

RIDERS

... magazine of the KAMG



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also on their way back from
Peterborough? See page 12



See page 8



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FORTHCOMING EVENTS

This coming Sunday

May 28th Group ride to Riverside Tea Rooms Amberly 9am

JUNE

Sun 4th ACE Café MAD Sunday – Motorcycle Awareness
Day KAMG will be there. See Tracker

Thurs 8th Fish & Chip run

Sat 17th Machine Control Day

Sat 24th Machine Control Day Ladies

Thurs 29th Group Night

JULY

Sun 2nd Group ride

Sun 16th Grass Track racing at Frittenden TN17 2ED

Thurs 20th Fish & Chip run

Sat 22nd

Thurs 27th

Sun 30th

Sun 30th

AUGUST

Thurs 10th

Sun 27th

Machine Control Day

Group Night

South of England Classic Bike Show and
Jumble, Ardingly showground, RH17 6TL
Group ride

Fish & Chip run.

Ride to Classic Vehicle show at Headcorn
aerodrome

*This list is correct at time of going to press. Check all
KAMG dates on Tracker to ensure that there are no
changes. Details of contacts for IDCAM, Machine Control
Days and Ride-outs are on pages 30 and 31.*



Nick Farley, Editor

EDITORIAL

At last, some common sense

The Prime Minister has at last done what all his predecessors failed to do, he has stepped in and stopped the expansion of the SMART motorway programme. Despite the obvious problems with abandoning the hard shoulder, there were, believe it or not, a further 14 schemes about to go ahead had he not said NO! The Department for Transport has dithered, dodged, waffled and lied about the success of the ludicrous SMART motorway programme for years, and they have got away with it. The Department for Transport is patently inept. Its introduction only last year of a new *Highway Code* that took absolutely no account of the new means of transport such as electric bike and electric scooters that were already being widely used, and its ignoring of the advice of such knowledgeable bodies as the AA, the RAC, the Road Haulage Association, the police, the IAM (not to mention the KAMG), when drafting the new HC, defies all understanding.

But in this welter of DfT rubbish there are some tiny morsels of good news because, not content with overriding the DfT on SMART motorways, the PM has also recognised that the state of Britain's roads is perhaps a little bit below par and he is making money available to repair them. It won't be enough money obviously, because governments of every political colour have allowed the roads to deteriorate to such an extent over several decades that billions upon billions of £££s would be necessary to put them right, but when did we last actually hear a Prime Minister even mention the roads let alone make some money available to repair them. Fingers crossed.

Tony Young

In the last *Riders* I enjoyed writing about an idiot illegal e.scooterist who certainly got what she deserved. But every once in a while, the good guys also get what they deserve too. One of those good guys is Tony Young, who has been made an Honorary Life Member of KAMG. During his more than thirty-year membership, Tony has done practically everything in the group. If you look at page 27 of the May 2020 edition of *Riders* (on the KAMG website), you will see just how much he has done and what we owe him. And although he's been heavily involved with KAMG, he was also an on-road trainer for the Kent County Council, and he ran the voluntary Blue Riband Advanced Training scheme that led to his persuading Kent police to start a BikeSafe scheme. He was, of course, a very active KAMG observer and was Deputy Chief Observer for yonks. He was a long-time pivotal committee member and a sort of KAMG minister-without-portfolio. Honorary Life Membership is not exactly a knighthood, but it's the best thing KAMG can offer and 'Sir' Tony Young deserves it.

Apologies!

Very sorry for the more-than-average number of grammatical errors, punctuation errors and typos in the February issue of *Riders*. Getting the magazine out on time is always a panic, but February was a particularly close shave, and under the pressure of a deadline, which was literally only minutes away, the proof-reading suffered. It's also true that when you read something many times over you begin to read what you want to see or expect to see rather than what you actually see. I know that this issue won't be perfect either, but I hope that it's better than February's error-strewn effort.

The views and opinions expressed in this magazine are solely the views and opinions of the people who write the articles, and those views and opinions should never be taken as, nor be presumed to be, the official view of, nor views supported by, either IAM RoadSmart or the KAMG.

Every article that appears in this magazine has been written expressly for this magazine and has not appeared in any other print or electronic medium before, and none of the material in this magazine may be reprinted elsewhere without the express permission of the KAMG.

Everything is done to ensure the correctness and accuracy of the editorial content of the magazine, but neither the editor nor the KAMG accepts liability for information errors, omissions or typesetting errors.

Riders is the place for every single member, or associate member, of KAMG to say what he/she thinks about anything and everything connected with riding and driving and the KAMG. Every article submitted will be published (provided it is legal) and no opinions or views will be changed or cut out. The magazine is apolitical, but criticism or praise of politicians of any political colour is welcome if the criticism, or praise, is about the politician's actions or views on road safety, roads or some other aspect of transport.

Please submit articles for publication, or letters to the editor, to the email address of the editor (see page 30). Please send pictures for publication as separate file attachments to an email if possible, rather than embedding them in the email content, and ensure that the pictures are of the highest resolution possible. Please do not send information or pictures via Facebook.

MAGAZINE DESIGN AND LAYOUT
BY JOHN GARDINER

VIEW FROM THE CHAIR

It's great finally to see a little sunshine, with the training team in full swing and many ride-outs happening again. The latest intake of observer trainees is also hard at work on the workshop stage of training and they are chomping at the bit to get out and pass on all their important knowledge to enhance other riders' skills and improve safety. The new committee has met and the members are enthusiastic for the coming year. There's been quite a shake-up this year with a new secretary, new treasurer and new event organiser. It's healthy to have this new blood in the veins, it encourages new ideas and injects enthusiasm. But I would also like to express thanks to those who have retired from the committee; they have given so much of their time and effort to keep KAMG as vibrant as it is.

Plenty of activities have been organised to ensure that we enjoy a great riding and socialising platform once again this year. We have our usual monthly social and training ride on each Sunday following group night, but there are also a number of other rides organised, including midweek 'fish n chip' rides. All of these you will find posted on Tracker, and please ensure that you book on Tracker to help ordering and administration.

Some of you may have noticed that we used to run two Facebook pages, the main KAMG page is for members only, where you can post queries, upload pictures and other group related news, but please resist using this as a simple chat page with pictures of your cooked breakfast, pictures of your pets and other dribble not related to our biker audience. The

second Facebook page was intended for public viewing. It was where KAMG could spread the word to a wider audience about the virtues of advanced training in a club-like environment. However, it became confusing for members, when posting events and the like, to hit the correct page. The public page was also fast becoming a billboard for advertisers and was not really spreading the word that it was intended to do. Therefore, we have removed this page and will concentrate on good content on the members' page.

The Peterborough Training Weekends (PTW) are again proving highly successful and an additional weekend has already been held this year to incorporate a Sunday/Monday event. (See page 12) Our thanks go to those actively involved in running this programme and to the volunteer observers for their efforts. A series of Machine Control Days (MCD) have also been planned and organised for the coming year. These important days are for every member to attend and are run Free of Charge at Ebbsfleet. Please consider occasionally attending to brush up your skills. (Details page 30)

At the time of publication, I should be in Europe for a 'Bucket List' ride. My plan is to ride around for up to 60 days covering many countries. I will, however, be attending committee meetings by video and keeping abreast of all committee work during my trip. I hope to find new destinations to consider for some KAMG EuroTrips in the coming years.

