

# RIDERS

... magazine of the KAMG



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KENT ADVANCED MOTORCYCLISTS GROUP







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**THIS EDITION  
INCLUDES ...**

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**Front cover:** –This is what you call 'making an entrance'.

**Top picture:** – Where's my Bike???

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



## KAMG Winter Chiller

### And the date for your dairies

KAMG are pleased to announce we will be holding an evening for members, family and friends.

We will be having a buffet and a disco to help shake off them winter blues. This is your night to let your hair down, enjoy good company and dance the night away.

The date **26<sup>th</sup> November 2016**

The location will be @ Masonic Hall 25 Wrotham Rd Gravesend Kent DA11 0PA

The cost tbc

Time tbc

Contact Paul Aspinall on [aspinall456@gmail.com](mailto:aspinall456@gmail.com)







Nick Farley KAMG Riders new magazine editor will take over the controls of RIDERS from Ian and Christine Burchell in the next edition from August 2016.

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 AND CHAIRMANS REPORT

This will be the last time that I am going to write the Editorial for RIDERS magazine. As you elected me to be the Chairman of KAMG I feel it best to hand over the role to someone else or the magazine may end up being my mouthpiece! Fortunately Mr Nick Farley, who has considerable experience in magazine editing, has volunteered to take over from me, and I for one, look forward to the further development, of what I consider to be an already high quality product. I must thank John Gardiner for his support and expertise. He is continuing in the role of magazine layout and typesetting – something he is really good at, just don't tell him I said so.

In my new role as Chairman I am happy to receive your comments about the way things are going. I will be available at club nights from about 7.30pm if you want to speak to me about any issue – or heap praise on any aspect of the clubs activities! I shall be reporting back to you on committee decisions in the monthly E News to help communication between the differing sections of the club. I will try to attend as many of the clubs activities as I can and look forward to catching up with you at them. I have already been at the April Machine Control Day, IDCAM, Pot Luck and Firebike Skills Day and have sent out feedback forms to the attendees to seek their views of our activities.

However in return for listening to members comments I need to remind you all, that anyone who does anything for KAMG is a volunteer. They will have other lives and other commitments. So in return I am going to be looking for more members to help out at events and activities to help spread the workload. This will also enable us to provide an even fuller and more varied calendar. So if you voice any concerns then please give a thought as to how you could help to address the situation – that should stop too many of you rushing up to me!

One of the first emails to drop through the KAMG Chairman's inbox was a complaint from a member of the public which started with the words, "Yesterday Monday 18th April at 11.10am I encountered a Kent Advanced Motorcyclist, G\*\*\*\*\*P at the top of Spitfire Way roundabout near Lidl's, Hawkinge." They then went on to describe the allegedly bad driving of this bike rider and another rider and bike that was with them. It just goes to remind us that wherever you are, someone will be watching/observing you, and if you are displaying a club badge or jacket, may well complain about you. Of course it could be worse, they could be filming and sending evidence of their complaint off to the police as some two wheeled road users do! Please be aware. No one ever seems to send in a comment about good riding!

Ian Burchell - Chairman

# CALENDAR OF EVENTS

## MAY

Sat 28th Tour to Vianden  
Sun 29th Training/Social Ride – Hythe Light Railway

## JUNE

Thurs 9th Fish and Chip Run  
W/end 11-12th Merlins & Motorbikes - Headcorn  
Sat 11th IDCAM and Pot Luck rides  
Sun 12th Observer Ride Out  
Mon 13th Committee meeting  
Wed 15th Kent Firebike Rider Skills Day  
Sat 18th Machine Control Day  
Sat 25th Trainee Observer Workshop  
Thurs 30th Club Night – Demo Evening

## JULY

Sun 3rd Training/Social Ride – Saffron Waldon  
Tues 5th Training Sub Committee meeting  
Thurs 7th Fish and Chip Run  
Sat 9th IDCAM and Observer Workshop  
Mon 11th Committee meeting

Sat 16th Trainee Observer Workshop  
Mon 25th Kent Firebike Rider Skills Day  
Thurs 28th Club Night BBQ  
Sat 30th Machine Control Day  
Sun 31st Training/Social Ride – Amberley Tea Rooms

## AUGUST

Mon 4th Fish and Chip Run  
Sat 6th IDCAM  
Mon 8th Committee meeting  
Thurs 11th Observers meeting  
Mon 22nd Kent Firebike Skills Day  
Thurs 25th Club Night Demo Evening  
Sun 28th Training/Social Ride – Dungeness Mill

## SEPTEMBER

Sat 10th IDCAM  
Sun 11th Observers Ride Out  
Mon 12th Committee Meeting  
Mon 26th Kent Firebike Skills Day  
Thurs 29th Club Night

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





# COMMENTS TO THE EDITOR? ONLY A FOOL? YES BUT ...

I have an alternative viewpoint to the anonymous writer of the article 'Only a Fool...' in the previous edition of Riders but before I get started, I would just like to say that I wholeheartedly support the idea of safe distances and the two second rule, which is formed into an easily remembered rhyme for the unthinking masses.

