



# TREADS

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The SEPTEMBER 2021 Newsletter of AAMC

## EDITORS BITS – Stu Bullock – 07711898178



*The Sanders BMW 1150GS on display at Beaulieu motor museum.  
By David Merrett - Flickr: BMW 1150GS*

**There is a saying**, 'nothing is what it themes'. So, the theme for this edition is *Touring by Motorcycle*. This is not The Long Way Round, or Nick Sanders around the world record from 1997, beaten by Kevin and Julia Sanders (no relation to Nick) in 2002 and 2003. Neither is it The Gentleman's Tour by Motorcycle, whatever you imagination that might be.

I have toured various countries and sometimes in Spain used the Paradores de Turismo de España, a series of hotels built into historical buildings and owned by the Spanish Govt.



*Parador Sos del Rey Catolico, Spain*

*Double room this month between £350 / £400 per night. It is a beautiful experience.*

I've also stayed in French properties under the Logis de France or Gites de France banners and most are OK. One owner queried whether I wanted to stay there, as I was booking in. She was right, as the room was a dump.

Andy Bourne has continued the theme with his Tour of Yorkshire. Captivating stuff and in 'View from The Saddle', he raises a point about what bike can better do what job or, can one bike do it all?

At long last, a club ride report. This one from Simon Gough and of course, carries on with the touring theme.

**Adventure.** Well, we all could do with some of that right now. How about checking out the new(ish) KTM Super Adventure. That must be one up on just an Adventure bike but will provide a bit of 'mud touring' if that is your bag. "Read all abahrt it" in the online RUST magazine, <https://rustsports.com/2021-ktm-1290-super-adventure-s-first-ride/>

You could even subscribe to RUST, <https://rustsports.com/motorbike-magazine/> and its free. Just drop them your email to find it appearing in your digital letter box. Bargain.

**Talking of the media**, series 10 of the best programme on TV, The Motorbike Show (in my opinion), devised, directed and starring the often giggling and overexcited Henry Cole, has come to an end. NOW what I am gonna do for my 1 hour a week of non-sport TV? In this series Henry is assisted by Allen Millyard and Sam Lovegrove in rebuilding a classic icon Moto Martin Suzuki. In between he test-rides some

very different motorcycles, having little adventures in different parts of the country. The series can be found on ITV Hub catch up and is well worth, errr, catching up, if only to note down the locations of some rather snazzy new cafes.

### **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 OCTOBER 2021**

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.**

### **VIEW FROM THE SADDLE – Andy**

But which one?? It's a nice problem to have, I realise that, when you have more than one bike to choose from. As some of you will know, I have an older Aprilia RSV-R Mille and also a KTM RC8R, both of which I adore, but I'm also particularly precious about them and absolutely hate getting them blathered in crap and will spend hours afterwards getting them back to being pristine, as I'm sure many of you also do; it's all part of the passion of motorcycling!

However, over the last 12 months, I have become an observer, have started doing my IAM Masters and am leading more club rides (OK, not so much with AAMC but there will be

one on 3<sup>rd</sup> October!) and therefore, because of those commitments, I'm having to go out when the conditions are less than ideal (piddling down!) and I know I have a big cleaning job ahead of me.

As a consequence, I'm looking for a third bike! But what??? There are sooo many bikes on the market, both new and used up to circa £7500.....but so many leave me cold!! I might be looking for a more "everyday" bike but it's still got to stir the soul, surely; it's got to be the heart over the head, hasn't it? I won't go into details of which bikes I really don't like because they will be other people's pride and joy; it's all subjective, never objective! For me, it has to be something a little bit different, not overly heavy (preferably sub 200kgs.....so that rules lots and lots out!!) and have some spangly bits on it. Something that makes you stop a while in the garage just to look at it and not just walk past as you would with a run-of-the-mill car. Oh, and run reasonably smoothly on a constant throttle at low speeds....and that seems to be a big issue with many bikes too as Euro emissions regulations become ever tighter. I don't think I'll offend anyone reading this if I say that earlier in the year, I had a KTM 690 Enduro but couldn't get on with it and then had an Aprilia Dorsoduro 1200 but found that it ran so badly, with such appalling fuel consumption, that I ended up rejecting it; perhaps sometimes the head has to have the upper hand in the conflict with the heart!

