



# TREADS

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

The MAY 2022 Newsletter of AAMC

## EDITORS BITS – Stu Bullock



*Carnac, Brittany, France, 2007.*

**Welcome to May TREADS.** The theme for this month is; *Club rides and events*, to me, what the club is all about. The above image is from the club 'forrin' trip to Brittany in 2007. That's 15 years ago! What a history the club has of riding across our fair Isle, like the image below, in Cumbria, as well as crossing other borders.



*Cumbria 2010*

## IN THIS EDITION;

**Adan** airs his **VIEW FROM THE SADDLE**, in an interesting piece about touring by motorcycle in the UK.

**Andrew Dalton** provides sound legal advice. This time it's about 'fessing up to a 'mistake' to the Police and forgetting about "Don't tell 'em your name Pike".

**The BMF** give us lots of information nuggets to guide us on our way. They also campaign for our riding rights, so a good read.

**BIKESAFE INS** give some good advice about travel into the EU. Be sure you are ready to meet the paperwork challenge before you go.

**Misti Hirst** regales us again with her riding guidance; this time riding in the rain.

**The club diary page** shows some optimism, especially June and July, with several club rides. There is still time to get YOUR ride organised. Just make contact with Helen to fix your ride date, **07885 578105** – **Nero1dog@gmail.com**



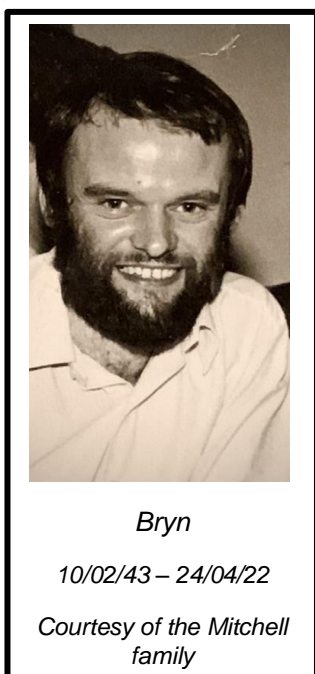
*Club weekend in Wales, 2011. In the image are the late Tim Trolley (2<sup>nd</sup> left) and the late Keith White (far right). Fond memories of both former club members.*



*Club ride to Knoll Beach, Studland,*

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**You will have seen the very sad news** that our fellow club member, Edwin Bryn Mitchell (known as Bryn) passed away on the 24 April 2022 aged 79yrs. Riding motorcycles was his passion and he spent a lot of his time riding with friends and encouraging people to learn essential machine handling skills. Bryn supported the club training programme and often pitched up “for a top up”. The most important thing was that Bryn was a very nice man. I shall rejoice in the fact I knew him, enjoyed his company, humour and his huge smile. I shall also be thankful for his guidance and his very good example.



*Bryn*

*10/02/43 – 24/04/22*

*Courtesy of the Mitchell family*

## **TREADS - NEXT SUBMISSION DATE**

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

## **FIRST WEEK OF JUNE 2022**

Submissions accepted:

- In MICROSOFT WORD format. (May be edited to fit available space).
- Photo's as separate JPEG files, not embedded in the text.

**We publish articles for the benefit of members – none are an endorsement or recommendation unless explicitly stated. You must make up your own mind if you think something is suitable for you. Any images included in the context will be attributed to their provider/owner, unless they are the property of the current editor.**

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## **VIEW FROM THE SADDLE – Adan**

**Touring in the UK** - A couple of months back now I had a week off work where I intended on going away on the bike. I decided not to book anything until the last minute, one being COVID issues which kept arising and also as I was hoping to catch some good weather in the UK.

