

RIDERS

...magazine of the KAMG



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Front cover:
Watch MotoGP
at Aragon and
have a 'Catalan
Adventure'.
See page 10

THIS EDITION INCLUDES . . .

NEW FEATURES:

- 8** Beemer's Baby Boomer
- 10** Catalonia Adventure
- 13** Tina's Strathcarron Award
- 14** Darwin and the Motorbike
- 18** Horrible Pothole facts
- 21** The Dam Busters
- 24** KAMG Survey Report
- 27** Committee Proposal Form
- 28** 2017 Accounts

REGULAR FEATURES:

- 4** Editorial
- 5** Calendar of Events
- 6** View from the Chair
- 7** Test passes
- 29** IDCAM details
- 29** Machine Control Day details
- 30** Social and Training Rides Guidelines
- 31** Contacts



Above: Christmas cake won by John Easthope
Right: The Strathcarron Trophy see page 13





Nick Farley, Editor

When sending articles for publishing in this magazine, please send images (with captions) as separate JPEG files.

Images should be in colour in as high a resolution as possible, preferably the original size in which they were captured. Please do not place images inside Word documents as this will significantly reduce the quality of the images.

Views contained within this publication are not necessarily views of the Editor, the KAMG or the IAM.

The Editor claims no liability for correctness of information, printing or typesetting errors.

The Editor cannot guarantee sunshine on club runs.

Magazine design and layout by John Gardiner.

PS. Don't forget to drop me a line about your adventures. You just might inspire others to follow in your tyre tracks.

EDITORIAL

In Ian's View From The Chair column on page six, he says "Don't ask what the club can do for you but ask what you can do for the club." Next month's club night will be the AGM, which usually means the wholesale re-election of the existing committee unless one or two new people actually do ask themselves "What can I do for the club?" and put themselves forward for election. All clubs need a turnover of people and new faces and an injection of new blood, as some of you were very keen to point out in the recent survey. Why not provide those ideas and join the committee? A proposal form is on page 27 of this magazine. Apart from committee members 'without portfolio' the club needs four specific new officers: since Tim Johansen relinquished the roles of IDCAM organiser and Associates Co-ordinator last year, Tony Young has manfully filled the breech, but he already has his plate full to overflowing as Deputy Chief Observer, which means that two people are urgently needed to take over the vital IDCAM and Associates roles, or perhaps one person will take on both. Another absolutely crucial job is that of Membership Secretary and it is one that Jon Potter has carried out brilliantly for the last five years. Jon recently had the satisfaction of signing up KAMG's 3000th Associate since the club began in 1980, but has now decided to stand down and we need a replacement. The Membership Secretary has a pivotal role in the club and Jon has done the job for a long time, we owe him a huge debt of thanks. Who will replace him? Could it be you perhaps? And finally, there's the admittedly less onerous position of Publicity Officer, which is also vacant. That's four specific posts which need to be filled and the AGM is exactly a month away. New blood, new sweat, new tears. Any takers?

Europe is on our doorstep

Despite the to-ing and fro-ing of the tedious Brexit debate there is one thing that's unarguable in my view – Europe is a great place to ride a motorbike, and yet one of the findings of the recent survey that surprised me was that about one third of KAMG members don't use their bikes for touring or holidays at all, and of those that do tour on their bikes one in eight do so only in the UK. In other words almost half of KAMG members are missing the joys of riding in Europe and farther afield. One of the huge advantages of living here in the south east is that we are all about 45 minutes' to an hour's ride from the channel crossing, be it ferry or tunnel, and across that short stretch of water it is motorcycle heaven. Beautiful roads. Empty roads. Welcoming natives. We are so lucky. Imagine living in, say, Yorkshire or Glasgow (see page 21) and having to ride for hours just to get to a ferry crossing. We on the other hand can leave home early in the morning, have breakfast on the boat and be half way across France by lunch time. If you haven't yet ridden in Europe you have no idea of how much better it is than bouncing around on the crowded trenches which we call roads here. I hope that some of the travel stories which appear in these pages are tempting. There are two this month: Chic Ferguson wants us to go to the Harz Mountains and Nick Tunstill, of South East Biker fame, wants us to go to Spain, and why not?

CALENDAR OF EVENTS

March

- Sat 10th IDCAM (see page 29)
- Mon 12th Committee meeting
- Mon 19th Area Team Meetings week
- Thurs 29th Club night

April

- Sun 1st Social/Training ride 10am
- Sat 7th Machine Control Day (see page 29)
- Mon 9th Committee meeting
- Thurs 12th Fourth Pork Pie run (see Tracker or contact to Sun 15th Steveriches12@gmail.com)
- Sat 21st IDCAM (see page 29)
- Thurs 26th Club night
- Sun 29th Social/Training ride 9am

May

- Sat 5th IDCAM (see page 29)
- Thur 10th Observer meeting
- Sun 13th Green Badge ride

Mon 14th Committee meeting

Thurs 17th Fish and chip run

Sat 19th Day Trip to France (Contact Ian Burchell)

Sat 26th Trips to Vianden and Scotland begin
(Contact Dave Murphy and Steve Riches)

Thurs 31st Club night

June

- Sun 3rd Social/Training ride 9am
- Mon 11th Committee meeting
- Thurs 14th Fish and chip run
- Sat 16th Machine Control Day (see page 29)
- Mon 18th Area Team Meetings week
- Sat 23rd IDCAM (see page 29)
- Sun 24th Observer ride
- Thurs 28th Club night
- Sat 30th Pizza bike run

*Note that if the temperature is below 3°C the ride will be cancelled.
All dates and times are subject to change but are correct at time of going to press.
Please check on Tracker before attending any activity for up to date information.

When going on a Club Run, Fish and Chip run or any club jaunt come to that, please take a camera with you and share some of your pictures with us. You can easily email them to editor@kamg.org.uk including some captions or perhaps a few words to share your experiences with other members of the club. Supporting the magazine is always greatly appreciated.



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FORGET
YOUR
CAMERA



WE MEET AT 8PM ON THE LAST THURSDAY OF EACH MONTH AT THE KENTAGON, BRANDS HATCH, DA3 8NG



VIEW FROM THE CHAIR

Rigid Rules versus Human Judgement

Christine and I recently watched the film Sully, the story of the crash landing of an aeroplane on the Hudson River after its engines failed. It's well worth viewing if you have not seen it yet. It highlighted a couple of things for me: the current urge to blame someone for things that have gone wrong and the actions of a free-thinking human versus the prescribed check list methodology. Without spoiling the ending of the film, the somewhat judgemental board of enquiry found it would have been disastrous to have followed the check list routine, which pilots are trained to follow, rather than to make the human decision that the pilot, Captain Sullenberger, actually did make. Apparently following the check list would have taken so much time that the plane would have crashed over a city landscape, a finding that has the aircraft industry reviewing the content and use of its check lists.

And the relevance to motorcycling and KAMG I can hear you thinking/asking? Well, I was reminded of this recently on a riding course when my student (a very good rider) commented that he had been given varying advice by different advanced riding trainers and was confused as to what he should actually be doing. He also encountered trainers that were very definite in their instruction and as a result my student did ride closer to the centre line at times than I would have done. I tried to explain that the riding books, be they Roadcraft or the IAM manual, are full of principles and advice and not necessarily rules; they need to be translated to road riding by the individual motorcyclist.