So, hopefully, it will be third time lucky for the third bike! I think I might have found something but will keep it quiet until I know (in my heart, of course!) whether or not it's the right choice!

### **Club Ride Report – Simon Gough.**

As the weather was forecast to be warm and sunny, I decided to lead a Club ride on Sunday 5<sup>th</sup> September. I have to admit I don't care much for McDonalds and have moved to Starbucks next door as a meeting point, so



eleven of us met there for a quick coffee before heading off into the Cotswolds. Nigel & Pam just missed the photo, but Andy brought along a prospective new member Jon for the day. The other Andy with Caroline had planned on coming but found a nail in his tyre shortly before leaving home. A real pain in the whatsit.



The sky was still overcast, but it didn't take long for the sun to make an appearance and the temperature to rise. There was hardly any traffic on the B4040 but once we got onto the A429 at Malmesbury, we encountered a fairly long queue headed by two large and lumbering caravans. Thank goodness we were on bikes and could overtake, albeit only a couple of vehicles at a time. It was a fairly direct route to the lunch stop in the Old Mill Café in Chipping Norton, and we were able to sit outside on their new terrace. They have obviously invested in the building recently, as there are new loos downstairs too, as well as the new outside seating. Service and quality are still as good as ever, despite difficulties finding staff.

We stopped for petrol shortly after leaving Chipping Norton, and then headed on a selection of new roads (or new to us, anyway) through Oxfordshire. At one point we definitely had Blenheim Palace surrounded! The roads around Lechlade were busy and the pubs along the Thames were packed, as you can imagine. I had planned a tea stop at Abbey Home Farm, just outside Cirencester, but when we arrived the café was definitely closed and looked as if it

had been so for quite some time. I assume staffing problems, but I wasn't going to wait around to find out. A brain-storming session ensued and Nigel suggested the Garden Centre on the old A419 towards Swindon, and that turned out to be a good alternative.



Paul and Alan needed to get back so didn't join us for tea. I'm not sure my selfie skills do the group any favours...

From Cirencester it was fairly straight back through Tetbury to Tormarton, where we parted company a few minutes after 5pm.

Thanks very much to everyone who came and supported the ride, and especially to Mark and Helen who went back-marker.



### **Yorkshire Midsummer Bash; 25<sup>th</sup> Anniversary Edition – Andy**

During the long, dark winter months, which seemed ever longer and darker this year, I had to turn my mind to look forward to better times ahead and do some planning. It was then it occurred to me that the last time I organised an AAMC Yorkshire Midsummer Bash it was 1996. (Gosh, the world has turned a little since those halcyon days!!). So why not celebrate the fact with a 25<sup>th</sup> Anniversary Edition?

Having put the feelers out in “Treads” to see if anyone would be interested in joining me, I was pleased that Simon, Geoff and Robin expressed an interest plus one of my mates from the Midlands (Ade) and another mate from East Yorkshire (Rick); 6 of us then....a good number!

In those long-gone pre-internet days how did we sort out accommodation? How did we know where we could stop for coffee and lunch or even get fuel? I honestly can't remember! Now it's all just a few clicks away, is it a better experience? Does it lessen the event because it's now too easy? Or is it better because it takes much of the stress away as, within a few minutes it's all sorted?

All that said, on this occasion it wasn't that easy to sort out simply because most hotels and pubs were closed due to bloody Covid! I needed to find a place with 6 double en-suite rooms,

(because we all like our creature comforts these days!), convenient enough to strike out to the Dales, Moors and High Pennines for 3 nights from 18<sup>th</sup> June. I eventually found something suitable between Ripon and Thirsk, not far from the A1 in a village called Rainton. After liaising with Rick to sort out some routes for the weekend, meeting points etc. we were ready to go.

I don't think I went out on the bike during the cold and wet May, so June kind of crept up on me and I felt that I hadn't done enough to be fully bike fit. Thankfully we had some decent weather in early June so I could get some miles under my belt. Inevitably the weather turned on the day we were travelling up Yorkshire; and how!