Now to my point, which I intend to make with logic and objectivity. We should not confuse following distance with stopping distance; there is a distinct difference. While the rule 'be able to stop in the distance you can see to be clear' applies to the open road and stationary objects out of sight around a bend etc., it does not apply to the back of a moving vehicle in front. This is simply because when a driver does an emergency stop, the vehicle does not stop suddenly, instead it suddenly begins braking hard but usually takes time and distance to come to rest, there being notable exceptions such as motorway pile-ups and hitting a brick wall. Therefore when following, you have the distance to the vehicle in front, plus the stopping distance of that vehicle, in which to stop yourself. If you allow a one second thinking time distance to the vehicle in front and are looking ahead of that vehicle for obstacles then you are relatively safe, assuming your brakes are applied as hard and are as efficient as those on the vehicle ahead. I'm not advising this, just stating a fact. That I believe is the reason for common practice; whether through conscious thought or not, drivers' minds have determined there is an acceptably small risk in following closer than the two second rule advises. At this point, it is interesting to note that according to the stopping distance table taken from The Highway Code, two seconds will give you distance in which to stop from speeds up to about 40mph but not above that (due to the way brakes work). Indeed, by publicising the two second rule for use on the open road with speeds over 40mph (I remember the adverts) the implication here is that it is accepted that this is a guide for following distance only and not stopping distance.

I will finish with a little piece of history. I am always amused and somewhat irritated when the same tired old Highway Code figures are trotted out to illustrate stopping distances. When I was clearing out my father's house, I came upon an early edition of this venerable

booklet from the 1950s. Behold, upon comparison with a modern one, the figures were exactly the same. Therefore it would appear that despite the many improvements in vehicles over the decades such as: disc brakes, better suspension designs, generally wider tyres, to name but a few, we still take the same distance to stop and are no safer. Just for fun, when next you are online, use your browser to find a picture of a car or motorcycle from that era and think, is my vehicle no better than that? Could it be then, that the powers that be are reluctant to carry out a new study and tell us the latest figures for fear of the general public using this as an excuse to drive even closer together? Does nanny, in typically condescending fashion, really know best? Given the general ignorance of The Highway Code, I suggest most drivers would still drive at what to them is a comfortable distance.

Geoffrey Curtis

## ONLY A FOOL ... :02

### 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



# TEST PASSES

Since the last edition

A warm welcome to the  
Group's new members



Ian Walker  
Observer: Mick Mills



Ally Lock  
Observer: Tina Underwood



Vincent Knust  
Observer: Mike Stapely



Tina Underwood  
IAM Masters Test Pass  
Presented by Ian Burchell



# PORK PIE MURMURINGS

New to this game of touring with a large group of 24 other motorcyclists and stopping away, I did wonder just how it would all go with possibilities of losing people en route, mechanical breakdowns, weather uncertainties and any other problems you can think of; as it turned out I should not have fretted.

Steve (The Cake) Riches had kept those of us who follow KAMG Facebook well up to date with his preparations for the weekend by dropping tit bit tasters of pics of assorted places and ..cakes .. we might anticipate as he did the preparations (2 x previously, once on bike & then car with his beloved). That in itself should have shown there was some deal of pre planning and preparation had gone into this escapade.

We started out gathering at 8 at Dartford McDonalds and that went well with a bright morning in April no signs of frost rain or snow that were forecast...a thorough briefing and issuing of pink itineraries saw us then skipping through the tunnel towards the meetup with "Essex Chapter" before moving through the lovely lanes and villages of rural Essex towards Cambridgeshire, Peterborough and the Fenlands. As we made our way along we were treated to clear open roads of far, far better condition than Kent!

First stop for mid-morning tea and scones ... no they didn't have Pork Pies before you ask but they did have rather nice steak or chicken pies at Sturmer Nurseries, Haverhill CB9



7XD... a good start there! Well except for one puncture.... they would catch us up later in the escapade though so no real harm done.

Moving on we wended our way some more before finally managing to totally block the Pace Petroleum A142 East of Ely they must have thought trade was booming this spring! Joined here by Paul, and Keeley on pillion, saw us leaving with more bikes than we arrived.... a feat in itself ... The view of Ely Castle as we passed by has to be said was a stunner ... but no time for pics alas we were thrumming along now and all were well in the system of the drop

off and making good progress towards our lunch stop at Rasells Tea House, Little Bytham NG33 4RA where we were made very welcome and had our first real tea leaf pot of tea of the tour! Tea strainers needed some explaining for the younger ones amongst us but still no pork pies on the menu, can we get Steve on the trade descriptions act?

After this stop we were all on for getting to Melton Mowbray and once there walked, (yes that's on two feet not wheels) to the local butcher Dickinson and Morris who did (at last) have elusive and illustrious Pork Pies. Indeed as we were late in the day they were giving away steak pies too with every order ... fine one there Dickinson or was it Morris ?

