

# RIDERS

... magazine of the KAMG



ISSUE 201 February 2016 • Registered Charity No. 1060837



KENT ADVANCED MOTORCYCLISTS GROUP







[www.carlrosner.co.uk](http://www.carlrosner.co.uk)

Tel: 020 8657 0121

Email: [triumph@carlrosner.co.uk](mailto:triumph@carlrosner.co.uk)

- New and used bike sales
- Demonstrators available
- Motorcycle servicing
- Motorcycle MOT testing station
- Motorcycle parts and accessories
- Motorcycle clothing



[www.carlrosner.co.uk](http://www.carlrosner.co.uk) Sanderstead Station Approach, Sanderstead Rd, South Croydon, Surrey, CR2 0PL  
Tel: 020 8657 0121 Email: [triumph@carlrosner.co.uk](mailto:triumph@carlrosner.co.uk)



**ultimate**<sup>TM</sup>  
Hearing Protection Systems

[www.ultimateear.com](http://www.ultimateear.com)

**CUSTOM  
HEARING  
PROTECTION  
FOR MOTORCYCLISTS**

**QUALITY WITHOUT COMPROMISE**



[sales@ultimateear.com](mailto:sales@ultimateear.com) +44 (0)1689 876885

Up to 2 years warranty, Wide choice of colours  
CE Approved to conform to EN352-2



**THIS EDITION  
INCLUDES ...**

## NEW FEATURES:

- 6 KAMG 2016 calendar
- 8 East meets West – ROSPA
- 10 Just my day
- 11 The right line ...
- 12 A break too far –
- 13 Only a fool!
- 14 Me and my bike
- 16 Xmas toy run
- 18 Older driver's
- 19 IAM reports
- 22 Track day worries
- 24 AGM 2016 forms
- 25 Word search
- 28 Emergency contact disc

## REGULAR FEATURES:

- 4 Editorial
- 5 Calendar
- 6 Chair's report
- 7 Test passes
- 23 Regalia/Machine Control
- 27 Observer/Associate charter
- 29 IDCAM
- 30 Club run guidelines
- 31 Contacts page

**Front cover:** – Our ride to Parkwood Hall School is always enjoyed by all those that come along ...

**Top picture:** – A right muppet of a Helmet !!!

**Right:** – Caption contest ??? printable suggestions should be emailed to the editor please.







Ian & Christine Burchell

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

Images should be in colour in as higher resolution as possible, preferable 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.

Any 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.

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

# EDITORIAL

We – Christine and I that is – have recently suffered a couple of instances of poor customer service relating to purchases made on the internet. They were made with reputable companies who boasted of their outstanding customer service – one a well-known on line supplier of motorcycle clothing, and the other a supplier of furniture. Our disagreement was over proposed charges to return goods, one when clothing was defective and the other was a coffee table incorrectly supplied. We felt that the returns should be at no charge to us. We eventually persuaded both companies to give in to our request and to honour their promises, and we got our free returns policy honoured although this did take a lot of e mails to and fro across the InterWeb (!) and follow up phone calls. One supplier even had their managing director on the front page asking to be informed of any problems – he would then get straight back to the complainant.

Well I tried this and 2 weeks later I was still waiting for a reply! So what's this got to do with motorcycling and our bike club? Well for one I feel better getting it off my chest, as well as it got me thinking

..... How does KAMG treat its customers? When new members arrive at club night are they welcomed and treated well? Do our Associates get the best of our Observer corps? Is our training of a high standard? Does the committee listen to the members concerns and then take them into account? Are any complaints dealt with promptly and fairly? Is KAMG offering the training and social activities that the membership want? I hope, and believe, that the answer is predominantly a "Yes". Although I am also sure that we cannot please everyone all the time, I do know that we do the best we can – don't forget that the club is run by volunteers who give up their time freely for the club.

Then on the other hand do the committee and the club officers know what you want of them and KAMG. After all it would not be fair to complain and moan and groan if you had not offered your views. Have you got something you could yourself offer to make the club even better than I believe it is today, after all we should always be looking to improve if we can. The saying "The more the merrier" may well be true and you have a chance soon to offer your support and help when we hold our AGM at the March club night. Why not come along to say thanks to those that work on your behalf.

Why not consider offering to help – we always have roles/positions to fill – currently we are looking for a regalia sales person and a publicity officer. The committee places are up for re-election – why not step forward? New faces and ideas are always welcome and to make it easy you will find a nomination form inside this edition of RIDERS.

Ian Burchell - Editor

# CALENDAR OF EVENTS

## FEBRUARY

Sun 28th Social/Training Ride to Manston

## MARCH

Sat 12th IDCAM  
Mon 14th Committee meeting  
14 – 18th Week of Area Team meetings  
Sun 20th Easter Egg Run (Parkwood Hall School)  
Thurs 31st Group Night – AGM

## APRIL

Sun 3rd Social/Training Ride to Rye Harbour  
Sat 9th Machine control Day  
Mon 11th Committee meeting  
Sat 16th IDCAM  
Weds 20th Kent Firebike Day  
Thurs 28th Group Night

## MAY

Sun 1st Social/Training Ride to  
Thurs 5th Fish and Chip Run  
Sat 7th IDCAM  
Mon 9th Committee meeting  
Thurs 12th Observer meeting  
Sat 14th Observer Induction  
Sun 15th Green Badge Holder Ride  
Tuse 17th Kent Firebike  
Thurs 26th Group Night  
Sat 28th Vianden Tour  
Sun 29th Social/Training Ride to

## JUNE

Sat 4th Vianden Tour returns  
Mon 6th Committee meeting  
Thurs 9th Fish and Chip Run  
Sat 11th IDCAM

All dates are subject to change at short notice so before attending any activity please check dates, times and location on Tracker 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](mailto: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.



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





# CHAIRMAN'S WORDS

## Did it ever end...

This winter has been particularly mild so many of you may have been riding over the winter months. I would imagine your waterproof kit took a battering though... it has been a little bit wet at times! I believe that this would have led to some of you becoming that much better in the wet than you were this time last year... sometimes mother nature can work for us you know!

For some time now, the IAM have been completing a considerable amount of work behind the scenes to try and understand what makes people tick. I have been invited to a presentation by the IAM to preview the re-launching of the IAM brand along with the updates to their website. There is a conference being held in

the near future and once this has happened, a bit more information can be sent out to you. The development of the website and the re-launch of the IAM branding may bring with it a few more members and associates to the Group which is always exciting for us as they can bring a slightly different perspective to what we do...we will have to wait and see!

Please remember to support the Group over the year at the Group nights along with the events that we will attend throughout the year and don't forget that the AGM is next month (March Group night). Look forward to seeing you at as many of them as you can!

Ride safe!  
Jaime

## KAMG - 2016 PROVISIONAL CALENDAR OF EVENTS

Day	Date	Event
Friday	01/01/2016	New Years Day
Monday	11/01/2016	Committee Meeting
Thursday	14/01/2016	TSC Meeting
Thursday	28/01/2016	Group Night
Sunday	31/01/2016	Social and Training Run
Monday	08/02/2016	Committee Meeting
Saturday	13/02/2016	IDCAM
Thursday	25/02/2016	Group Night - Magazine
Saturday	27/02/2016	Observer Conference
Sunday	28/02/2016	Social and Training Run
Monday	07/03/2016	Committee Meeting
Saturday	12/03/2016	IDCAM
Monday	14/03/2016	Area Team Meetings Week
Friday	25/03/2016	Good Friday
Monday	28/03/2016	Easter Monday
Thursday	31/03/2016	Group Night - AGM
Sunday	03/04/2016	Social and Training Run
Saturday	09/04/2016	Machine Control Day
Monday	11/04/2016	Committee Meeting
Saturday	16/04/2016	IDCAM
Thursday	28/04/2016	Group Night
Sunday	01/05/2016	Social and Training Run
Monday	02/05/2016	May Bank Holiday
Thursday	05/05/2016	Fish 'n' Chip Run
Saturday	07/05/2016	IDCAM
Monday	09/05/2016	Committee Meeting
Thursday	12/05/2016	Observer Meeting
Saturday	14/05/2016	Observer Induction Course
Sunday	15/05/2016	GBH Rideout
Thursday	26/05/2016	Group Night - Magazine
Saturday	28/05/2016	KAMG Tour to Vianden
Sunday	29/05/2016	Social and Training Run
Monday	30/05/2016	Spring Bank Holiday
Saturday	04/06/2016	KAMG Tour to Vianden Returns
Monday	06/06/2016	Committee Meeting
Thursday	09/06/2016	Fish 'n' Chip Run
Saturday	11/06/2016	IDCAM
Sunday	12/06/2016	Observer Rideout
Monday	13/06/2016	Area Team Meetings Week