Having met up at the Roman Camp petrol station on the A46, just to the north of the Cross Hands, we set off under a leaden sky and within 5 miles it started raining and continued for the rest of the day! We stopped for a much welcome coffee in Bloxham, just south of Banbury, at the Red Lion pub as they're now open for breakfast. I'd realised when I visited the place a couple of weeks earlier, that 42 years ago when I last went there on the way back from the Silverstone F1 GP, they refused to serve us as we were bikers! Thankfully those days are gone! It always puzzled me that I could visit a pub in the car one week but then be denied entry the following week just because of a change in my mode of transport; it seemed to happen a lot at one time. Bizarre! Anyway, I digress.....

Having set off again after coffee it soon became apparent that the amount of rain we'd had up until that point was enough to send my satnav completely haywire before finally shutting down completely. Just as well I knew the route!

Picked up Ade in Daventry then headed up to Market Harborough and just to the east of Melton Mowbray to meet up with Rick at the Wymondham Windmill café. The weather may have been crap but it's still a fabulous route to get up to the East Midlands. We used to go to



Cadwell Park this way, many moons ago. Rick and myself were determined not to use the A1, especially on a Friday afternoon but, wending our way to the Humber Bridge, fate decided otherwise. More like Rick choosing to fill his bike with diesel rather than fate intervening! Quite why he did it, he has no idea! Thankfully, there was a car workshop nearby and they had an electric pump for removing fuel, so we left him to it. By this time, we were cold, wet and more than a little fed up so nothing for it other than to find the quickest way Rainton and the A1 it was, but not before we had to go on the M180, M18 and M62! What a ball ache!!! Shower, change of clothes, beer and food; relief!! And to be fair, Rick wasn't too far behind us.

evening sun. Marvellous! Shower, change, dinner and laughs ....lots of laughs!!



*Weird scene in Gillamoor.*

Sunday morning and woke up to rain. But, by the time we'd finished a leisurely breakfast, it had cleared so we set off for the North York Moors....in hindsight we should have probably included the East Yorkshire Wolds as we spent far too long on nadgery little lanes that were far too bumpy. Still, as the weather remained a little iffy, it did mean that the Helmsley TT road, (as often featured on Helicopter ER!!), was quiet and not full of the usual loonies trying to find a hedge to throw themselves in. It is a cracking road though!

Otherwise, it was lots of extremely steep hills with hairpin bends. Perfect on my RC8! A much shorter day today; only about 140 miles. Back to the Bay Horse for more beer, more good food and yet more laughs.



*Afternoon tea stop in Swaledale*



*Tan Hill Inn. "We just had coffee Officer".*

Thankfully, Saturday was much, much better, even the sun came out! Lots of fabulous roads (including the highest and second highest ones in England), fabulous vistas, a visit to the Tan Hill Inn (highest pub in England) just for a coffee, unfortunately, and lunch in Alston (highest market town in England). Teesdale, Weardale and Swaledale are all very different but all well worth visiting.

Back to the Bay Horse in Rainton early evening, having somehow managed more than 200 miles today. Enough for well- deserved pint, (Saltaire Blonde soon became the drink of choice.....for most of us anyway!), sat outside in the warm

And so, to Monday and time to head back south. We decided that, in order to make a bit of progress and get home by a reasonable time, we should trudge down the A1 to the north east Midlands. It was a tad tedious (and busy!) but at least knocked off the miles relatively quickly. Initially we got off the A1 at Colsterworth only to discover a flooded road under a railway bridge. Turn around, back to the A1 and down to Stamford, skirt Rutland Water and down to Market Harborough to effectively retrace our route on Friday.....but thankfully this time (mainly) in the dry! We did however find a very nice place for lunch, thanks to Ade, at the World Peace Café in Thornby Hall, a Buddhist Centre, which had a lovely vibe about it.



*World Peace Cafe, Thornby Hall*

A little rain after tea in Chipping Norton but otherwise a good ride back down to Roman Camp from where we all went our separate ways.....but not before I had to re-inflate the RC8's rear tyre after earlier having discovered slow puncture; I did have my suspicions when it had started handling like a '70s Japanese bike!

By the time I'd got home the mileage for the whole trip was about 1100 miles. It's a shame that the weather wasn't as good as the Yorkshire Bash 25 years earlier but one thing's for sure, it was probably more enjoyable. Certainly, I haven't laughed so much in a long time! Thanks so much to Simon, Geoff, Robin, Rick and Ade!

