



TREADS

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Editor's Bits — Stu Bullock

(The new bloke)

Well, here we are, the April edition already and my 'first edition'. So, read on and I hope you like the new editor's efforts.

I am sure you are as fed up as I am with all the negative news about the UK and our relationship with Europe. However, most travel organisations agree, practical problems may arise unless everyone who intends to travel abroad makes checks as follows:

International Driving Permit. Been around for years and still required in many countries. It's a translated copy of your driving licence but you still need BOTH. It costs £5.50 from the Post Office. Recommended for Italy and Portugal, but not usually required in EU countries. Because of the current uncertainty over Brexit, it may just be the wise thing to have in your kit bag. I will have one in mine.

Motorcycle Insurance. Ditto Brexit; may be wise to give them a call and let them know what countries you intend travelling in.

Medical Insurance. Ditto above. Your European Health Insurance Card (EHIC) may not cover you.

Breakdown Cover. Ditto above.

Finally. As RoSPA have made the announcement public, it just leaves me to confirm that I intend to retire from my last 2 jobs. I shall miss working with RoSPA examiners in the south west as much as our UK and International Motorcycle Trainers Team, who I have led since the late nineties. However, I feel the time has come for me to stand down, so I will do so at the end of May. Thank you to anyone in AAMC that I have worked with/for/alongside, it has been my great pleasure, I can assure you.

Legal Questions – Party Poopers

I was knocked off my bike and was left with a broken pelvis. Luckily everything seems to have healed up just fine.

I am in the RAF and I did not lose any pay. I used a solicitor local to me, and I am perfectly happy with her. However, I lost a reunion of my old squadron who had organised a bit of a get together in Cyprus, it is something we have done every five years. I have only got four years left before I leave the RAF and this was the last chance to get together with mates who I had served with.

My solicitors have told me that I have sustained no loss because my airfare was insured and the cost of the flight was reimbursed, as was the hotel. However, this was a big deal for me. Am I really entitled to nothing? My mates have set up another get together two years down the line as a result of me missing this last one and I wonder if they are entitled to anything? They will be spending money they would not otherwise have spent.

Answer: Your solicitor, I am afraid, despite being at a perfectly decent firm is showing a lack of experience in the law of damages. She has made two fundamental mistakes.

The fact that you paid insurance for your holiday does not mean that the other driver can benefit from your insurance premium. You bought that insurance, you paid for it, and you did not buy it to let the other guy's insurers off the hook. Therefore, you are entitled to the cost of the holiday that you could not take as part of your claim, and you can pocket the insurance pay out too. This has been established law since Victorian times, admittedly a little nugget that a non-specialist might not know but you should alert your

solicitor to the case of Bradburn v GWR (1874). This is a well-known case among personal injury lawyers, so you can add both the holiday insurance pay out and your personal injury claim to your collection of drinking tokens.

The second element is meeting up with your RAF mates. This is a particular loss of amenity, and something you are not going to be able to easily replace. If this went to court, I could see any judge in the country making an additional award for this. It is the same award that people make when, for example, as a result of an accident their silver wedding anniversary celebrations are knackered or they cannot get to their daughter's graduation. However, your mates are not going to get paid by anyone for organising another 'do', as they are not victims and therefore are entitled to nothing.

The award for your injury is not going to change but it is divided into three elements, pain, suffering and loss of amenity. Your pain has not been made worse, and you have not suffered any more pain from missing your trip but you definitely lost a real amenity, and something the courts will readily recognise.

My feeling is that most judges would award not less than £1,000 for the loss of the reunion. I think probably most Judges would find £2,500 at the top end for the lost reunion, and potentially an ex-military judge, could go higher, recognising just how important these get-togethers are to ex-forces, or even serving HM forces personnel.