Day	Date	Event
Saturday	18/06/2016	Machine Control Day
Saturday	25/06/2016	Observer On Road Workshop
Thursday	30/06/2016	Group Night - Magazine
Sunday	03/07/2016	Social and Training Run
Thursday	07/07/2016	Fish 'n' Chip Run
Saturday	09/07/2016	IDCAM
Monday	11/07/2016	Committee Meeting
Thursday	14/07/2016	TSC Meeting
Saturday	18/07/2016	Observer On Road Workshop
Thursday	28/07/2016	Group Night
Saturday	30/07/2016	Machine Control Day
Sunday	31/07/2016	Social and Training Run
Thursday	04/08/2016	Fish 'n' Chip Run
Saturday	06/08/2016	IDCAM
Monday	08/08/2016	Committee Meeting
Thursday	11/08/2016	Observer Meeting
Thursday	25/08/2016	Group Night - Magazine
Sunday	28/08/2016	Social and Training Run
Monday	29/08/2016	Summer Bank Holiday
Saturday	10/09/2016	IDCAM
Sunday	11/09/2016	Observer Rideout
Monday	12/09/2016	Committee Meeting
Thursday	29/09/2016	Group Night
Saturday	01/10/2016	Machine Control Day
Sunday	02/10/2016	Social and Training Run
Saturday	08/10/2016	IDCAM
Monday	10/10/2016	Committee Meeting
Thursday	13/10/2016	TSC Meeting
Thursday	27/10/2016	Group Night
Sunday	30/10/2016	Social and Training Run
Saturday	12/11/2016	IDCAM
Monday	14/11/2016	Committee Meeting
Thursday	24/11/2016	Group Night - Magazine
Saturday	26/11/2016	KAMG Xmas Party
Sunday	27/11/2016	Social and Training Run
Monday	05/12/2016	Committee Xmas Dinner
Sunday	25/12/2016	Christmas Day
Monday	26/12/2016	Boxing Day
Tuesday	27/12/2016	Holiday Group Run
Saturday	31/12/2016	New Years Eve

# TEST PASSES

Since the last edition

A warm welcome to the Group's new members



Paul Jessop  
IMI Local Observer Qualification  
Presented by Mike Stapley



Karen Lilly  
IMI Local Observer Qualification  
Presented by Mike Stapley



Matthew Barnes  
IMI Local Observer Qualification  
Presented by Mike Stapley



Associate: John Holland  
Observer: Graham Hills  
Presented by Tony Young



Associate: Kevin Hurrell  
Observer: Nico van Vuuren



Associate: Matthew Jones  
Observer: Alex Horner

Kent Firebike Days - offers of help to Tina Underwood please.

20<sup>th</sup> April, 17<sup>th</sup> May, 15<sup>th</sup> June and 25<sup>th</sup> July 2016

The Fire Bike



# EAST MEETS WEST

## ROSPA GOES TO ISTANBUL!

**Y**ES I know Riders is an IAM club magazine, but first and foremost it is a motorcycle magazine so please read on.....

It's not often I get an e mail that starts with "There is a possibility of running a RoSPA Diploma course in Turkey. Are you interested?" Well less than a millisecond later I had sent a YES reply and then waited to see if I had been lucky enough to be selected – I do not usually do well with raffles so I was not holding my breath. However a week or so later it was confirmed that I had been selected, with two other trainers, to go to Istanbul for a week in order to instruct some local motorcycle trainers up to the standard required to gain the RoSPA Diploma in Advanced Motorcycle Instructing.

For those that don't know this is a 5 day long course, based partly in the classroom, but also involves on-road work and role plays, followed by an in depth Roadcraft and Highway Code test and final assessment. The RoSPA qualification is akin to the IAM National Observer standard and I have been fortunate to be a member of the national training team for a number of years now, but have never received an invitation to instruct abroad! The most exotic places I go to are usually Birmingham or St Albans!

So come October 2015, the three trainers, and their wives, met up at Heathrow and flew BA to Istanbul. Yes we did take our partners as we had negotiated to take

them along at their own expense so they could sightsee whilst we worked – no change there for Christine!

At Istanbul we were met by some of the instructors from the company we were to be working with, ADARAT – Advanced Drivers and Riding Academy Turkey – our hosts for the week, and taken to our hotel in the suburbs of the city. Here after we booked in, we were shown our brand new, shiny hire motorcycles that we had for the 5 days. All KTM's, I was allocated the KTM 1050 Adventure – apparently their new, entry level machine. Very similar to my Suzuki DL1000 it was easy to ride, had a comfortable riding position and enough get and go for me, although it did feel less well built, and more plasticky



than my Suzuki! ADARAT currently do a lot of motorcycle training for riders new to biking and wishing to pass their tests. They also run their equivalent of a slow riding course and further rider training and it was this part of their work they wanted to expand and validate with the RoSPA Diploma.

At first look Istanbul appeared to be a very busy, bustling, lively and large city and this was impression was reinforced during the rest of the week. The rush hour traffic made London look quite calm and peaceful, and it was into this that we rode out into on the following day. Getting used to a new bike to ride and the busy Istanbul traffic all in one go was quite a challenge but it was made easier by the fact that

the owner of ADARAT, Erkan, was one of our guide bikes and he trained the local traffic police motorcyclists! This meant that all along the route we had traffic police officers waving us through as soon as they recognised him! It was also easier getting through the jams as motorcycles are allowed to use the hard shoulder of the motorways and dual carriageways! So we set off to cross the Bosphorus Bridge to the company HQ and classroom situated in the Asian side of town. Apparently a lot of people live on the Asian side of the bridge but commute to work on the European side as wages are higher there. I have to say that as impressive as the Dartford Bridge is, it does not hold a candle to the ride from Europe to Asia over the Bosphorus, as the views on the approach and on the bridge itself are fantastic. Looking down on the beautiful blue waters of the straits and the passing ships far below I had to remind myself I was also getting paid for being there.

The next few days were spent fulfilling



the requirements of the Diploma course including riding around the countryside near the Black Sea resort of Sile. This is a very popular motorcycle destination at the weekend, with dozens of bikes stopping at the numerous cafes dotted around the area. Unfortunately the roads were not great with some of the surfaces being quite rough and ready. There were long, long stretches of solid white lines and there were actually just a few roads to ride along. After having ridden along a section of road with 15 miles of double white lines I will never complain about solid white lines in the UK. However we made the

most of the opportunities we were given and the weather was fine for us. It was great experience, something reinforced the day we were sitting outside a local café drinking coffee and eating lunch, watching loads of other bikes riding by, avoiding the local dogs sleeping in the middle of the road. All the riders seemed to know each other and there was definitely a sense of a motorcycle community.

Our wives in the meantime went sightseeing in Istanbul centre, took a boat trip on the Bosphorus, and did a bit of shopping in the Grand Bazaar. They really had it tough, especially as on a couple of days they even had personal guides – the wives of the instructors we were working with!

We were also well looked after on a couple of evenings when our hosts took us out to try the local restaurants. I do remember eating far too much food, difficult to avoid when the table is presented with a 2 meter long kebab on a wood platter, or a salt crusted leg of lamb served at the table still cooking on its bed of hot embers, all accompanied by numerous small dishes of very tasty fayre! We were even treated to a belly dance whilst we were eating at one club – not by Christine I hasten to add!

As for the 10 delegates/instructors on the course. Apart from being a very hospitable and welcoming group, they were also all very good motorcycle riders well up to the necessary RoSPA Gold standard. Their knowledge of Roadcraft was also very impressive, almost encyclopaedic. They were also pretty good instructors who just needed some enhancement of their current skills. They did have a tendency to be slightly inflexible and all follow

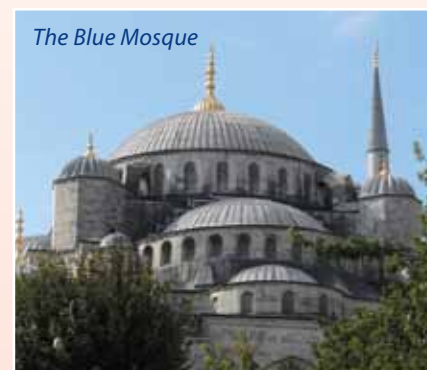


*My team of delegates*



the company guidelines without paying sufficient notice to the individual need of their students..... where have we heard this before? Preparation for a National Observer test perhaps? However they had trained together for the Diploma for the last 4 months and their hard work and preparation was evident.

As for Istanbul, I really liked the atmosphere and vibe. It is picturesque



in places, modern and very up to date in others. The people were all friendly and we felt perfectly safe wandering to the local coffee shops and visiting a really busy street market that was open at 7pm on a Sunday evening. Here you could buy a wide variety of fresh produce – veg, meat, fish, spices, nuts etc. All at very reasonable prices compared to home, a lot of it being a much more natural shape and colour compared to the offerings in our supermarkets.

I did manage to get a couple of hours of free time at the end of the course and I took the opportunity to have a ride into the centre of the city with Christine as pillion to have a look around. Although the roads were really, really busy I enjoyed the experience and I found the local drivers pretty good at looking out for bikes. A good job too really as there are a

lot of motorcycles on the roads, many of them big bikes, complete with the usual smattering of GS's. Neither of us felt any undue pressure at any time – better than riding in some parts of London in fact and the views were certainly different, and far better.

Would we return again? Yes definitely. Christine and I are both committed to going back for a city break in the future to have a really good look around and do all the tourist stuff I didn't have time for on this visit.

Did the ADARAT instructors all pass their Diploma's – Yes they did! And we wished them well in the future with their motorcycle training. I was very fortunate to have a once in a lifetime experience, something I will remember for a very long time indeed.