## **THOUGHT FOR THE MONTH**

*I've just found out, the company that makes yardsticks isn't making them any longer.*

## **TOURING BY MOTORCYCLE – Stu Bullock**



*1995 Honda Pan European ST1100, no.2*

I showed this picture in the last edition of TREADS and thought I would give it a bit more detail, especially as we have more freedom to travel. Travel is for me what motorcycles are built for. True, they were a cheap form of transport but also carried military messages with their ability to cross war zone terrain. Now they are used by many emergency services owing to that mobility.

### **Part One:**

St Augustine (354 – 430) the Bishop of Hippo, in what we call Algeria, made this one quote amongst many. *"The world is a book and those who do not travel read only one page"*. My philosophy exactly.





It's not uncommon these days to see large modern touring motorcycles loaded up to the gunwales heading to who knows where and at who I cast envious eyes.

Although the ST1100 was a touring bike, Honda had worked hard to give it a big enough frame to be able to carry two people and luggage in motorcycle comfort and with a high degree of stability. Their target audience was BMW owners, as back in the day BMWs were pretty much the only reliable bike that could carry two people and luggage long distances. The ST reflects the design brief for a Sports Tourer.

The designers at Honda are real clever people, who target a market and generally do pretty well first time around. In the sense of what else was available, the powerful Honda V4 motor was unburstable and handling very much better than other touring bikes owing to the low centre of gravity. What many riders found out was that you could easily 'run out' of front tyre edge when flinging it about. In its second 1996 edition, Honda introduced ABS as an option. That came with sturdier 43mm forks (non-ABS 41mm) and a slightly wider front wheel. Fling it about you certainly could.

For this 'Guided Tour' trip in 1995, we were riding up to Tilbury, taking a ferry to Rotterdam. From the Hook of Holland, we set out in a group to Berlin. 10 or so hours riding time and 450 miles Hotel to Hotel. We would then describe a sort of circle over a couple of weeks, through Austria, Italy and back through France to home.

We had done some touring before this trip but nothing on this mileage scale and not with around 45 people/35 bikes. Bikes and people of all kinds, so there was a certain amount of linking up going on, first on the ferry and then at our first hotel. People swapping experiences and making friendships for the trip, although there were pre formed groups who knew each other as well. In some sense it is nice to ride with a group but then, if there are any problems, breakdowns, punctures, lost luggage and

documents, you are a part of that experience and any delays.



*Our first 'Pan'.*

Planning is key. Having good maps, hotel addresses and a timetable is essential. I remember joining a different tour partway through. We had entered Germany before the tour because we wanted to stay in Berlin for a couple of days. So, on the first evening with our new group, a conversation with one of my dinner partners revealed he had no idea of what he was doing. He didn't even know how far it was from Nuremburg to Vienna. (320 miles). He had no maps, arguing it was a guided tour, and so he expected to be guided. Hmm, one to avoid. At dinner in our hotel in Vienna, this guy told everyone who would listen that he was returning back to the UK, because the tour operator had failed to indicate how far the tour was going. The tour was called The Transylvania Tour (Ahem!)

Back to Germany. Fast roads. Needless to say, as we drew close to Berlin, we were pretty tired. Fatigue can come from the extra stress of being away, different language and driving systems. So easy to think that because you normally ride 150 odd miles on a weekend, it's just the same, except further away. Personally, I've learnt to pace myself and stop regularly for rest and refreshment.

Many tourers will soon scope out those who know what they are about and at some stage latch on to them to make finding a route, hotel and cafes easier.

One couple had a Triumph Daytona. Touring on a sports bike is just another way of doing it. However, this guy had an expandable tank bag, as big as it could get. He was able to rest his chin on the top, in fact he *had* to rest his chin on the top. His partner was sat on a pair of throw over bags, also doubled up with a couple of rucksacks. Just because I would not do it, doesn't mean it is wrong.



