



TREADS

www.aamc.co.uk

The March 2017 Newsletter of AAMC

Editor's Bits –

If you watched the Superbike racing in Bangkok recently, you'll have heard Jamie Whitham enthusing about the Aprilia V4 engine, and how it helps the designer position it wherever he wants in the bike, being narrow, and "just a block of aluminium". I found the picture below of the engine, and realised that another advantage must be its extreme lightness!



Part of our Saturday ritual (Skills Development Course permitting) is breakfast in Costa, reading [Honest John's](#) car section of the Telegraph – the only thing I buy it for. I used to enjoy the late Kevin Ash's bike reviews, and then those by Roland Brown, now replaced by a bicycling section, which I guess pleases the Lycristi among us. I also get the Honest John newsletter, which this week provided the "10 things to do if you have an accident" item later in this issue – thanks to David Ross for permission to reproduce it. I hope none of us needs it, but you never know.

My interest was piqued by the new Shark Skwal helmet which has yellow LEDs front and back to get you noticed by other road users. If I did more night riding I'd be tempted:



Sad to learn of John Surtees' death. I saw him race – and win! – at Aberdare Park when I was seven. I assume he upset someone really high up in the establishment, to be denied his richly-deserved knighthood.

Legal Questions

1. Is 50/50 fair for filtering failure?

I was hit by a car that made a U-turn as I was attempting to pass it in a slow-moving queue of traffic. So far, so easy – but I'm being told that I am equally to blame for this crash.

Here is what happened: I'd overtaken, in stages, a longish queue of slow-moving traffic stacked up behind a skip truck. As I got towards the front a Fiat 500 tucked in hard to the left. I thought the driver was letting me through,

then BAM! the Fiat moved violently to the right, just flicking its Indicator on and I was smacked hard by the door.

My bike went sprawling across the carriageway, and as my bike fell on my leg it rotated my leg hard. While I do not have any broken bones, I have torn a number of ligaments in my knee.

The Fiat driver told police that he was attempting a U-turn and he just didn't see me. He says he checked his mirrors before moving. One witness has confirmed that an indication was given just as the Fiat started moving. I went with my insurance-appointed solicitors.

After three weeks I was sent to see a doctor who I think is a general practitioner. I got a medical report which looked like a tick-box form. I am now being pressed to settle for a few thousand pounds. I still haven't returned to work as a carpet fitter, I am technically self-employed, even though I mostly work for one major retailer. I have had no income for nearly four months.

Everything feels wrong about the way that this case has been handled, and I really cannot see that I have done anything wrong. Should I be following this advice?

Answer

No. Do not take 50/50 and do not settle your claim on the basis of the medical report you have, which actually says: "If symptoms persist for more than six weeks an orthopaedic opinion should be obtained."

If this case went to trial most judges would find you without blame. You were overtaking, which is lawful. The duty of a vehicle being overtaken, before it deviates from its path, is threefold:

- a) Check your manoeuvre is safe and no one will be "Incommoded or Inconvenienced by It".*
- b) Signal your movement.*
- c) Before executing your manoeuvre, check again immediately before moving.*

The Fiat driver did none of these. He patently did not check his mirrors because you were there and you are not invisible. This is a common trial scenario for me, on virtually identical facts. Insurers get cocky that "filtering motorcyclists always go down at least 50/50". They don't. I would sack your current "solicitor" and get a real one rather than some desk jockey paralegal who has never seen the inside of a court room.

You could have a bad day in court and do less well than 100 per cent, but 50/50 would be a bizarrely bad outcome. Judges are not stupid and apply the law – which they know quite well, unlike your unqualified paralegal who may or may not be stupid but certainly does not know the law.

Even more worrying is the attempt to settle your potentially career-ending injury on a GP's examination, when that doctor has said you need an orthopaedic report. It is now 17 weeks post-accident. You are just off crutches, and there is a strong likelihood you will need ligament reconstruction. I am not optimistic you will ever return to your trade, or if you do whether you will be able to work at anything near full capacity.