Ian Burchell





# JUST MY DAY

On my regular ride to work I was reminded quite dramatically of the golden rule of being able to stop in the distance you can see to be clear. Leaving Leigh in the direction of Four Elms, I passed the national limit sign and accelerated to an appropriate speed for the wet leafy conditions and took the left hand part of an “S” bend. The right hand part was taken at around 45mph and as the road opened up I saw a container lorry parked ahead occupying the right hand side of the road. The problem was that the first of a line of cars was now passing alongside the lorry and filling my side of the road.



Suffice to say this perturbed me somewhat but I applied as much force as I thought the brakes could handle in the conditions and also looked at the grass verge to the left as an escape route, albeit rather slippery; ending in the ditch would be preferable to being spread on the front of the large black BMW ahead. When this vehicle quickly stopped dead, I perhaps modified my braking unconsciously to use all the available distance because I came to rest, upright, two feet from the front grille. The driver reversed neatly back behind the lorry and with a curt nod I was on my way with not so much as an increased heart rate. I saw no point in remaining stationary to argue the toss when a following vehicle might appear on the scene quite quickly.

After my day's work I had arranged with Fastlane Motorcycles in Tonbridge to drop off my Street Triple for a little servicing and collect my Blackbird with its replacement (first changed May this year) regulator/rectifier unit. I learned that the generator (new last

year and from the same after market supplier) was also defective and had been replaced again. All done and good to go then, so I thought I would just do a few miles to warm it up and put some power in the battery before going home, despite the rain, darkness and heavy rush hour traffic. At the top of Priory Street then, I turned left not right into Pembury Road. It's odd to think one little decision can so affect the turn of events.

I accelerated gently and had reached the junction with Deakin Leas about a hundred yards up the hill and was travelling at around 20 mph when I thought, 'is that car appearing suddenly from my right going to slow and slot in behind me'? Answer; no, it wants exactly the same piece of Tarmac at the same time as me. Hence I was unceremoniously punted off as my front wheel came off second best to the front left wing of the car.

The driver was extremely apologetic and said sorry about twenty times during the exchange of information and was very concerned about my health and possible head injury. However, I was able to reassure her that my head was the only bit not to touch the ground. Nearby during this time were three young women, one of whom was very helpful in taking pictures on her mobile and later emailing them to me (if I were young and single again...). Sodden from the steady rain, I trudged back to the bike where the three young ladies even offered to help me pick it up but I said "Oh no, you don't want to strain anything, it's all about technique", then proceeded to demonstrate with consummate ease how to get a 223 kilo bike back onto the rubber bits; well, I couldn't disappoint my audience, could I?

The bike was still roadworthy so I rode the bike the quarter mile back to Fastlane. Stuart said "What's the matter Geoff, did you forget something"? "No" said I, "there's been a change of plan; do you do crash repairs"? So, after being with them for over five weeks waiting for redesigned parts and a brief interval of twenty minutes, the Blackbird was back and I rode straight home on the Triumph. Fastlane's owner Justin had an estimate prepared for me in under two days and it was obvious the damage would not be economical to repair, so another venerable old Blackbird will likely go to the breaker's.

A few days after registering my claim I had a discussion with my insurers, who offered to let me keep the bike if I was interested. Now, I can live with cosmetic defects and Justin had also prepared a private cut down estimate for just the broken parts which actually need replacing, so I said I would like to keep it depending on the value attached. As a result, a motor engineer is coming by to inspect it and prepare a report on the damage, giving a valuation; presumably on a before and after basis. Then a little haggling will take place when I next have contact with my insurers.

There was some confusion over whether my own insurers would recommend a specialist claims company for my uninsured losses, i.e. my biking gear. In the end they didn't, so I contacted the other party's insurer (Liverpool Victoria) direct and found to my surprise they would deal with me as a private individual and not require a solicitor. Hence I have made a claim for new protective clothing on a like for like basis after doing a little online research. During the conversation it came to light that the other party, despite over a week having passed, had not reported the incident. I had to go through all the details (and I sent some pictures) to have the event logged on their system and be given a reference number. I asked rather pointedly if they would be contacting their insured now they knew about it. The answer was yes; now that could be an interesting call.

All that I can do now is await developments and hope the valuations and responses are favourable.

*Geoffrey Curtis*



## THE RIGHT LINE . . .

The art of cornering well is perhaps the mainstay of good riding. Advanced riding guidance tells us how to judge what is the correct line in any circumstance. However, my own experience over the last couple of years in particular has modified my behaviour on approach to and through blind left-handers.

Previously I would be to the left of centre for a good view as recommended but now, given the number of vehicles which cut blind corners, I am a couple of feet farther to the near side and indeed, on one bend on my route home from work, such is the appalling driving of oncoming drivers, I'm completely over to the hedge.

On more open bends when I take up the usual position, it is not rare for a car to be approaching on a line that will intersect the middle line at the apex then, when the driver spots me, the steering is straightened before they meet the line and the corner is retaken. This habit is one I put down to sheer laziness, i.e. they don't want to turn the steering wheel any more than the absolute minimum, despite the comfort of power steering.

I can't help thinking sometimes how wonderful it would be to be driving a tank, stop after having flattened the side of their car then just say, "oh it's alright, there's no damage to my vehicle", or perhaps witness this type of driver meeting an HGV; poetic justice.

*Geoffrey Curtis*





# A BREAK TOO FAR —

**M**y first impressions of Surgical Ward 7 at the Princess Royal University Hospital were fairly positive, albeit I was about to embark upon a lot of first time experiences that could be considered quite fortuitous for a man in his mid sixties: the first time I'd broken a bone in my body; the first time I'd been admitted to hospital for an overnight stay, and the first time I had had a general anaesthetic. When my wife had finished descending the wall she'd climbed upon receiving the news of my accident, she visited me that same evening with the most important piece of kit: earplugs. She'd asked me about toiletries, reading material, change of clothing, food and so on, and yes, bring those, but don't forget the earplugs; please – I mean, four old men kipping in the same room!

After six weeks I could drive – whoopee. Then I thought of going into the garage and putting on my motorcycle boots. Oh, I can't get my right one on at all, blast. You see, I'd broken my right ankle and it was still quite swollen, very swollen. There was enough going on in my life at the time to put the thought of riding a motorbike to the back of my mind for a while; plus the fact it was winter and Christmas was approaching. The week before Christmas I had a good idea – let's dig out the old Daytonas, which may be a bit more pliable than the nearly new ones, and see if I can get my foot in those. Whoopee, again – I got the foot in there.

After the New Year celebrations and life was getting back to normal (now that's a daft word to use in relation to me...!), I ventured out on the bike a couple of times, all with

the marvellous result that my foot was working fine and I'd thoroughly enjoyed myself. One of the trips was into London on a cold but beautifully sunny Friday. I stopped on Waterloo Bridge to survey the view toward the City and Canary Wharf – I could've sat there all day looking at one of the most wonderful vistas in the world; quite stunning. I chose London as my destination as I was apprehensive about going out into the sticks with such low temperatures – I didn't want any micro climates to catch me out. Additionally, I thought it would be a good destination to judge how my leg and foot would hold out with the constant stop/start environment; balancing the use of the controls and see if my riding skills had diminished, particularly in an environment where a lot is going on and the Information phase of IPSGA is constantly changing.

I did alright, I reckon. I was confident I was coping well and I didn't have much to concern myself about. The next test would be leading a ride on the Group's Social and Training Rides on the Sunday after 'Club Night'. I don't think there were many more than fourteen of us meeting at the Wrotham lay-by, on what was a dismally wet and crappy morning – drizzly, damp and yuk. I knew the route to Horam, which is always a bonus when you're at the front, and all seemed to be going alright.

The one thing that I was really pleased about was how I was managing to pick up the Limit Point on the bends and use my throttle to control my speed. I don't advocate the idea of keeping off the brakes as much as possible when working the bends, but there are times when the nature of the curvatures

presents the opportunity to be a smoother rider if you use acceleration sense rather than constantly braking to adjust your speed before changing into the appropriate gear, if you're not already in it.

Leaning over on right hand bends was sometimes a little challenging as I automatically wanted to protect my right ankle! When I was a youngster on a motorbike, right-handers were always my bête-noir so I think my mind was sometimes playing tricks on me during the ride.

Hopefully I am an experienced enough rider to put these silly thoughts behind me and get on with the job of riding properly – fully concentrating on riding the bike using the system of motorcycle control: Information, Position, Speed, Gear and Acceleration. Fortunately, I'd been driving for a month before returning to motorcycling, so I used that time to make sure my Information phase (amongst other driving issues) was being practiced, because that is the phase that transcends all the others and constantly dictates where you position, when to adjust your speed, select the right gear and accelerate. Additionally, I remembered to consider: 'What can I see? What can't I see? And what can reasonably expect to happen?' – and that last one bailed me out nicely a couple of times on recent rides.

*Take care out there; it's perfectly safe...*

PS. I would like to take this opportunity to thank those of you who visited or phoned me when I was laid up.

*Roger Lancaster*

# ONLY A FOOL . . .



## OR WATCH THIS SPACE?

When was the last time you had to brake firmly or carry out an emergency stop? If you do this regularly, ask yourself why? Could it be because you are travelling too close to the vehicle in front and had to react as opposed to plan your ride?