Arriving at Berlin, all you need is to find the hotel and relax. The guy leading our little group decided to ride around the ring road looking for the address area. I decided to head for the nearest taxi rank, show the hotel brochure to a driver and agree a price to lead four bikes straight to it. A fiver, split between 4 of us, for a 20-minute escorted ride into Berlin and straight to our hotel is not at all bad. These days Satnav has mostly removed the problem of finding hotels, but what if your device stops working? Downloading a page of hotel details is not difficult.

One of the ideas of doing a tour is to get a sample of life in another country. A late evening walk about in Berlin was all the hook we needed for a return visit. We've been back twice and stayed in the city because we just love the place.

Next day of this tour, we left Berlin heading for Dresden via Colditz Castle. 200 miles my notes tell me, with the added information that it rained all day! We rode through rural areas, rather than

go direct Berlin/Dresden on the fast Autobahn A13. Some did that because of the rain but they missed the thrill of getting to Colditz Castle, only to find it closed! Even experienced tour operators can make mistakes. However, like our WWII military, we made our escape rather sharpish.

What became apparent at dinner that evening, were the riders who had wet kit. I do think everyone had water ingress somewhere at some stage. It's hard to imagine 5 hours travel time in rain of varying levels on a motorcycle, and keeping everything dry. However, the quality of baggage and luggage will tell in the end. These days it is possible to buy cheap waterproof bags of all kinds which will not add much in terms of weight, but will prevent the dreaded water ingress. Most panniers are pretty watertight and including a good quality inner bag will mean water will not get through. I look for items a canoeist or sailor would buy. Go Outdoors love me.



*Our last 'Pan'.*

Next day we set out for Prague in the Czech Republic, another 200-mile day. Sunshine. Our little band of three bikes took the direct route as we had been warned about the dire road conditions and road signs approaching Prague. I will admit to feeling a bit apprehensive about entering the Czech Republic or, as we came to know it, The Republic of Burger King and Texaco.



The Berlin wall 'fell' in November 1989, but it took until 1994 before East and West Germany were united and travel across what had been Eastern Germany became "less difficult". The Autobahn surface became worse the closer we got to Prague, so speed was often 30mph.

Trouble was brewing at the checkpoint between Germany and the Czech Republic. Our guide notes indicated we should use a rural crossing point as the traffic would be less and the time being checked out of Germany would be less. Seeing the nearly mile long queue was a bit worrying and so the ensuing debate centred on whether the Czechs would appreciate the normal UK motorcyclist's way of dealing with queues; head for the front.

We asked several people around us and received much encouragement for this idea. So much in fact that a group of German riders gave it a go. Helmets hanging off elbows they roared off. About 10 minutes went by before they roared back, now wearing helmets, and several shekels lighter. We didn't see them again!

Eventually we crossed the border but not without a thorough examination of any document we held and every moving motorcycle part, taking over an hour before our passports were nearly demolished by the guard in charge of the rubber stamp.

Soon enough we began the search for our hotel. The taxi trick failed for once. £50 required but no one knew the Czech for "jog on". After another 10 minutes I gave up on the map and took direct action. Ask a local. The first chap I asked was Scottish, so a terrible language barrier! I showed him my map and his first words were. "You aren't on this map yet", interpreted from. "Aie, ya noo ain this'n maaap sonny yeeeeeet". (Sonny)!

So, after some advice and guidance, we set off again. I was searching for road signs and after making one slight deviation, suddenly noticed that pavements were nearly a metre higher than the road. Then I realised the road surface had 2

metal lines embedded, about a metre apart. I lead my gang off the tramway over a platform and back onto a road. Our departure from the rail network was accompanied by one or two comments that I felt, under the circumstances, were not complimentary. I think we had been Czech'd out!

However, within a few short minutes we had arrived at our hotel. The story of what followed next will have to be accompanied by a wee dram, maybe at the Plug and Grub annual dinner, on 20 November 2021, because it is rather lengthy.

Two days later, the whole tour gathered together to depart for the first time since Holland. Such was our nervousness at leaving what was in reality, a very insecure, militarised City/Country.

As we began to settle into our journey, we saw some squirrels crossing the road and I was advised by senior management that they were the first animals we had seen since entering the Czech Republic. No dogs, no cats but loads of Burger King. Ooer.



*A great but heavy touring motorcycle*

Heading for Vienna on the rest of our 200-mile day, through mountainous roads, lakes and stonking views. However, trouble is never very far away.