Even if the insurers get a miserable face on about this, judges are usually quite kindly: they will recognise your loss of amenity, and if you have suffered a real loss of amenity it is unlikely that a court will award less than £1,000 for this. About £2,500 is, realistically, where I think you will finish up for this. You get to keep the holiday insurance pay-out on top of a refund of the holiday due from the other guy's insurance.

Andrew Dalton, White Dalton Motorcycle Insurers. [Fast Bikes Magazine](#) – November 2018

NB: the law changes all the time, so while the answer was correct at the time of writing, things may have moved on – so check before making any decisions!

Wanted – Ride Leaders for 2019
Contact - Helen Chamberlain
Mob: 07885 578105
(Don't let me have to ask again!! Ed).

The Hamilton Enigma – Stu Bullock

Those of us who follow motor sport understand the huge amounts of money spent in sponsorship, vehicle development and rider/driver wages. The year 2018 saw a phenomenon in both two and four-wheel racing. Here I want to concentrate on F1, something I have followed since my childhood, and ask questions concerning popularity and road safety.

Has Lewis Hamilton done enough in his career to get the recognition many hard core F1 fans feel he does not get in the UK? The kid from Stevenage has done well, but does not appear to have the UK alongside him, in the same way Stirling Moss and Nigel Mansell did in their day.

The 2018 F1 year got underway with Lewis getting podiums but not top points until Azerbaijan. Monaco saw the gap narrow until his main rival, Sebastian Vettel again drew ahead in Canada, the Germans 50th GP win.

What followed in the races after Canada were the well discussed Vettel 'mistakes' that saw Lewis finish one point ahead after France. Austria saw Mercedes fail mechanically with both cars, which got Vettel ahead by one point. Silverstone was not at all smooth for Lewis but a second place meant he kept close to Vettel, but still behind on points.

Germany began the Lewis fight back. Starting at 14th on the grid, Lewis fought through to second, when Vettel slid off a wet track and did not finish (DNF) the race. Hungary was won by

Lewis, Belgium by Vettel in this nip and tuck part of the year.

Then, the killer blow as Lewis won four races in a row, Italy, Singapore, Russia, Japan. He was now 67 points ahead in the drivers' championship. A low-key USA round meant Lewis did not quite have the necessary points, as he had done in 2015. So, it was again the Mexican race where Lewis finally crossed the points line as he had done in 2017. Brazil and Abu Dhabi followed and despite many doom mongers, Lewis kept the pressure on all of his rivals to the very end.

Just to put the stats happy of you in a good mood, at 33 years of age, Lewis now has 5 F1 Driver World Championships (2008, 2014, 2015, 2017, 2018) and is only one of three drivers **ever** to have managed that feat.

Between 1951 and 1957 Juan Manuel Fangio (Argentinian) gained 5 titles, (1951, 1954, 1955, 1956, 1957) with 24 wins.

1994 to 2004, Michael Schumacher (German) gained 7 titles, (1994, 1995, 2000, 2001, 2002, 2003, 2004) with 91 wins.

Lewis has so far (2018) 73 race wins, most pole positions at 83, most career points, 3,018, most wins at different circuits, 26. Those stats make him the most successful British driver **EVER** in F1.

How much more can he do? At McLaren he had some problems between his first championship in 2008, leaving a gap of 5 years before his next win, with Mercedes. Some say that gap will deprive him of one or even two more title wins. Even so, Fangio had a 2-year gap after his first title, before his second. Schumacher left 4 years after his second title before his third. That pattern should encourage us into believing we will have more years of challenges and celebrations in the next few years.

Why then does Lewis appear to be less popular than many of his colleagues? Is F1 just

a rich boys sport? Can his links to music and fashion mean people do not see him as a dedicated driver? Is he too 'controlled', keeping his emotions in check?

Nigel Mansell was dubbed 'Il Leone' by the Italians when he drove for Ferrari, because of his 'win it or bin it' attitude. Look back to see how many times he could barely lift a trophy because he was absolutely shattered at the end of a race.