Dave Murphy



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TEST PASSES

Since the last edition



Clive Lilley receiving his Advanced Rider F1RST qualification from his observer Steve Riches



George Fleet receiving his Advanced Rider qualification from his observer Ian Walker



Martin Brown receiving his Masters qualification with distinction from his mentor Steve Riches and IAM Examiner Katrina Lowe



Steve Riches receiving his Masters requalification with distinction from Chief Observer Colin Billings



John Harmon receiving his Masters qualification with distinction from mentor Steve Riches



Ian Broughton receiving his Masters qualification with distinction from mentor Colin Underwood and IAM Examiner Katrina Lowe

ALL THAT GLISTERS IS NOT GOLD

As Martin Brown discovered when he bought a shiny American CT90.

Part II

You will recall that in my last article I was singing the praises of Honda's engineering masterpiece, the CT90. So much so that I decided I should have one.

As we were all locked inside during the 'pandemic' I let my fingers do the walking and I searched high and low for one. I called contacts and asked them to call their contacts, and eventually I got a lead: a chap called Nick in Margate apparently had one to sell, and it was also very reasonably priced. (Hold that thought.) In fact, it turned out that the said Nick had quite a few Cubs including a couple of CT90s, plus loads of the even smaller 'Monkey' bikes. I mean they were everywhere. He was clearly a person who didn't have a wife to ask him why there was a bike engine on the dining room table!

Anyway, back to the CT90 that I had come to see. Nick wanted a very reasonable £1500 for it. It was a US import that had been UK registered in his name with a V5. He had, he said, "done a bit of work on it," and although cosmetically it was a bit rough it was not free with lots of good things going for it.

Nick wouldn't allow me to take it for a test ride, but it started up OK (if sounding a bit rough), and it ran through the gears fine including the low-range sub-transmission. I was getting quite excited as I had not found anything else in similar condition that was less than £2k. But what was that little voice in my head saying? "It's too good to be true," is what it was saying. "Oh, be quiet," I said...

Nick and I had the obligatory cup of tea and eventually agreed a price of £1400. I was happy and arranged with a friend to pop back and trailer it home, and a few days later there was nice little red Honda in my shed.

Now, I know what you are thinking: why did he buy the thing without riding it? And you're saying, "If a deal seems too good to be true, it usually is." And you would be right. I had let my heart rule my head and, of course, there was to be a reckoning. More on that later. Never mind, the bike was now in my shed, and yes, I should have ridden it straight away, but I already had some parts on order to fit to it, including new uprated forks and rear shocks, and as they had already arrived, I put off riding it and cracked on with the upgrades. I mean, it was running, wasn't it?

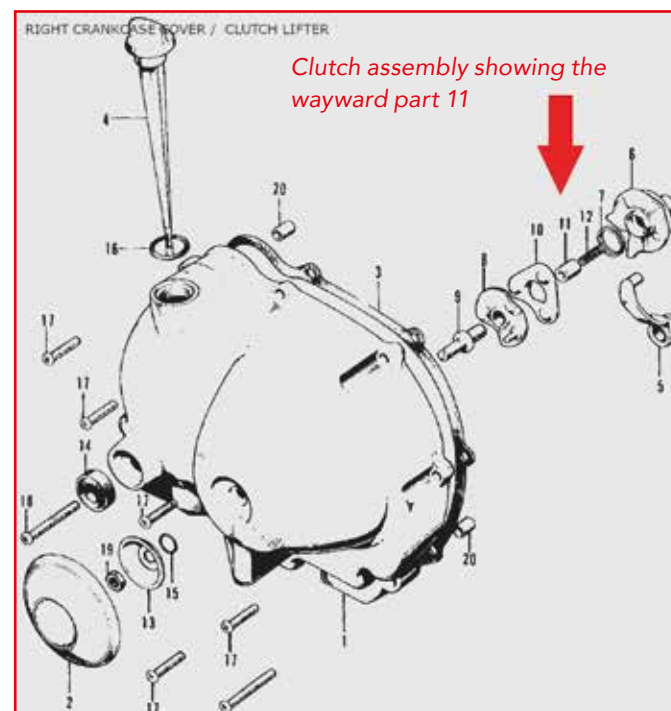
Then, with the new forks and new rear shocks fitted, and with brackets made for a rear rack to take my army



Fully assembled and replete with basket, front rack and 'ammo' toolbox

surplus ammo box (for tools), and with my rear wicker basket and new front rack also fitted, it was time to ride! Off I went up the road, first gear no problem, second gear... second gear... er, why won't it change? Back to the shed in first gear. On the bench, not under load, first, second, third and fourth. No problem. Out on the road, as soon as it was under load, it was pretty much impossible to change gear. Hmm, now I know why Nick was so reluctant to let me ride it. Grr. Am I discovering why it was cheap? Double Grr. What now?

My first thought was that it must be the clutch. So I started with that, and almost immediately it was clear that something was wrong. The auto clutch on these bikes is another marvel of Honda engineering, and they very rarely fail if put together correctly. 'Correctly' being the operative word. As you can see from the exploded drawing (Thanks CSMNL), part number 11 in the lifter



Clutch assembly showing the wayward part 11

mechanism is a tiny little tube that allows oil through. It is spring-loaded and has a slightly larger hole at one end to allow the spring to seat. At first, I thought the tube was missing as I couldn't see it at all. I then realised that actually the whole tube/spring assembly had been put in the wrong way round. It was immediately clear that someone had been in this engine and had been fiddling without really knowing what they were doing. I don't know if this was Nick, but the smart money is certainly on him.

Of course, I could just have rebuilt the clutch lifter mechanism correctly, put it back together and it may all have been fine, but the way this had been bodged set alarm bells ringing. There was only one thing for it. Strip, check and rebuild the whole engine. And as you can see from the pictures it didn't take very long to break the whole thing down. If you ever wondered what a CT90 engine looks like in parts, here you go.

My decision to strip and rebuild the engine was rewarded because, as I was dismantling things, I discovered that apart from the clutch issue there was also a very loose camshaft retaining bolt, which was not good and potentially catastrophic; the carb had a stripped thread and was only just holding on; and the valves were very worn and in need of replacement. As for the good things, most of the rest of the engine seemed OK, and whilst the details of the rebuild will have to wait, I did think I would draw your attention to the oil pump in this little engine. (A picture should be nearby.) It is a miniature work of art. Simple, long lasting, super-efficient, and so typically Japanese.

In summary then: yes, a complete rebuild sounds a bit extreme, and maybe, and with hindsight, it did cause me a great deal of extra work and took much longer than I thought it would. But was it worth it? Well, dear reader, you will have to wait for Part III to find out.



The clutch ready to be rebuilt



The oil pump components



Most of the engine

MOTORWAY RIDING

Ian Burchell



As an IAM Motorcycle Examiner I was invited to attend the recent KAMG Observer Conference and I expressed the view that motorway riding was the weakest part of the ride of many of the associates that I had examined over the last few months. So much so, that a number of riders, who would otherwise have been awarded a F1rst pass, missed out because of their riding on sections of the M25.

I have witnessed the following rider behaviour:

1. Entering the motorway using the left hand on-slip lane of two, only to be then held up by the slower moving vehicles using that lane.
2. Moving out to lane three on joining, in three separate manoeuvres, even when this could be done in one neat move.
3. Riding closer than I would have liked to have seen or would do myself.
4. Relatively late changing of lanes.
5. Positioning in a lane such that it put the rider near to overtaking traffic, thus neglecting the Bubble of Safety advice.
6. Too little or too late use of indicators and shoulder checks.
7. Moving to nearside lanes after an overtake, then almost immediately moving back to the original lane again – very much a DVSA style of manoeuvre.
8. Moving to ride in lane one as soon as the mile marker prior to a junction turn off is seen – leading to riding at 55mph with HGVs catching up.