Our group had grown into about 8 bikes. The additional 5 were, not being unkind, the less able riders and the less travelled riders. They were smart riders though, seeing that we were well equipped with maps and routes, we were an alternative way to arrive in time to relax before dinner, rather than be late even for dinner!

I noticed one guy, two up on a well laden Triumph, left a shower of sparks every now and then, that appeared to be coming from the back wheel. I grabbed his attention and we all rode into a service area to examine the sparking phenomenon in more detail. No rear brake pads. In fact, there was not a lot of brake pad back plate either, with many of the disc vent holes full of what could only have been melted back plate. Given the nature of the terrain and roads we had to continue on, the chaps luggage was spread about amongst other bikes and he was warned to keep his right foot well away from the brake lever.

Now, not a person I had known before this trip, but one of our number was a bike mechanic. The following day in Vienna, the problem of the brakeless Triumph needed fixing and this guy completely refused to even look at it. I have to say I was amazed that one group member refused to help another but that was his choice, spelled out to him by his partner!

As luck often dictates, another bike mechanic was amongst us, Harry from Rotherham, my notes tell me. Harry was a good 6'-15" but gave up half his rest day in Vienna with his friends, with full approval from his partner, to source a Triumph dealer, get the Triumph there, obtain and help fit the necessary parts. He even heated the brake lever and bent it inwards so the rider's size 16 trekking boots would not inadvertently press it. Quite a few learning points there.

The problem of tyres raised its ugly head in Vienna and more than one bike headed off with directions from the hotel to a motorcycle tyre fitter.



*Nice bike but too revvy and very blue.*

My experience is that tyres from the UK don't last so well in hot countries. Myth or legend? What is sure is that a fully loaded bike is not the norm and will chomp up tyres more readily. My bike wasn't very old but I had equipped it with new shiny boots for this trip but, as you grow you learn and as you learn you grow.



*BMW's ultimate Touring Motorcycle in my view.*

**To be continued.**



## Letters

### A request for help with a new project:

Hi Stuart. Hope all's well, loved reading about the chain grease tin. I have fond memories of my long-suffering mother with a husband, 4 sons and just 1 daughter coping with us gutting 'kill' and heating up engine parts in the farm kitchen.

I passed my test on a 1947 Triumph Speed twin outfit and the tin of chain grease came with the bike. Talking of which a 1940 Rudge Autocycle has more or less fallen into my hands and I have it in mind to turn it into a 1920s Brooklands racer replica - yes, all 98cc Villiers 2-stroke of it!



*Rudge replacement forks*

The bike - inevitably is a bit rough, but it's pretty well all there, missing the decompressor valve lifter and choke mechanism. The previous owner said it was part of his late father's garage bits and thought the engine was seized. When I got it back and had a look, I am confident the problem is stuck clutch plates as once the rear wheel is lifted the engine turns.

The major job for me is to find enough bits to build some girder forks. Yesterday I either made a good or false start by coming home with some bottom girders 5" spacing instead of 4" -

but heck with a bit of Heating and beating we can probably sort that.



*Rudge Autocycle to Brooklands replica*

What I need now is someone with a box of bits to make up the top end steering post tube, bracketry and spring - Hello, Hellooo, anyone out there????

Eddy

### LEGAL QUESTIONS – Andrew Dalton

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

#### **Q1: If Court comes knocking, do you have to make an appearance?**

I was involved in a straightforward head on collision with a car. Both of us were approaching a pinch point in the road. I had right of way, the driver in the oncoming lane was to give way to me. It looked as though he was stopping, I came through, then the guy accelerated straight into me.

The police were called. I was slightly injured, not anything especially serious, it could have been a whole lot worse, but there was a fair bit of damage to my bike. I did not think it could come any easier

than this. However, the other driver is now defending the case, stating that the chicane in the road did not meet the appropriate standards, and he is not to blame.

My solicitors are pressing me to go to court over this, but surely, I should not have to go to court to deal with a story which is patently complete bullshit. I have had one really bad experience in court where I had to give evidence as a victim. I do not want to go into detail but it was horrible, is there any way that I can avoid court?