Ian Burchell Chairman



Because of the dynamic environment in which we ride this may lead to different decisions on different days. We should always aim to be a 'thinking' motorcyclist rather like Captain Sullenberger. We may not always get it right, that after all is just one of the problems with being a human being, but this is probably better than rigidly following the books and their perceived rules. This is the key role of trainers – to translate the books' advice and make it relevant and understandable to individuals – and then to encourage riders to think about what the books say and convert their principles into what you are doing on the road. Something to think about next time you are out on your bike?

The AGM

By the time this edition of Riders goes to print our AGM will be beckoning – March 29th. This will be a time to reflect as well as to look forward. To say farewell to some folk and hello to others. Some will be retiring from the committee and from other roles, and hopefully some will be stepping forward to help out. Fortunately, we already have a Secretary and a Treasurer in waiting, but we will need replacements for Membership Secretary and IDCAM and Associates

coordinator. Our club has a busy and active social and riding side as well as its primary aim of providing training to help riders attain an advanced riding standard. This can only happen with the work of volunteers. We don't always get it right but we do our best. So instead of asking "What can KAMG do for me?" maybe you should be asking "What can I do for the club?" I look forward to seeing your response at AGM.

TEST PASSES

Since the last edition



David Edwards receiving Advanced Rider qualification from Tina Underwood



Steve Monks receiving Advanced Rider Qualification from John Lemon



David Austen receiving Advanced Rider Qualification from Tony Young



John Harmon receiving Advanced Rider qualification from Howard Williams



Martin Cargill receiving Local Observer qualification from Amanda Smith



Peter Davis receiving Advanced Rider qualification from Amanda Smith



Neil Kidd receiving Advanced Rider qualification from Steve Riches



Alan Cunnane receiving Advanced Rider qualification from Tina Underwood

A warm welcome to the Group's new members and existing ones

BABY BOOMER

Les Smith rides BMW's newest addition to the GS family – the G 310 GS

Before I start, let's get one thing out of the way – this bike is definitely a GS. It's a GS because the people at BMW say it is. So, the GS-erati can stop banging on about it not being a real GS. I remember the same lot moaning about the 800GS when it came out and we know what an accomplished bike that turned out to be. Right, that's the mini rant over, and after all that, there still remains the question of whether there is a need for a 310cc, lightweight GS? Well BMW seem to think so and that being the case I had to take one out for a quick spin to satisfy my curiosity. Arriving at Coopers BMW in Royal Tunbridge Wells I found the 310 GS looking resplendent in its royal red and silver livery and on casting my beady eyes over the bike there was a feel of 'good build' about it.

The paint finish and cycle parts look to be great quality and all the panels nestle nicely together without those annoying gaps and creaky noises found on some bikes. The techno stuff is great too; I'm not an expert in engine tech but with its reverse cylinder set up and the exhaust coming out of the back of the head it is certainly well thought out, while the stacked gearbox keeps the drive and power unit nice and compact. The power is claimed to be 34 bhp and I've got no reason to doubt it. I've ridden a Honda CRF250 Rally recently and this 310 BMW has a fair bit more grunt.



Thankfully, starting the bike requires the use of a key and a starter button, none of that new-fangled keyless rubbish. I'm always scared that I'll leave the key fob on the bench in the garage and ride off into the sunset only to realise I've left the bloody thing behind after I stop for my first brew some 50 or 60 miles down the road. Anyway, the motor spun and fired into life effortlessly and the fuel injection was crisp and efficient; however the bike revved higher than I would have liked at tickover and I half expected the revs to drop when the engine had reached its working temperature, but they didn't. One little annoying result of this was a reluctance to slow on a closed throttle, due to the higher tickover revs, and more than once I had to cover the rear brake to slow sufficiently when turning left into a side road. To be fair the little GS had only done 70 miles from new when I picked it up so I would expect that these niggles would be sorted out at the first service.

First impressions of the bike were really good. I found it a natural and well thought out bit of kit, all the switches were nicely placed and intuitive, the engine revved freely and the brakes were strong with good feel. I did find the clutch was very light though, almost too light for me. It was so light, in fact, that there was not much feel and it took some getting used to after my own bike. I was impressed with the way it rode and handled, with the suspension and wheel set-up giving the bike a solid feel that was properly stable and supportive, and the bike steered really well on its Metzeler Tourance tyres too. The wheel and tyre size of 150/17 front and 100/19 rear, would normally sit under much larger bikes and this big geometry allowed the bike to flow stress-free over bumps and sail round bends with ease, and the whole thing feels like a much bigger more stable machine which was nice and confidence inspiring.

I've read elsewhere that some riders don't like the seating position and comments have been made about the low handlebar height being an issue off-road. I agree that the bars would be a little low for proper off-road use, but as tested on the road, the riding position was good, a bit super-moto-like in fact, and the bike whipped around the narrow Kent



country lanes so well it left me thinking that the only thing holding it back was that it's a 34hp 310. I reckon the chassis could easily cope with 10hp more and would be even more fun. As it is, it goes well but overtakes are a planning job, they're not just a point and squirt thing, they are a be-in-the-right-place-on-the-road-and-in-the-right-gear sort of thing.

On the dual carriageways and main roads the performance is steady, it revs well and the little GS will hold a steady 70 mph plus on the motorway, however doing that feels like a good thrash and I'd want a bigger screen too for longer journeys. No doubt the after-market people like Touratech and Wunderlich already have a number of bits ready for the new GS rider to bolt on. That said it's not designed to be a motorway muncher, it's a smaller capacity bike to get riders into the GS brand and provide BMW with a viable commuter/weekend fun biased machine and with that remit I think it should do well. I've already seen companies modifying it for more off-road adventure jaunts, and it looks like it will be a good base for that too, although for solo riders only I

suspect. Overall first impressions are that it is a good entry level GS package with good build quality and rideability. For someone looking for an all-rounder first bike with a bit of street cred, – and yes I did say that, it's a BMW after all – I think it's a very nice machine, and to answer my original question, yes there is a need and a place for a 310cc, lightweight GS.



Information Panel BMW G 310 GS

Engine type:	water cooled, single cylinder, dohc, four stroke
Bore and stroke:	80mm x 62.1mm
Power:	24KW (34bhp) at 9500rpm
Max torque:	28Nm at 7500rpm
Max speed:	90mph
Price:	from £5100 (inc VAT) depending on equipment

ADVENTURES IN CATALONIA

It was always our plan to end up living in Spain at some point, but whilst riding down to the Barcelona MotoGP in 2016, and having experienced the floods that France and Germany had that May, the appearance of the sun in Spain as we descended from the Pyrenees, changed our plans. What were we waiting for? Let's do it now. And so it was that a decision pretty much made on the spur of the moment changed the course of our lives.

Not having the benefit of a trust fund and not being close to retirement we would obviously need to make a living. The plan was to buy somewhere, do it up, and run a biker B&B. We have all seen the TV programmes and had the dream haven't we? The next step was to have a look on the internet to see what property was available and what the implications were of moving abroad for good. To be honest, we didn't overthink it as the potential pitfalls might have put us off, and if you look at Spanish property on the internet it seems to be good to be true: beautiful locations, plenty of land and ridiculously low prices. So we decided to go and see for ourselves.

We thought we would go when the weather was really grim in the UK to see how it compared. At the beginning of February 2016 we flew to Barcelona for a couple of nights and then drove south west for a look around Tarragona



province where we had arranged to view some properties. Our criteria were that we should be within sensible distance of Barcelona and in the countryside but not too far from the coast. Well the weather was lovely, the first time I have experienced warm sunshine in early February. The properties were generally as described, which was a surprise, and the area was beautiful with mountains, rivers and beaches all within easy reach.