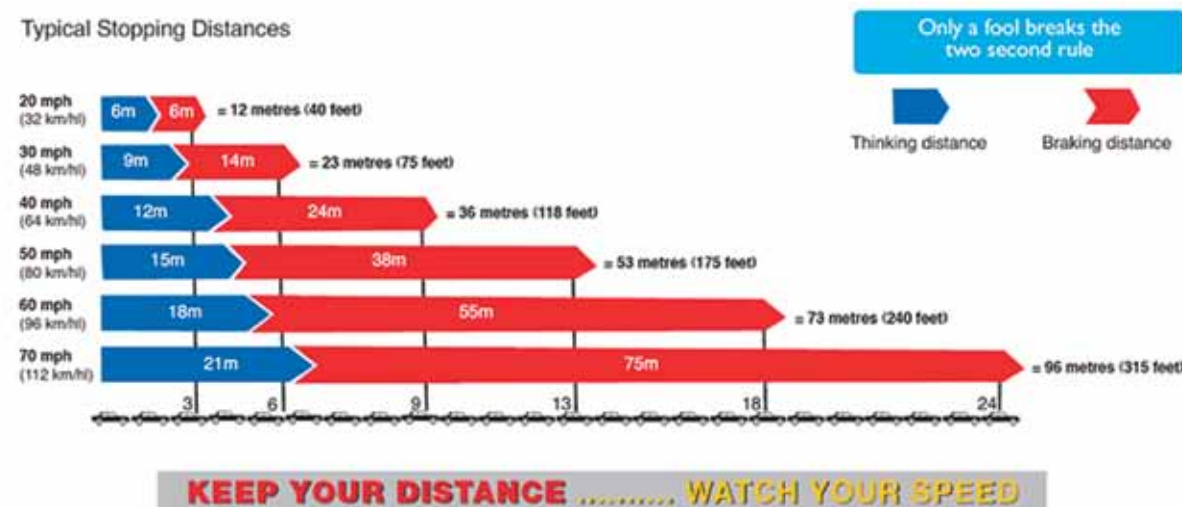
When I ride out with other motorcyclists, either training or assessing, most riders have heard of, and are aware of the "two second" rule. The maxim "only a fool breaks the second rule" is often quoted at me. Many riders also know how to apply the rule – using a fixed point to help measure a two second gap, but how many actually ride with this gap between them and the vehicle in front? In my experience, very few do, which must mean that there are an awful lot of fools out there! At 30mph, which is 44 feet per second, a two second gap equates to 88 feet, or approximately 6 car lengths, which is the suggested advice in the Highway Code (rule 126). At 70mph, which is 103 feet per second, a two second gap equates to 206 feet, or approximately 15 car lengths, although the Highway Code suggests leaving a space of 24 car lengths between vehicles due to the higher speeds and the increased difficulty of braking! Do you ever see this separation distance on the M25 or other major arterial roads?

In town it is common for riders to leave a gap of perhaps 2 or 3 car lengths (if that) which is far too close if the vehicle in front has reason to do an emergency stop. Although of course drivers do not always need a reason. I once encountered a car driver who stopped sharply in front of me to avoid running over a pigeon that was walking across the road in Greenwich Park! In fact a separation distance of 2 or 3 cars at 30 mph is so

close that they would probably not even get their motorcycles brakes to operate before hitting the rear of the vehicle in front, as their reaction time would eat into the gap. Remember 30 mph is 44 feet per second. A good reaction time on the road has been measured as 0.7 of a second during which time you will travel 30 feet or 10 yards (9 metres) along the road – 2 car lengths. If your reaction time were 1 second, which is common for car drivers with all the in car distractions that exist, then the distance travelled in your thinking time would be 44 feet or just under 15 yards (14 metres) equivalent to 3 car lengths. This is why I wonder why some scooter and motorcycle riders travel so close to vehicles in town. They stand no chance at all of avoiding a crash if the vehicle in front stops suddenly, especially as the other relevant section of Rule 126 of the Highway Code states "Drive at a speed that will allow you to stop well within the distance you can see to be clear".

This is backed up by the advice given by Roadcraft; - Keeping your distance increases your safety because; You have a good view, and can increase it along both sides by slight changes of position – this enables you to be fully aware of what is happening on the road ahead. You can stop your bike safely if the driver in front brakes firmly without warning. You can extend your braking distance so that the driver behind has more time to react, especially if they are driving too close. You can see when it's safe to move into the overtaking position. In wet weather, you get less spray from the vehicle in front.

This is where riding to the system can greatly help. The emphasis on observation, anticipation and planning all helps give us time to react. In fact it encourages us to create time and space around us. After all no one has ever crashed into space – except Sandra Bullock in the film Gravity! Now who's a fool





# ME AND MY BIKE ....

I passed my bike test way back in 1984 the same year I met my wife Helen, and started out on a Suzuki GP100 which I had for about a year, i swapped it for a push bike from a friend. In 1985 i brought a brand new Yamaha DT125 YPVS from Westree motorcycles for £1100 there about £4k nowadays. The following year in 1986 my wife and I rode the DT125 two up all the way from Maidstone in Kent to Kirby Lonsdale in Lancashire for our very first biking holiday, it took us all day at 60-65mph on the motorway's, still remember it to this day. We spent a couple of days there before the long ride home. A couple of years later I brought my very first Kawasaki and this started our love affair with Kawasaki's, which still continues to this day.

In those days our nearest Kawasaki dealer was in Paddock wood, owned by the retired racer Paul Smart who we are still friends with to this day. A GPz 500h2

was my first big four and over the years I brought several bikes from Paul Smart till we stopped riding to start a Family. Time moved on and the family grew up (apart from me) and it was time to return to biking, so in the summer of 2006 the wife and I went shopping for our next bike and it could only be a Kawasaki, a 636 in fact, six months riding that and the inevitable happen, rear ended by a car (SMIDSY) the usual crap. By the time we recovered from our injuries time had moved on and another 3 years and we where once again looking for a bike. This time it was a brand spanking new Kawasaki ZX10R a white one, Kin Gorgeous, this bike was really the wife's baby, she even got the dealer to take photos of it in its transit crate and through out its build, up right up to collection.

The E9F model came in the usual Kawasaki Green but for 2009 Kawasaki introduced the Pearle stardust white and this colour

is as rare as rocking horse poo. There were not many about in this colour and that gave me a bit of exclusivity which in turn had a bit of pose value and the wife loved that, there's was always someone looking at you and wanting to talk to you about it, you stood out in a group ride. I remembered once on a French motorway and we would attract attention from boy racers who would beckon for a race or wheelie. Then on another occasion we were sat outside our favourite café' having a coffee when another customer sitting nearby with his daughter started talking to us about his biking days way back 1950s and said to the wife, he loved Kawasaki's too, she did have a tee shirt on at the time that said 'I love Kawasaki' written across her chest. He just happened to be David Golding the Chainman of West Ham and his daughter was the CEO of Anne Summers, I did chuckle. It was not the prettiest looking of bikes but it was a Kawasaki. One of the things we liked this about this bike was it power and the exciting way it delivered it, Wow!

If there was anything I would change it would be the headlights they were terrible, not particular bright and if you was riding at night and you leant into a corner they just shone at the road about 10 feet in front you. The brakes were not much better either and I have heard of some owners upgrading there's by fitting callipers from the ZZR14. Because I rode two up all the time it would wallow about in bumpy bends and bottom out, but once I had the suspension set up for two, this stopped and it vastly improved the handling. I have my services tailored because there were many things I could do myself to save on labour costs like changing the oil and filter, air filter and spark plugs. When it was time for the brake fluid to be



changed I got the dealer to fit braided brake hoses at the same time. In the owners manual it mentions that to replace number 1 and 4 spark plug you need to release the front engine mounting bolts and every thing else that's in the way like the exhaust, radiator, fairing etc. but all you have to do is once the tank and air box is removed, remove the black top cover to the fairing and then you can access the plugs from the front and you can even do this task using the tools supplied in the tool kit, no special tools are needed. I have replaced a rear brake disc because it was worn due to riding with a pillion because you tend to use the rear brake a lot more. This also meant that I got through 5 sets of rear brake pads and one set of front pads,

Regarding trips, we have been known to do 800 miles in one day, I once took my then 15-year-old son to St Tropez riding the 800 in one day and then spending 4 days there and riding home over two days, he loved it. My wife and I have ridden from Kent to St Tropez four years in a row now for our annual biking holiday. We would leave home at about 430am for the 30min ride to the Eurotunnel terminal at Folkestone and ride all the way using the French motorways, stopping every 50mins or 80 miles for a comfort stop and top up on fuel about (8 litres). That way we would not get tired or develop any aches and pains and we can keep going till we got there about 12hrs just in time for evening dinner. However the following day we would stay off the bike. The ride home was always over two days stopping over night near Dijon. We managed to fit soft panniers and tank bag to the ZX10 but this does mean we travelled light, which isn't to hard. On one trip in France while stopped for a coffee we got talking to another Brit couple that were on a BMW GT1600 who seem to have everything with them, Hair dryer, curling tongs, padded seats etc., softies, hard-core softies, and they where impressed with Helens perch and could not believe how she did it, its just a matter of what you get used too I suppose, 'don't sit in the armchair then the stool will be fine', We did a club trip on it once to Vianden for a week, which was good fun. On another note we did one trip just after changing the tyres from Bridgestone to Michelin pr3s and that

really improved the journey comfort, its really strange how tyres can make a difference.