### **Answer:**

If your solicitors do not know your reasons, I cannot blame them for pushing you on to court. There are methods by which you can avoid going to court but really in small claims they are a bit too sophisticated and will probably take longer than actually going to court.

You will certainly have to start court proceedings, if this driver puts in the defence, or his insurers support him with this nonsensical line of defence, which I actually doubt they will do, you can apply to the court for an order to strike out the defence as it discloses no reasonable cause of action, and I would say most district Judges would support the application.

The fact that this guy hit you is nothing to do with the road layout. If he thinks he has a separate course of action against the highway authority then he can run that but that does not need to involve you.

From the rest of your email, you have said that you have an almost pathological fear of going to court, and while I won't go into

any detail, I can understand your reasons. You have had one truly horrendous experience in court as a kid. I get why you do not want to go to court.

Therefore, I do recommend that you take the unusual step of issuing court proceedings, getting the defence in, and thereafter applying to the court for what is known as 'striking out the defence'. However, if you have a paralegal this may well be entirely beyond their knowledge. Any qualified solicitor will know what to do.

The basis for your striking out the defence is set out in the Civil Procedure Rules because the defence, even if true and coherent, would not amount to a defence in law to the claim. It is not clear from your claim whether or not your case is in the small claims Jurisdiction, which will make striking out significantly more difficult, but the rules do still apply.

You will have to start the process of issuing the claim, so the Judge can strike out the defence. However, if you are absolutely not prepared to go to court in any circumstances then you should think very carefully about whether or not you are willing to start the case, because if you are not prepared to finish it, don't ask your solicitors to start it.

I think you ought to come clean with your solicitors and explain to them why you have this real phobia about going to court. When you explained it to me, I immediately understood your difficulties, and I am sure your solicitors will be just as sympathetic. However, my fundamental point remains. Unless you are prepared to finish a court action, then do not start it.

An alternative procedure is for you to sue the insurer of the car driver, rather than



the driver himself, and the Insurers are then not bound by their insured's crackpot version of events. Unfortunately, insurers cannot as a matter of law, concede liability on behalf of their own insured without their Insured's permission (even though they often do), and unfortunately you have been knocked off by an individual who is simply unwilling to accept that your motorcycle was not invisible, but nevertheless he failed to see you.

I think once your solicitors know that you have a real problem with going to court then they will start thinking through your problems a bit more laterally and both of the methods which are suggested (striking out and/or only naming the insurers the Defendant) should have the desired effect, if this does not work, then you may have to reveal to the court, and, in reality, to the slightly deranged defendant, what your reasons are for not being willing to go to court, which I appreciate are highly personal and absolutely not down to you. In short, give your solicitors your background story, as much as you want to give, and let them do some lawyering. That is what they get paid for.

**Andrew Dalton, White – Dalton Solicitors.**

### **AND FINALLY – Ed**

The west country has finally calmed down a bit, as children have returned to school and adults to their offices (?). Before winter sets in, perhaps now is the time to organize or attend a club ride. You never know who you'll meet.



# 2021

## **AAMC CLUB EVENTS**

### **Helen**

Please send your club event dates and descriptions to Helen, as above, and a club events calendar will then be published.

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

Keep an eye on the Club WhatsApp page for last minute changes or additional rides.

- 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**, or 'Tail End Charlie', 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*'. This person should indicate to following riders the correct route to take.
- The '*dropped off*' rider will re-join the ride after the **sweeper** has passed, and then pass the **sweeper** when it is safe to do so. (ONLY if the **sweeper** indicates to do so should the '*dropped off*' rider re-join the group in front of the **sweeper**).

- Overtaking within the group is permitted, provided it is carried out safely and with courtesy and consideration for **ALL** road users.
- Please advise the **ride leader** well in advance if you plan to bring a *guest rider*.

## **OCTOBER.**

Sunday 3. "Piddles and Puddles" Andy

Start from Farrington Gurney Farm Shop  
Start time; 9.15am for a 9.30am start.

## **NOVEMBER.**

Sunday 7. Final organized club ride of 2021.  
Simon Gough.

Saturday 20.

AAMC Plug and Grub annual dinner. Helen Chamberlain 07885 578105.

## **Non-Club Events –**

## **BMF DISCOUNT CODE.**

### **Code for 2021 - CLB21TAH**

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.