As a nation, we should (I believe) support anyone who does well in sport. They offer a role model inspiration for us all that money cannot buy, as well as entertainment where people are not in conflict.

The reported massive amounts of money involved in F1 do reach us more usual road users. Developments in tyres and suspension have affected those that we use in our road vehicles. The current hybrid vehicles have also increased knowledge and application of electronics in road vehicles, resulting in the formula E being put in place by the Federation Internationale de l'Automobile (FIA), as a race series for electric powered cars. We can expect the use of all electric power to gain ground from this series.

There is another way that such a prestigious organisation may affect us. They tell us: *The FIA Foundation is a leading global road safety philanthropy, enabling innovative injury prevention programmes and pilot projects. Our ground-breaking 'Make Roads Safe' advocacy has helped secure the UN Decade of Action for Road Safety and the inclusion of road safety in the Sustainable Development Goals. Now we encourage governments, institutions, the private sector and international donors to do more, and work with partners across the world on practical delivery: to make roads safe for all.*

Good stuff and something for us to support if we 'feel the need for speed' in an appropriate setting.

Gymkhana Experience Day for Rookies – 9th March 2019 - Eddy Lambah-Stoate

So, the day finally dawns, The Super Dream restored and MoT'd and the Moto Gymkhana Club experience day conveniently local. Just 160 miles away at Buntingsthorpe, just off the M1 near Leicester. 2.5 acres'ish of tarmac swept clear of the odd loose pebble and fag ends by our own Hector Vass a seasoned campaigner.

For around £50 we were given 3.5 hours of classically composed, **Explain, Demonstrate, Imitate**, type training. Naturally with the 'get out' words 'these are merely suggestions not instructions....' Culminating in attacking a competition course.

Yes, even the vocabulary is different. We don't ride or attempt but attack. Cones are called



pylons. We learn about GP8s (two pylons placed about 12 yards apart around which we describe figures of 8) – against the clock. Nothing competitive mind, just against the clock!

We learn to turn before the logical turn point (the pylon) so that at the pylon it is the rear not front wheel that brushes past, enabling us to get on the gas earlier. Failure to achieve this shape cause us to run wide which costs both stability and time.

Red pylons denote leave to the right (or turn right). Blue means turn left. Red or blue with a yellow band means 360 (or 270) degree, the rotational direction given by the base colour of

the central pylon. So, nothing much to distract us so far!

On the track we tend to move the lower part of our body to better position the upper parts when cornering, here the suggestion is to anchor the lower part by gripping the tank but really rotate the upper part when turning rather than merely rotating the bars with our arms, in that way the entire torso rotates on the J turns.

IAM style slow riding tends be mastering the ability to feather the clutch, trail the rear brake against constant (highish) revs and keeping the bike more or less upright. Here the controls are used differently. Leave the clutch alone and control the machine with gas and brakes. The physics doesn't change, the bike will still turn quicker (sharper) on a closed throttle than when open and use of the brake will accentuate the point. The bike will also tip in. So, you see instructors with forks extended under gas going immediately to brake light and compression to make the turn, then on the gas with forks extended again. We are attacking against the clock here.

On the track small inputs have can have sufficient effect, here we are in first gear, the speeds are much lower but the turns are more severe, so the inputs need to be correspondingly greater. At the end of the day, physics will prevail, to tighten the turn use the brake and the bike will fall in, once into the turn pick up the (unstable) machine on the gas.

Try this bit of Hector Vass 'ism: If we stand balanced and upright and fall sideways, our leg automatically goes out to prevent a tumble. Sit on a bike and we can achieve the same thing by using the throttle, destabilize the bike in a turn, then use the gas to regain stability....and so to the next trap, the 'hand', 'the jink' and slalom, the yellow pyloned carousel – is it clockwise or anticlockwise round it? Check out the colour of the pylon in the middle, is it red or blue?

So, having warmed up on the slaloms, off-set slaloms and GP8s we were introduced to a

competition course, complete with exit and finish traps and clocks measuring to 100th of a second.