Luckily, it got to a week before and there were no restrictions and the weather in the Yorkshire dales was fantastic, so that's where I headed. On the first day me and a couple of friends headed to North Wales where we were going to use Premier inn / Travelodge as overnight stops. I have to say that this worked really well, and although I am a massive fan of camping, such luggage on a narrow bike like mine is a pain at times. It was our intention, from Wales,

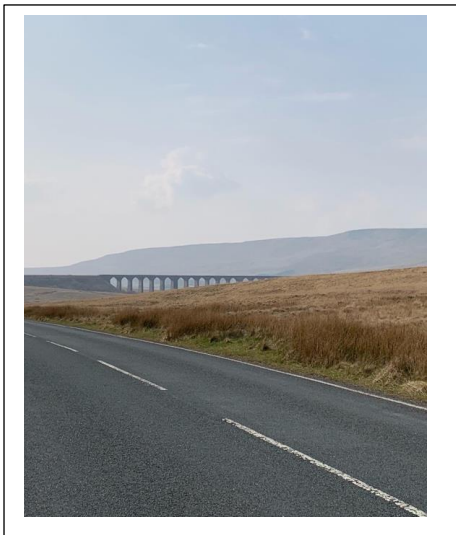


to head North East to Yorkshire finally ending up in York for our last night.

We went for 4 days where we visited Anglesey, The Peak District, Yorkshire Dales and The North York Moors with a total of 850 miles. I've been to Yorkshire before with my family so had an idea of what the roads were like.



It was really nice to ride them again in near perfect weather. Highlights for me were defiantly the Dales and the North York moors where we stayed in York for our last night. I really liked York and am looking at using that as a base again, it was really nice.



I really wasn't sure what to write for treads this month, but I guess the message from me is that you certainly don't need to go far to find some good roads and scenery. I was so close to going over to France, but the disruption with the Ferry at the time was causing significant issues to any form of transport across the

channel, and I'm really glad I didn't. I will be going up again with York as a base, with the intention of exploring the Dales some more and possibly going across to the Lake District.

As a write this I'm preparing for 10 days on the Isle of man for the TT, so I will share that with you all on my return. *(Images in this article are courtesy of Adan. Ed)*

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### **THOUGHT FOR THE MONTH**

*The world is a book and those who do not travel read only one page. St Augustine.*

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*Club Cornish weekend 2008*

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### **CLUB RIDE, 8 May 2022 – Don't take flight – Stu Bullock**

When I put this ride together earlier in the year, the weather was grim indeed. Low cloud, pouring rain. The only poring I did was over a map. My target was the Army Flying Museum, at Middle Wallop, towards Andover. Big area of military doings of course, but the Museum (which doesn't fly, despite the name) has a café.

The Apache Café, so named after the Agusta Westland AH1 attack helicopter, originally made by Boeing, the AH-64D, but now made under licence in Yeovil, with Rolls Royce engines.

Proper Chopper!



*Courtesy of Sky News*

Fortunately, the weather on the day was much more civilised. Sue and I had a 45-minute run to the start point, the Mattia Diner, Camel Hill, near Sparkford.

The site has been a truck stop and fuel station for as far back as I can recall. It is now occupied by a fuel station and an American theme café, owned by Mattia, would you know. If you like Rock with your Roll, it's an interesting concept and just my era.

So, after tea and chat, we led off Steve, Karen, Simon, Mark & Helen across the countryside through Marston Magna to Sherborne. Then the quite lovely A30 (a proper English A road), through Shaftsbury to Wilton and into Salisbury. Wobbling through the two-lane system and roundabouts, we soon regained the A30 towards Andover. This part is particularly good as you climb out of Salisbury, the views to the left over the city are brilliant.

Up to Lopcombe, where the A30 heads right towards Stockbridge but we merge onto the A343, which takes us to lunch. It's an

interesting place, food is reasonable, views are long. It's absolutely ages since I was there last, as it was an often-used tea stop on Police Motorcycle Courses.

There was not a lot of flying, several gliders and one very noisy old thing that needed a quick return to the mechanic for a rub down with an oily rag, before it eventually took off.



*Courtesy of Simon Gough*

Anyway, plenty of chat and laughter and a pleasant break in the sunshine and all too soon we were off to the final tea stop.