Nothing left for it now other than to hit the road to Market Harborough and our overnight stop ...and fine things (like pies) are worth waiting for because this road was a great one. Alas the speed restrictions at 50mph rather hampered the sweeping bendy roads ability to thrill to the utmost but that said it was still superb and still no rain on our parade. Someone amongst us must be righteous as they say God only smiles upon them and after our fine day we were full of smiles at the arrival and later at the gathering for supper and a good night's sleep (guaranteed by none other than Lenny Henry if you believe the advertisements).

Next morning and we were all awoken by a loud pipe, no not the boiler, this was our host Steve about to pre breakfast reconnoitre where we could get petrol in Market Harborough, because where we were staying we had actually closed our second petrol station, albeit for refurbishment not though demand or our reputation.

So at nine sharp and joined by those who had stayed elsewhere we whizzed to Harborough for the Tesco filling station before starting properly on our second day on Leicestershire roads that even surpassed Essex for being well metalled, nicely bendy, but a little over actively covered with random cow manure for some liking. Over hump back bridges and under a Hogwarts look alike viaduct with a photo op stop and then onwards via Uppingham, Rutland, where the public school pupils



were much in evidence (boys and girls 13-18) rushing to 10 o'clock church service with the bells ringing sweetly – rushing so much that they failed to respond to offers of rides or subtly proffered sweets by some? We were anxious to enjoy the sun and move on towards Wymondham Windmill Tea Room but not before we became mixed up with other two wheelers, although these had lycra and cool dude glasses on, but little in the way of protection despite doing 30mph downhill and up twisty dale. Hence I suppose the "victim" nickname we were later to learn they are given by our community support riders amongst us ... who should know? Here again we were expected and even had a private room booked again showing what a natural planner is our illustrious Mr Riches.

Setting off with an audience of youngsters choosing which motorcycle they liked best (had to be the Red One – Charles





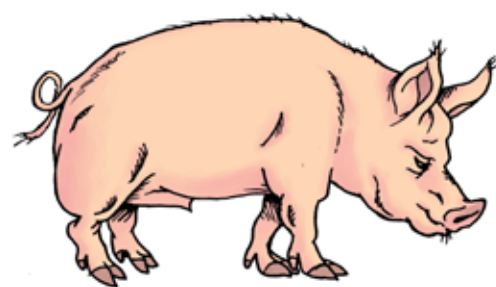


to us (I think ) about our beloved bikes but they didn't seem to realise we couldn't hear a word of their murmured and grimaced appreciations, I suppose it was after the lunchtime drinking session for some? Any way that aside and now en route to filling up again ...twice past the petrol station for U turn practice (as another petrol station was again closed for refurb)... is our reputation going before us? Then once more to the roads of rural Essex those beautiful old cottages with pargetting panels and thatched roofs and on to final farewells after practising our skills of river fording somewhere near Stanstead and before crossing back to Kent by a very civilised early evening time ( supper was not included ) thankfully.

All had gone swimmingly or at least DRY, even at the ford we all managed to cross without so much as wet boots, although I can vouch for Dermot having an inhaled Sauna in the moist misty vapours rising from the twin pots of his much loved blue and white GS, or has he taken up vaping?

Well rehearsed, well executed and well named, The Pork Pie Run will go down in history. My bet is that some that missed out will hear the tales and this may become a feature again some time. If so there may be even more than 25 bikes though should that be the case the lovely quaint watering holes may need to expand to cope!

Thanks Steve (!), well done back markers, and well done drop off point markers. We never put a wheel wrong! ...and nobody died as the saying goes ... KAMG reputation intact! Well except for one of us who was witnessed mincing his way back to his white Fazer at the hotel, with a lovely roll along suitcase ...mmm...no names given there ... over and out !



take note ) we were advised the road was closed for the victims race , so that was what the man waving a flag in front of a red barrier was about. But no matter we were off in the opposite direction and enjoying our post morning tea and cakes ride towards a lunch stop at Betty Bumbles, Market St, St Neots Cambridgeshire PE19 2AF on our way south .. sad to say homeward bound . Here we were greeted and welcomed in to another reserved room with Union flags and bunting for The Queen's Birthday and a beautiful spread once more. I have never eaten so much considering all we were doing was sitting comfortably on bike, albeit shifting left and right as we swept along. Before arriving here we had managed some very spirited riding on great roads once more and we could all agree how we had been well treated to an experience which considering we were so close to home was extra ordinary, applause for Steve again, this time voiced by Matthew as he asked us all to join in 3 cheers for the man who got this together. We duly gave voice of thanks and woke up St Neots , as we did again on leaving ... there were some strange folk talking



# TO CALAIS AND BACK

EVENTUALLY!