I should clarify that these observations are not based on just one single test (which most certainly would have been a test fail), but were witnessed over the course of a number of tests. I should explain too that this is not just viewing associate riders from KAMG; I am also allocated associates from a number of other local groups.

So, what's going on? It would appear to be a lack of emphasis on associate rider assessment, training and coaching on motorway type roads. Most time is spent in the countryside on national speed limit roads, as this is the skillset that is usually lacking – and it's also more fun! Having been an observer for 25 years or so I have probably been guilty of exactly the same behaviour myself. Thinking back, I used to initially check test my

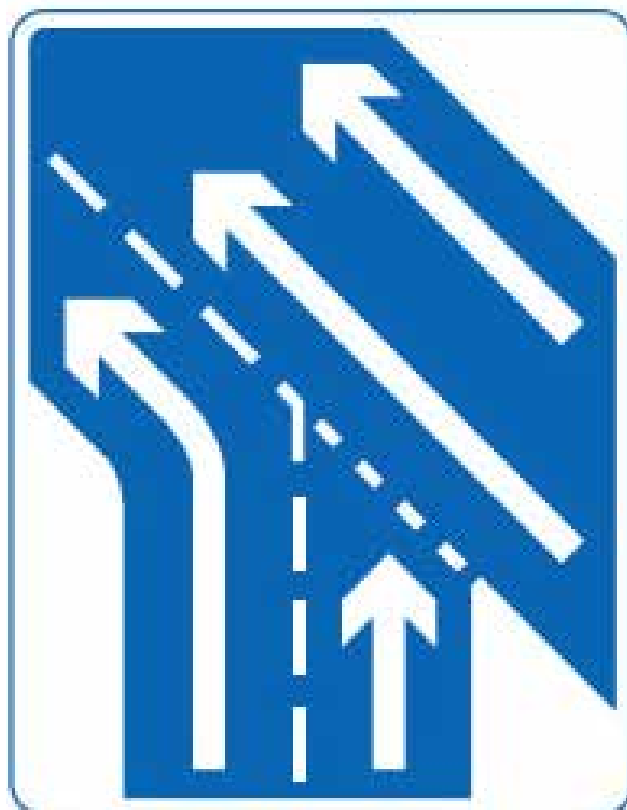
associate on a fast road and if this was satisfactory move on to the more 'important' areas of training.

So, what should we be doing? The following is only my personal view, put in my own words, but it is backed up by the IAM's *Advanced Rider Course* (ARC) handbook and by the *Police Roadcraft* book. And in any case, all advice is always tempered by the caveat 'It all depends'. Have a look at the Motorway Tips and Hints chapter in *Roadcraft* if you don't believe me.

Most importantly, good (early) Observation, Anticipation and Planning (OAP) are vital. After all, 70 mph sees us covering 102 feet per second – approx. That's 34 yards, or 31 metres, every second.

My suggestions for resolving the issues 1 to 8 above are as follows:

1. If the on-slip has two lanes, I would tend to use lane two – it generally has the faster moving vehicles and fewer HGVs. But good observations will tell you this early.



2. This comes back to early OAP, and intention.
3. Everyone knows the 'Two Second Rule', but few actually realise just how big a gap two seconds is – at 70 mph we are talking about 60+ yards/metres or about 14 car lengths! In fact, the ARC suggests a three second gap may be more appropriate, and that's 21 car lengths or 90+ yards/metres. WOW!
4. Back to OAP. I know that some of us use the following exercise to encourage early planning. Set your cruise control (car or bike) to 70 mph. Then try to journey without altering the speed setting and see how far you get. It's not easy but it makes you realise just how early we should be using OAP.
5. I am just going to say 'Bubble of Safety', and bear in mind that at 70 mph you are still going to be overtaken by faster moving vehicles. Plan for it.
6. Give signals early and in time for others to appreciate them before manoeuvring. I try to allow 4/5 indicator flashes before moving. Shoulder checks used to be called 'lifesavers' for a good reason. Use them, particularly when changing lane.
7. This does not happen when passing a series of parked vehicles with gaps in between. Why do it on a fast road when every change of lane is a

potential risk. Stay in lane if you are going to be overtaking another vehicle up ahead – although this does depend on how far ahead it is and the pressure of other vehicles behind you.

8. A mile warning gives us a nearly a minute to plan our exit. ARC suggests being in the nearside at the 300-yard marker, consider an indicator signal (be aware of the self-cancelling variety) and then use the exit lane to decelerate.

Have a chat with your observer if you are still in training. They can EDIPAC with you. (Explain. Demonstrate. Imitate. Practice. Assess. Consolidate.) Otherwise get out on a motorway near you and practice, either on the bike or in your car. Have fun, but ride and drive safely.

As well as being an IAM Motorcycle Examiner and National Observer Assessor, Ian is also a trainer on the Government's DVSA Enhanced Rider Scheme. He was a police motorcycle rider in the Met for many years, and was an instructor/observer on the Met's BikeSafe programme for ten years from its very first day. He's also a past Chairman of KAMG. In short, he knows whereof he speaks. Ed.



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COLIN, STEVE AND THE UNDERWOOD SISTERS GO TO PETERBOROUGH

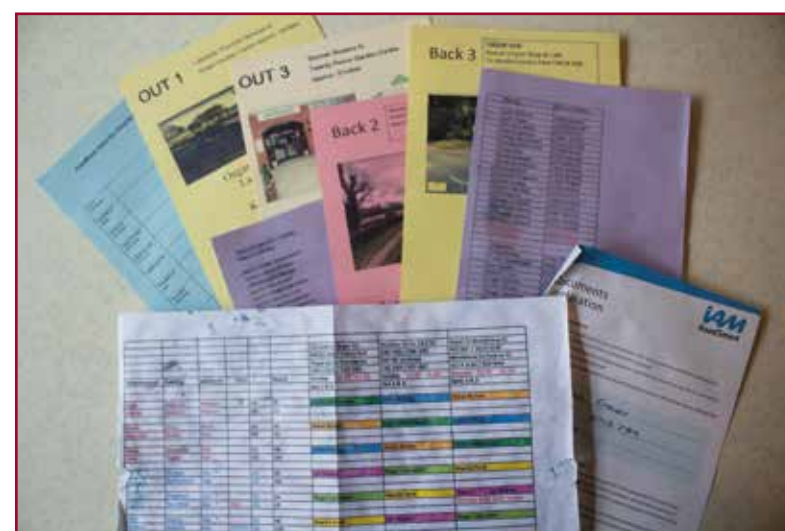
It's a sad fact, but Thurrock has never attracted the great landscape artists of history. John Constable, although living fairly nearby in Suffolk, did not doodle the rough sketches of 'The Hay Wain' at Thurrock; and Canaletto, who came all the way from Italy in order to paint pictures further up the Thames, also managed to ignore Thurrock on his way past. It may be that neither had enough grey paint in his paintbox. Any accurate painting of Thurrock does need substantial quantities of grey. On Sunday March 26th the first Peterborough weekender of 2023 started at Thurrock and it was at its most grey. It was moist too. In fact, the moisture was absolutely hissing down. Oh, and I should also mention that it was bucking cold!