On the last day we were taken to a pair of houses in the countryside that were next to each other, about 100 metres

apart but separated by a wooded bank. We didn't have too long to look around as we had to get back to Barcelona for a flight home, but it was long enough to realise that they were perfect for us. We could live in one and rent out the other. As soon as we landed back in the UK we put in an offer for both and put our house up for sale. I had a small printing business so I also had to decide what to do with that. In the end a friend of mine took it over as he was also looking for a new challenge. To cut a long story short, in mid-June last year, after many headaches and setbacks, we had sold a house, a business, three motorbikes and the car and were setting off for our new



The main house at 'Catalan Adventure'.

Nick Tunstill, publisher of South East Biker, is now a North East Biker ... in SPAIN!

life. We had a Land Rover and a horse trailer we had bought and filled with a couple of motorbikes plus enough basics to survive on until our house contents were delivered about three weeks later.

We drove through France, staying at an excellent biker B&B near Limoges run by a British couple (southboundbandb.co.uk), and skirted around the Pyrenees in the direction of Perpignan and towards Barcelona. When we arrived two days later it was the hottest June since 1941 apparently – a baptism of fire. We had to hastily convert a couple of car ports into temporary stables as Debbie's two horses were being transported down and arriving three days after us. It was an interesting challenge, finding supplies, tools and making the stables secure in very high temperatures, particularly as my DIY skills are somewhat lacking. Luckily our eldest son had come with us to help, although he had decided to cycle the last half of the trip over the Pyrenees! Give me an engine any day. Anyway, we did it. The horses turned up, Debbie bought two more local ones. We started working on our guesthouse and fencing for the animals, and we managed to enlist the help of some Moroccan and Spanish builders, which was both interesting and a challenge. The tales of mañana are not exaggerated. Let's just say that despite the different cultural approach and the language barrier it all came together... very slowly.

We signed up for local Spanish classes whilst noticing that most of the locals spoke Catalan, or at least a mix of the two languages. I knew Catalonia had its own culture and language but I didn't realise quite how strongly the locals felt about it all. A couple of months after we arrived it all got very lively as they had their 'illegal' referendum. In England an irate local may write a letter to the paper complaining about various issues. Not here, they blockade motorways with tractors, set fire to things and confront armed police. The more I learn about the history, particularly relating to the Spanish Civil War, the easier it is to understand the passions and the underlying mistrust the Catalans have of the government. But that's another story.

The guesthouse is now finished, apart from some external work still to complete and a bit of tidying up to do. We have started to explore the region and the more we look, the more we love it. We are situated near a town called

Mora D'Ebre, which is about 50 km west of Tarragona and right on the River Ebro, the longest river that is totally in Spain. We have all the facilities you need for day to day life: banks, supermarkets, a good selection of shops, bars and restaurants, plus local police, fire station, ambulance station and an excellent hospital just down the road from us. We are about 4km from the town up a rural track, far enough away to be tranquil yet within easy reach of the essentials. And if you like motorbikes, as I know one or two of you do, we are surrounded by superb roads with pothole-free tarmac, plus there are endless trails that head off from behind the house into the mountains, and about 1km away, as the crow flies, there is a pay and play race circuit, rather similar to Lydden Hill, but without the gravel and rain. You can't see it but it's quite nice being in the middle of nowhere and hearing bikes blat around at weekends. There



Miravet on the river Ebro is our nearest village.

is also a go-kart track where Alonso apparently started his career, and if watching motorcycle racing is your thing, and we love it, Motorland Aragon is an hour away along one epic road. It hosts both MotoGP and World Superbikes, and it certainly is an experience going to a Spanish motorsport event. There is also a round of the World Championship Rally nearby.

As our plans developed it soon became apparent we were selling ourselves short by concentrating solely on motorcycle activities. The region is famous for fishing, particularly the enormous catfish that lurk in the Ebro; cycling is huge here too, both on the road and the trails; hiking and mountaineering are popular, and the river is used for kayaking, paddle-boarding and boat trips. Debbie is setting up an on-site equestrian centre to cater both for trail rides and lessons for locals and tourists, and yet when you simply need to switch off, there are beautiful beaches about half an



There are beautiful beaches about half an hour away.

hour away. We have lovely local potteries, nature reserves and vineyards all nearby. We also didn't realise that the decisive civil war Battle of the Ebro took place pretty much up our road. In fact, bits of artillery have been found on our land. If history is your thing then there are local monuments, museums and castles dotted all around marking the dark days of Spanish history. It's a fascinating area for anyone with an interest in military history.

www.catalanadventure.com

As a result of this lifestyle change we have set up Catalan Adventure and Ebro Equestrian. The idea is to get people over to experience some of the delights that are on offer in this unexploited area of Spain. It's close to some of the larger attractions such as Roman Tarragona, but far enough away to be unspoilt. Of course, you have the advantages of a lovely dry climate too. It's our first year but we have the basis of something exciting that hopefully we can share with some of you. You can get here via the ferry to Bilbao or Santander or a two day ride via France and the fabulous Pyrenees. Another alternative is to put your bike on a motorail service from Paris and then ride from the South of France. The local airport is Reus which is about 40 minutes away. Barcelona and Valencia are also easy to reach from us. They are cheap to get to, particularly off season, and car hire is reasonable. Debbie and I do miss everyone at KAMG but hope some of you will come and see us one day.



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TINA UNDERWOOD WINS THE STRATHCARRON AWARD



You might remember reading in *Riders* in November 2016 about the keen motorcyclist and world-class eccentric, Lord Strathcarron, who went motorcycle touring in Europe followed by his butler and his parrot in a car. He was the first motorcyclist to take the IAM motorcycle test in 1976 and he it was who overcame the IAM's resistance to we awful scruffy bikers and helped KAMG become the first bike-only club to be affiliated to the organisation. The Lord Strathcarron Award is made in his name and is presented annually to the motorcycle member in the whole country who has contributed, and is contributing, most to achieving the aims and objectives of the IAM.

This year our Vice Chairwoman, Tina Underwood, was sitting listening to Steve Plater interviewing Leon

Haslam and Peter Hickman at the NEC little knowing that she was about to be called on stage to be presented with this year's Strathcarron Award, and to make the occasion even more special the IAM had invited along her inspiration and mentor, KAMG founder and President, Terry Friday, to share the moment.

Tina was awarded the trophy for her outstanding work and the contribution she has made and continues to make to promoting the aims and objectives of the charity. It is a richly deserved award because without the work which she puts in it is true to say that much of what we all take for granted in the KAMG simply wouldn't happen. She is everywhere and does everything: she is a National Observer, she organises this and volunteers for that; she is always 'there' when needed, and KAMG owes her a lot. Congratulations Tina. Lucky us.



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DARWIN AND THE MOTORBIKE

LES SMITH IS USUALLY DEEP IN OFF-ROAD MUD, BUT HERE HE'S JUST DEEP IN THOUGHT

Part I

Great minds are at work in the motorcycle world when it comes to motorcycle development. New bikes and new ideas come and go all the time, and while some new technology sticks, other ideas, which appear in a great fanfare and are hailed as the next 'big thing', vanish just as quickly and are only to be seen in museums or books like *The History of Motorcycles*. I love to see really new ideas come to the motorcycling world even if they are mainly just a re-hash of an old idea and are only a small step forward, but is that such a bad thing? I used to say, "Oh good, two more BHP, yawn, yawn, who cares?" But if you think about it, two BHP this year becomes three next year, and in ten years' time that's twenty BHP. That's evolution. Steady considered improvement really seems to work in the bike world.