My annual jaunt to Calais was booked this year on the May Bank holiday Saturday. This came about as being the only Saturday available to me when I looked at the KAMG and my personal calendars. This did mean that 35 bikes were booked on three separate trains from 0750 to 0836. No problem I thought we can all



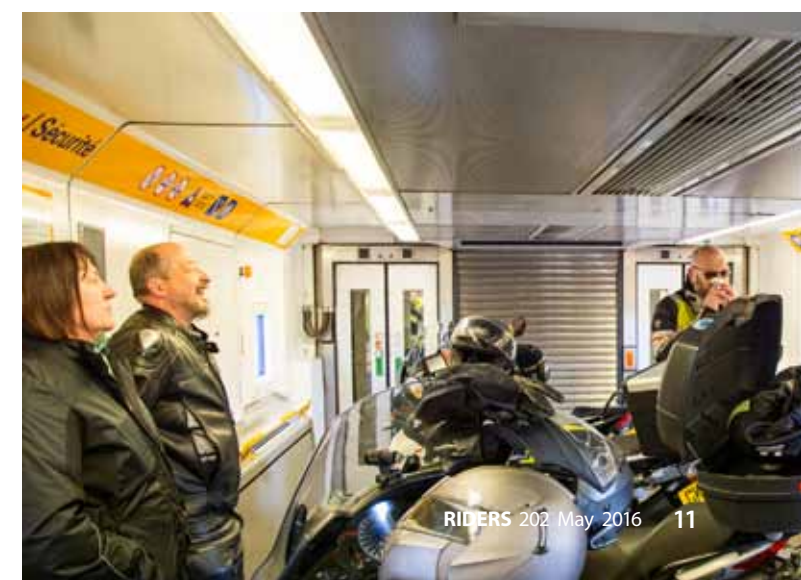
meet up at the McDonalds just outside the Calais train terminal and start the run from there. Well as they say "The best laid plans .....!" I arrived at Folkestone at about 0700, with my wife Christine as pillion, to find the terminal in a degree of chaos with all trains delayed by up to 2 hours. Apparently there was a train breakdown in one tunnel and over running maintenance works

in the other. This resulted in a huge number of people queueing for tea, coffee and breakfasts in the terminal building and lots of KAMG members standing around in the cold in the car park – it was only 4 degrees Centigrade. Eventually some of our group were called forward to the trains, then another group, including me were also called forward, leaving some still behind. Because of this I arranged with Roger Lancaster that he would lead the last group of about a dozen bikes direct to our coffee stop at Audreselles whilst the first two groups met up and started the rides proper. This we did and finally about 1 hour later we regrouped at McDonalds and rode along the coast from Sangatte to Audreselles taking an inland diversion



to view some of the roads and views that this area has to offer. The weather was fine and the view across the English Channel to Dover was stunning.

As we rode into Audreselles I spotted a group of motorcyclists at the coffee shops and immediately thought Roger had arrived before us! Unfortunately it was not Roger and co but a group of French riders also enjoying the area and the weather. I realised they were not KAMG members when my rather jolly English greeting was met by a wall of studied indifference and a couple of Gallic shrugs! C'est la vie. Coffee and croissant were consumed by my 21 strong team whilst we waited for Roger..... the waiting turned into making phone calls until we were finally connected and found that the rest of KAMG were just arriving at Calais and were still on the train waiting to disembark. I now asked Roger to lead his







team direct along the coast road to Boulogne where I hope we would meet up and regroup. This he agreed to do, and with Tim J taking up the rear they set off. At the same time we left our rather pleasant coffee stop and set off inland to ride for an hour to Boulogne for lunch. Some nice roads, pretty villages and views led us to park outside the walls of the old town of Boulogne where I despatched the group to take lunch whilst I waited for the Roger's group. Fortunately after about 10 minutes I heard a bunch of bikes (what is the collective name?) and Roger's group appeared coming up the hill – as I said to him I have never been so happy as to see him before! So we were finally KAMG in France all lunching together. The pace of life just 20 - 30 miles away from England appears to be somewhat slower than at home – either that or the restaurants cannot cope with more than 6 diners arriving at the same time – but it was good to see the membership immersing themselves in the local culture. In fact the most popular lunch seemed to be “omelette au fromage et jambon, frites et salade” – that is ham and cheese omelette, chips and salad to you and me! We also witnessed a rather quaint local custom when one of our group was given the wrong dinner. Not realising this they started eating some

of the chips and salad as you do, until the staff realised their mistake and took the plate away. This was then given directly to the person who actually ordered it in spite of the protestations of all at the table! So if you were given a plate of food with some chips and salad missing then oopps, sorry!