Gradually, out of the early morning gloom, a group of exceedingly wet, but very high-vis, bikers began to emerge and one of them started to check over the bikes of the others. This little ritual was eventually completed and it seems that all the bikes complied with his standards, and all the riders were deemed to be non-blind because they were all able to see the blurred outline of a car on the other side of the car park. While that was going on, the omnipresent Tina Underwood – whose omnipresence we would notice and welcome more and more over the next two days – handed out little plastic

envelopes to each of the riders. Inside each envelope there was a wealth of information that they were going to need on this little adventure: there was information about the various stops they would be making; there was the schedule of observers that they were going to follow or be followed by; and there was a list of the names and mobile numbers of everyone else on the jaunt. (Jaunt?)

After all the checking was completed and plastic packets had been distributed, one of the senior chaps in a high-vis 'orange' tabard that was actually a low-vis orangey-grey colour, addressed us, his disciples, from a grey pulpit thoughtfully provided outside the Thurrock services shops' entrance. Following his rousing call to arms the whole group moved out in pods of three to journey northwards to distant Peterborough. At this stage Peterborough seemed no more than a faraway

The rain-smudged contents of the information pack



'The Grey Rain' did not tempt John Constable.



Monday morning was bright and sunny with fast dry roads

mythic place known only to our leaders. Between the greyness of Thurrock and the warmth of a Peterborough hotel there was a lot of water to be crossed, and water to be absorbed too. Truly biblical amounts of water, actually. Water that came down, water that rose up, and deep water that flowed across... across everything. Water that found completely new directions from which to assault us, continuously, torrentially and, above all, coldly. I have ridden in a few monumental rainstorms over the years, most notably when a horrific storm followed me all day across Europe some years ago, but at least that was warm. On March 26th the water was all British, it came in vast quantities, and it was very cold.

You probably know from previous Peterborough reports what the form is: two riders are assigned one observer and they do two rides with that observer. On one ride they will be observed and on the other they will follow, and after their observed ride they will be debriefed by the observer, and each rider will get to ride with three different observers over the weekend. My task was to report on this observation-fest. I was not being observed; instead, I was observing what was going on as I rode with as many different groups as possible. That was the plan anyway. But, of course, I managed to get separated from the very first group that I followed, and my sat-nav, which could have got me back on track, took the day off, leaving me stranded somewhere near Ongar. Definitely not a good start. In the downpour it was not easy to read the rain-smudged postcode of the first coffee stop, but knowing the postcode with a non-operational sat-nav was not much use anyway. After a dry pause in a bus shelter, I managed to tag on to another group and normal service was resumed. Lucky that. I could still be in Ongar.

I followed observer Ian Broughton and his two 'observees', Helen Mitchell and Maria Mayell. It was still relentlessly pouring. There was standing water everywhere, some stretching right across the road, and on one occasion we rounded a corner to find a completely

flooded road. This was not a large puddle of standing water, this was a deep wide flood and there was no indication of how deep it was, nor of what might lie hidden underneath its surface. Ian went through and I followed. The water was footrest high. Helen and Maria plunged in, but Helen's bike was quite low and was vulnerable. Fortunately, all was well. In fact, everybody tackled this unexpected obstacle without mishap and that speaks volumes for the confidence that KAMG training gives people. You could ride for ever and not come across conditions like those that prevailed on that first morning. The rain was relentless. The roads were streaming with water and there was loose gravel everywhere, while mud was washing off the fields to add a little piquancy to the proceedings. And while coping with all this the riders were being observed and having their weaknesses pointed out! "... while riding in thigh-high water I thought your mirror checks were inadequate, so I'm afraid I'm only giving you a 2."

The incredible thing is that despite the wet, the cold and the general discomfort, everybody remained in such good humour. Everyone actually seemed to be enjoying it. Motorcyclists, I've noticed before, are actually just overgrown children and a bit of an adventure is all part of the fun. If your non-biker friends could see you hooning about East Anglia in mud up to your armpits on a piece of machinery that costs many thousands, they'd have you sectioned... and they might be right.

After lunch it stopped raining and the roads dried out quite quickly, which was good because we had reached some wonderful riding roads that curved and swerved through flat, open, hedge-less countryside, where there

The Peterborough weekends are not just for associates and greenbadgers - here Steve Riches observing two Masters, John Roberts and Adrian Roberts, as they fly past Great Chishill windmill in Cambridgeshire on sunny Monday...





Seven noisy debriefings in full flow at the Woodview Farm Shop in Gamlingay

was often excellent vision across corners enabling everyone to straight-line a few bends and get a bit of a wriggle on. In my case the dry, fast afternoon also enabled my Rukka to dry out so that by the time I reached the quaint Elizabethan Premier Inn in old Peterborough I was in a pretty good state. A state further improved by the appearance of one of the Underwood sisters – there has to be more than one, they were everywhere. This one, also called Tina, was beside me before I had even dismounted, thrusting my room key into my hand and telling me not to bother booking in, it had all been taken care of. “Just go and have a hot bath,” she said. I did.

We had all been asked some weeks before to order our evening meal in advance so as to save time and a lot of shenanigans and to ensure that everyone was served in reasonable time. Of course, no one could remember what they had ordered, but that did not faze the Underwood sisters; they knew this would happen and Tina gave every one of us a gaily coloured and shaped card with our name and a reminder of what we had ordered. At the same time, sister number two, also called Tina, was whizzing about making sure that everyone was happy as she dished out pens and paper so that we could play a game, leaving a third Tina to sit at a table overseeing the distribution of the right meals to the right table and the right person, and when it was all over all three of them were helping to clear away the dishes. In this whole meal-serving and clearing enterprise the sisters were ably assisted by a singular Colin

Underwood, Safety Officer Nicola Thorpe and arch observer Simon Adamson. What a team.

The next morning was clear, sunny and cold. A perfect day for riding on great roads – and great roads there were in abundance. Roads that were dry, smooth, mostly deserted and fast. I attached myself to three different groups and saw some pretty impressive riding and, more to the point, I listened in to some very detailed, helpful and positive debriefs. Good debriefs are central to the success of these training weekends and I was in awe of the ride details that the observers noticed and fed back. It's one thing for an observer to give one rider one observed ride on an average Sunday, but to have six rides to observe and evaluate so thoroughly in a day and a half is something else. I was really impressed. And then they, the observers, are asked to have all their reports on Tracker within a week. They must be shattered after one of these weekends. The benefit to the 'students' is immeasurable. To have that much riding packed into such a relatively short time with the feedback from three different observers, cannot be other than good. These training weekends are, I believe, unique to KAMG. Other groups do not run them. We really are very lucky.

Finally, after a morning of scorching good roads, we finished for lunch on the second day at Pearce's Farm Shop and Café on the A10, where we sat in the sun and ate sticky cakes or soup or both while the final debriefs were conducted. And that was that; well, apart from

the big 30-man group-ride back to the Weald Country Park near Brentwood. Unfortunately, that didn't quite go according to plan as poor Martin Ford suffered two punctures in the same tyre and the resulting delay caused a bit of a cock-up in the drop-off procedure, which split the big group. I put this down to the fact that the Underwood sisters had gone home after clearing all the plates away at Pearce's café and had left us to it, believing that we could look after ourselves for the final hour. Obviously we couldn't.

The work that goes into the planning and execution of these weekends is mind-boggling. I simply had no idea of what was involved. The routes have to be planned; the hotel rooms booked months in advance; the evening meals ordered; the schedule of the observers and the 'students' has to be arranged; the various cafés have to be advised that about 35 motorcyclists are going to turn up and swamp the premises, seeking coffee and calories while loudly debriefing nineteen to the dozen.