*Courtesy of Sue Bullock*

To avoid the A338 roadworks, we used a touch of A303 to get to Amesbury junction, then turned off onto Salisbury Plain, passing close to Woodhenge, through Larkhill, pass by Stonehenge, through Shrewton and on towards Frome and Café Nouveau, which I very nearly went sailing past before spotting the following Simon's left indicator. More tea drunk, cake scoffed, laughter ringing out before, after fond goodbyes, we all star burst towards our eventual destinations.

Thank you everyone for turning out. Grateful thanks to Mark and Helen for TEC duties. Hope we can all meet on another club ride very soon.

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### **BROTHERLY LOVE - Andrew Dalton, White Dalton Solicitors.**

*It's never a good idea to lie to the Police, especially at the price of your own kin.*

My brother and I both own identical Suzuki GSXRs, we purchased them a couple of years ago at the same time with the same dealer. They are one digit apart on the registration numbers. My brother's bike is a bit of garage queen. He keeps it on a trickle charger and pampers it. In fairness, he is a serving soldier who gets sent to exotic places for quite long periods of time. I used to ride my bike a lot more, in all weathers; however, over lockdown I put a SORN on it and cancelled the insurance. Neither bike needs an MOT yet as they are too new.

Earlier this year I decided to take my bike for a spin. I didn't have time to re-insure or tax it, so I took the number plate from my brother's bike and screwed it onto mine. I knew this was a bit naughty, but I wasn't intending to be out

long. The weather was great and the roads were still quiet.

I got caught speeding by a bike cop with a laser gun, doing 63mph in a 30mph. I shit myself and gave my brother's details instead of mine, I was hoping he would give me a telling off at the roadside. The bike cop ran some checks and told me he would be reporting me to court. He let me go and I didn't hear anything for a few months.

I have just received a summons to court for speeding. Well, I haven't – my brother has. He was away on tour with the military and has come back to the paperwork. He hit the roof and told me to 'fess up for lying to the copper. He is annoyed that a conviction at court may hurt his military career. I know I have royally screwed up. Help!

### **Answer**

Oh dear. Your brother is right to be angry. You could have really hurt his military career. He needs to tell his Officer Commanding (OC) about any pending criminal offences but his OC and Chief Clerk will be able to confirm he was overseas at the time of the offence. As he has a summons in his name, he need only respond to the charges put to him, namely excess speed. He is quite right to enter a not guilty plea and the issue to be determined by the court is the identity of the rider.

Your brother would do well to forward this information on to the CPS now to avoid the aggravation of a trial. I can see he was posted abroad for six months and had not returned to the UK during that period. He has a rock-solid defence to the charge.

It wasn't him, he wasn't in the country, and he has a Major and a Staff Sergeant both confirming he was overseas.



However, you are screwed if the police dig a bit deeper – and they will.

You gave all of the correct answers to the copper, had you been your brother; unsurprising really as you know where your brother lives, etc. If the copper had been minded to check the VIN number of the bike, he would have realised it was on false plates and this whole charade would have fallen down then and there. When the excess speeding charge is dismissed by the court or stopped by the CPS, and it will be as your brother has a solid defence, you can bet your bottom dollar the copper will do some digging. Coppers don't like being lied to and he will be aware of your brother's defence. He may not be able to go after you for the speeding offence as it is past the statutory time limit for prosecutions.

This might look good on the face of it but it isn't. He might look to the CPS for a charging decision for perverting the course of justice. I have checked the CPS guidance on charging decisions and the circumstances of your case fit. It is therefore more likely than not that the CPS will authorise such a charge. The punishment? Life imprisonment and/or a fine. These charges aren't reserved for the big headline-grabbing cases (see the case of Chris Huhne and wife Vicky Pryce) so you really need to lawyer up and throw yourself at the mercy of the courts.

The courts really do not like perjurers and that, my unwise friend, is what you are. You've turned points and a fine into potential prison time and you have done it deliberately. Not clever. When you go to court, pack a toothbrush. A custodial sentence is almost inevitable unless the bike copper is unusually lazy.