After lunch we rode off as one group along the D940 coast road back to Calais, a really nice road with sweeping bends, hilly bits, villages and views across the Channel again. Stopping at a supermarket for a bit of shopping, refuelling and an ice cream we then finished our day by returning to the Calais train terminal for the short hop home – or so we thought. We were met by more queues of traffic to the ticket booths to be told that the Tunnel was now completely shut and we were being rerouted to catch a Ferry Boat home. So we duly rode the 20 minutes or so to a different ferry terminal to be greeted by, yes you guessed it, more queues of traffic. What I did not understand is why our passports were inspected at the train terminal and then another 3 times at the ferry port. Fortunately the British do love a good queue, or so we're told. Eventually 21 of us boarded the 19.55 P and O ferry

homeward bound. I have not been on this service for many years and it was the first time I have taken my bike on the boat to/from France. To be fair the boat was clean and tidy and the staff helpful – pleasantly surprising as they told us that the boat had been put on especially to cover the tunnel closure and they had all been kept on for a 12+ hour day. A calm crossing saw us land at Dover for our journey home with me parking my bike in the garage at 22.15. You may have noticed that I said 21 were on the boat, where were the rest of the gang? Well, we had intentionally split up at Calais for people to do their own thing, so some folk arrived at the train terminal later than us. They were told that there was a 90 minute delay

but were given tickets to board. This then resulted in them landing back in the UK before the boat travellers had even left the Calais quayside!

I am sorry if this report sounds like the ramblings of an angry old man, which is not what I mean to convey. Everyone on the trip seemed to enjoy the day(!) in spite of, or maybe because of, the obstacles we encountered. This is even though we spent more time queueing than riding! On the plus side we were in France, the weather was really nice, the roads are always quiet and good fun, the scenery is different and the company was great. Thank you to all of you for enduring the problems whilst always remaining cheerful.





# THE BAKER'S DOZEN

Roger arranged a winter ride out to Thaxted following the same route as the club run to Saffron Walden.

The day started a bit 'iffy': whether or not the run would go ahead - some peeps waking up to fog; and also I had some heavy frost to contend with. Thankfully this soon burnt off and by the time we all met up at the rendezvous it had completely dissipated. Those assembling were: Roger Lancaster; Paul Watts; Martin Brown; Mike Page; Stephen Goldsmith; Martin Ford; John Davis; Andy Collings; Peter Kitcherside; Dermot Horan; John Long; Howard Williams and me, making up the Baker's Dozen.

The marker system was used and it was needed too as some were not familiar with the run. To be honest, with such numbers in a group it's the best way of guiding everyone to the destination.

During this ride I really wanted to make sure I was correctly using IPSGA as my riding skills guide. Recently I was beginning to think I wasn't using the system properly because I was concentrating on my bend work to its detriment. So, Information - what can you see? what can't you see? and what can you reasonably expect to happen? Taking the information, processing it and giving it - all this encompasses the whole of the system of motorcycle control. Position - guided by the information phase as is all

the stages. Speed - controlled by the throttle and brakes; Gear selection after speed has been scrubbed off (I know you can overlap getting speed off and selecting a lower gear but I'm not very good at co-ordinating that; maybe something to work on). Lastly is Acceleration and we were employing this throughout this challenging route - great fun. With bend after bend coming at you in the rural parts of Essex, the limit point was chased with enthusiasm, giving a flowing ride and was enjoyed thoroughly.

We stopped at The Swan Hotel who provided us with excellent service and I must say the menu gets better and better each year; a welcome break and a warm up with great company.

The return journey was in reverse for some of us, still employing the same skills as the way up. We did though turn off at Sandpit Lane, close to Brentwood, to within a few hundred yards of the M25, cutting out the entire town centre. Quite a useful shortcut.

If you haven't been on one of Roger's Rides then it's worth a go. It's good fun and you know you will never be left behind whatever pace you chose.

Thanks Guys!

Amanda Binks

# MY SUZUKI 1000 VSTROM

I have been riding the Suzuki DL1000 VStrom for a year now, so when John Gardiner said we had a few spare pages to fill in this month's Riders, I decided to put pen to paper. So why the VStrom? Well historically I started riding with a variety of Hondas back in the 1970's. My first big bike was a BMW K75RT which I bought soon after passing my advanced riding test, as Mrs B and I had decided we would like to tour Europe on holiday. We then moved on to a BMW K1100LT, a Yamaha FJR1300 and then the BMWK1300GT which I currently run. When I started Observing with KAMG I used these big bikes but soon decided something a bit smaller and lighter would make my life easier. After trying out a number of 600cc capacity machines I purchased a Honda Hornet 600 which both Christine and I loved. After running this for a number of years I decided to have a change, and for reasons still not clear to me settled on the Suzuki DL650 VStrom, complete with strange shaped panniers and a bright orange paint job. Mrs B did comment on my choice of such an ugly bike and I was very careful not to explain that this also extended into my choice of wife! I actually really enjoyed the little VStrom. It was comfortable, reasonably fast, handled well enough, was quite frugal and did the job for four years, but Mrs B never really liked it and longed for the return of the Hornet or a bike with a bit more get up and go.

The result was that 12 months ago we were wandering around the Laguna showroom having seen an advert for Suzuki's with 0% interest. We test rode the DL1000, enjoyed the experience and decided we would buy one. The variant that Mrs B liked was the "Desert" complete with extras and a limited paint job, unfortunately the one in the showroom had already been sold and we were told that there were no others in the south of England! We returned home somewhat disappointed wondering what to do next. The answer was not to believe the staff at Lagunas but do your own internet search and see for yourself what is available. I have to say having since returned to Laguna's for a service and warranty work I am not impressed by the service or staff but that is probably another story for another time!