I cannot give any explanation as to why you are receiving such bad advice. Your claim is likely to be quite substantial, certainly more than the £25,000 cap the government has decided should be subject to fixed fees. This is the type of case any decent personal injury solicitor would be able to prove has led to substantial loss.

Some solicitors are not quite as gung ho as I am about going to court. I could see a more cautious solicitor suggesting there's a real risk of you going down for, say, 20 per cent for failing to anticipate the Fiat driver, but I'd say that was a possible rather than a probable risk. But 50/50 would be a finding so wrong I would be likely to appeal it. You need to change solicitors. Immediately.

Andrew Dalton, RiDE Magazine –
www.ride.co.uk February 2017

2. Second-hand bike seized up

I bought a second-hand motorbike from a dealer. About a month later I was riding along a motorway and went to exit up a slip road when the bike seized up in 5th gear.

My sphincter went tighter than a balloon knot as the next few seconds went into slow motion. I ended up getting spat off and bust my arm among other things. Since then the long story short is the dealer basically told me to poke off and that if I wanted any comeback I shouldn't have bought a second hand bike. Am I stuffed or do I have a claim?

Answer

This sounds like my worst nightmare and I think my sphincter might have failed me in this situation, ruining some good leathers. As for your case you may well have a claim because you were a 'consumer' and the dealer was a 'business'. As such, the Sale of Goods Act 1979 applies and motorcycle should have been of satisfactory quality and reasonably fit for the purpose it was intended i.e. riding on the road.

As for proving your case, evidence is going to be the key. Therefore, whatever you do, do not let the bike get scrapped as you will need an expert engineer to look at the gearbox. To win your case you will have to "prove on the balance of probabilities" that the bike was defective when the dealer sold it to you.

Andrew 'Chef' Prendergast, Motorcycle Monthly, **September 10, 2015**
(www.morebikes.co.uk)

Is goat's leather tough enough? - Motolegends

All kinds of hides are used in the construction of motorcycle clothing: cow, pig, goat, kangaroo and deer.

The other day in one of the motorcycle mags, we read a review of Halvarssons' goat-hide Spitfire jacket, where it was claimed that goat isn't the toughest leather.

Well true as that may be as an absolute, goat hide has nearly seven times the textile strength of cowhide, so performs very well for its weight.



What goat skin is, is very supple, so it makes for a very soft feel. It is, it has to be said, somewhat thinner than cowhide, so

its comparative abrasion resistance depends on the thickness of the goatskin, and the thickness of the leather against which it is being compared.

But as for goatskin not being tough; that's just rubbish.

Admittedly, for a given weight, both kangaroo and deer skins are tougher still, but goat skin is still a great leather when it comes to both strength and comfort. It also has unmatched stretch qualities.

So, once again, don't believe what you read in the mags. Most of the guys who write about motorcycle clothing don't really know much about the technical stuff.

[The pics are mine, not Motolegends' - Ed]

View from the Saddle -

It's been a long winter and unfortunately I haven't managed to ride my bike much, at all. Life seems to have been very busy, and whether I'm going a little soft, I just can't seem to get the enthusiasm to get cold. I think that part of the problem is that every time I went out on the bike, it seemed to be sub 5 degrees which made my face go

blue and my bike go orange. Maybe I just need a bike with a fairing, is 26 too young to ride a GS?!

I left the bike in the garage over Christmas, when I got it out again in January, the front brakes were sticking, this was frustrating but after taking them off with a friend who is a mechanic we went through them and it seemed all they needed was a really good clean (toothbrushes were sacrificed). I then checked the bike over and then found my next problem – play in the rear swing arm bearings! For a 2014/12k miles bike I thought that this is ridiculous, I really wasn't expecting it. To be fair to Dick Lovett BMW, they replaced them FOC and I got the usual coffee/donuts courtesy bike treatment. I did ask the service department if they had seen it before, and they said that this was a first for them. I had a look over the forums but it doesn't seem to be a problem with the bike, so anyone in the club who rides an S1000R might want to check theirs. I've had 2 cush drives in mine, which is a problem with the bike (or characteristics of the drive) as BMW say, but with mine a case was raised because it was getting silly and looking over the forums a lot of people have had problems, and it's interesting that the BMW forged fancy/trick wheels do actually mount the rear sprocket differently to the standard wheels.