In addition to having enough observers, including a spare, there has to be a safety officer(s) to follow behind the last riding pod to ensure that anyone who has a problem is not left stranded. Just think of the number of things that could go wrong with such a large group, any one of which would screw the most carefully constructed arrangements. It's all been taken in to account – Steve and Colin have been doing this for years. They are constantly refining these weekend sessions too, based on the feedback of the participants, and they are proving endlessly popular. This year, for the first time, there are three Peterborough Weekends. By the time you read this two will already have happened,



The last debrief!

but there is another one scheduled for September, and if that's full I urge you to get your name down for next year. You won't regret it.

Huge thanks are due to Colin, Steve, the Underwood sisters and all the observers who make these things work. We owe you a lot. Thank you.

The organising and observer team for this run was: Colin Underwood, Steve Riches, Ian Walker, Martin Ford, Nigel Clibbens, Colin Billings, Roger Lancaster, Ian Broughton, John Lemon, Simon Adamson, Nicola Thorpe, Trevor Shearsmith, Mike Chapman and the Underwood sisters.



KAMG EASTER VISIT TO SCOTTS

We paid our third visit to the Scotts Project Trust on Sunday 2nd April this year. Over twenty bikes turned up starting from our new meeting place in Snodland, and Colin Billings led us on a very pleasant ride to Scotts in Tonbridge, where we were greeted by the residents and staff with generous helpings of cakes and hot drinks. Scotts has been going for 25 years and is a marvellous place that cares for people with learning difficulties by providing

residential care, by supported living in two houses, and by day services. The residents love the interaction with our members when we visit and particularly like the motor-bikes, which were there in force on this visit, but which were not able to be there on our Christmas visit because of the bad weather. Thank you to all those who took part on the day and contributed generously, as always, with Easter eggs and cash donations.



If you are a golfer you may like to note that Scotts has a charity golf day at Knole Park in September. Details on the website www.scottsproject.org.uk



HOW TIME FLIES . . .

Long, long ago, there was a great big city where lots of people lived, and where everyone rushed about in chariots and on donkeys and horses and on foot. And every day the people from the surrounding countryside came into the city driving herds of gas-releasing sheep, cattle and geese through the streets to sell to the townsfolk; and this was called 'the economy', and it was a good thing. However, this wasn't the only big city in the world. Wherever you went there were noisy, smelly, crowded cities. In fact, being busy and crowded was then, and still is, the defining feature of cities; it's their whole point; lots of people all gathered together in one place doing stuff.

As the city grew bigger and bigger and as thousands and thousands of years passed, the people who lived in the big city became quite good at working out how to get from one part of their city to another. They invented roads and streets, and then one magic day some bloke invented the wheel and that really upped the game. This wheel thing allowed the aforementioned chariots to become really popular – wheels were the vital missing component on the early slow chariots, which had to be dragged about on skids. Soon there were hundreds of wheeled chariots and carts forming long queues everywhere and knocking people over, and they became quite a nuisance, but everyone loved them



The Sedan chair.
A 17th century uber.

and everyone wanted one so that they could go further faster. But chariots and carts were also very, very useful. They were so useful, in fact, that they quickly became essential. (Essential is important. Remember that word.)

There was another important day too, a few hundred years later, which was noted in many diaries of the time. It was the day that the 'sedan chair' was invented ('sedan chair' is olde English for 'uber'). The sedan was a simple device that enabled two members of the proletariat to carry a posh gent through the mucky streets and the fart-heavy air of the city. This invention was hailed by the mayor of the city at that time as the answer to the city's personal transport problems. He said that this wonderful device would cut down on the number of horses



The PAL V is available now. It is a gyrocopter and can fly and drive at 100+mph. Take off run is less than 100yds.

fouling the streets, and the gas emitted by the two poor people doing the carrying would be considerably less than the gas emitted by one horse. Young people across the water in post-Viking Sweden rejoiced mightily at this ecological breakthrough.

However, it didn't last. The sedan chair firework sparked briefly, but it soon fizzled out.

There followed a whole raft of other transport gimmicks over the centuries that are too numerous to mention here in detail, but you can think of, for example, cars, motorbikes, buses, trains and even underground trains. Yes, really; there were trains running everywhere in tunnels under the shops. Yet, no matter what ideas were tried, the ignorant townspeople kept bugging it all up by just being too many. 'Being too many' is a difficult thing to crack. And the townspeople quite enjoyed making too many of themselves. After all, it was fun on a Friday night to have a couple of sherberts and a kebab and go to bed with each other and try to make some more people like themselves.

Then one day, one glorious, wonderful sunlit day, a chap walked into the mayor's office with THE ANSWER! The mayor had once been very excited by bicycles, but this chap said that what he'd got was much better. The mayor should have been suspicious when he found out the chap's name was Merlin and that he was author of a book called *101 Magic Traffic Spells*, but so tempting was his offer that the mayor listened and he believed what he heard. Old Merlin told him that what he had brought along hidden in a large black bin-bag, would solve the city's transport problems. The mayor was all ears. Merlin said that the thing in the bag had been adopted by other cities all over Europe. People in France and Spain and Italy were zooming silently about their business with this machine, and it was so easy to drive that anyone could do it without any training or skill or common sense. In fact, he thought you could probably ride one with just a white stick. How about that! The mayor shook and dribbled uncontrollably in anticipation. This device would solve the city's eternal transport problems (and get those noisy Swedish teenagers off his back too). Traffic jams would magically disappear. People would smile. Emissions would be a thing of the

past. What's more, and by a stroke of good timing and good luck, the mayor to whom Merlin was talking, was about to become Prime Minister of a whole country.

And so it was that the content of the bin bag was revealed in the mayoral office, and it turned out to be that most obvious solution to traffic congestion and exhaust emission, the electric scooter! Yes, of course, why had no one thought of this before. It's so blindingly obvious, thought the mayor, now that I can actually see it; why didn't I think of it myself? In fact, next week, when I'm Prime Minister, I might make these things semi-legal. (Note that it could only be semi-legal because that didn't require any actual laws to be made, and being very aware of the false promise of the sedan chair some centuries earlier, the mayor wanted some wriggle room in case it all went Pete Tong.) So instead of deciding what to do, he actually made the only decision that politicians ever make – he decided not to make a decision. What he did instead was to have an e.scooter trial in over 40 towns. This was a master stroke. This meant that no new laws were needed and any decisions could be kicked down the street for several years until the 'trial' was over and everyone had forgotten about it. And that is how the mayor's city and the rest of the country sort of got some e.scooters in a smudgy grey not quite 'yes' and not quite 'no' kind of way. A sort of 'we'll wait and see how it goes' kind of way. A 'let us not rush into a decision' way. In other words, a typically messy, government, non-committal, compromise way. Job done.



Above: The Klein Vision AirCar is a more orthodox looking aeroplane and a more orthodox looking car. It can fly at a top speed of 180mph and has a 600 mile flight range and a ceiling of 18,000ft.

Left: The Klein Vision AirCar taking off.



Then, while all this prevaricating was going on, Merlin and his Swedish teenage mates were given a hefty boot in the privates by the French, who, in a referendum in Paris in April 2023, voted **90% in favour of banning e.scooters** because of the trouble, the nuisance and the accidents they cause. What a surprise. But hooray! Some sense at last. Paris's mayor, Anne Hidalgo, had been among the first to be woo-ed by the scooters-will-save-the-planet brigade, but she was not afraid to admit that she was wrong and she kicked them out. What baffles me is how anyone could think in the first place that poncing around on electric child's toy would solve any traffic or emission problems. Unfortunately, Hidalgo only kicked out the rental scooters; she allowed the privately owned ones to stay, and 700,000 of them were bought in France last year. Meanwhile, here, the politicians haven't banned them but they haven't authorised them either. The fact is that they have just plain forgotten about them.