The ZX10 has done 36 thousands miles now and is really showing its age and dislike of high mileage, so instead of spending loads of money on it to give it a really good service and spruce up we decided to sell it and put the money towards something else, which was a hard choice to make, well nearly, a brand new ZZR1400 to soften the blow and Helen did not need much persuading. This seem a cheaper option because the ZX10 needed not just all the valves checked and adjusted but both front and rear suspension service and rebuild, head stock bearing replaced, master cylinder service etc, plus all the other stuff so it was a forgone conclusion. As for the ZZR1400 review, that will follow shortly.

*Richard Bromley*





A festive collage titled "XMAS TOY RUN" featuring various photos of motorcyclists in Christmas costumes and decorations. The collage includes images of a person on a motorcycle, Santa Claus, a person in a Batman suit, a person in a reindeer hoodie, and a group of riders on a road. The entire collage is framed by pine branches and Christmas ornaments.



# OLDER DRIVERS . . .

The majority of older drivers are in favour of tighter rules on checking the health and suitability of over-70s to drive\* – even if those checks could take them off the road themselves – according to a new report by the Institute of Advanced Motorists (IAM), Keeping Older Drivers Safe and Mobile.

And more than half demonstrate that they self-regulate to stay safe, by avoiding driving in challenging situations like busy traffic, after dark, in rush hour or bad weather.

The IAM worked with Dr Carol Hawley and her team at Warwick Medical School to survey more than 2,600 drivers and former drivers on their opinions, habits and motoring history, for the first major survey of its kind for two decades.

While mature drivers travel significantly fewer miles than other age groups, 84% of them rated their driving ability as 'good to excellent' and only 6% had ever considered giving up driving.

Despite that a very high proportion of respondents were in favour of measures to increase their safety on the roads. Almost 60% said drivers should retake the driving test every five years after age 70, 85% said drivers should pass an eyesight test every five years once they have reached 70, and more than half said that drivers aged around 70 should be required to have a medical examination.

Nearly all of the respondents, 94%, agreed that GPs should be required to inform patients if their medical condition may affect their fitness to drive and half agreed that a flexible licensing system should be introduced which could restrict types of roads and conditions for some older drivers.

The IAM's survey found respondents wanted some rules to extend further than older drivers – 84% agreed that all drivers should pass an eyesight test every 10 years after first passing, regardless of their age.

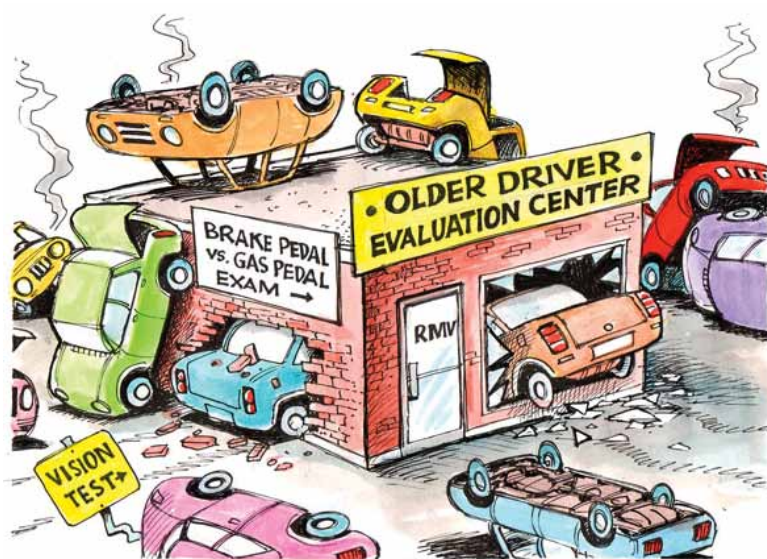
The report also found just how important driving is to this group. Some 82% said that driving was very or extremely important to them, a figure that increases for women. Independence and convenience were cited as the main reasons for wanting to continue driving.

The number of drivers over the age of 70 is set to double over the next 20 years and with more than one million licence holders over the age of 80, there is a pressing need for enlightened policies and practical actions to help them keep safe and competently mobile for as long as possible.

Sarah Sillars, IAM chief executive officer, said: "Driving is about so much more than getting from A to B and nowhere is this more apparent than in this age group. It helps maintain self-esteem and freedom and is essential for combatting social isolation.

"There are certain issues that affect mature drivers more so than other groups however, such as reductions in mobility and a slowdown in reaction times. The great news from this survey is that mature drivers themselves are aware of the risks and support action to review their safety.

"Voluntary self-assessment and better education via GPs are important techniques for helping drivers understand how long they can continue to drive safely for. And for those needing a confidence boost or a little extra reassurance on today's busy roads, the IAM's Mature Driver Assessment could be something to think about."



## IAM REPORTS

### DEER

This week's tips, from the IAM's director of standards, Mark Lewis, look at how you can steer clear of deer-related traffic accidents. With over one million deer living wild in Britain today, here's how you can best prepare for driving around them safely.

- Good visibility is vital for safe driving, particularly when low sun causes dazzle – ensure that all windows are clean and clear before setting off.
- May, October and December show peak numbers of collisions with deer, so take extra care. The highest risk times are from sunset to midnight, and the hours shortly before and after sunrise – ensure you have your lights switched on to help you see further ahead. If necessary, use high-beam headlights in the dark and only when there are no oncoming vehicles, but don't forget to dip them if you see a deer.
- Take note of any road signs that indicate where animal crossings are likely. Be sure to look out for these, but remember, they could appear from anywhere along your journey.
- Stick to the speed limit and avoid tailgating at all times – the faster you travel the less time you will have to react to a hazard. You should also avoid swerving the car away from the road as you may end up losing control.
- If you've seen one deer expect to see another, particularly during mating season.
- If you are involved in a deer collision, make sure you report it to the police. The police will be in the best position to contact a local representative who can assist with the injured deer.

Mark said: "Colliding with a deer can be a shocking experience leading to trauma and injury for the wild animal and extensive damage to the vehicle or worse for the driver or rider. If you regularly drive in areas where you see deer crossing, try to recall where these locations are and take extra care when approaching them - particularly when driving through rural locations, woods and open fields."

### TECHNOLOGY AND SOCIAL MEDIA BIGGER PERCEIVED THREATS THAN DRINK-DRIVING, IAM FINDS

Motorists are now more worried about the dangers of distraction posed by technology and social media than drink-driving, according to the Institute of Advanced Motorist's (IAM) first major survey into safety culture.

The Safety Culture Index report was launched today by the IAM, and is a study of more than 2,000 UK motorists' attitudes to driving safety and behaviour on our roads.

This report will form a definitive baseline to track changes over time, providing the opportunity to examine how attitudes change over the years.

The report has found that while technology will form a fundamental part of improving road safety, it also poses some risks, in particular driver distraction – 77% of people say it is now a bigger problem than three years ago. This compares to just 23% of people feeling drink driving is a bigger threat than three years ago.

Those surveyed said text messaging and social media are the two biggest factors threatening their personal safety, with 93% and 92% respectively claiming these to be a 'very or somewhat serious' threat.

The next two factors they say are threats to their personal safety are drink and drug driving, at 90% and 89% respectively.

And while most people feel talking on a hand-held mobile phone is unacceptable in their own locality (just 15% said they found it acceptable), some 64% say talking on a hands-free mobile phone is acceptable.

Motorists are also much more worried about speeding in residential streets than they are about speeding on motorways - 86% believing this to be a very or somewhat serious threat; 24% higher than motorways.

This is borne out by the fact 61% feel it's acceptable to drive 10mph over the speed limit on the motorway, just 27% feel it's acceptable to drive 5mph over the limit on a residential street.

The IAM believes the report highlights the key areas of road safety and police enforcement priority that will command the highest levels of public support.

IAM President and 1992 Formula 1 World Champion Nigel Mansell CBE said: "The good news is that the vast majority of drivers do value safety and they want to feel even safer on the road in the future.

"They take speeding and drink-driving very seriously and are happy to support even stronger legislation even if it may stop them doing things they admit to doing themselves. We do feel we can offer real world solutions to those drivers who through over, or under, confidence feel stressed on our busy roads."

Sarah Sillars, IAM chief executive officer, said: "This report is a crucial barometer of what drivers are really thinking. It is all about seeing what issues and factors the public see as important in their lives, and using that information to influence their behaviour.

"Understanding the issues drivers see as important when it comes to road safety is essential for establishing how best to communicate with them and so in turn to achieve behaviour change, on both a local and national level.

"It is up to all of us now, armed with this information, to do something about it."



MULTI-TASKING

Expert psychologists have concluded that multi-tasking whilst driving is a myth – and the most dangerous of those driving multi-tasks is texting and talking on a mobile phone, according to a new report produced by the Institute of Advanced Motorists (IAM) and the Transport Research Laboratory (TRL).

The research focuses on the dangers involved when drivers try and engage in more than one task, indicating this can have a ‘detrimental’ effect on the quality and accuracy of driving performance.