Anyway, rant over, I am really looking forward to the weather getting better, and getting some miles in. I think the lighter evenings will persuade me to get out, and let's hope we all get some miles in this year. Stay safe – Adan

**Light, powerful,
extraordinary** - **Ducati 1299
Superleggera**

At Ducati since 2002, Alessandro Valia is an Official Ducati Test Rider for models in

production in Borgo Panigale. Having had a career in Superbike, he knows the racing world well. While the need to always push the envelope is part of his DNA, his profession requires a certain level of sensitivity and understanding of more technical languages. His testing activity of the 1299 Superleggera provided an unexpected experience that enabled him to appreciate the full power of the limited edition that, with its cutting-edge technology, perfectly expresses the Quintessence of Ducati.

What were your impressions of the 1299 Superleggera during your first test run?

My first time with the beast (that's what I call it when we are together) was at Mugello. Just out of the pit I understood that it was something out of the ordinary, clearly built for performance, with a very proud attitude, almost brazen, in every aspect of the ride - it accelerates, brakes deep into corners, bends, and reverses direction like no other motorcycle in production.

What did you focus on when developing the 1299 Superleggera?

We primarily concentrated on a challenge: instil very advanced technology and outstanding performance in a bike that was approved for road use. The result has been undoubtedly positive.

Did you ever think that a bike approved for road use could achieve such a level of performance?

If they had told me a few years ago I wouldn't have believed it. The first real racing bike that I rode was the 999SBK F03, on which I debuted as a test rider, and I can say with certainty that the 1299 Superleggera is second to none.

What is the most impressive feature of this bike?

If the 215 hp desmodromic EURO 4 engine on the 1299 Superleggera is the most powerful standard twin-cylinder ever

produced and represents Ducati's maximum technology, the chassis, thanks to the use of carbon fibre - the most exclusive materials ever used in a standard production motorcycle - turns out to be even more extraordinary, making the 1299 Superleggera even more agile than Chaz's SBK.

How does such extensive use of carbon fibre affect handling?

The use of so much carbon has helped to further reduce the weight, but the lower inertia of the wheels had an even greater influence on handling: changes of direction are lightning fast and the braking amazingly powerful.

What kind of performance can the 1285 cc Superquadro engine of the 1299 offer?

It is the ultimate expression of the Ducati twin-cylinder. Normally when you are searching for horsepower you lose something in terms of torque, but the 1299 Superleggera is the exception that proves the rule.

What role does electronics play in improving the riding experience of this bike?

The electronics is what has made it possible for us to make a bike having this level of performance, ensuring a unique riding experience. This also thanks to the controls derived from motorcycles competing in MotoGP and WSBK championships, like Dynamic Stability Control or Ducati Slide Control (DSC), which, thanks to the 6-axis inertial platform (IMU), allows the rider to go beyond mechanics limits. Furthermore, ABS Cornering helps modulate the incredible braking power also in the turns.

How can the 1299 Superleggera be compared to a racing bike?

The only feasible comparison is with the Panigale R that competes in the World Superbike Championship. The DNA is the same, as is the dynamic behaviour. If you

remove the number plate, the turn indicators and the lights, it would certainly not be out of place in a world competition.

What does it feel like to push the envelope on a bike made of carbon fibre and with a 215 hp engine?

Riding on the track, pushing the limits is my job. As a professional it is hard to impress me, but the 1299 Superleggera has managed to do so: the engine, brakes, chassis and electronics together represent the state of the art when it comes to technology.

Does the Racing exhaust change the performance of the bike and the riding experience?

With the exhaust open, the 1299 Superleggera is transformed into a true racing bike. The power in the mid-range grows enormously: we're talking about 15 hp more at 7000 rpm! The power delivery becomes even more substantial and the sound gives you goose bumps, from the moment you turn it on to when you run it at 12,000 rpm. For those who have the opportunity to see it on the track I suggest procuring a good set of ear plugs...

[Thanks to Ducati for permission to include this item from their [website](#) - Ed]

When a 40 mile ride is (more than) enough!