I know you are wondering what on earth the old fool is ranting about now, and what has it got to do with motorbikes? And I do understand your concern, but this is the KAMG magazine and KAMG is a road safety charity affiliated to a big national road safety charity, and we ought to be doing something about this headlong flight into an unsafe, nonsense solution to a doubtless very worthy, but ultimately unachievable, zero emissions 'green' problem. If we are going to allow e.scooters and electric bicycles on the roads, on pedestrian pavements

and in cycle lanes, we must also have the laws, *enforced laws*, to control them and their riders, because, get this, there's bigger problems to come for indecisive governments.

The politicians who are today ignoring the trouble that is being stored up by their failure to create laws that cope with e.scooters and electric bicycles are, in the not too distant future, going to have to cope with flying cars. No, really, they are. A car that can be turned into an aeroplane at the flick of a switch, has long been the dream of futurists, and various attempts to make one have ended in failure, but not any more. There are now several practical working flying cars in existence and one is actually in production. There are some proper companies involved in developing them too, companies such as Boeing, Airbus, Porsche and Audi for example. You can already buy a Pal V flying car, if you can afford it. (£500,000+) So it won't be long before the oil-rich kid driving his Bugatti Veyron in the 20mph limit down Park Lane will soon be able literally to fly/drive everywhere. I hope someone is thinking about that possibility, but I'm pretty sure they're not. How about trying them out in 40 towns for a few years? Yeh, good idea.

NF

(Search on YouTube for the Pal V videos, and the Klein Vision videos, and Aeromobil and others, there's more flying cars and motorbikes than you might think.)



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BRAKING BAD

Dave Willson enjoys a cheap Chinese take-away

Brakes – good, aren't they? As advanced riders with our excellent forward vision, our good judgement of speed and distance, and our use of nice, low, flexible gears, we hardly ever need them, but it's nice to know they're there on the odd occasion when we do have to give the lever a squeeze.

After a time, having perhaps occasionally squeezed the lever, you will notice that your brake pads have worn out and will need replacing, and that begs the question, replaced with what? I'm not talking 'type' here, because I'd bet my bottom dollar that about 95% of KAMG folk are using HH sintered pads. No, I'm talking about which 'brand' of brake pad. If your name is Elon Musk or Sir Lord Alan Sugary, then you can probably afford to buy Brembo brake pads, and there would be a very good reason for doing so. On the packet is written the word Brembo and you can leave that lying around in your house to impress your friends. If, however, you're a more normal person you can buy genuine brake pads made by your bike's manufacturer, or (and again, I'll bet my second bottom dollar that 95% of KAMG members are doing this), you can use a well-known trusted brand like EBC. However, if you look on the bay of Es, or, as they call it in Yorkshire, Ebaygum (sorry, I know that's a recycled joke, but it makes me chuckle), you'll see lots of other brands like, for example, Goldfren or Kyoto, which are considerably cheaper. So why aren't we all using these?



Kyoto and Goldfren brake pads – 'ceramic carbon' sounds very posh!



£130 for two Chinese discs like this, is pretty good.

Now I'm the sort of chap who likes to do a bit of home spannering, and so, once a year, I give my brakes a bit of TLC. Nothing major: I take the calipers off, clean them up, get the crud off of the pistons, and clean and lubricate all the bolts and pins, using the appropriate lubricant obviously. I then clean the discs with WD40 – ONLY JOKING....

I only ride about 6000 miles a year so the pads have usually got a bit of wear left in them, but having cleaned up the calipers it seems counter-productive to put the old cruddy part-worn pads back in. Yet it also seems a shame to throw away expensive brake pads that still have some life left in them, and this conundrum led me to wondering what these budget pads are like. It would be fair to say that although I don't mind a bit of risk, I'm not a lunatic, so I thought I'd try them in the back brake first. The back brake, as we all know, doesn't have the life-saving properties of the front brake. I view it more as a stopping aid and a tool for slow riding. In fact, when I do use the back brake it's generally just the weight of my boot resting on it. On the track I don't use it at all. When braking super hard with the front brake there's so little weight on the back wheel that using the back brake will send your ABS into a frenzy, or you'll lock the back wheel. Also depending on your body position, you may not be able to reach the rear brake lever. This is why race bikes have a thumb operated rear brake lever, or 'scooter' brakes.

So I bought a set of rear pads from Kyoto for the princely sum of £6. They duly arrived; were well packaged, and seemed to be of good quality; you even get a free sticker. I fitted them, which was straightforward, and rode off down the road, and guess what happened, or more to the point what didn't happen? Well, they didn't fall to bits, the pad material didn't dissolve, the

sky didn't fall in and the four horsemen of the apocalypse didn't come riding over the horizon. No, what actually happened was that they provided good reliable stopping performance.

Buoyed-up by this experience, I splashed out £26 on two sets of Goldfren pads for the front. Again they arrived well packaged and fitted easily. I rode off down the road, and yep, they worked perfectly. I must say that when it comes to braking I'm no expert, but what I would say is this: since owning my Fireblade I've fitted genuine Honda pads or EBC pads, but now, as just stated, I have fitted Gold Fren and Kyoto, and when it comes to stopping performance in the wet or dry... well, I can't tell the difference. As for durability I've taken a photo of the pads I've just replaced and as you can see, they've still got quite a bit of meat on them, and that's after 6000 miles including four track days.

Further to this, a couple of years ago I had to give my mechanic, Mark Holden in Bromley, a set of brake pads as he was replacing my discs. I handed him a couple of pairs of Goldfren pads and he said that he really like them; he thought they were good quality and being a bit softer than other brands wouldn't wear the discs out.

So that's about all I have to say about brake pads and thank God for that, I hear you say. With brake pads, like everything else, you pay your money and make your choice. But whilst talking about brakes I mentioned having to replace my front discs. This was because some scumbag tried to steal my bike by forcing the disc lock. All credit to the Oxford disc lock, it held fast, but in the felon's attempt to force it off he (or she) managed to bend the carrier and warp the disc. As I'm sure you're all aware, genuine Honda brake discs cost about £8 million – why we can't have cast iron discs I don't know, I don't mind a bit of rust. It's good enough for Moto Guzzi – and I began to wonder about discs from the land of the sleeping dragon; would they be any good? Well, let's face it, everything else comes from China these days, apart from the clothes you're wearing; they come from India or Pakistan. I think the biggest fear in the past, when buying Chinese brake discs, has always been that the metal used to cast the discs was not of the right quality. Back in the day 'pot metal' was used to keep costs down. For those of you unfamiliar with this term it basically means get a pot, put whatever metal you have lying around into it and melt it down. That's what your Chinese discs were made of, supposedly. I think times have moved on somewhat, and I think the Chinese keep their costs down through sheer volume. If you look at their factories today, they are all computer controlled, with technicians in lab coats and everything spotless. Compare that to a British company where you've probably got a couple of blokes in greasy overalls knocking them out in a garden shed. Anyway, I kind of assume the Chinese quality must now be good, and so I bit the bullet and bought a pair of discs through a UK importer for £130. When they arrived, they were well packaged, each one in its own sealed bag to keep it clean. They seemed to be excellent quality, even the outer rim was painted black to match the carriers, surely a sign that



The old front and back Kyoto and Goldfren disc pads still with plenty of wear after 6000 miles and four track days.

corners were not being cut. I took them to Mark Holden to have them fitted, and he too seemed impressed by the quality. I can report that the stopping performance is good, and 10,000 miles later, I have to say, "so far, so good."