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*Cornish Weekend, 2019*

### **RIDING MASTERCLASS – RIDING IN THE RAIN – Misti Hirst**



*Courtesy of Misti Hirst*

*By mastering the correct technique, you'll not only become a safer wet-weather rider, you'll also have a lot more fun. **Misti Hurst** explains how to approach riding in the rain.*

There are four main aspects of my riding that I think about and adjust when I ride in the rain. These are braking, steering, throttle control, and body position.

#### **Braking**

What happens when you get on the front brakes in a turn? Where does the weight transfer to? It goes to the front tyre, right? The front tyre is designed to handle only 30-40% of the cornering load.

Sometimes, you can get away with overloading it in dry conditions because of the added traction on a dry road, but try it in the wet,

when there is less grip, and there will be disastrous consequences.

It only takes a tap of the front brake anytime the bike is leaned over, or even a second of holding the brakes too long while the bike is starting its lean on a wet surface, for you to lose traction. When I'm riding in wet conditions, I make sure that I get all of my braking done while the bike is straight up.

It is also important to apply the brakes smoothly and consistently. You can still brake hard, but avoid any quick jabs with the lever or forceful stomps on the pedal. Gradually apply pressure and gradually release pressure.

### Steering

The goal in most corners is to get the bike turned as quickly and efficiently as possible. When it comes to riding in the rain however, this is no longer true. Turn a bike too quickly and you will be grinding your visor along the pavement all too soon.

When you apply steering inputs into the bike, do it gently and consistently with even pressure and avoid jerky or overly sudden motions. Stay relaxed on the bike, especially in your arms by squeezing the tank with your legs for stability.

### Throttle control

Now, once you've got the bike tipped in the corner, it becomes all about the throttle control. Your number one job in any corner is to stabilise the bike by getting on the throttle as soon as possible once the bike is turned.



*WET STEERING, BRAKING & TURNING*

Roll it on smoothly, evenly and constantly throughout the remainder of the turn. Getting on the throttle transfers weight off the front tyre and evens out the weight distribution which helps make the bike more stable.

A lot of people make the mistake of going into a turn and coasting through most of it before getting on the gas.

Coasting means the weight is still pushing forward on the bike, putting added weight on the front tyre that need not be there. Coasting in the wet amplifies all of this.

If there is more weight on the front tyre, and less traction on the road, you have more chance of losing grip. So, get on the throttle as early as possible and roll it on. Again, you want to be as smooth as possible with the throttle. Don't grab a fistful, roll on too aggressively, or roll off suddenly.

*Courtesy, Adventure Bike Rider*



*DRY STEERING, BRAKING & TURNING*

## Body Position

A lot of riders tend to lean the opposite way on their bike. In a left turn, their bodies are leaning away from the corner, to the right. This often occurs because they have a fear of leaning with the bike, a misunderstanding of what that actually does to lean angle, or a combination of both factors.

When the bike leans to the left and the rider leans to the right, they are actually increasing the lean angle. Increased lean angle means that less of the tyre is touching the pavement. Less contact patch of the tyre touching the road means less traction. You want to have the most traction available to you while riding in the wet, don't you?

Leaning with the bike will help reduce the amount of lean angle you have. By getting your body over to the side of the bike that you are turning (if bike is turning left, you let your body lean left as well) you can essentially hold the bike more upright.

Let your body go with the bike and implement control actions in a smooth and predictable way. Make these few simple changes to your riding and you can still enjoy the open road, even if it's a little wet.

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

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

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

## Government Confirms That Anti Tampering Proposals Will Not Be Retrospective.

Minister says that measures will be limited to environmental aspects and autonomous driver software systems on new and future vehicles, with heritage and sports vehicles, plus customization protected.

Parliament has debated a petition (25th April 2022), which opposes potential new regulations against so called vehicle 'anti tampering'. The petition; 'Do not implement proposed new offences for vehicle "tampering"' was tabled by Gareth James and attracted more than 115,000 signatures making it eligible for a parliamentary debate.