I'm a National Trust member and an English Heritage geek too. I know, I know, cool isn't it? But I love visiting places and soaking up a little history. Sometimes it's just old houses and flower gardens, but every now and again I'm struck by something special and recently I visited Down House, Charles Darwin's home near Orpington. The house is set out in a way that allows visitors to follow Darwin's journeys and discoveries. The tales of his adventures are fascinating, and I spent some considerable time reading about his world travels, (even though he wasn't dressed in Gore-Tex and riding a GS). In the obligatory tea shop at Down House I began to daydream a little, not about the gift

1934 Art Deco BMW with the same basic layout as the 1914 New Hudson and the modern Harley



Hub centre steering on a Bimota

shop selling Darwin-themed soft toys, pencils and T-Rex bookmarks, no, I pondered about how 'stuff' develops, and very quickly my thoughts turned to motorcycles - no surprise there really, my wife tells me on a regular basis that I'm obsessed with motorbikes and she's probably right. So it was only natural that I began to ponder the way bikes have evolved over the years, and to draw comparisons between Darwin's findings and, of course, bikes. Thousands and thousands of motorcycle changes and new models have appeared over the last hundred years or so, with some surviving and some not surviving. Who decides their fate? Well, sitting in the birthplace of evolutionist theory I'm thinking about motorcycles and how they have evolved, perfectly naturally. Don't get me wrong, I'm not trying to trivialise what the great man discovered, but in my lesser mind I can see crossovers between his theory of Natural Selection and the motorcycle world and the way in which we make use of the best and most efficient stuff, and how we dismiss and forget the things that don't work. In 1859, when Darwin published his ground-breaking study, *Origin of the Species*, he probably didn't expect that one day a bloke would be commenting on his life's work within the pages of a motorcycle mag. But whilst looking round his home and reading about his adventures, I began to see parallels with many things - related to motorcycles obviously, I am obsessed after all.

Motorcycles have been evolving for something like 110 years or so, perhaps a little longer, so we are not in the realms of evolution over millennia as is the case with Darwin's studies. The modern motorcycle with its super performance and handling would no doubt astound the motorcycle pioneers of the early 1900s, and the early bikers would be itching to have a go on the modern stuff if they were still around today, they were bikers after all, they just dressed in plus-fours, cravats and flat caps. Can you imagine

1980 Yamaha with 'revolutionary' mono-shock rear suspension which is no different from the Vincent of thirty years earlier.



what the pioneer TT riders would do if let loose on a BMW S1000RR, that would be something. Motorcycles and the technology within them has changed over the years but I believe that motorcycles themselves have simply evolved rather than radically changed. The first basic designs were pretty much right, and the fittest have survived. Darwin claimed that only the fittest within a species survived; he said that the individual that was best adapted and best suited to its environment would win through and all other weaker mutations or strains would vanish. Roughly speaking, if a species, in this case 'motorcycle design', did not work or was not suited to its environment, it would not survive: hub-centre-single-leading-front-axle-steering anyone? No thanks. Sorry Yamaha. Sorry Bimota.

Take a 1914 motorcycle and a 2017 model - what has changed? Nothing: the rider sits in roughly the same place on both bikes and controls the steering through handlebars directly linked to the front suspension; the rider controls some components with foot controls, and brakes still work with the application of human pressure which in turn causes the brake apparatus to mechanically grab a moving wheel. There are evolutionary improvements

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A 1914 New Hudson

in terms of efficiency, but they are only improvements to the same basic layout. Why is that? Back to Darwin. The motorcycle species has remained with pretty much the same configuration for a number of reasons: firstly there is the human form, we have to design the motorcycle to fit the operator, which is why MotoGP bikes can be designed for small people. Smaller, lighter, faster. It's a physics and

power to weight ratio type of thing. In essence bikes need to fit the riders. Because it was pretty good when it was first created the basic motorcycle design survives in today's world because it's about right. Sometimes things are just naturally right straight away. Motorcycle design has a purity to it, it's like an art form. One recent example of evolution, as opposed to a quantum leap, is the Vincent motorcycle.



A modern Harley is not fundamentally different from the 1914 New Hudson or the 1938 BMW

In the 1940s Vincent launched their 500 cc Comet single and 1000cc Shadow V Twin and at that time the machines were seen as the bees' knees; they were the latest thing in technology. Jump forward to the late 1970s and early 1980s and we see Yamaha and their 250 and 350 LC two stroke twins, with the 'revolutionary' mono-shock suspension. New? Hmmmm? Next time you see a Vincent in the flesh have a look at the rear end and compare its suspension to the 1980 RD350LC, or Google it. Many have tried to better the basic design of a motorcycle but few have succeeded, we have seen numerous new and weird projects over the years but motorcycles look like they do today because the pioneers got it pretty spot on when they first put wooden wheels on a boneshaker bicycle in the 1860s and pushed it. Just like motorcycles, modern cars pretty much look the same as they did in the beginning too. This is again based on the evolution of the vehicle best suited to the job. Most family hatchbacks today look the same and most modern 4x4s look similar to each other. Natural selection and development steer designers from different companies towards similar results based on many factors but mainly their designs are based on what works best. There might sometimes be a fashion thing but fundamentally it is suitability for its function that dictates what will survive.

In motorcycle design anything too odd will just not survive, or it might be that we, as users, just won't accept it. Think

Rear suspension on a late 1940s Vincent.



of a small thing like the BMW indicator switches which until recently were positioned one on each side of the handlebars (which I actually liked), whereas the latest BMW bikes have a more conventional, 'naturally selected' single indicator switch. Notice too that there's no Telelever front suspension on the S1000RR. Clearly it is not best suited to the job of the super sports bike, but it works on the GS, although I didn't see it on their Dakar Rally bikes did you? Like Darwin (might have) said, "The motorcycle kit best suited to the job is the kit which will win and survive."



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ONE IN SEVEN KAMG MEMBERS SUFFERS POTHOLE INJURY OR DAMAGE

One respondent to the recent survey asked innocently "... re the pothole question, was this being asked for political reasons?" Damn right it was. We needed some supportable data to make our pothole point. And it's beginning to work. One in seven KAMG members has suffered injury and/or machine damage as a result of hitting a pothole. **One in seven!** That is an alarming finding and if that is replicated nationwide it is a colossal number. Armed with supportable data like this we have been able to get some airtime and publicity and to prompt some media reaction and to bring it to the notice of those in government. Coincidentally, as I write this today, January 26th, the country's main TV channel, BBC ONE, has just devoted a large chunk of its lunchtime television news to the problem of potholes and the damage that they are causing. True, there was no mention of the particular danger to motorcyclists as the report concentrated on the damage to car tyres and suspension, but at least there was acknowledgement on the country's major network news programme that this is a big problem, and it is a problem which is going to get much worse very quickly, as you will see below.