The findings come from a report launched this week titled ‘The battle for attention’, jointly produced by TRL researchers Dr Neale Kinnear and Dr Alan Stevens, and the IAM’s director of policy and research Neil Greig.

Dr Kinnear, who is a senior psychologist in the study of human behaviour and transport, and Dr Stevens, who is chief scientist and research director with internationally recognised expertise in ‘Human-Machine Interaction’, both reviewed existing research behind in-car distractions to understand the various cognitive processes and complexities in driving.

They said texting engages three of the five key areas of distraction to a ‘high’ level – cognitive, visual and manual. A mobile phone conversation also engages three of five areas of distraction to a ‘high’ level – cognitive, audible and exposure time.

Figures from the Department for Transport (DfT) in 2013 found 2,995 cases where distraction in the vehicle was listed as a contributory factor to accidents. A further 1,627 cases were listed where distraction outside the vehicle was a contributory factor.

The report says: “Research has confirmed that tasks almost always interfere with other tasks carried out at the same time. The brain never actually focuses on two tasks at the same time – it switches back and forward between them.

“As driving is so complex and requires various cognitive processes, taking on another task when driving can mean a driver is unable to pay sufficient attention to all the activities required for safe driving. This can lead to a processing failure resulting in a loss of control, putting the driver and other road users in physical danger.”

Sarah Sillars, IAM’s chief executive officer, said: “This is proof, should it be needed, that multi-tasking and driving simply don’t mix. Whilst there are plenty of distractions to tempt the driver, the individual needs to know that the phone, or internet, or the iPod simply don’t matter – driving is the only activity that should occupy your mind while at the wheel.

“It’s important that we work with the government, car makers and educators to deliver a renewed focus on

driver training and road safety – and that people know that distractions can be fatal.”

A full copy of the report can be downloaded here: <http://bit.ly/1HamVI4>

KEEP IT SMOOTH AND SILKY - THE KEY TO RIDING HAPPINESS IN THE WET

This week the Institute of Advanced Motorists (IAM) had tips for riding in wet weather from its director of standards Mark Lewis.

While many choose to put their bikes away for the winter, Mark will guide you through how to make your riding experience in wet weather a safe and enjoyable experience.

Mark is a former advanced police motorcyclist with 37 years of biking know-how. He also rode police bikes operationally in London and one year clocked up 18,000 miles on ‘blue lights’ and siren duty. He has also been an examiner for police motorcycle students.

Always begin with pre-ride checks of tyres, lights and lubricant. Too little tread, sidewall damage and low pressure could each contribute to sudden loss of grip or tyre failure which could bring a bike down.

While all bikes imported into the UK from 2003 do not have a manual light switch, if yours is older don’t forget to switch your lights on if you have doubts at all if you feel you might not be seen, especially in poor conditions or at dusk.

- Make all your inputs; whether steering, braking or acceleration as smooth as you can. There is only a set amount of grip available for the tyres, so make all changes in acceleration, steering and braking smooth, progressive ones.
- You should keep your visor clean and if you don’t have a pin lock system, ensure it is treated with a fog-resistant product.
- Be aware that visibility will be seriously reduced when travelling on busy roads due to spray. Anticipate that you may not have been seen by other road users and plan accordingly. Reduced visibility may increase blind spot areas for other motorists – consider your positioning to be seen.
- It might sound obvious, but make sure you stay as dry as possible. Old leaky clothing will sap your heat, strength and concentration.
- Be extra careful at roundabouts, near petrol station forecourts and on newly laid tarmac for oil on the road. Oil will sit above the water and is not always visible.
- Finally, take extreme care when riding over standing water. You have no idea how deep it may be or what may be below the surface. Grip the bars firmly and try to keep the machine as upright as possible. Remember to try your brakes after exiting deep water and periodically in wet conditions.

Mark said: “Riders must make their actions on a bike as smooth and as predictable as possible. They must not assume that anyone driving a vehicle has seen them or can work out what they will do next.

“By following these guidelines, you will have a safe and stress-free ride to your destination – whatever the weather!”

FOUR OF THE FIVE WORST DRIVERS NOT BANNED

*Four of the five worst driving licence penalty point holders not banned, IAM discovers*

Three drivers with more than 40 points on their driving licences are still allowed on the road, according to a Freedom of Information request to the DVLA by the Institute of Advanced Motorists (IAM). The enquiry also found that 13 people in Britain currently have 28 or more points on their driving licence, the worst of those amassing 51 points.

In addition, the numbers of drivers with 12 or more points has gone up by 9% in just seven months between March and October 2015 – from 6,884 to 7,517 (reference 1).

While the DVLA does not hold details as to whether all of those individuals were still on the road, it did state that individual courts have the powers to choose not to disqualify a driver.

In its reply to the IAM’s request, the DVLA said: “In a small percentage of cases where the driver has accumulated 12 or more penalty points, the agency understands that a court can exercise its discretion and not disqualify the driver.

“In the majority of these cases, magistrates may have decided to allow drivers to retain their entitlement to drive where it is considered that disqualification would cause exceptional hardship,” it added.

The location of drivers with 28 points or more across Britain by postcode district is as follows:

Points/Location		
51/Oxford	33/Northampton	30/Cambridge
42/Liverpool	33/SW London	29/Peterborough
42/Basildon	30/Sheffield	28/Stevenage
39/Wigan	30/Southend-on-Sea	
38/Burnley	30/Slough	

Separately the IAM has looked into the ‘top five’ and has discovered the following:

- 51 points holder (Oxford): provisional licence holder, three speeding offences in 30mph zone, seven offences of not providing driver details. Not disqualified
- 42 points holder (Basildon): seven offences, all of which were for failing to report driver details. Previously held points for speeding including one at 109mph. Not disqualified from driving as magistrates accepted mitigating circumstances including ‘extreme hardship’ through loss of income. Not disqualified
- 42 points holder (Liverpool): currently seven counts on record, including two of speeding in 30mph areas and five of not reporting driver of vehicle. Not disqualified
- 39 points holder (Wigan): 13 counts of exceeding the speed limit for a goods vehicle. Not known if this driver has been disqualified
- 38 points holder (Burnley): 10 counts of speeding in 30mph areas. Not disqualified

DVLA data shows that of the 45 million driving licence holders in Britain, three million have points on their licence. Some 100,000 have been disqualified over the past four years for reaching 12 points and four per cent got all their points in one go (reference 2). The DVLA also says their evidence suggests 90% of drivers not disqualified are due to ‘judicial discretion’ (reference 2). Sarah Sillars, IAM chief executive officer, said: “The IAM has been highlighting this issue for several years now and we appreciate that the flow of information between the

DVLA and the courts is slowly improving, which will allow the courts to make better decisions while armed with the full facts. “However these improvements cannot come quickly enough to deliver a truly joined-up approach to the judicial process. Individual courts making decision on prosecutions can lead to inconsistency in how the law is applied which risks devaluing the simple ‘12 points and you’re out’ road safety message. If the public sees that persistent offenders are getting away with it, they may believe that road traffic rules – which let not us not forget, are designed for their safety – are ineffective or unimportant.”


SHARE THE ROAD WITH VULNERABLE USERS

This week’s tips, from the IAM’s director of standards, Mark Lewis, are offering advice to drivers about sharing the road safely with vulnerable road users. Here’s how you can better prepare yourself for driving around pedestrians, motorcyclists, cyclists and mobility scooter users.

- When driving in busy town centres be aware there may be little or no pavement in some areas, you need to consider your position when in this situation. Give those who have restricted mobility the extra time and space they need to use the road.
- Keep your eyes peeled when driving near schools. Children can be hard to see, especially during darker hours of the day. Expect the unexpected – be patient when directed to stop by a school crossing patrol or pedestrian crossing. Whatever you do, never wave a pedestrian across the road; you could put them in danger.
- Always think about where you park your vehicle; is it in a safe and legal place? You should also make sure it is not obstructing a dropped kerb and does not restrict the view of a vulnerable road user – try to avoid parking within 10 metres of a junction and in residential areas at night. Try to park so your vehicle is facing the same direction as the flow of traffic.
- In heavy traffic, cyclists may filter on either side of you – check your mirrors and blind spots before you change position or change speed. Allow more room when passing cyclists and anticipate the sudden movement of cyclists trying to avoid drains or uneven road surfaces. Avoid following them too closely and give cyclists enough time to move off safely at junctions and traffic lights as they won’t move away as fast as you.
- Motorcyclists are harder to spot at junctions. Be prepared to slow down as you approach a junction, give motorcyclists extra space and don’t forget to check you mirrors and blind spots.
- Mobility scooters are most vulnerable at road junctions and roundabouts. Remember, these road users may have restricted movement, vision or hearing – give these vulnerable road users plenty of space on the road. With a top speed of 8 MPH you will catch them up quicker than you think so keep your distance.

Mark said: “This is all about being aware there are more than just drivers on the roads. We share the road with many forms of transport, and they all operate under different conditions. Please put yourself in their shoes and do not carry preconceptions about that form of transport based on any stories you hear. Have patience, and we will all get to where we want to go in one piece and arrive calmly.”