The original proposals were revealed in a consultation on '[The Future of Transport Regulatory Review – Modernising Vehicle Standards](#)' during 2021.

This consultation proved to be highly controversial, generating wide attention in the motorcycle world and the media, given how the wording in the consultation was interpreted by the wider public. It was worded in such a way that suggests that all types of modifications of motorcycles will be outlawed. It also went further by proposing to outlaw the marketing, promotion and sale of 'tampering services or products'. The National Motorcyclists Council (NMC) and other motorcycling organisations responded to the consultation, rejecting the proposals and called on the government to clarify, in detail, what it means by 'tampering'.

In today's debate, which was opened by Nick Fletcher from Parliament's petitions committee, several members spoke against the proposals as they stand, citing concerns about the damage wide ranging anti tampering



regulations could do to the classic vehicle sector, motor/motorcycle sports and the aftermarket parts accessories and customization sector. Steve Baker MP, a member of the Parliamentary Motorcycle Group, spoke with passion about how sensible modifications have improved his riding experience. Other members spoke about the social nuisance caused by modified car exhausts and public highway racing – all matters which are covered by current regulations.

Responding for the Government, transport minister Trudy Harrison MP said that 7,891 people responded to the consultation and confirmed that the government would announce its further plans during the summer. It is still considering its approach to any new laws.

She spoke warmly about the long heritage of vehicle modification and the industries which support this and revealed she modified her own cars when she was younger. She said that the Government's plans should protect a healthy after market sector and protect motor sports and heritage vehicles. Ms Harrison firmly stated that any new regulations will not be retrospective, with new measures targeting 'safety and health' particularly the tampering of advanced and autonomous driving systems and modifications that increase emissions from new and future generations of vehicles.

Craig Carey-Clinch, NMC Executive Director said: "Nick Fletcher MP should be thanked for steering this debate where he concluded by saying he felt that the Government has listened to concerns. The Minister's response indicates that this could be the case.

Ruling out historic vehicles is a welcome step, but as always, the devil will be in the detail concerning this and what the fine detail will be in relation to safety and that motorcyclists and

other motoring groups have made a significant impact, demonstrating

'The BMF have been a leading part of the NMC team, in opposition to the Anti-Tampering proposals. We remain completely opposed to any blanket anti-tampering proposals.

We will await the government's more detailed plans with interest to see if the Minister's warm words today translate into a positive result."

Written by Craig Carey-Clinch

*(Just imagine; having to keep to the original fitment tyres; exhaust; brake pads; luggage, screen, heated grips, etc. Well, the way the wording "all types of modifications" could be interpreted, is quite honestly frightening to me and it appears many others. The faction that has brought this proposal are a minority, rightly concerned with excessive noise and nuisance, and appears to many to be a heavy-handed approach to a civil matter that local councils and Police can already use current laws to eliminate. However, the vagueness of the suggested law may make us all criminals. Ed).*

**Power steering for bikes?** No, not a joke, but a genuine system being developed by Yamaha. Electric Power Steering (EPS) is initially intended for motocross bikes, but more as a means of improving stability than reducing steering effort. At its heart is a torque sensor which can differentiate between rider inputs to the steering and external forces. It measures how much effort the rider is applying to the bars, and sends the info to an actuator in front of the steering head, which applies just the right amount of power to keep the bike pointing in the right direction. EPS will find its way onto race and road bikes in the future.

**Yamaha has also** done a deal aimed at eliminating the big drawback of electric power – slow charge times. Instead, it's working with the other big three Japanese manufacturers to share a battery swapping system for electric scooters. There's nothing new about battery

swapping, as Taiwanese manufacturer Gogoro already offers over 2000 battery swap stations, used by ten different scooter makers, including Yamaha. The Japanese big four have agreed to standardise on Honda's Mobile Power Pack.