Anyway, there was the bike that we wanted

sitting in a Suzuki dealership in Ipswich, waiting for us to make a call and seal the deal. Well that is exactly what I did. I arranged the trade in of the 650, purchase of the new bike and finance all in a 15 minute phone call and a week later I rode to Orwell's motorcycles returning home on a shiny new bike. Why is it that it is always a special moment?

So what about the bigger machine. Well the engine is grunty with plenty of get up and go in a variety of gears. I have found it to be comfortable either solo or with a pillion and have ridden for hours in a day without a problem. The suspension seems to be able to cope with anything I have encountered. It has averaged 55 mile to a gallon over the 10,000 miles I have ridden it to date and I am still on the original tyres with perhaps another 1-2 thousand miles of wear to go. It fits me nicely with all the controls to hand except for the switch for the fog lights which does not fit in with the rest of the bike and is a bit awkward to operate. It has a reasonably upright sitting position which affords a view across most cars and although a little tall in the saddle I have not had a problem with getting feet down at stops. The weather protection is OK with a small screen. Equipment wise the "Desert" comes with panniers, satnav, centre stand (why an optional extra these days?), engine bars and fog lights, hand guards and a rear rack. The paintwork is a sandy colour with coloured matched seat which is made with a non-slip surface - a brilliant idea. I had a Scott oiler fitted at Orwells. Subsequently I have fitted additional LED running lights and a cheap top box, as the panniers are shaped in such a way as to make it impossible to carry a laptop and the right hand is only half size as it wraps around the rather large exhaust pipe! Does Mrs B like it, fortunately yes, although I tend to take off the top box before she climbs on board, absolutely nothing to do with the size of her rear end though!





# EASTER EGG RUN TO PARKWOOD HALL





# NOTICES . . .



## The Unity Support Riders (USR's) are now recruiting new team members for the 2016 season.

We are a charitable organisation providing motorcycle road marshals and mobile first aiders for charity motorcycle and cycle events throughout the south of England.

Webpage: [www.unitysupportriders.org](http://www.unitysupportriders.org)

We require that you already have or are willing to undertake an advanced rider qualification (IAM, ROSPA, ERS or professional qualification), First Aid training and attend our own USR training days.

Facebook: <https://www.facebook.com/Unity-Support-Riders-174788122573763/>

If you feel like enhancing your riding skills and putting them to good use by volunteering to help others, then contact us and we will send you an information pack.

Email: [info@unitysupportriders.org](mailto:info@unitysupportriders.org)



'We've Got Your Back'

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## Open Day

Sunday 3 July 2016, 10am to 4pm



Public - hosted by Kent Police

3 July at 10:00-18:00

Kent Police Training College

M211 50W Maidstone, Kent

College & University

01622 530108

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Report

About

Discussion

Details

A wide range of fun activities, demos & stands that the whole family can enjoy, including an insight into some of our specialist teams. This event is provided by Kent Police with the support of our emergency services colleagues and partner agencies.

--> Show times will be repeated, so whether you come first thing or later on you won't miss out.

--> Training School complex is on Govedale Avenue (behind Morrison's).

--> Bus 82 & 12 run to the venue from Maidstone bus station.

--> Nearest train stations Maidstone East/West.

--> Limited free public/roadside parking - look out for car park signs on the day. First free postcode: ME15 9DP

--> Assistance dogs only (no dogs left in vehicles)

--> Food, drink & ice creams can be purchased on site.

No tickets required but please join Event so we can gauge numbers.

2.6k interested

829 going

383 invited

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+ Add friends to this event

Invite

# IAM REPORTS

## RURAL ROAD OBSERVATION SKILLS

Driving on rural roads can be quite a challenge. Tight bends, unexpected wildlife and narrow lanes complicate matters, but if you get it right these roads can be the most fun too. Planning ahead is the key – expect the unexpected. The IAM's head of driving and riding standards, Richard Gladman, has five tips on getting rural roads right.

1. Look as far ahead as possible to see what direction the road is taking – hedge lines, telegraph poles or lamp posts all give clues on twists and turns ahead. And always be prepared for something you can't see round the bend – a group of cyclists or a horse, for instance.
2. Wet roads can seriously effect on car control. Keep an eye out for wet leaves or standing water on the road – as well as being slippery they can hide a multitude of hazards.
3. Be mindful of any animals that may also use the road and look out for these warning signs. Horses in particular can be easily startled, so when approaching reduce your speed and give them plenty of room. Pass wide and slow when it is safe. The British Horse Society offers more advice here: <http://www.bhs.org.uk/safety-and-accidents/dead-slow>.
4. Keep an eye out for agricultural vehicles on the road too – they probably can't go as fast as you want to, so try and be patient. On a single carriageway road only overtake where there is plenty of room to do so and where there is no oncoming traffic. Remember, any break in the hedge line is a potential junction for a tractor – if in doubt hold back.
5. If you're driving behind a bus or school coach, keep a look out for passengers that start to move around inside. This is usually an indication of passengers getting off at the next bus stop – be prepared to slow down for children crossing the road in front of or behind the bus.