I didn't actually leave the site because before I could get away I was called for the first session on the time table, believe it or not it was called "Biker Down" this is basically what we should do if we come across a biker who has come off and is not breathing..... **now they expect me to be a paramedic** and help someone who is relying on me to bring him back to life??

It was finally time to take my bike out to the pit lane ready to take off on our first track session, I was asked if I was slow, intermediate or a fast rider, not wanting to appear to be a novice I confidently said intermediate.

A wave from the Marshal and we were off following each other round the track for two laps looking for the cone's that had been placed at the place where we should start the turn for the corner and then aim for the apex where we should be seeing another cone. It all seemed to work quite well I didn't fall off and I didn't see anybody else fall off so I did not have to see to any one with my medical knowledge. With confidence building in me and I actually overtook someone and seemed to be going round the bends quite fast. To soon we were shown the checked flag indicating that this first session was over.


A second track briefing was given explaining what we should and should not be doing on the track, like when going round bends move our weight to the side so that the bike can stay more upright, I must remember that. So we were then called for the next track session so out to the pit lane we went only to find that most of the observers and the more experienced riders were there. Off they went first being the fastest and soon after we, the intermediate lot, were let go.

At the track briefing we were told to fold our mirrors in and do not look behind us all totally different to riding on the public roads and it is surprising the times when you wanted to look behind to see what all the noise is that keeps following you. Anyway I waited until we had carried out the statutory two laps for the tyres to warm up then got down to some serious speed, well I thought I was going fast until some of the big boys went past me, one on both sides put me right off line for the next bend but I did still overtake some riders.

I noticed every time I went round Druids bend I thought something from my bike had come loose and started hitting my boot, strangely it only happened when I was going round Druids it was only at the end of the session I noticed that my boots had wear marks on the toes where they were touching the road surface when cornering. I must now be one of the lads. The problem is if you go too fast into a corner you need to lay the bike over more than normal to get round and stay on the road, it quite surprised me how far you can tilt the bike without it giving way, I guess I will soon have to get some elbow sliders. I was also shocked to note the condition of my tyres there was a sticky black substance all over the tyre where it had been in contact with the track surface.


All in all I found the whole day a brilliant experience, I won't tell lies the track sessions were seriously exciting and very much an adrenaline rush and totally draining, **a really good day and would recommend it to anyone**, by the way the box that Tina was carrying was full of sandwiches and cakes not blood.

Wobbly B.



43

Apart from the monthly rides to various cafe's in Kent, Essex and Sussex and the summer fish & chip evening rides the club also hold various events and activities one of the most exciting events that I took part in was a Track Day at Brands Hatch. I wrote an article for the club magazine to give a cynical account of my experience below.



## Brands Hatch Track Day Worries?

I am one of the recycled teenager's who rode motor cycles when I was young, became a car driver at 19 and after 45 years decided to take up motorcycle riding again and I have to say that the modern bikes have so much more power and acceleration than my 650 Triumph Thunderbird that I had. I lived quite close to Brands Hatch during my teenage years and it was quite normal for me and a couple of my mates to ride up to Brands Hatch and if no one was about we would take a ride round the track until we were told to go away, so I thought I was already experienced at track riding which was a **big mistake**.

Making some enquiries as to what I needed to do to attend one of the Kent Fire & Rescue Ride Skills day that is organized by them and our club. The first thing that I was told was that I needed to wear either a one piece leathers or a two piece zipped together. I managed to have my two piece zipped together. I was told this is in case I come off and go skating down the track on my back or belly and the top parts from the bottom and have to pick gravel out of those placed for a few weeks, .....**so they do expect me to come off??**

I noticed that most of the other riders who had signed up for this crazy event were wearing one piece leathers so I thought it a good idea to see the Track Marshal to see if my zipped two piece would be acceptable, unfortunately as my zip did not go all the way round he said that it would not be good enough however he took me to a guy who was selling items on a stall and got a foam back protector and asked me to stuff it down my trousers so that it bridged the small gap between my trousers and jacket at the front. had to be a bit careful though thinking when it was my turn to come off my bike I had to make sure that I was sliding feet first so this back protector did not go flying down my trousers and take my appendage off, .....**something else to worry about?**


I was told to take my bike down the end garage to have the noise it made tested. I assumed it passed because it now had stickers all over the front of my bike and then of to get my riding clothing checked over.

Passing the requirements that's having my licence checked, having my bike checked for any loose parts and that it was not too noisy and then making sure my riding kit passed all the safety requirements. I signed up for the day. I also had to sign a disclaimer that I accept the fact that **"PERFORMANCE RIDING CAN BE DANGEROUS AND MAY INVOLVE INJURY OR DEATH"** ..... **God now I could die ??**

After visiting the nearest toilet I calmed myself down and arrived at the track in plenty of time to register, this resulted in me walking out of the registration office with a wrist band being securely fastened round my wrist. you know the sort of thing you get put on your wrist when you have to go into hospital for an operation, this, apparently, is in case I come off and I can't tell them who I am, .....**Oh no, now they do expect me to at least end up in hospital ??**

On walking back to the garage where our group appeared to be gathered I noticed our Vice Chairwoman Tina walking towards the garage struggling with a large box that had BLOOD written on the side, .....**that was enough for me I was off.**

Because my bike now had stickers all over the front showing everybody that this bike was going to have to go round the track so I could not get away.



42

# KAMG REGALIA

For reflective bibs both Observer and Green Badge holders, please see Regalia Manager at one of our club nights

## BRANDED CLOTHING

Large range of KAMG branded clothing to order only, any colour and size.

Crew Neck T-shirts **£17**

Polo shirt **£17** Ladies Polo Shirt **£17**

Sweatshirt **£20** Fleece half zip **£26**



## MAINTENANCE AND ACCESSORIES

Muc-Off spray cleaner **£5.50**

WURTH Chain lube **£8**

Seal Awheel **£10**

Grip Lock **£44.95**

Approved Breathalyzer kits. **£5.50**



## BOOKS

How to be a better rider **£10**

Highway Code **£2.50**

Know Your Traffic Signs **£4.99**

Road craft **£12**

IAM Sticker **£1**



# MACHINE CONTROL DAY

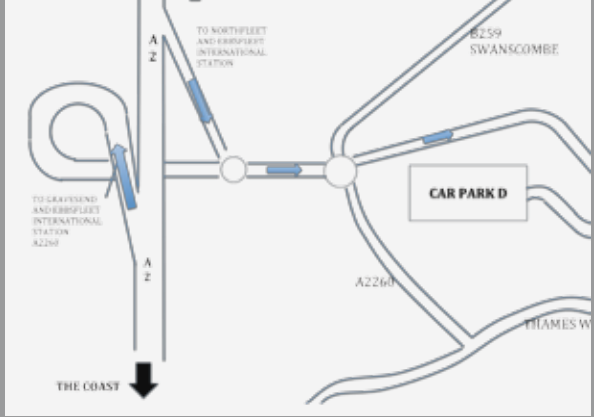
Our machine control days are organised by Mick West. If you have not yet signed up then do it now. A MCD is the best value for money you can buy at **£10.00** (paid on the day).

**0844 585 7783**  
**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, 9th April 2016  
Saturday, 18th June 2016  
Saturday, 30th July 2016  
Saturday, 1st October 2016





Kent Advanced Motorcycle Group (KAMG). AGM Notice

NOTICE IS HEREBY GIVEN by order of the Group Committee that the Annual General Meeting of “KAMG” will be held at 2030 on Thursday 31<sup>st</sup> March 2016 at The Kentagon, Brands Hatch Race Track, to enable the Trustees of the Group (Registered Charity No1060837.) to present their Annual Report and Accounts for the year ended 31/3/2016 for approval by the Group Full Members and to conduct an election.

Secretary's Name	Jim PULLUM	Date	11 <sup>th</sup> January 2016
Address	as per Tracker	Group No.	K2095

All Group Full Members, Associates and Friends are invited to attend but only Group Full Members may vote.

A Member entitled to vote at the General Meeting may appoint a proxy to vote in his stead. A proxy need not be a Group Full Member.

CURRENT OFFICERS

Chair	Jamie TOLLERTON	Will stand
Vice Chair	Tina UNDERWOOD	Will stand
Secretary	Jim PULLUM	Will stand
Treasurer	Paul JESSOP	Will stand

COMMITTEE MEMBERS

By IAM rules one third of the Committee must retire annually and may offer themselves for re-election.