Of course, we wouldn't even need swapping stations if batteries could recharge in ten minutes. According to Horwin, which already sells its e-motorcycles in Britain, we could see the 10-minute charge battery in 2024. It's based on niobium (already widely used in superconductors) and Horwin is working with Brazilian supplier CBMM to develop the ultra-fast charging power pack, with the first bike expected in two years.

**Back in the UK**, the Spring Budget saw motorcycle Vehicle Excise Duty (VED) break the £100 barrier for the first time, now up to £101 for a 600cc-plus bike. By contrast, some smaller petrol and diesel cars are still zero rated for VED, while riders of efficient 650-750cc bikes pay through the nose for their road tax. Let's face it, motorcycle VED is a crude system – basing it on carbon emissions rather than engine size would be fairer all round.

**On a more cheerful note**, Calderdale Council has decided to allow motorcycles and scooters into its bus lanes, joining Sheffield, York, Bristol and many other towns and cities across the UK who have been doing this for years. Just under half of Britain's bus lanes are open to bikes, and the other half aren't – where's the logic in that?

**Meanwhile, an increasing number of police forces** are accepting dashcam footage of bad driving. Forty-three forces now accept the footage as evidence, and anyone can upload film to the National Dash Cam Safety Portal (NDSCP), which has received over 60,000 submissions since it was set up in 2017. One-third of the 2020 submissions resulted in police action, with over 10% going to court.

**And finally**, as this monthly round up went to press there is further news on the issue of

taking a motorcycle into the EU, post-Brexit. Brexit ended the principle free movement between Britain and the EU, raising the potential demand for a carnet (a temporary charge) if a bike is being transported by a third party. But there is anecdotal evidence that some riders have been faced with a carnet demand on leaving Britain, even when on their own machines. "There is nothing in the Brexit deal which covers this issue," said Anna Zee, Political and Technical Services Director at the BMF. "If I were one of the riders involved, I would get in touch with my MP." By the time you read this we should have the full news story ready for the website.

Written by Peter Henshaw – [editor@bmf.co.uk](mailto:editor@bmf.co.uk)

**And finally, finally.** The BMF Council formally approved the following policy on decarbonisation at the Council meeting on 9th April.

- The BMF is opposed to any proposals to ban the use of motorcycles powered by internal combustion engines (ICE) while such vehicles are still capable of being run.
- The BMF is opposed to a ban on the sale of new ICE-powered motorcycles while there is the possibility of providing alternatives to fossil fuel and while the electric vehicle charging infrastructure does not adequately support electric motorcycles.
- The BMF supports a technology-neutral approach to powering new motorcycles; we do not accept that electric battery technology is the only approach.

Director Anna Zee said "The use of motorcycles, however powered, rather than cars can make a valuable contribution to reducing carbon and particle emissions and congestion of course. Electric motorcycles are proving particularly popular in the commuter market for small bikes and we expect an expansion in electric offerings in larger bikes. However, we do not want to see resources

wasted unnecessarily by building new when we don't need to, and traditionally, in this country, we like to see our history on the road."

Chair Jim Freeman said 'The BMF Council has again proved to be a forward-thinking forum for discussing policy. The subject of decarb, especially alternative power sources, along with Transport as a Service, CITS and the integration of motorcycles into a potentially autonomous world, were first on the Council's agenda years ago.

We all need to hold on tight, the changes in technology that involve motorcycling, and the challenges that it will bring, aren't going to back off. The industry is already rising to the challenge, we, the riders, need to keep up. Can we envisage travelling across the continent using interchangeable, swappable battery packs, for example? 10 years is a long time, these days, in tech terms.'