First, we walked the course, then in turn we attacked, following our instructors and finally at our option we could attack on our own. I can report that the old boy on his 1981 250 Super Dream didn't do too badly. I was told 1 min 20secs was the beginning of 'getting the hang of it' I managed 1 min 21 secs with the foot pegs jammed in their hinged-up position for the first two turns. Once I sorted that problem, I finished up *sans*' instructor with a 1min 17 sec. So, planning to return to attack **Round 1 of the Moto Gymkhana competition next month.**

VIEW FROM THE SADDLE – Keith

I've been reading the articles in Treads on insurance claims etc. and it reminded me of a couple of examples I have experienced:

Back in the 1970's one day I decided to have a half day holiday and left work at lunchtime, rode up the Wellsway out of Keynsham and caught up with a car driven by a lady. I followed it through Burnett with the intention of overtaking on the next straight stretch when we left the speed limit.

As we turned onto the straight a lorry turned left into a field, which was a bit odd as I knew there was not a gateway there. Immediately I saw something lying on our side of the road. The car started to brake and I realised that it was a body.

I rode around the car and parked my bike to protect the scene. The body was of a man who had been the driver of the lorry. As a first aider I found he had a broken pelvis so I got him to stay exactly where he was and not to attempt to stand up. Some other people came to help and I asked one man to go back to Burnett and ring for the emergency services, there being no mobile phones then.

Then I looked up the road and there was a Ford Mondeo with steam or smoke coming from it. I went over and found the car had

extensive damage to the front and the driver was still in his seat. I could not get the door open but the window was broken and I leaned in but could not get a pulse from the driver. He also had injuries to the head, and I could not do anything to help him. The emergency services arrived and took over. I told the police what I had seen and they said they would interview me the next day.

Several months later I had a letter requesting me to attend an inquest at Keynsham Court. I turned up and went to the waiting room where an elderly man was sat. We exchanged greetings and he turned out to be the driver of the lorry. He was unable to work as an HGV driver anymore and had to walk with the aid of two sticks. He said he was very worried by the inquest as his Insurance Solicitor had not seen him yet, but was due to do so before the inquest began! It seemed to me to be Incredible! Unbelievable!

At the start of the inquest it seemed to be that the dead man's solicitor was trying to blame the lorry driver. Anyway, the pathologist said that he had found the car driver had signs of previous mini strokes and that he had suffered a major stroke just before the collision. The Coroner declared that the death was due to this stroke.

I just could not believe that the lorry driver had been ignored by the lawyers for so long as the outcome could have been very different.

The second incident concerned Medical insurance.

I used to go abroad every year on the bike and travelled with a tour company called Euroexplorer. It was their policy that you had to have medical and breakdown cover and they required details of this prior to travelling.

I went with them on a tour to Austria, we stayed at Schladmin which is a big winter sports centre. Arriving on a Saturday the following morning I had breakfast and was returning to my room but passed out on the

stairs. When I came around, I asked another tour member to inform the tour guides I was ill and managed to get back to my room. They tried to find a doctor (but it seemed they were all at Church) so rang for an ambulance. When it arrived, they demanded their fee before taking me to the local hospital where I was admitted and asked Private? I had to keep repeating "no E111" while they did their tests.

My insurance company were contacted and rang the hospital each day, for an update on my progress, before ringing Val to keep her informed of the latest news. On the Wednesday I was told that a Doctor from the UK would arrive, either later that day or the next morning, and would take me to Salzburg Airport on Thursday morning.

The bike tour operators arranged for the hotel to keep my bike until it was collected, packed all my personal belonging into the panniers and brought my passport to the hospital.

The doctor duly arrived early on Thursday and I was taken to the airport and through the duty-free shop. Customs waved me through and I was taken to the plane and boarded before the other passengers. We landed at Gatwick, again I was taken by ambulance to customs, waved through, and then on to the RUH in Bath. (I had to guide the ambulance through Bath to the hospital.)