I know that to many of you this is a boring subject and I've endured a good deal of mickey-taking for pursuing it, so if it isn't your bag you can yawn and turn over the page, but those of us who are banging this particular drum are beginning to have an effect. Gradually the media are waking up to this dangerous problem and to the realisation that it is going to get worse; in fact, it's going to get a lot worse very quickly. On January 15th Radio Kent devoted virtually all of its two morning shows, from 6am to lunchtime, to discussion of the pothole problem with contributions from the RAC, from the Motorcycle Action Group (albeit using KAMG survey data), and from the KAMG itself. In fact, the KAMG survey figure of 'one in seven' riders suffering injury or damage as a result of hitting a pothole is beginning to be quoted elsewhere since it appears to be the only 'hard' fact available at the moment. The Radio Kent programme and the large number of irate calls which it provoked from listeners showed just how strongly people feel about this subject. One of the most telling contributions to the programme was made



by Trudy Dean who is the Liberal Democrat councillor on the KCC for Malling Central and, significantly, is Leader of the Opposition on the KCC. She is also Chairman of The Cabinet Scrutiny Committee and if the Kent road conditions are anything to go by the KCC Cabinet needs all the questioning and scrutiny she can muster. Sadly, I fear that the Opposition on the KCC is so small that her task is an uphill one, but Trudy Dean struck me as someone who would not easily be beaten down, and she's on our side. She agrees that the KCC is not doing enough to maintain its roads properly and, as a councillor, she is trying to get some action on the inside. I had a long meeting with her and asked her whether the state of the roads was being ignored by the KCC because it wasn't a vote winner. On the contrary, she says that it could be a vote winner. It's a big issue with the public and she is constantly dealing with complaints and questions on the subject, moreover she is very well aware of the particular dangers the potholed roads represent to motorcyclists and cyclists. She doesn't think that the KCC is doing all that it can do or that it should be doing. She says that, "Twice in the last two years the county council has swept aside, concealed or ignored the advice of its highway officers." That's pretty strong stuff. She goes on, "Two years ago they (the highway officers) said that expenditure (on the Kent roads) was £14 million but it needed to be £45 million just to stand still." And that report, she says, "...was partially covered up." It seems inevitable then that the situation is actually going to get a lot worse. We are going to see more potholes and bigger potholes for as far as you care to look into the future. The deficit on Kent's road repair bill is currently running at a staggering £584million and at the continued low annual rate of expenditure that repair deficit will increase to well over £700 million in about eight years' time, and that is more than is collected in council tax on every single house in the county. Just think about that for a minute – the estimated cost of the backlog of repairs to the county's roads will be more than the council collects in council tax. The fact is that the KCC is virtually admitting that all it is doing is overseeing the inevitable long term deterioration of its roads. It's simply watching them decay in a sort of half-controlled, semi-orderly fashion.

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Yet, if you read the KCC's programme for Asset Management of the Highways, you will find a completely different picture. Silly us. We should have known that everything is all right really, the KCC is on the case and even if there is the odd little ripple in the occasional road surface it isn't their fault and anyway it will be repaired in a trice. This is what they say in the weighty document:

"Our highway network is the most valuable asset we own and we are committed to its effective management not only now but also for future generations." And they say that knowing that they need £584 million TODAY, this very minute, right now, to carry out the backlog of road repairs and maintenance. And the document goes on to assure us that our 'safety' is at the heart of everything the council does, "We have a statutory right to ensure that the highway is safe," they say, and follow that up with, "When prioritising assets the following things need to be considered," and top of the list comes, "The safety of road users," because as they go on to say, "The primary objectives of our road assets are to enable Kent's people to complete vehicular and cycle journeys safely." 'Safety', then, seems to be the watchword. Given that the magic words 'safe', 'safety' or 'safely' appear in



practically every other line in the document one might be forgiven for asking why then has the council let the roads deteriorate into such an unsafe state that one in seven KAMG members has had an injury or suffered machine damage as a result of hitting a (presumably safe) pothole?

What makes it all worse is that when you do suffer injury or machine damage your chances of getting any compensation are very, very slim. Only a small minority of people even bother to make a claim because most don't believe that there is any point in doing so, and they are absolutely right: of the very few that do make a claim against the KCC only 13% received any compensation last year – that's about one in eight claimants, but since most people don't actually claim, the percentage of people

who actually suffered injury or damage and received compensation is much smaller. And why are the levels of compensation so low? That's because the KCC acts as its own judge and jury when determining whether a claimant should receive any compensation, and when it turns down a claim it tells the unlucky claimant that there's no point in appealing because the courts will support the council. Well, they might, but as no one can afford to test that proposition legally – as the council well knows – we shall never find out. Trudy Dean says, "We need an inquiry to assess whether insurance claims are being assessed independently and we need to be sure that the person holding the purse strings (at the KCC) is not exercising a political decision rather than one about genuine compensation."

Well, it's quite obvious that the purse string holder is exercising a political decision as was virtually admitted on Radio Kent by Michael Payne, the KCC Deputy Cabinet Member for Highways. When challenged about the very small percentage of claims that were paid out by the KCC, he tried, as politicians do, to turn the shameful fact into a vote winner by saying, "It just goes to prove that we (the KCC) have a stringent and disciplined inspection regime," and that, "we have taken all reasonable responsibilities and fulfilled our duties." In other words Joe Public should be jolly grateful that the KCC is not paying out a higher percentage of compensation claims for the damage and injury which it has caused. Nice try Michael but you fool no one. He went on to try a few more vote winners by claiming that in KCC's grandly named 'pothole blitz', an area the size of 18 football pitches has been resurfaced. Well done, but if the area which needs to be resurfaced is equal to hundreds of football pitches repairing 18 is not much good. And just to emphasise his and KCC's failure to grasp the size of the problem he claimed that the council was currently investigating (whatever that means) 500 potholes: 500 potholes in Kent's 5400 miles of road means that the KCC thinks there is only one pothole every ten miles. Mr Payne represents Tonbridge where KAMG has a lot of members, members who, I hope, will not vote for the out of touch Mr Payne in the future. Votes, or lack of them, are the only currency these people understand. By the way did any of you notice the 'pothole blitz'? When was that and what actually happened? I must have been away that day.

To be fair to the KCC – although I don't know why we should be fair to them when they treat us so unfairly – central government has a lot to answer for too. Much of the problem is due to the huge cuts in funding which have taken place for years under successive governments of every political hue and that is another reason why we all need to continue to make as much of a song and dance about the state of the roads as possible, because if you have not been potholed so far, the chances are that you soon will be.

NF

SOME BUSTED DAMS REVISITED

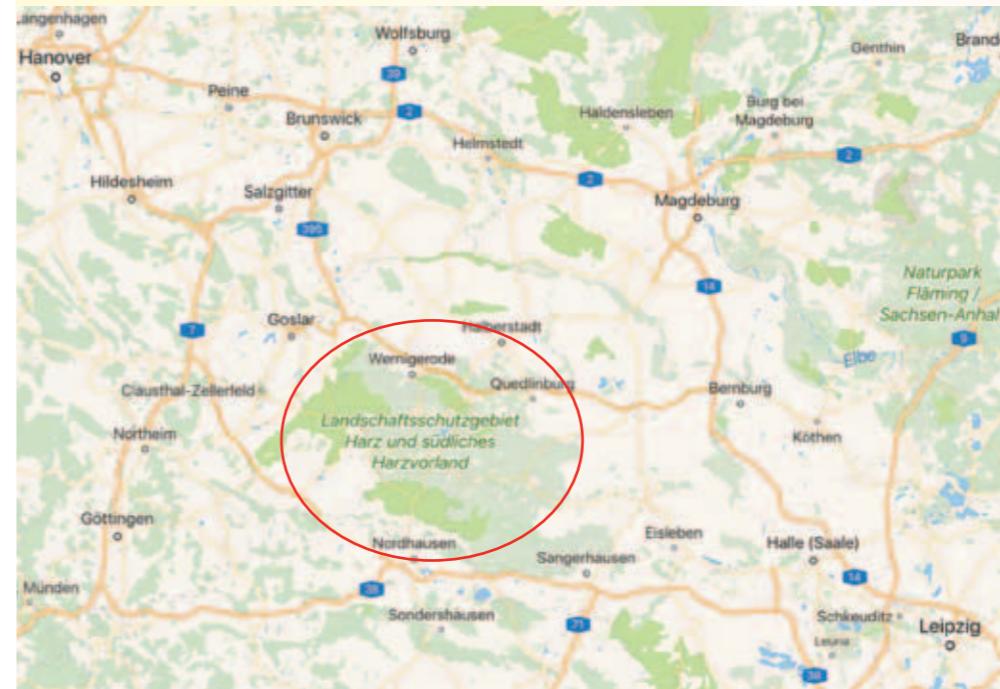
Chic Ferguson eats cake and goes to jail with seven women