That definitely is all I've got to say about brakes now, so until next time, happy riding, and remember motorcycling is not a contact sport.

N.B. There are bargains to be had on eBay. I once bought a Picasso and a Stradivarius... unfortunately Stradivarius couldn't paint and Picasso couldn't make violins..



HAS THE WORLD GONE TO POT AND POTHOLES?

One of the useful things that the IAM does with its members' membership fees, is conduct surveys into aspects of road safety. 18 months ago, it conducted the seventh version of a survey that it first conducted in 2015. It's entitled the *Driving and Safety Culture Survey 2021*. Yes, I know that sounds boring, and, frankly, it is a bit of a heavy read; however, some of the findings are surprising and frightening, and I thought that I'd save you the drag of having to go through it by highlighting some of the... well, the highlights.

I must start by admitting to being a bit of a market research pendant, when I point out that the IAM doesn't appear to draw any conclusions from the results of this survey and doesn't say how it has used or intends to use the results in order to influence any government policy or government thinking. What they've got is a bank of data, which they don't seem to have interpreted or from which they have not drawn any conclusions. They have just published lots of answers to lots of questions. The IAM is not alone in treating market research like this: there are thousands and thousands of market research projects like this conducted every year into all sorts

of subjects. Asking the questions and logging the answers is only half the job, and it's the easy half. Working out what those answers mean and how they can be used is the difficult bit, and it's the bit that the IAM doesn't appear to have done. Never mind, there's some interesting stuff to be teased out of this survey.

The objective of the survey is to study the attitudes and the behaviour of UK 'motorists' in relation to various facets of driving (and, I presume, riding). Unfortunately, there is no definition of what a 'motorist' is, which means that we have to assume that the survey's sample has an accurate representative spread of drivers of all types of vehicle that use the UK's roads. The fact that there is no published breakdown of the on-line respondents by such a basic demographic as the type of vehicles driven, is a fundamental weakness of this survey. We are simply told that there was a sample of 2000 'motorists' in total. However, we are given their breakdown by age, by mileage driven and by geographic area.

The first frightening and depressing finding of the survey are the answers to the very first question:

Question 1: *Please tell us how much of a problem each of the following issues is today compared to three years ago?*

There are ten 'issues' listed ranging from potholes to drink driving. In every case, apart from drink driving, more than half of the sample think that things have got worse in the last three years. Most notably, a massive majority of eight out of ten motorists think that the pothole problem has worsened in the last three years. When you consider just how bad the roads were three years ago, it is frankly incredible to find that 80% of users think that they are even worse now.

Roughly two thirds think that the problems of congestion, talking on mobile phones and aggressive drivers have got worse too. More than half think that aggressive cyclists have become more of a problem and the same number think that new road layouts, including the creation of cycle lanes, are a worse problem than they were three years ago. Only one third of motorists think that drink driving has become a worse problem, but a further 50% of the sample think that the problem of drink driving has not improved either. In other



words, more than 85% of motorists think that the drink driving situation is worse or, at best, is no different from what it was in 2019, and now there is increasing concern about drug driving to be added to that.

In fact, when asked to rank six types of driving behaviour as something for the police to prioritise, nearly 6 out of 10 ranked drink and drug driving as the most important. Each one of the other five types of behaviour listed was prioritised by only 1 in 10 of respondents. That is a remarkably skewed result and shows, I suggest, an increased concern about the fairly recent awareness of drug driving.

What is worrying is the relatively high level of acceptability that motorists show for some of this behaviour. For example: more than half (54%) say that 'other' people think it's OK to drive while using a hands-free mobile, and

43% think it's acceptable for them to do it themselves. In fact, 1 in 7 claimed to have done so in the last 30 days, and of the youngest group, the 17-34yr-olds, 1 in 4 has done so in the last 30 days. Now, whether using a hands-free mobile is dangerous or not is not my point here, you will have your own opinion about that; the point is that it is obviously widely thought to be OK and at the moment it is left to individuals to make the choice of whether to do it or not. That can't be right, can it?

There are even 5% of motorists who think it's perfectly all right to drive after having smoked cannabis and 4% who think there's nothing wrong with driving after having taken class 'A' drugs. True, those are very small percentages, but if 4% of the motoring world admits to thinking that driving around after having taken class 'A' drugs is acceptable, that's a huge number of



drivers – actually about 1.4million. Furthermore, when asked whether there should be a law setting a limit to the amount of class 'A' drugs in your system when you drive, the youngest group of drivers (17-34yr olds) were significantly less likely to support it than other age groups. And if we make the assumption that that young age group and those driving with cannabis or class 'A' in their system are more likely to be about in the evening, the ratio of 'influenced' drivers to 'clean' drivers could be quite high in towns at night – indeed, it probably is quite high, perhaps even very high.

But there is no point in all this valuable data sitting in a computer somewhere at IAM HQ. If the IAM knows that 8 out of 10 drivers are hacked off about the state of roads and that two thirds of motorists think that aggressive driving is on the increase, and that a small but very significant minority of drivers are quite happy to drive about while high, surely it is incumbent on the IAM to use that information to try to get the Government to do something about it. Why, for example, have the police actually reduced traffic cars and motorbikes at a time when traffic has increased and when there are so many new rules, new vehicles, new types of road and new dangers for us to cope with? You can't just police traffic with cameras. Clearly the IAM has a stack of valuable information that could be used to help influence change. Is it being used or is it just a pile of unused numbers sitting in a cyber cupboard in Welwyn Garden City? It would be nice to know, wouldn't it? After all, we are not better for knowing that this survey has been conducted again; we are only better off if the information it yields is used to effect change.

If you want to study the complete survey, Google 'Driving and Safety Culture Survey 2021'. You can download the whole thing.

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IT'S A WONDERFUL WORLD OF CAR PARKS!

KAMG members cover a lot of miles in a year. In fact, our survey of 2017 showed that KAMG members cover nearly two and a half million motorcycle miles a year. That's a lot. And we go all over the place. We go frequently to Europe, of course, and some have been to North Africa, while yet others fairly recently zoomed to the most northerly point of Norway, well inside the Arctic circle (as they may possibly have told you once or twice, or perhaps more if you were unlucky). Then there's North and South American miles that are almost second nature to

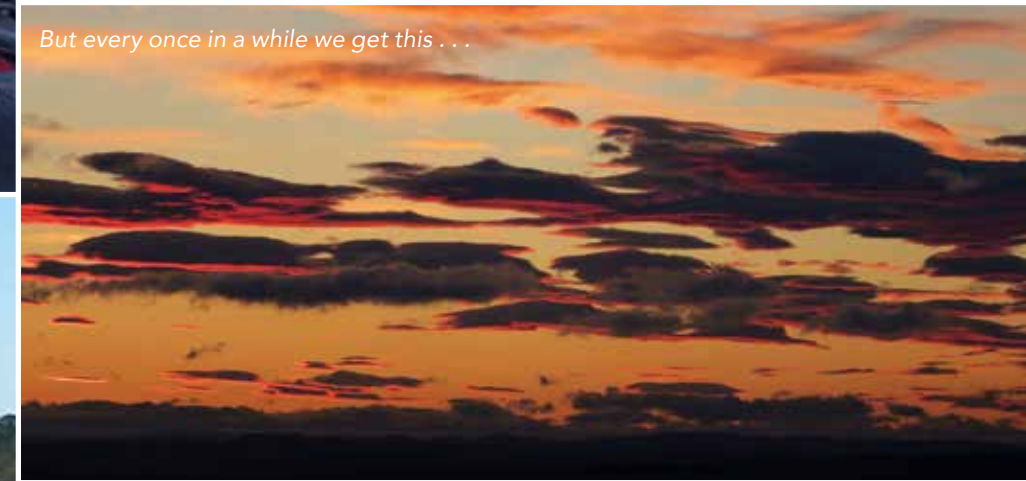
one or two members. Nearer home, Ireland and Wales are understandably well used, while we have actually worn deep and lasting grooves in Scotland's roads as we have followed Mr Riches on one of his adventures. And I must have mentioned France myself once or twice recently... yes, I'm sure I have. We are indeed a widely travelled lot. So, you would think then, that as editor of this august organ, the mighty *Riders*, I would be knee-deep in wonderful pictures of snow-capped mountains and of red suns setting over desert wildernesses or perhaps you might