The ride, led by [redacted] was billed as being 39 miles, but I am sure that with the wobbling I did across the road, I will have reached 40 miles. "That's not far!" I hear you say. Why is Sue making an issue out of a 40 mile ride. Well, the point is that this ride was on a bicycle, so you see why 40 miles is much more impressive than 39.

A few Club members had expressed an interest in going cycling at a time in the year when our normal preferred mode of two wheeled transport might be tucked up away from the mud and the salt. Jim, who

is a regular cyclist, offered to host a ride for Club members, joining some other friends of his who are cyclists and walkers. A route was provided and we were told that there would be a couple of bigish hills on the way to the pub lunch, but no big up-hill stretches on the way back. Ummmm. Although factually accurate, it doesn't quite describe the events of the day.

We started in Chipping Sodbury - a bit like Monmouth for me, but I managed to find the prescribed car park. Mind you, plenty in the Club will remember my ability to only find car parks in Monmouth - even when I'm not looking for one! I arrived a bit early, so I could spy on the fit-looking lycra-clad others who turned up with bikes on the back or inside vehicles and started preparations. I wondered what I was doing there. Still, arrived before long, so at least there was camaraderie. Sadly, others who wanted to attend from AAMC were on holiday (or so they said) or otherwise disposed, so it was just us two who represented the Club. I made sure that I made plenty of engine noises when I overtook anyone!

The basic route was to go from Chipping Sodbury up onto the Cotswold plain. After the hills to get up there, it was mostly flat and undulating. The route back would again take up to the edge of the plain and then back down into CS. And so it was. The weather wasn't bright sunshine, but it wasn't that cold or raining and good early progress was made. Lunch (in Sherston) was good. However, when we left the pub, the day had changed. The wind (a head wind) had got up and was blowing like a hooligan. And was right. There were no big up-hills on the way back, but there was a steady, nagging, relentless rise all the way and with the head wind, it sapped the small amount of energy I had gained from lunch. It was very hard work and even going up the slightest of rises seemed an almost impossible task. I

appreciated the importance of slipstreaming - Thanks for the "tow", I take my hat off to you cyclists!

Things I noticed about the difference between proper cyclists and motorcyclists on a push bike: We did shoulder checks before manoeuvring. I don't think I saw any real shoulder checks from the regular riders. We just had soup at lunch, whereas most of them had a full roast. I now understand why they needed more energy. They all had skinny little road tyres on their bikes, whereas we had knobbly wider tyres. And I certainly now understand why they do that!

Thanks again for letting us join you. I did enjoy it and got a great sense of achievement at being able to eat cake at the end of the ride, almost guilt free! I would love to do another. Any chance of organising a little less wind?

Top 10 Things to do if you're in an accident

Honest John

You never think it'll happen to you, but it's better to be safe than sorry. Here are the top 10 things you need to do if you're involved in an accident, no matter who was to blame.

1. Stop

You must stop following an accident if:

- Anyone, other than yourself, is injured.
- Damage is caused to another vehicle or property, including street fixtures like lamps, signs and bollards.
- An animal (horse, cattle, donkey, mule, pig, sheep or dog) has been killed or injured, except in your own vehicle i.e. a horse in your own horsebox.

2. Call the police

If anyone is injured, you should call the police (and an ambulance if necessary) as soon as possible.

The police should also be called if the car accident is blocking the road or if you suspect that you're a victim of a 'crash for cash' scam, for example, where a driver deliberately causes an accident to make a fraudulent insurance claim.

Call 999 straight away if someone leaves the scene of the car accident without giving their details.

3. Collect details

While adrenaline might make it tricky to focus on the situation following a crash, it's important to stay calm and take note of some important details:

- The registration numbers of all vehicles involved, plus a note of each vehicle's colour, make and model.
- The time, date and location of the crash.
- A description of the weather conditions and, if necessary, the road quality as well.
- A list of damage to vehicles and a description of any injuries sustained by pedestrians, drivers and passengers.
- Road markings, especially if liability is dependent on who was in the wrong lane to make a turn.
- Estimated speed of all vehicles involved.