I was admitted and stayed there for two weeks. My bike was already home before I came home. It was thought I may have had a portal vein thrombosis.

A short while later the Insurance company sent me a letter outlining the costs involved which came to over £4,700.00 (back in the 90's). Am I glad I took out the insurance, how many times before had I thought "I could have saved that premium".

Don't risk it, I hate to think what the charge would be now!

Diary of Events

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

May

Wednesday 8th – Weekday Ride. Stu Bullock, 07711898178.

Meet at Budgens Fuel Station, West Buckland Road (A38), Wellington TA21 9FF at 9:45am for a 10am start.

Leave the M5 at Junction 26 towards Wellington. At roundabout turn left onto A38 towards Exeter. Next roundabout turn right into Shell fuel station. Food available on site. Heading for Compton Abbas.

Stu Bullock 07711898178.

Sunday 12 – Club ride. Nigel Dean, 07736 275406

Meet at the Cross Hands Hotel, Old Sodbury, BS37 6RJ. (A46 North of M4 J18). 09:15am for 09:30am start. Heading towards Banbury/Stratford.

Wednesday 15 – Atwell-Wilson Motor Museum, Classic Car Evening Gathering.

Stockley Lane, Calne, SN11 0NF, 01249 813119 – www.atwellwilson.org.uk

An informal evening for the enthusiast. Call Stewart for more info, 07710 714055

Saturday 18 May 2019

Finch Foundry (National Trust) Vintage Motorcycle Gathering,

Sticklepath, Okehampton

EX20 2NW. Office: 01837 840046

This year's Finch Foundry Motorcycle Show will be taking place on Saturday 18 May 2019. I am writing to enquire whether members of your club would like to take part. Please could people who would like to attend to contact myself (see below) so that I have an idea of numbers.

The event is to be held on the field at the rear of Finch Foundry. We request that you arrive at 10.30am, ready for the event to open at 11.00am. Each motorcycle owner will get free

entry to the Foundry for our guided tour and talk.

Light lunches, cream teas, hot and cold drinks and snacks can be purchased from our tearoom.

Many thanks
Cathy Haglington
Visitor Experience Manager

June

Wednesday 5, Weekday Ride, Stu Bullock 07711898178

Meet at Budgens Fuel Station, West Buckland Road (A38), Wellington TA21 9FF at 9:45am for a 10am start.

Heading for Lynton, EX35 6JL. Back to Riders of Bridgwater TA6 4DH, for tea/coffee/disperse.

Friday 7 to Monday 10 – Club Weekend Bash to Lake District. Stu Bullock 07711898178. sbullock@gmail.com

The bash will be over the weekend of Friday 7 to Monday 10 June 2019. We will travel north around 278 miles to Cumbria for a lurk around the Lake's and possibly a doddle around the Dales, basing ourselves in the Cumbrian town of Kendal.

The only limiting factor for people attending is accommodation. The hotel selected is the Premier Inn Kendal Central, Maude Street, Kendal LA9 4QD.

As usual, you need to make your booking, but do let me know so that I can keep track of numbers. Send me an email with your email and a mobile number. I only use these to contact you about the trip and they are deleted afterwards.

Again, as usual, routes up/back and days in Cumbria will have organized rides. Hoping very much to see you there.

Sunday 23, Club ride – Nigel Dean 07736 275406

Ride around Wessex. Meet at the Cross Hands Hotel, Old Sodbury, BS37 6RJ (On A46 north of M4 J18).

Sunday 30, Club ride – Mark Chamberlain, 07974 027674.

Meet at Farmington's Farm Shop, Farrington Gurney, BS39 6UB. 9:15am for (:30am start.

TREADS

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, as I will be very pleased to accept articles for publication consideration. IF necessary, I can carry out a grammar/spell check. Please understand that submissions may be edited to fit available space. Stu Bullock.

E-mail editor@aamc.co.uk

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