think I am spoilt for choice with abundant pictures of castles rising majestically above the landscape of medieval towns where the locals still use the Euro. But no, it's not like that at all. Sad to say, all I've got is a picture-library full of bloody car parks or, more accurately, motorcycle parks. Or, even more accurately, parked motorcycles and I thought you'd like to see some. And if you don't want to see any more, do please send some motorbikey words and pictures of your own. The next copy date is July 31st.

NF



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*Subject to status

RESULTS OF RIDERS' MOST SUCCESSFUL EVER COMPETITION!

The last time we ran a competition in the magazine was in 2016, but that was nothing like as successful as the advertising competition that we ran in the last issue of Riders. What an overwhelming success it has been. How our efforts have been rewarded. It was the sort of response that makes editing the magazine such a satisfying experience. We were simply inundated with entries. There were so many emails the server crashed. Day and night they poured in...

Oh, how I wish that were true. Actually, it wasn't quite like that - we got eight entries. That's right, EIGHT! Just EIGHT! No, not 180 or 80 or even bloody EIGHTEEN, we didn't even make double figures. **We just got 8! GRRR**, as Martin

Brown would say, and indeed does say, on page 8, ironically.

Huge thanks to the eight people who did enter, I wish I could give you all 50 quid. Of the glorious eight entrants only four were correct and went into the 'hat'.

The judging was ruthless and harsh. Correct entries had to be perfect. No tolerance was shown. No allowance made. But I know that you wouldn't expect it otherwise. The four correct entries were submitted by Niels Reynolds, Steve Riches, Terry Merry, and Vincent O'Brien. And the winning name drawn from the Great Crash Helmet of Destiny by The Lady Pillion, was Terry Merry. Congratulations Sir.

NF

Competition

There is a number of England Gift Voucher for £50 to be won here.

Answer the following questions and email the answers to: riches@motorcycle.com including your KAMG membership number and your name.

- | | |
|---|--|
| Q1 Which adventure has the best word meaning 'to enjoy your time'? | Q6 If you like the way you wear your seat, what word might you be using? |
| Q2 Which protection against fire is the best for your tank? | Q7 There is one rider who shares the last name of all the entrants in this issue. Who is it? |
| Q3 You saw them. You got things in them. What are they? | Q8 Three adventures offer special discounts to KAMG members. What are they? |
| Q4 What is the name of the street where you and your motorcycle are? | Q9 Which adventure has a Spanish word in its name? |
| Q5 One adventure starts from London to Rome and back, and is only in Germany. What is it? | Q10 This adventure's web name has two words. What are they? |

The closing date is midnight on Wednesday March 20th. In the event of there being more than one correct answer the names will be drawn from a hat. The winner will be notified by email. The prize is a £50 England Gift Voucher. The competition is open to all KAMG members. The competition is open to all KAMG members. The competition is open to all KAMG members.

The answers:

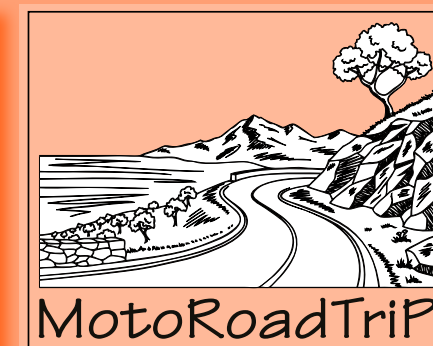
1. Ultimate Hearing Protection Systems
2. Ride Squeaky Clean
3. Boot's Tyres
4. Luton Road
5. A2 Motorcycles
6. Ducati
7. Carl Rosner Motorcycles
8. Ultimate Hearing Protection Systems, Love Life & Ride, Sondel Sport
9. MotoRoadTrip
10. There was no answer to this question. An email was sent to all members invalidating this question.



Rutland Water

29th April until 1st May

A 3 Day Tour around Rutland Water and Melton. A great relaxed tour of wonderful countryside. A great first tour suitable for all skill levels associates, full members and pillions. Under 500 miles of which 25 are on motorways.



MotoRoadTriP

North Coast 500

13th May until 21st May

A Nine day Adventure including Loch Ness, Cairngorms, Applecross and Glen Coe. This is a 2000 mile tour of which 232 is on the motorway. With every night in a different hotel. Suitable for experienced riders.

Wales

12th June until 16th June

A 5 Day Mid week tour of Wales. A couple of days around the Brecon Beacons and then a couple around Snowdonia. The tour is 1000 miles based in two hotels with only 50 miles on the motorways. This is a medium level of tour.

Southern Scotland

1st July until 8th July

A Eight day tour of Southern Scotland and Northern England. The Tour includes a visit to Beamish Living Museum. The tour is 1600 miles of which 230 are on motorways. This tour is suitable for all levels of riders.

I will be running other trips during the year, please see the web site for further details and availability

www.motoroadtrip.co.uk

07786 592845

steve@riches12@gmail.com

IDCAM

INTRODUCTORY DAY COURSE IN ADVANCED MOTORCYCLING

- June 10th
- July 15th
- August 19th
- September 16th
- October 21st
- November 18th



Our IDCAM is held at the Kent Fire and Rescue Road Safety facility in Marconi Way, Rochester, ME1 2XQ. If you wish to attend, please register your interest via the calendar on Tracker. Attendees are asked to arrive at 08.45 for a prompt 09:00 start. The morning session consists of a presentation about IAM RoadSmart, about KAMG and the aims of the course, and how to check that both the rider and motorcycle are fit for the road. This is followed by a coffee break.

The second presentation is all about the system of motorcycle control and, if time permits, a *Highway Code* quiz. The morning session will finish at approximately 12:15.

Please note that lunch is not provided. You may bring along your lunch or, if you wish, your allocated Observer can take you to a local café.



The afternoon session consists of an observed ride with a National Observer, and includes a pre-ride briefing and post ride debrief. The finish point is at a mutually agreed location that is usually closer to home than the start. The afternoon session lasts around two and a half hours.

If you would like to attend as an Associate, please contact associates@kamg.org.uk.

MACHINE CONTROL DAY

Our machine control days are organised by Paul Aspinall. If you have not yet signed up then do it now – simply log on to Tracker and register your participation or contact email below:

mcd@kamg.org.uk

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

Sat 17th June Sat 24th June, Ladies MCD
Sat 22nd July Sat 9th September

Non-KAMG members will be asked for a small fee of £10.00 contributing to the running costs.

Arrival time: 08:45 for 09:00 start

Finish Time: approx 13:00 Hrs



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Vice President: Dave Murphy
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