Written by Anna Zee – BMF Political & Technical Services Director

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### **TOURING ABROAD – some useful facts – Frazer Ansell, Bikesure Insurance**

*(This is an advertising article, or Advertorial or Advert. Ed)*

European touring holidays can be some of the most fun you can have on a motorcycle. You get to take in some of the most beautiful scenery on the planet, and drive on some fabulous roads at your own pace. Of course, having the right bike for long trips is vital, and you're going to need something that combines power with comfort. The team at Bikesure has put together a list of the best of the new bikes being released this year, which are perfect if you're planning a grand tour:

[https://www.bikesure.co.uk/bikesureblog/2021/03/10-best-motorbikes-for-a-european-road-trip.html?utm\\_source=emailmarketing&utm\\_medium=email&utm\\_campaign=bsxstouring&utm\\_content=2022-05-09](https://www.bikesure.co.uk/bikesureblog/2021/03/10-best-motorbikes-for-a-european-road-trip.html?utm_source=emailmarketing&utm_medium=email&utm_campaign=bsxstouring&utm_content=2022-05-09)

[edium=email&utm\\_campaign=bsxstouring&utm\\_content=2022-05-09](https://www.bikesure.co.uk/bikesureblog/2021/03/10-best-motorbikes-for-a-european-road-trip.html?utm_source=emailmarketing&utm_medium=email&utm_campaign=bsxstouring&utm_content=2022-05-09)

The rules for travelling in Europe in 2021  
*(NOTE THE DATE – 2021, check the details before you leave the UK – or try to. Ed).*

Before we start on the good stuff, though, there are some new rules for British tourists travelling to Europe in 2021. Please note that advice is changing all the time, so it might be a good idea to check the rules about driving abroad on the official government website before travelling. Firstly, you can no longer use the EU customs lanes when moving between countries, which could cause delays.

When entering a country, you may need to show a return or onward ticket, and prove that you have enough money for your stay. You won't need a visa if you're staying less than 90 days, but it's probably a good idea to check on the individual requirements of the countries included in your trip. You are not allowed to take milk or meat, or any products containing them, into any EU country.

Your vehicle will need a green card and a GB sticker *(in 2022 it became a requirement to have a UK sticker, not GB. Ed)*, and you will need the correct international driving permit for the country you're visiting. You should also carry around your European Health Insurance Card (EHIC), which is still valid until it expires. If your card has already expired, you can apply for a Global Health Insurance Card (GHIC).

It might also be a good idea to fill in a European Accident Statement Form and keep this on your person. If you get into an accident on your trip, you'll be asked to fill in one of these forms. However, most forms will be in the local language of the place you're visiting. As all forms have a standard design, keeping a statement form in English will help you know how to fill in the form if you're given one in a different language. Car Travel Docs offers a downloadable version you can print out if necessary. *(It's essential. Ed)*



Finally, your passport must have more than six months of validity remaining and must be less than ten years old (even if it does have over six months remaining).

Whatever bike you plan to use on your grand European road trip, make sure you take bespoke Bikesure motorcycle insurance with you. Call us on 0330 123 1028 for a quicker, better and cheaper deal. Our policies come with green card insurance for your European touring holiday.

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### **AND FINALLY - Ed**

Thanks to you all for reading. Thanks to you all who organized club events and of course, turning up to have a great time and support the club.

We'll be back for June, so don't go away.

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### **Helen**

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

- Please be sure to arrive at the starting point promptly, with a full tank of fuel.
- Each club run will have a *ride leader*, who leads the group, and a *sweeper*, who stays at the rear of the group.
- At any junction, deviation or situation which may cause confusion as to the route to be taken, the leader will signal to the rider immediately following to pull in and stop at the point of route deviation, often referred to as being '*dropped off*'. Whilst making sure they can be clearly seen by all road users, the '*dropped off*' rider should clearly indicate to following riders the correct route to take, giving them time to react.
- The '*dropped off*' rider can re-join the ride, *either* after the sweeper has passed, and then pass the sweeper when it is safe to do so. OR, if the sweeper indicates to do so, the '*dropped off*' rider can re-join the group in front of the sweeper.
- Remembering not everyone will ride at the same standard, overtaking within the group is permitted, provided it is carried out safely, with courtesy and consideration for **ALL** road users.
- Please advise the ride leader well in advance if you plan to bring a *guest rider*.

### **MAY 2022**

#### **Sunday 15 – Geoff**

Meet at Severn View services in time to leave at 10am.