However within KAMG all committee members will be standing down and offering themselves for re-election..... that is;

Tony Young, Jon Potter, Mick Mills, Mick West, Dave Murphy, Colin Underwood, Paul Aspinall, Tim Johansen, Steve Riches

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 - by 20/3/2016. All Officers and one third of all other Committee Members must retire annually by rotation 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
	Chair			
	Vice Chair			
	Secretary			
	Treasurer			

COMMITTEE MEMBERS

Name	Nominated by	Seconded by	Signature of Nominee

[www.bikenormandy.com](http://www.bikenormandy.com)

2016 Tours include;

WW2 Sight  
4x4 - 4 countries / 4 nights  
Picos, Pyrenees & volcanoes  
Black Forest  
Rhine in Flames  
Italian Lakes & Swiss Alps  
Monte Carlo or Bust

Short Breaks & Longer European Tours since 2003

E-mail; [info@bikenormandy.com](mailto:info@bikenormandy.com) Tel from UK; 0033 233 350065

Word Search  
Just a bit of fun over a coffee

O	B	P	R	O	G	R	E	S	S	I	V	E	D	D
B	R	A	S	K	R	O	W	R	O	T	O	M	S	A
E	K	A	R	B	U	S	I	N	D	I	A	N	I	P
M	A	J	P	Q	N	O	T	I	R	T	S	A	G	Z
X	W	N	O	R	T	O	N	V	S	R	Z	I	N	G
Z	A	Z	L	H	I	S	S	F	J	I	K	R	S	P
A	S	I	G	N	N	A	S	O	A	U	L	A	M	U
J	A	T	O	M	I	B	C	H	G	M	O	V	K	N
N	K	E	K	S	R	K	L	S	E	P	M	A	L	O
D	I	V	A	N	O	A	U	O	E	H	A	B	A	T
O	S	W	W	A	M	B	A	Z	O	N	M	O	T	N
B	A	A	A	H	O	N	D	A	U	R	A	E	G	G
K	L	K	V	E	T	T	E	I	P	S	G	A	T	E
E	T	T	E	C	O	L	E	V	S	E	S	T	P	T
S	P	A	T	U	M	I	B	O	B	L	I	P	P	Y

With thanks to Alex Horner for sending this in.

- John Bloor  
Indian  
Norton  
Suzuki  
BMW – teaser!  
(Bavarian Motor Works)  
Gear  
Signs  
MOT  
Moto Morini  
AJS  
Triton  
Honda  
Amp
- IPSGA  
Progressive  
Bimota  
Velocette  
Triumph  
Kawasaki  
Brake
- LES  
HISS



# PALMAR MOTORCYCLES

Suppliers of Motorcycle Parts & Accessories

Block 3 Unit 4  
Vestry Trading Estate  
Otford Road  
Sevenoaks  
Kent TN14 5EL



Excellent discounts for KAMG members

Call: 01732 46 95 46

FAX: 01732 46 88 87



## HIGHCROSS ROAD MOT

CLASS I & II MOTORCYCLE MOT  
CLASS IV CAR & VANS up to 3,000KG  
SERVICING AND BODYWORK ON ALL MAKES

FAST FRIENDLY SERVICE

BASED IN WESTWOOD FARM HIGHCROSS ROAD  
BETWEEN BEAN AND LONGFIELD

CALL 01474-833116

10% Discount off MOT Test Fees on production of this leaflet

## POWERHOUSE PAINTWORKS

HIGH CLASS VEHICLE REFINISHERS

CARS

ACCIDENT REPAIR

RESPRAYS

CUSTOMISATION

MODIFICATIONS

RENOVATIONS

VINYL GRAPHICS

FOR ALL YOUR  
BODYWORK  
NEEDS

MOTORCYCLES

RACE REPLICAS

CUSTOM PAINT

RESPRAYS

FRAME & PARTS  
POLISHING

WHEEL  
REFURBISHMENTS

STICKER  
SETS



CALL 01474-834223

UNIT 2, WESTWOOD FARM, HIGHCROSS RD, SOUTHFLEET, KENT DA13 9PH

# OBSERVER ASSOCIATE CHARTER

What is expected of the Observer / Associate partnership

## THE OBSERVERS

➤ Have made the effort to train, not only for the test, but have also taken part in Observer Training courses. They are a valuable asset to the group and give of their time freely, except for a contribution from the Associate towards their expenses, as determined by the Committee and the IAM.

## THE ASSOCIATES

➤ Are expected to have equal commitment, with the goal being the Test.

➤ Are to be available for observed runs once every two weeks (ideally), as continuity cannot be maintained with regular gaps of three weeks or more.

➤ Should make their monetary contribution before setting-off.

➤ Must establish the date(s) of the next run(s) at the debriefing, and they must PRACTISE between these dates.

➤ Must make an effort to STUDY the THEORY by reading the relevant literature; for example 'How to be a Better Rider', 'Highway Code', 'Roadcraft' etc.

➤ Cancellation of a run due to the weather will be at the discretion of the Observer. If, after a period of one month, an Observer has not heard from the Associate it will be assumed that interest has been lost and the Associate's name will be placed back at the bottom of the waiting list.

➤ A review of the Associate's progress is mandatory, requiring a Check Run with a Senior Observer after six runs or six months. When the Observer feels that the Associate is riding consistently to the required standard a Pre-Test Assessment will be arranged with a Senior Observer. The Observer will give as much help and encouragement as possible but the onus is on the Associate to endeavour.

## PTA MOTORING CENTRES

The Motorstore



P-T-A.CO.UK  
274 WICKHAM ROAD  
SHIRLEY O208 654 8811



MOTOR INDUSTRY  
CODE OF PRACTICE  
Service and Repair

FREE  
COLLECTION  
AND  
DELIVERY  
TYRES  
BRAKES  
SERVICING  
AND MORE



E-MAIL SEANPTA1@YAHOO.CO.UK

BRIDGESTONE

DUNLOP

GOODYEAR

MICHELIN

PIRELLI

**Bowen Moto**  
Passionate about bikes

Bowenmoto.co.uk 01634 811757  
74-76 Luton Road Chatham ME4 5AB



Kawasaki

aprilia



RIEJU



ROYAL  
ENFIELD





Emergency Contact Disc

IAM  
DRIVING ROAD SAFETY

Emergency Contact Information

Name: \_\_\_\_\_  
Relation: \_\_\_\_\_  
Tel: \_\_\_\_\_  
Address: (optional) \_\_\_\_\_

Medical Alert Information

Driver: \_\_\_\_\_  
DoB: \_\_\_\_\_  
Medical Alert

Open emergency contact medical and contact information

IAM  
DRIVING ROAD SAFETY

**Step One**  
Print out this sheet, cut and fold along the dotted lines to prevent information being visible

**Step Two**  
Fill in your emergency contact details and medical information.

**Step Three**  
Insert into your tax disc holder.

**Share with your family, friends and colleagues you could help save a life!**

- Use blank circles to add additional information or details about regular passengers.
- You could consider including a passport photo to assist with identifying the correct casualty.
- Address details are optional and we would not advise you include any personal information that you are uncomfortable with sharing.
- Access to health and next of kin information could be critical at the scene of a collision or medical emergency.

# 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 Tony Young [associates@kamg.org.uk](mailto:associates@kamg.org.uk). Observers should confirm their willingness to help on Tracker and Tim Johansen will keep them informed as to our needs for the session.



**CHECK THE KAMG WEBSITE  
FOR NEXT AVAILABLE DATES  
OR CONTACT TONY YOUNG ON  
[associates@kamg.org.uk](mailto:associates@kamg.org.uk)**



# 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 rear 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

For the safety of participants, if the temperature at the start point drops below **3°C**, the ride will be cancelled.

## PLEASE CHECK THE KAMG WEBSITE OR TRACKER SYSTEM FOR THE ROUTES OF ALL FUTURE RIDES.

The up-to-date routes can be downloaded to your Sat Nav or printed out if you prefer. They will also be advertised in the RIDERS Extra E News published and sent out to all members monthly via Tracker.

## 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**



**CHAIR**  
Jaime Tollerton  
0844 585 7798  
chairman@kamg.org.uk



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



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



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



**CHIEF  
OBSERVER**  
Christine Botley  
0844 585 7791  
chiefobserver@kamg.org.uk



**DEPUTY CHIEF  
OBSERVER**  
Mike Stapley  
0844 585 7793  
dco@kamg.org.uk



**ASSOCIATES & IDCAM  
CO-ORDINATOR**  
Tony Young  
0844 585 7796  
associates@kamg.org.uk



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



**MAGAZINE  
EDITORS**  
Ian & Christine Burchell  
0844 585 7794  
editors@kamg.org.uk



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



**REGALIA  
MANAGER**  
0844 585 7795  
regalia@kamg.org.uk



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



**PUBLICITY  
OFFICER**  
  
publicity@kamg.org.uk



**MACHINE  
CONTROL DAY**  
Mick West  
0844 585 7783  
mcd@kamg.org.uk



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



**COMMITTEE  
MEMBER**  
Colin Underwood  
0844 8027 093  
cunder7678@virginmedia.com



**COMMITTEE  
MEMBER**  
Paul Aspinall  
0791 265 9431  
aspinall456@btinternet.com



**TICKET SALES &  
RAFFLE**  
Tim Johansen  
0844 585 7797  
tim@kamg.org.uk





# BUILT TO EXPLORE.

## THE ALL NEW BMW R 1200 GS ADVENTURE.

With its easy and agile handling this machine will take you on an adventure of epic proportions, from rocky tracks to sandy deserts. Are you ready?

The new R 1200 GS is now in our showroom and ready for test ride.

Call us now on **01483 207000** to book your test ride\*, or scan the code for more information.

\*Test ride subject to applicant status and vehicle availability.



### Vines of Guildford

8, yfield Green, Guildford, Surrey GU1 1 3D  
 01483 207000  
[vinesbmwbikes.co.uk](http://vinesbmwbikes.co.uk)



help us spread the word  
 search for us: Vines Bikes

twitter

01483 207000  
[twitter.com/vinesBMWbikes](https://twitter.com/vinesBMWbikes)