4. Make an accurate record

Take stock of where you are, especially if you are in an unfamiliar place. You can use Google Maps to look at the area at a later time to use information like road markings as evidence of the other driver's liability, if that is the case.

If necessary, write down exactly what happened when it is safe and convenient to do so. Knowing what went on from your perspective will help the insurers sort out liability and writing things down will reduce the risk of forgetting important details.

Don't speculate about what you don't know. It's the insurers' job to gather the details from all parties involved.

5. Take pictures

It is very important to take photos of the damage sustained in the accident. If and when it is safe to do so, take pictures of the damage to all vehicles involved. If pictures can't be taken at the scene, take them as soon as possible afterwards. The insurer will use these photos to establish what happened and the extent of the damage that may be claimed for.

6. Don't admit fault

Avoid saying sorry or accepting blame for the accident until you know precisely what happened as it could count against you later on. Apologising to the other driver could be seen as you taking responsibility for the accident.

7. Swap details

Exchange information with all other parties involved, these include witnesses if there were any. You need to obtain the other driver's name, address, telephone number and insurance information. The insurance information can be obtained by asking to see their insurance document for the vehicle.

No matter how minor you think the accident may be, you should give your details. If you hit a parked car, for example, you should leave your details on the windscreen.

8. Report it to your insurer

Failing to stop at the scene of an accident or not reporting the accident properly is a serious offence that can result in a fine, disqualification or even time in prison.

Notify your insurance company immediately. If that isn't possible, then preferably let them know of the incident the same day. Failure to do so within the time period set out in your policy may invalidate your cover. You should always inform your vehicle insurance company about an accident, even if you don't want to make a claim.

9. Seek medical attention

Often, injuries caused by motor vehicle accidents are not immediately apparent. Injuries such as whiplash often don't become obvious until a few hours after an accident because adrenaline reduces pain. Even a minor impact can cause injury. Report injuries sustained in the accident to your insurance company.

10. Utilise dashcam, helmetcam or CCTV footage

Even if it isn't your dashcam / helmetcam, a witness may have caught the accident on camera. A dashcam can not only reduce the cost of insurance, it can also be used to prove liability in an accident and will reduce the time taken to process a claim.

Also, check if there was any CCTV around the area that the accident occurred. You are legally allowed to access CCTV footage you appear on. There is a 30 day cut-off and a nominal charge of £10 for every request.

These requests need to be submitted to the owners of the camera. The request should be submitted in writing (signed-for delivery might be helpful), with date, time and location. You will also probably need to call to chase the written request because it is often hard to obtain the footage and you have no right to it after the cut-off period.

Comments from readers:

1. Two things I suggest as good practice very early in the process:

- Ensure scene is safe and reduce likelihood of further crash / injuries.
- Obtain witness details quickly, they tend to disappear fairly quickly.

2. You are only required to exchange insurance details in an injury crash, and then it can be produced to anyone with reasonable grounds to require a look at those details to comply with the law.

In damage-only crashes, producing your insurance to the other driver is not a legal requirement.

You do not have to report the crash to your insurance company the same day. If injury is involved (or damage only for that matter) you are claiming off the third party anyway and your solicitor will deal with all the notifications.

And whilst a dash cam can be very useful, also be aware that it works both ways and video footage can be used against you as well.

You are not required to use solicitors appointed by insurance companies in injury cases, you can by law choose your own legal representation, the same with garage repairs.

Be very careful using claims management firms. Many are working with crash for cash scammers and dodgy law firms.

Sports & motor events in Italy - *Bellarome*

My name is Raphael and I work for Bellarome Sports Holidays - a UK-based tour operator that specialises in sports and motor events in Italy. I am contacting you with regards to some unbeatable holiday offers for sports clubs that we think your members would be very interested in. *Full details at end of Treads - Ed*

Diary of Events

April

Sun 2nd – Club Ride

Sun 9th – Prescott Bike Festival

Gotherington, Glos GL52 9RD

Gates open 08:30, track action starts 09:30, Festival closes 17:00

Wed 12th – Midweek Ride

Fri 14th – Sun 16th MAG Hatters Rally

Eastington Community Centre,
Stonehouse, Glos GL10 3SG

[Prize for maddest hat](#); ride-out Sat lunch-time.