The highlights of my biking year are my summer bike tours that normally end up in the Alps, the Black Forest, Scotland, Luxembourg or variations on those themes. If I get the necessary leave passes from domestic HQ, I usually do three tours a year. Last year, as well as Mr Murphy's excellent Vianden tour and another trip around the NC500, I decided to go somewhere different. I'm happy now to be able to report that this 'different' tour went very well and I want to share some of the details with the tour-minded club members and promote it as an alternative for your future consideration. Where did I go? I went to the Harz Mountains, which a biker once described to me as the Black Forest but without the crowds, and I would agree with that. Lovely wooded hills with great roads. The Harz Mountains are in North Rhine-Westphalia, in Germany, halfway between Hanover and Leipzig on what used to be the notorious East

German border in the old Cold War days. Today the area is just a biker's paradise.

In late July last year I met up with my daughter and seven of our friends from Glasgow at the Hull ferry. As I was the only one coming from the south I decided to meet them in Hull rather than take the usual Eurotunnel, added to which I hadn't crossed by ferry for a long time. And so it was that seven girls and two blokes set off on a Saturday evening ferry to Rotterdam. Sunday saw us riding across the tulip fields of Holland mainly by motorway, although I did manage to slip in a small ferry crossing over one of the larger canals and to ride a few enjoyable minor roads just for the sake of it. Then it was on down past Dortmund. Well that was the plan, but the Autobahn 45 was closed southbound, which made for an interesting time leading eight bikes through the centre of Dortmund. However, they were all

experienced riders and no one got lost as we made our way to the first overnight stop, the 'Road Stop Motel' on the South side of the city. The 'Road Stop' was a surprise and was pretty amazing. When we arrived the car park was jam-packed with bikes





and we later found out that it's one of the most popular biker venues in the area. All the bedrooms are based on an American theme such as the 'Jail' room, the 'Las Vegas' room, the 'Los Angeles' room and so on. Each one was quirkyly different and fantastic. It would take too long to try and describe them all, but to give you a flavour the Las Vegas room had a

one-armed bandit to dispense the toilet paper! The food was also American and was great. By the end of the evening ours were the only bikes left in the car park and we had all the accommodation areas to ourselves. Result!

Next day it was off to the Harz Mountains via 'Dam Buster' territory.

The Eder dam



We visited the Möhnesee and the Edersee en route, two of the three famous World War II dams which are situated in the lovely picturesque area around Winterberg, and we finally arrived at our hotel in Bad Sachsa in the early evening of Monday. The Göbel's Vital Hotel in Bad Sachsa has rooms to suit all budgets and was of a very high standard but, incredibly, at Premier Inn prices. They even gave us a double garage in which to park the bikes, at no extra charge. Based at the hotel for four nights we bought a local biker map and had three excellent days there on the bikes in cracking weather. We used the map to help plan the days and it worked a treat. We found excellent roads and some fantastic places like the Pullman City Biker Ranch, which was next to the Cowboy Town theme park at Hasselfelde. Our non-biking activities also included the Sommerrodelbahn in Sankt Andreasberg and for the more adventurous of you there is also the Braunlage Monster Roller Downhill Off Road Scooters which are wild and not for the faint-hearted.

Sadly all good things come to an end and on Friday morning we started for home via the Edersee again and then the Sorpe see the third and last of the 'Dam Buster' dams. The return route that I chose, although going through the same area as our outward route, was slightly different and confirmed that Winterberg is a great area for biking. Our last night was spent in Iserlohn, in the Literaturhotel Franzosenhohl, another excellent, quirky, modern hotel. On Saturday morning we made our way back past Dortmund and found the only rain of the week, which came down with a vengeance for about two hours. The route back to the ferry was about 50% motorway with some nice bits thrown in to break up the day. The rides to and from the ferry were our biggest mileage days and were about 250 miles each; all the other days were less than 200 miles per day which made it a very relaxing tour.

To any KAMG members who haven't tried touring in Europe, or indeed anywhere else, I would urge you to go for it. It's great. Seeing new countries



and places on a bike is arguably the best way to do it. Nowadays the logistics are so easy too: decide where you're going, get on to Booking. Com and book some rooms, book the crossing, sit down with mates over a few beers and decide on route details, pack the bike, get on and go, and I would strongly recommend that when you go you go to the Harz Mountains, you won't regret it. I'm giving serious thought to doing it again this year.

The Mohne dam



WHO? WHAT? WHEN? WHERE? AND HOW?

Some of the findings of the recent KAMG members' survey

What did we learn? We learnt that you all ride BMWs, well a third of you do, and some of you think that KAMG is only for the 'In Crowd', although on the whole you still seem to quite like it. You think that the Oakdene runs are boring and repetitive, and one or two of you say that you actually prefer to do other things on Sunday mornings – unbelievable, but true apparently. A surprising number of you have had accidents as a result of crashing unsuspectingly into a pothole, a problem which the IAM purists would say is your own fault for not looking where you are going, which may explain why you don't think much of the IAM. A few of you are quite old but some are quite young, while some of you, but not many, are actually ladies. Mostly though you are middle-aged blokes and you live in the Dartford, Medway, Maidstone, Tonbridge areas, although a few of you live miles and miles away and some even live in Essex. Just imagine that. Essex! It's another world. Fortunately you seem to like the magazine, but you definitely don't like the noisy buggers at the bar on club nights who are a lot louder than the so-called PA system which was accurately described as "crap" by someone. By and large though, it seems that many of you just want more of the same from KAMG, even though, conversely, there are some who want much less of the same from KAMG and would really like something different and new which, please note, will require organising – hint, hint.

In short, the membership survey which was conducted in September and October last year was very successful and we learnt lots, some good, some bad, some surprising and some confirming expectations, but all of which will be used to improve the club. Almost half (48%) of the club's members responded, which is a very high response rate. Normally a closed private survey of this kind would consider a 30% response rate to be quite good and 40% to be very good.

You might ask why did we bother to conduct the survey in the first place? Some members did indeed ask that very question. The objective was twofold:

- To quantify the basic demographic information about the club's members – their age, their sex, how many miles they ride, where they go, what they ride, how long they have been riding, and so on...
- ...but most of all the survey was to provide information on how well or otherwise the club was meeting the needs and expectations of its members. It was to find out where KAMG was doing well and, more important, where it wasn't, and what more it could and should do.

We asked members not to hold back with their views, criticisms and opinions, and they didn't. The good news is that on the whole the club seems to be doing a good-ish job. When members were asked to rate their degree of satisfaction or dissatisfaction with the club they gave it a high average rating of 79%, but that is an average figure and it hides some big differences in opinion, many of which are not so flattering: for example, newer members of the club and younger members are less satisfied than the longer serving members and members who are older. Worse still, 1 in 5 members gave a rating of only 60 or even lower, reasons for which may become apparent below. Read on.

