well as dishing it out in Court, but the inescapable conclusion is that honesty's always the best policy.

I had a recent trial involving a bike-on-bike crash. The rider I was prosecuting a claim against made heavy weather of his years of riding, and his familiarity with his bike. Fair enough. Until we looked at his online MOT certificates which showed his bike had moved about 300 miles in the last three years. Quite how he managed to crash into my lad on one of his very rare outings was bad luck indeed. And because he had exaggerated his riding experience and been proven wrong by his MOT certificates his credibility collapsed, as did his nerve. He lost.

This case turned on credibility and in litigation when one tells an untruth, it snowballs. His overstatement was unnecessary, and destroyed his credibility. It is of no consequence to the Judge whether you ride 40,000 miles per year or three times per year. On sunny Sundays only. The Court analyses what happens in the split seconds of a collision but more than that, they are very interested in credibility.



Giving evidence on oath is core to how Courts work and breaches of trust are taken very seriously. If you find yourself giving a Court Statement, as a witness or on your own behalf, be fastidious about stating your truth. Not the lawyers', not your mate's, but your own. If the case proceeds to trial you will be the one in the witness box, and if you strayed from the path of righteousness you will be the one trying to remember what you constructed. So, say what you saw and do not speculate.

I have seen hundreds of people in the witness box, cross-examined hundreds of people and been cross-examined myself three times. It is a lonely experience. The Judge, sitting in their raised position, can see everything that goes on in Court and believe me it is amazing what you notice from that perch.

If a witness is being fed a line the Judge will see it; I have had the truly horrible experience of a Judge asking my opponent to stop asking my client questions because, 'his father appears to be mouthing the answers to him'. In this case the judge went on to dismiss all of the young lad's evidence as, 'It was not his evidence'.

I can also still recall with horror my experience as a young barrister when confronted by video evidence (VHS... I am that old) of my client doing at least three things he told everyone, who would listen, he could never do. His otherwise sound case collapsed, the Judge furious with me, my client and his Solicitor. That was over 20 years ago, but I still get a cold feeling when I think about my client or my witness destroying their own credibility by over egging their evidence.

Andrew Dalton

Bike Magazine September 2019

Q2 Your on-board camera can just as easily get you into trouble as it can absolve you of any wrong doing, so is it worth using one whilst riding?



Answer: The GoPro or any of its cheaper clones, or indeed any other camera on a bike, is a double-edged blade. It cuts both ways, but should you have one? The answer is nuanced, but here is what you need to think about.

1. What Is the Selling Point of On-Board Motorbike Cameras?

The classic selling point of a camera is to prove that some utter bungle arse T boned you. Bearing in mind that I have made my living out of motorcycle claims for the last 25 years, those types of collisions take almost no proving, so the value of the camera is pretty marginal.

It can occasionally kill off an argument raised that you were speeding, but regrettably it can also prove the rider's alleged speed or conduct, so for the more exuberant rider, an on-board camera is perhaps not the best idea.

2. When Is an On-Board Motorbike Camera Useful?

On the lanes they can be useful, particularly when one of the mercifully small minority of antisocial horse riders decides to get the police involved for what they falsely allege to be inconsiderate riding on our part.

Quite often, the mere presence of a camera on a motorcyclist's helmet will calm down the more shouty of the intolerant equestrians, and I have seen one beautifully videoed meltdown of a middle aged and over protective mother screaming obscenities at a motorcyclist who had stopped his bike and killed his engine to let equestrians past on a byway. That proved to be very useful, because the woman in question reported the motorcyclist to the police for riding

on a bridle path and terrifying the horses, and it was the mother who finished up with a police caution for her foul tirade. She was on foot and the video showed some mildly perplexed horses observing mad meltdown woman.

3. Can an On-Board Motorbike Camera Be Seized as Evidence?

The law relating to seizure of evidence dates to 1984 and is certainly debatable whether the police have any power to seize a camera fixed to your helmet, but one mounted to your motorcycle is more likely to be able to be seized in evidence.

The police powers are set out in Section 19 of the 1984 Act and it gives the police the power to seize evidence (and a recording is evidence) in a vehicle or premises. Whilst I could argue that 'on a motorcycle' is not 'in a vehicle', I might be on a sticky wicket, but a camera affixed to a helmet is not in a vehicle however liberal the interpretation.

4. How Is the Law Interpreted Regarding Seizing On-Board Cameras as Evidence?

The general propositions seem to be these:

Some of the younger and perhaps more technical police officers I spoke to said that if I raised Section 19 with them, told them they did not have the right to seize the camera and specifically asked under which power they were seizing it, they would desist and probably send me on my way. An older, and it has to be said a tougher, police constable said that if I did not hand the camera over, he would arrest me for obstruction and let the Magistrates sort out whether or not he could lawfully seize the video footage.

This relates to the statutorily unknown and entirely fictional but often used 'Police Ways and Means Act' because, according to some of the more old-school coppers, they have their own ways and means. If the Magistrates took a 'purposive view' of the Act, namely its purpose was to assist in the detection and prevention of crime, and therefore the Act should be interpreted widely, then you may find yourself

prosecuted not only for an offence captured on video, if indeed there is one, but also for obstructing the police in the course of their duties.