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

## **JUNE 2022**

Friday 10 – Monday 13 Club weekend –  
**BOOKINGS NOW CLOSED** – Stu Bullock –  
07711898178

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

## **JULY 2022**

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

Details tba

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

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

## **AUGUST 2022**

Sunday 14. Jim

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

## **SEPTEMBER 2022**

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

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

## **OCTOBER 2022**

## **NOVEMBER 2022**

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

Saturday 19. 7 for 7:30pm. The AAMC Plug &  
Grub annual dinner. The White Horse,  
Hambrook, BS16 1RY. More details from  
Helen Chamberlain 07885 578105 –  
[Nero1dog@gmail.com](mailto:Nero1dog@gmail.com)

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

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

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

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

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

**Wednesday 8 June**

**Wednesday 14 September.**

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

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

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

Castle Combe phone contact: 01249 479220

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

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

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

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

The Hare run 120 miles; The Tortoise Run 80 miles; The Snail Route 50 miles.

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

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

Visit WCMC on Facebook

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

South Cerney Airfield, Cirencester

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

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**Stroud Classic Car Show, Sunday August 21, 11am.** Playing Field, Bisley Old Road Stroud, Glos GL5 1NL. FREE entrance, just turn up on the day. Club Stands Free of Charge but please inform us of size needed.

**Mob 07883604522**

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

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### **BMF EVENTS:**

The Distinguished Gentleman's Ride. 22 May 2022 – Worldwide.

<https://www.gentlemansride.com/>

VMCC – Festival of 1,000 Bikes. 16/17 July 2022 at Mallory Park, Leicestershire.

<http://www.festivalof1000bikes.co.uk/>

World's Largest Female Biker Meet 2022. 24 July at Triumph Factory Experience, Hinckley.

<https://www.facebook.com/events/764864767656511>

The Women in Motorcycling Exhibition 2022. 20 August 2022 at Tutbury Castle, Burton on Trent. <https://womenmoto.co.uk/book-tickets/>

The Armchair Adventure Festival. 22/25 September 2022.

<http://www.fimteamgb.co.uk/fim-mototour-2022.html>

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### **BMF DISCOUNT CODE.**

#### **Code for 2022 - CLB22VJTR**

Club members can use the above in conjunction with the Club Name, to receive discounts on advance tickets to all BMF rallies and events; discounts on Insurance and other BMF member benefit.



## **BMF INFO – Benefits of membership**

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

### **Join the BMF community today!**

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

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

### **Political representation**

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

### **Discounted insurance with Bikesure**

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

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

22 May	F1 Spain	10 July	F1 Austria
	WSB Portugal	17 July	WSB Donnington
	BSB Donnington	24 July	F1 France
			BSB Brands Hatch
29 May	Moto GP Italy	31 July	F1 Hungary
	F1 Monaco		WSB Czech Republic
5 June	Moto GP, Spain	7 Aug	Moto GP Silverstone
12 June	F1 Azerbaijan	14 Aug	BSB Thruxton
	WSB Italy	21 Aug	Moto GP Austria
19 June	Moto GP Germany	28 Aug	F1 Belgium (Spa)
	F1 Canada	29 Aug BH	BSB Cadwell Pk
	BSB Knockhill	4 Sept	F1 Netherlands
27 June	Moto GP Spain		Moto GP Italy
3 July	F1 Silverstone	11 Sept	WSB France
			BSB Snetterton
			F1 Italy
		18 Sept	Moto GP Spain
		25 Sept	Moto GP Japan
			WSB Spain
			BSB Oulton Pk
		2 Oct	Moto GP Thailand
			F1 Singapore
			BSB Donnington
		9 Oct	F1 Japan
			WSB Portugal (Final)
		16 Oct	Moto GP Australia
			BSB Brands Hatch (Final)
		23 Oct	Moto GP Malaysia
			F1 USA

30 Oct	F1 Mexico
6 Nov	Moto GP Italy (Final)
13 Nov	F1 Brazil
20 Nov	F1 Abu Dhabi (Final)