One of the most striking findings was just how much experience is packed into KAMG's membership. I know that sounds like a statement of the bleedin' obvious because, of course, you'd expect to find that a group calling itself Kent Advanced Motorcyclists was pretty experienced, but when you learn that the aggregate *annual motorcycle mileage* of the club's members adds up to more than 2½million miles, and that between us, on bikes and all the other vehicles which we drive, we cover more than six million miles a year, it is a surprise. That's six million miles mostly covered, I assume, in the south east of England which is the most traffic-dense part of the country and probably of Europe. Just think about that for a moment – we are riders and drivers who, by definition, want to ride (and drive) to the highest standard and we accrue six million miles-worth of knowledge and experience every year. What's more, one third of KAMG members have been riding motorcycles for over 30 years and between them that particular group has an estimated total experience bank of 30million motorcycle miles. 30 million! That is a fund of knowledge which could, indeed should, be used by those whose job it is to plan our roads. Not much hope of that though.

The fact that one third of KAMG members have been riding for 30 years or more is significant because obviously they can't be in the first flush of youth and one of the most important findings of the survey is that 87% of KAMG members are over 45 years of age, with the biggest group being between 55 and 64. That age group alone accounts for four out of ten of members. Some think that this age skew is a concern for the club, but is it? That's an interesting question.

Long ago, when the telly was black and white and there were only two channels, cars were expensive and motorbikes were much cheaper than any car, and – big



point this – you could ride any size bike on 'L' plates almost for ever without passing or even taking a test. This meant that two wheels were a cheap and very easy passport to glorious, total freedom from the age of 16. So it was that motorbikes seemed to be ridden mostly by the young, and the image of the 'ton-up boys' was firmly implanted in the public mind. That's also when Death Hill at Farningham earned its grisly name. At the same time, motorbikes with enormous sidecars were the cheap 'cars' of the day and were piloted by the family men. Bonnevilles and Dominators were certainly not the steeds of the fifty and sixty year olds back then. Every Nissan Micra of today would have been a sidecar in the fifties and sixties. When did you last see a family sidecar? There's no need for them now.

Today the landscape has changed dramatically. It is no longer cheap and easy for the young to learn to ride a motorbike. It's quite the opposite; the learning process is now convoluted and expensive, while small secondhand cars are relatively cheap and reliable, so why bother with two wheels? What's more important is that all those young blokes who were careering around on Bonnevilles in the 1960s and 1970s, and even a few from the 1950s, are still careering round well into their seventies thanks to the electric starter. The kick-starter is one reason why big bikes used to be the province of the young. Three bloody great cheers for the electric foot! All of which helps explain why the age profile of today's motorcyclists has grown older: the ton-up boys have grown up and disguised themselves as ton-up old men hiding behind Green Badges laced with a healthy dose of self-preservation – hence KAMG. There's fewer young riders coming in at the bottom of the motorcycle population and there's loads of riders still able to ride well into old age, and that is probably why the age profile of the KAMG membership has become skewed to the 45 year olds and over, and why it is centred on the 55 to 64 year olds. It's just reflecting the motorcyclist population at large. It would have been helpful to have been able to find an accurate age profile of the UK motorcyclist population for comparison with the KAMG profile to prove that point, but this was not possible and so we can only surmise that the club's profile may be a bit older than the national profile, but it is probably not as far out of line as

it may at first appear. Therefore, I don't think there should be any great concern about the age skew in KAMG's membership. Motorcycling has long been an expensive leisure activity. It has not been a cheap route to freedom for the young for a few decades.

However, while we need not get too stressed about the age profile of the club, the sex skew is a concern. The electric foot which has allowed me to continue riding well into my dotage, has also allowed many more women to ride big bikes too but this is certainly not being represented in the KAMG membership when only 8% of survey respondents were female. In this respect KAMG needs to improve its recruitment and fortunately there are signs that this is beginning to happen.

The survey showed that KAMG is very successful at recruiting. One third (32%) of the membership have been members for only two years or less, and just over half of all members have been members for five years or less; figures which clearly demonstrate the recruiting success. Even more pleasing is the fact that in the last two years 11% of recruits have been female compared to the overall club female profile of 8%. That's not exactly a revolution but it is a move in the right direction. Equally positive is the fact that 21% of all recent recruits, men and women, are under 44 years of age compared with the overall club profile of 11%. But – and it is a big 'but' – the total membership of the club has not changed very much over time which can only mean that although recruitment is strong there is a high membership turnover and KAMG is losing members as fast as it is gaining them. Why? The survey provides some answers.

In order properly to feel part of a club, any club, you have to make friends within that club and the two main regular social gatherings of KAMG are the monthly club night and the social and training rides which start at the Oakdene once a month, and it is very clear from the survey that for many people these two events are not serving their purpose as places where members can meet and get to know people. A very large number of members do not attend these events regularly and many never attend them at all. For lots of people there are simple practical reasons why they simply can't get to club night: by the

time they get home from work it is just too late, and the fact that the Oakdene rides are always on a Sunday morning makes it impossible for a great many members to ride on them. Sunday morning is the most important family day of the week and it is also the only day when people are able to pursue their other interests, as they made very clear in the survey; KAMG and motorbikes do not have an exclusive claim on members' time. The result is that for many members the two principal opportunities to meet other members are barred to them or are difficult to attend regularly, and consequently they do not get the opportunities to build a circle of friends within the club which is so important. So, while for many there are practical reasons for not attending club events, their non-attendance may be contributing to the view of some that the club atmosphere is not welcoming and inclusive, indeed for some it is positively off-putting.

It is a criticism which has been made before that there are exclusive cliques in the club and that it is difficult if not impossible to break into them and become a fully integrated member. It is pointless to deny that this is the case – too many respondents to the survey made this point strongly in one way or another. It is very easy to say, and to mean, that there is no such intention on the part of the club

and its established members, and that they make every effort to make everyone welcome; they think that they do, but it is obvious that for a significant number those efforts are not enough. As might be expected it is newer members who are more likely to feel that they are on the 'outside' of this perceived cliquey atmosphere but it is a view which is by no means exclusively held by newer members. It perhaps helps to explain why long-standing members are the most satisfied with what KAMG offers and why newer members are less satisfied. It may also help explain why new members are the least likely to attend club nights and Oakdene days. It is also probably a factor contributing to the turnover rate. It is something that the survey has highlighted and quantified, and it is something which is being addressed.

In summary, conducting the survey was a very worthwhile exercise and a more detailed presentation of the findings will be made at a future club night, no doubt to a background of raucous behaviour at the bar and distorted by a crap PA system, and for those whom we now know cannot get to club night the presentation will be available on the website – something else you want changed. It has been noted.

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KAMG Committee Nomination Form

Nominations are invited from Group Full Members to stand for committee. The Nominee must be willing to stand for the Committee and sign the Nomination Form. By signing the Nomination form the Nominee is affirming his/her ability and intention, if elected, to attend committee meetings regularly.

NOTE

You may not stand for the Committee if the law debars you from being a Charity Trustee.

Only Group Full Members may nominate Committee Members or be Nominated as Committee Members.

This Nomination paper must be returned to the Group Secretary at least seven days before the election. All Officers and all the committee members must retire annually and may offer themselves for re-election by Group Full members. Those Elected become Charity Trustees of the Group

OFFICERS

Name	Position	Nominated By	Seconded By	Signature of Nominee
	Chair			
	Vice Chair			
	Treasurer			
	Secretary			

COMMITTEE MEMBERS

Name	Nominated By	Seconded By	Signature of Nominee

All nominations must be returned to the secretary by 22nd March 2018.