Sun 23rd – Club Ride

Fri 28th – Sun 30th Paignton Bike Festival

Paignton, Torbay TQ4 6BW

May

Sat 6th International Female Ride Day

<http://motoress.com/international-female-ride-day/>

Sat 6th Jeff Mountjoy's Big Ride Out

For Freewheelers and Dorothy House Hospice Care. Starts 11:00, ride-out (£10/bike) 1:00pm.

Paulton Rovers Football Club, Winterfield Rd, Bristol BS39 7RF

Sun 7th – Club Ride

Tue 9th – Midweek Ride

12th to 14th, Fri-Sun, Club Bash to Caernarfon, Wales

Sun 21st – Club Ride

Sun 28th – Club Ride

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.

Sports & motor events in Italy

At Bellarome, we know that arranging a successful sports event abroad for your club can be daunting and take a lot of your time, especially if you don't speak the language or aren't familiar with the local customs. That is why sport clubs rely on our expert travel services to arrange their sports events in Italy, as we can take care of all the details, including group flights, airport transfers, accommodation and event tickets, meaning you can just relax, knowing that all the details have been taken care of.

We have hand-selected a number of exclusive sports packages that we think your club members would be very interested in and details are included below. However, we also offer a special customised service, meaning that we are very capable of creating a tailor-made sports package to Italy that is specific to your club members' needs - simply tell us what event you would like to attend and your requirements and we'll put together a personalised quote for your club.

Motor Racing Events (3 or 4 nights)

2017 Moto GP Mugello (4 June)

2017 Moto GP San Marino (10 September)

2017 F1 Italian Grand Prix (3 September)

2017 Blancpain GT Series Sprint Cup Misano, Italy (1 and 2 April)

2017 Blancpain GT Series Endurance Cup Monza, Italy (22 & 23 April)

7th Edition of the GP Terre di Canossa 1919-1976 (20 - 23 April)

Motor Racing & More (4 or 6 nights)

Choose any of the above sports events and combine it with any tour below:

Tour of Ducati Museum, Borgo Panigale near Bologna

Trip to Maserati's base, Modena

Maranello tour, featuring a Fiorano Circuit tour, visit to the Ferrari Museum, simulator drive and Ferrari test drive

Visit to Lamborghini Super Car Museum, Modena

Tour of Checco Costa Museum, Imola near Bologna

Visit to Bimota/Alternativa Moto bike producer, Rimini

Tour of Pagani Automobile Museum, Modena

Visit to AF Racing's base, Piacenza

Enzo Ferrari Museum tour, Modena

Stanguellini Historic Auto Museum tour, Modena

Visit to Umberto Panini Motor Museum, Modena

Tour of Francesco Baracca Plane Museum, Lugo near Ravenna

Experience Packages (5 or 7 nights)

We can also offer authentic Italian experiences for your trip, allowing your club members to explore the Italian culture and enjoy the sights. Here are some ideas of what we can offer:

Vespa tour of the Chianti region in the heart of Tuscany;

Driving tour of the Chianti Hills in a Classic FIAT 500

Food and drink experiences:

Cooking classes

Dinner in a Chianti vineyard

Wine-tasting tour of San Gimignano, Siena and Chianti

We specialise in bespoke sports trips, meaning you are fully in charge of your itinerary and what you would like to see and do. Plus, as we work directly with our suppliers, we can offer you and your club members the best price while not compromising on quality. Our packages are also ATOL protected and we're full members of ABTA, which means that, no matter what, your holiday is safe with us.

If you would like to read our customer reviews and testimonials, you can do so via the following methods:

1) For global feedback and reviews collected by a third party, [please check our Feefo page](#).

2) For more in-depth, personalised reviews and photos, please see the Customer Reviews page on our website or check [our Facebook page](#)

I would be more than happy to provide you with additional information regarding our sports events in Italy and our customised offers for sports clubs, so do please let me know if I can help in any way.

Thank you for your time and I look forward to hearing from any member of the club.

Best wishes,

Raphael Sanelli, Bellarome Sports Holidays

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