5. Can Cameras Be Used to Prove Road Traffic Offences?

My general proposition is this: if you are an exuberant rider, who regards speed limits as merely advisory to other road users, and double white line systems as optional, it is probably a good idea not to video yourself, so live without a camera, if you are, in the main, a pretty sensible rider then they might prove useful. I tend not to bother with one on my road bike. I do have one for when I am out riding the lanes. However, an on-board video camera would not be able to find a criminal speeding charge, and I have only ever come across charges arising from on board footage following a collision at which the police have attended, the most frequent offence being crossing a solid white line.



6. Are On-Board Cameras Useful in Proving Blame in Motorbike Accident Cases?

I note that cameras show a very limited view point, and it is rare that video footage that clients have given me over the years, in various road traffic collisions, has proved the

case very much one way or the other. The most useful function it performs is that there is a live recording of what happened at the time, which can point out when somebody is lying. The most obvious example I have had in practice was a young rider who was involved in a roundabout side swipe. Whilst the video itself did not prove who was to blame. It did prove that the driver, in his statement to the police, was being economical with the truth. It did not show how the collision occurred, but it showed the other driver to be, if put charitably, a little confused as to his road position, and that was enough for the young chap with the GoPro to win a case which would otherwise have almost inevitably gone 50/50.



It showed the driver to be lying as to where he started on a roundabout, where he finished and where the motorcyclist was, thereby rendering his version of events utterly useless. What is surprising is that the police who attended at the time did not notice a GoPro on the side of the rider's helmet, because that would have easily dealt with the matter, but I suspect the police had better things to do than worry about a minor injury side swipe on a roundabout.

7. Is It Worth Getting an On-Board Camera Fitted?

If you are an exuberant rider but you want the comfort of an on board camera then I would suggest rather than a GoPro affixed to your helmet you would be better off with a bullet camera discreetly positioned on your own motorcycle, but if you are involved in a collision, you will have no choice but to disclose that evidence if the case goes to a civil claim (even if the evidence shows you up to all kinds of mischief and shenanigans), and do not ever assume a video camera will prove very much at all. It gives a fixed viewpoint from one angle of a multifaceted occurrence, and

that's if you remembered to turn the damned thing on!

Andrew Dalton

Last modified, June 2020.

NB: The law and expert guidance 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!



AAMC CLUB EVENTS – Please note - Club events are listed first. Please contact Helen C to fill in any empty dates with Club events, (

Other non-club information that may be of interest to you are listed separately and in blue print.

Events can change with little notice. PLEASE check with ride leader if in doubt.

Everyone is doing their very best to organize rides for Club Members, that comply with current Covid19 travel and socializing guidelines. As guidance changes, the Ride conditions may change.

Nigel has kindly organised a club WhatsApp page, AAMC Spontaneous Rides. This is for members to advertise club rides during the COVID19 crisis. *Please contact Nigel Dean, 01454 885343 - 07736 275406 - nigelwestdean@gmail.com for access to the site.*

In order to attend a Club Ride, members MUST first contact the ride leader, either through WhatsApp AAMC Spontaneous rides, or by telephone. The allowable places will be allocated on a first come first go basis. Please do not just turn up, or you will be turned away, until the restrictions are altered.

AUGUST

Sunday 2, Club Ride – Nigel Dean – 07736275406.

09:15am meet at Cross Hands Hotel, Old Sodbury (A46 Nth from M4 j18) for 09:30 start.

Thursday 6, Club Evening Ride – Jaimie Fry

6:30pm (18:30hrs) meet at Starbucks /Greggs, 821 Bath Rd, Brislington, BS4 5NL, for 6:45pm start.

Sunday 9, Club Ride – Jim –

10am meet at Farrington's Farm Shop, Farrington Gurney, BS39 6UB, for 10:15am start.

Sunday 16, Club Ride – Paul B –

09:15am start from Severn View Services, BS35 4BH, for 09:30am start.

SEPTEMBER 2020

Sunday 6.

Sunday 20, Club Ride – Alan W –

09:15am Meet at White Row Farm Shop, Beckington BA11 6TN. Off the Beckington Roundabout, junction of the A36 and A361. 09:30am start.

Sunday 27, Club Ride – Steve C –

09:30am meet at Farrington's Farm Shop, Farrington Gurney, BS39 6UB, for 09:45am start.

OCTOBER

Sunday 4, Club Ride – Andy B –

09:30am

09:30am meet at Farrington's Farm Shop, Farrington Gurney, BS39 6UB, for 10:00am start. Another Airfield Landing.

Sunday 11.

Sunday 18, Club Ride – Jim W – 0

09:30am

10am meet outside Costa, at Severn View Services BS35 4BH, for 10:15 start.

Sunday 25.

NOVEMBER

Sunday 1.

Sunday 8, Club 'Last of the Season' Ride – Simon Gough – 01179 734120.

10am meet at Starbucks/Greggs, 821 Bath Rd, Brislington, BS4 5NL, for 10:15am start.

Saturday 21. P&G Club Celebration Dinner – Helen C

Riverside Inn, Saltford. Times to be confirmed. Application form in September TREADS.

WANTED – Ride Leaders for 2020

Helen C

Mob: 01179 734120

ALSO WANTED – Club ride/event reports.

Just a few words in WORD, or email to editor@aamc.co.uk 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

OTHER 2020 EVENTS NEWS

Please check the various organisations websites for details of their policies in relation to the current Govt issued travel/socialising restrictions.

All BMF events are cancelled.

Tewkesbury Classic Vehicle Festival – Sunday 23 August 2020 – Postponed until SUNDAY 22nd AUGUST 2021.

BMF DISCOUNT CODE

Code for 2020 – CLB20FMB

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.