KENT ADVANCED MOTORCYCLISTS GROUP

INCOME & EXPENDITURE ACCOUNT FOR THE YEAR ENDED 31ST DECEMBER 2017

	2017	2016
	£	£
Income		
New membership fees	2,356	1,695
Membership renewals	6,155	6,675
Advertising	915	665
Regalia	330	875
Raffle	502	1,099
Gift Aid receipts	825	1,756
BBQ, dance and club night sales	635	841
MCD	200	210
Sundry income	1,000	588
Interest	3	9
	12,921	14,413
Expenses		
MCD expenses	20	60
IDCAM classroom	1,235	541
IDCAM observer exps	68	80
Magazine	2,830	2,800
Post & Stationery	1,622	1,605
Equipment & website costs	364	1,369
Observer training & exps	2,413	4,231
Regalia	505	1,039
Raffle	46	422
Guest speaker costs	-	62
BBQ	1,400	1,540
Insurance	125	100
Committee costs	423	1,208
IAM Masters test fees	-	129
Other	119	1,320
	11,170	16,506
Surplus / (Deficit) for period	1,751	(2,093)
Surplus b/f	11,745	13,838
Surplus c/f	13,496	11,745

BALANCE SHEET AS AT 31ST DECEMBER 2017

	2017	2016
	£	£
Fixed assets		
Current assets		
Regalia at notional value	700	1,135
Cash	180	150
Bank Account	12,616	10,760
Debtors	-	-
	13,496	12,045
Current liabilities		
Creditors	-	300
	-	300
Net current assets	13,496	11,745
Total Assets	13,496	11,745
ACCUMULATED FUND		
Balance b/f	11,745	13,838
Surplus / (deficit) of income over expenditure	1,751	(2,093)
Balance c/f	13,496	11,745

IDCAM

INTRODUCTORY DAY COURSE IN ADVANCED MOTORCYCLING



The revised style IDCAM has been running for some months now. Attendees book in at 8.45am and have their documents and bikes checked over. A short classroom presentation about KAMG and Advanced Motorcycling commences at about 9.00am. An assessed ride follows with a short debrief before a coffee break. A classroom session about the System of Motorcycle Control takes us to lunch time. We also fit in a Highway Code quiz and the POWDDERSS check of a motorcycle, so it's quite a busy morning. After lunch, attendees go out for a second assessed ride with an Observer, finishing at a mutually agreed location.



If you would like to attend as an Associate contact associates@kamg.org.uk. Observers should confirm their willingness to help by registering on Tracker and they will be kept informed about the needs for any particular session.

MACHINE CONTROL DAY

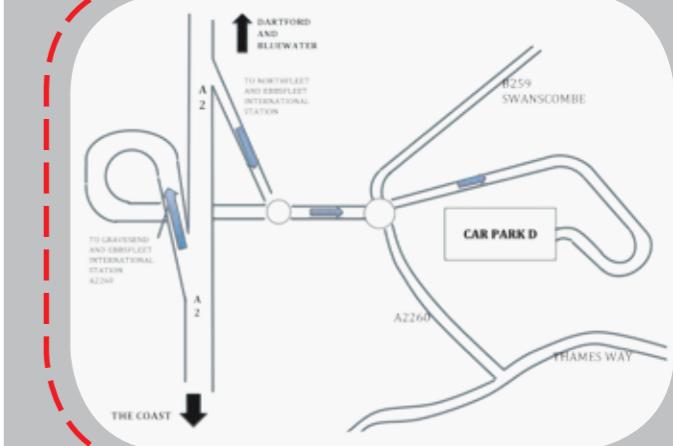
Our machine control days are organised by Jim Pullum. If you have not yet signed up then do it now – simply log on to Tracker and register your participation.

mcd@kamg.org.uk

Held at: Car Park D, Ebbsfleet Station
International Way
Gravesend, Kent DA10 1EB

Arrival time: 08:45 for 09:00 start
Finish Time: approx 13:00 Hrs

Saturday April 7th 2018
Saturday June 23rd 2018
Saturday July 21st 2018
Saturday September 29th 2018



SOCIAL AND TRAINING RIDES - GUIDELINES

START from the OAKDENE Café layby with a FULL petrol tank and an EMPTY bladder!

There will be a green badge holder at the front and back of each group of 4 riders, who will depart at 2 minute intervals.

It is an opportunity to ride with others who have passed their IAM test and then socialise with club members at the finish point over a cup of tea or coffee and breakfast.

Rides start at 10.00am in December, January and February and at 09.00am for all other months

ASSOCIATES NON GREEN BADGE HOLDERS

- Maintain highest riding standards at all times
- Read the road ahead, NOT the vehicle in front
- Always keep the rider behind in your mirrors
- Maintain your allocated position unless otherwise directed
- Ride to YOUR capabilities not the rider in front
- **YOU are responsible for your ride at all times**
- **Carry your KAMG membership and ICE cards**

GROUP LEADERS GREEN BADGE HOLDERS

- Make sure all in your group are logged with the run organiser (for insurance purposes)
- Please follow the prescribed route not your own
- Confirm destination and route to group
- Explain run guidelines
- Explain stopping procedures
- Allow a quicker group to pass if necessary
- Select a 'Tail-End Charlie'
- Consider change of associate order at a midway point
- **Adjust speed as appropriate for the group and ride to the SLOWEST rider**



Carry your ICE (In Case of Emergency) card with you, as you may be asked to produce it. When going on a group ride, the ride will terminate at the destination. If this will leave you in unfamiliar territory and you would like an accompanied ride back to the start,

please make this known to the run leader or your group leader before the ride starts. **It is a condition for all club runs that you MUST be a member of the IAM for Insurance purposes. Not a member, then you are not insured.**

CONTACT PAGE

President: **Terry Friday**
Vice President: **Dave Murphy**
Honorary Life Members:
Rod Collins • Kevin Chapman • Terry Friday
John Leigh • John Lemon • Mike Knowles
Brenda Vickery • Ian Burchell • Sue Mills



PRESIDENT
Terry Friday



CHAIRMAN
Ian Burchell
0844 585 7798
chairman@kamg.org.uk



VICE CHAIRWOMAN
Tina Underwood
0844 802 7091
vicechairman@kamg.org.uk



SECRETARY
Jim Pullum
0844 585 7789
group-secretary@kamg.org.uk



CHIEF OBSERVER
Colin Underwood
0844 585 7791
chiefobserver@kamg.org.uk



DEPUTY CHIEF OBSERVER
Tony Young
0844 585 7796
dco@kamg.org.uk



TREASURER
Paul Jessop
0844 585 7784
treasurer@kamg.org.uk



MEMBERSHIP SECRETARY
Jon Potter
0844 585 7792
membership@kamg.org.uk



MAGAZINE EDITOR / PUBLICITY OFFICER
Nick Farley
07831 295269
editor@kamg.org.uk
publicity@kamg.org.uk



IDCAM & ASSOCIATE CO-ORDINATOR
0844 585 7797
associates@kamg.org.uk



REGALIA MANAGER
Paul Ashwin
0844 585 7795
regalia@kamg.org.uk



RUN CO-ORDINATOR
Neville Smith
0844 585 7782
runleader@kamg.org.uk
webmaster@kamg.org.uk



GROUP NIGHTS
Mick Mills
07535 249 451
groupnights@kamg.org.uk



MACHINE CONTROL DAY
Jim Pullum
0844 585 7789
mcd@kamg.org.uk



COMMITTEE MEMBER
Dave Murphy
Vice President
07739 019 942
vicepresident@kamg.org.uk



COMMITTEE MEMBER
Steve Riches
07786 592845
steveriches12@gmail.com



COMMITTEE MEMBER
Paul Aspinall
0791 265 9431
aspinal456@btinternet.com



COMMITTEE MEMBER
Jaime Tollerton
07958 541 319
j.tollerton@talk21.com

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