Richard said: "Most country lanes will have a speed limit of 60mph – but this doesn't make it a target. You should be able to stop in the distance you can see to be clear on your own side of the road. On a single track road you may need to stop in half of that distance to allow for oncoming traffic – if you can't see slowdown.

"There are so many potential distractions in this environment, but nothing beats driving through a country road with beautiful scenery on a nice day. Take your time, plan ahead and enjoy the journey."

## HOW TO COPE WITH A MOTORWAY BREAKDOWN

This week's tips, from the IAM's director of policy and research, Neil Greig, are advising drivers on how to cope with a breakdown on the motorway. Read our essential tips to find out more.

- Ensure the coolant and washer fluids are topped up, the oil level is correct and the tyres are in good working condition – they all help the vehicle maintain the higher speeds usually experienced on motorways.
- Keep a high visibility jacket, waterproof clothing and a charged mobile phone in your vehicle – you never know when you will need these.
- If your journey is not going as smoothly as expected, stop at the nearest service station or pull over onto the hard shoulder (only in an emergency), parking as far left as possible to avoid slowing down traffic.
- Once you have pulled over, switch on your hazard warning lights so other road users are aware that you have stopped.
- Use the emergency roadside telephone when you need to call for help. The distance to the nearest phone will be marked on the white posts on the hard shoulder – the operator will know where you are if you use this phone.
- Make sure you and any passengers leave your vehicle by the left-hand side. Stay behind a barrier or up the embankment. If you feel threatened, get back in, lock the doors and call 999 for the police.

Neil said: "On smart motorways the hard shoulder is used as an extra lane. If your car develops a problem on this type of motorway then leave at the next exit, or pull into a motorway service area.

"So long as you prepare for unexpected breakdowns you can avoid the experience becoming too inconvenient and be on your way."





## RIDING IN EUROPE TIPS

This week's tips from the IAM's standards and compliance manager, Richard Gladman, are offering advice to motorcyclists planning a getaway to continental Europe. Find out how you can best prepare for your journey abroad.

- Keep your driving licence, V5 and vehicle registration documents with you at all times. And make sure your breakdown and insurance policies cover you abroad – if you're not sure whether your travel insurance covers you call your insurer and keep an EHIC card with you too (2).
- If there isn't a visible GB sign on your vehicle you will need to purchase one and display it on your bike before entering the continent.
- Before packing your luggage, check the maximum load for your bike – overloading it will affect your balance. For a more comfortable journey, consider fitting a top box or pannier.
- If you're planning to take your bike on a ferry crossing then make sure you have a set of tie downs with you to secure it into place – make sure someone supervises you with this.
- Take note of any rules and regulations for your destination beforehand – many continental European countries will have different road signs and riding standards. For example, in France, all motorcyclists and pillion passengers must wear high visibility clothing – refer to the EU driving abroad website for further information: [http://ec.europa.eu/transport/road\\_safety/going\\_abroad](http://ec.europa.eu/transport/road_safety/going_abroad)

Richard said: "As you'll be riding for longer periods of time it's important that you keep a bottle of water and first-aid kit with you too – you never know when these will come in handy. And if you begin to feel tired then be prepared to stop off at a service station or similar, so you can take a much-needed rest break.

"Enjoy the journey to all from the IAM.

## MOTORCYCLISTS — WHAT TO DO FOLLOWING A COLLISION

This week's tips from the IAM's head of driving and riding standards, Richard Gladman, are advising riders what they should do following a collision. Read our latest tips to find out more.

- Firstly, ensure you and your passengers are not severely injured, and if you can, move to a safe position. If that's too difficult, warn oncoming traffic, and if anyone has sustained serious injuries call for an ambulance straight away.

- A first aid course through your work or a recreational course such as 'Biker Down' is a real benefit. The basics are breathing first then bleeding – if your casualty is breathing don't remove their crash helmet they may have a neck injury. Reassurance is an important part so let them know help is on the way and keep on talking to them.
- Where everyone is safe and third parties are involved you will need to exchange details, the law requires names and addresses of the drivers, the names and addresses of the owners of the vehicle and insurance details.
- Taking some pictures of the positions of vehicles involved and any damage caused can be useful. If possible get details of any witnesses or emergency services at the scene.
- If for any reason you didn't get the chance to exchange details you must report the incident to the police. This should be done as soon as possible and in any case within 24 hours.

Richard said: "Be mindful of moving traffic around you and make sure you try and move away from busy roads where possible.

"Being prepared for the worst case scenario is important – and by taking these simple precautions you can make things far easier and a lot less stressful afterwards."

## COUGHS AND COLDS?

This week's tips from the IAM's director of standards, Mark Lewis, are looking at the challenges motorists face when they're unwell. With over 200 common cold viruses, the chances of us getting a cold are pretty high. Don't just ignore the symptoms and be sure to read these essential tips.

1. Driving or riding with a heavy cold will severely impact your concentration and can slow down your reaction time by up to 50 per cent – avoid making the journey if you're feeling unwell.
2. Some over-the-counter medicines contain codeine which can make you feel extremely drowsy and blur your vision – check the instructions beforehand. It's also best to check with your GP about any prescription drugs and their side-effects.
3. At 30mph you travel 13 metres every second. If you sneeze therefore that means you're travelling with your eyes closed – this could result in temporary loss of control of your vehicle.

Mark said: "We know winter driving is challenging enough as it is, so try not to add more stress to it by compromising yours and others' safety when you are ill. Taking plenty of rest away from the road is the ideal route to recovery."

## WHEN THE WIND DOES BLOW

This week the IAM's director of standards, Mark Lewis, offers motorcyclists six top tips on riding safely in wind.

1. Take control of your bike in strong winds by using the throttle and counter steering to balance out the effects where possible.
2. Remember loose clothing will flap around and cause distraction – make sure it is done up correctly.
3. Anticipate where you think gusts of wind will be worse, such as gaps in buildings or exposed bridges – side winds can be equally challenging, so be prepared to lean into the wind.
4. If you're being buffeted and feel like you're losing control ease off the accelerator and reduce your speed.
5. Larger vehicles can offer shelter. However, make sure this does not make you vulnerable to another vehicle being blown towards you.
6. Give other road users more room when filtering through traffic. If roads are congested and you or any other road users are vulnerable to high winds simply avoid overtaking.



Mark said: "Keep your eyes peeled for anything being blown about on the road, giving anything on the ground a wider berth to avoid it flying up in front of you. Riding in the wind can be challenging but these tips should help you have a safer and more enjoyable ride."

## VEHICLE HIRE ABROAD ...

Planning a road trip for your next holiday abroad? Then be sure to read our latest tips from IAM RoadSmart's head of driving and riding standards, Richard Gladman, who will guide you through hiring a vehicle abroad.

Take some time out to familiarise yourself with the rules and laws of the country you'll be travelling to. The European Commission's website has everything you need to know about differing regulations across continental Europe.

Don't forget to go online and get a 'check code' for your driving licence up to 72 hours before you travel. This is so you can give it to the hire car company if they ask for it. Codes are valid for 21 days, and can only be used once - so if you will be making more than one hire, you need to get more than one code.

Upon collection, give the car a thorough inspection. If you spot any signs of wear and tear, damage to the bodywork, windscreen or wheels inform the rental company. If you're still not 100% happy, don't be afraid to ask for another vehicle.

Keep some handy telephone numbers with you – particularly of a breakdown recovery service in case of an

emergency. And should you inadvertently find yourself on the wrong side of the law, the Foreign Office has some useful information about what you should do.

Pack your sat nav and programme in your destination beforehand. But don't forget to switch off any speed camera information as it is illegal to use in many countries.

Richard said: "It's an easy one to overlook, when you're trying to fit your suitcases in the car and the kids need the loo. Again, always check the boot before you drive off. Some countries require a warning triangle by law. Others a high-vis jacket. Do your homework so you know what you need. And make sure you're given it.

### Hiring a vehicle abroad

#### Blog post - posted on 11/05/16

"Also, if you have a smartphone take some pictures of all four sides of your hire car beforehand – this can be useful evidence if any damage claims arise. Have a read of the small print in the hire agreement so you know exactly what is covered, who can drive and what the excess will be. Most importantly, enjoy the drive – happy travelling!"



# SAT NAV STORIES

## 'FAULTY SATNAV' LEADS TO MAN DRIVING OFF PIER IN GERMANY

A Polish motorist, while driving in Germany, appears to have followed the instructions of his satnav to the letter—and driven straight into a river. The satnav directed the driver to take a ferry across the River Elbe, south east of Hamburg. It appears that the driver didn't realise that the ferry boat was actually on the other side of the river and he simply drove off the end of the pier straight into the river.

The 62 year-old driver and his three passengers, a 34-year-old woman and two 17-year-old boys, fortunately managed to escape the rapidly sinking car and swim to the shore. Rescuers took them to hospital to be checked for hypothermia as a precaution after their dip in the icy water, but all four were declared unhurt. Their Lancia car, however, did not fare so well. It had to be recovered by dredger and was a complete write-off, according to police. The driver told astonished officers he had simply believed his satnav and kept going.

"According to initial investigations, the driver trusted his satnav, which gave him an unpleasant surprise,"

the local police said in a statement. In fairness to the driver, the incident took place at 5am in pitch darkness and heavy rain on a remote road that has no street lighting. Another driver who knows the crossing, left a comment on a local

television channel's website describing it as a "super dangerous spot at night.

"The same thing almost happened to me," he said, "I drove very slowly and saw the road ended two metres in front of me. The weather conditions were exactly the same. It was dark, it was raining and I was with a colleague, following the satnav. Neither he nor I saw any signs about a ferry.

The only thing that prevented me doing the same thing was that the moon was shining and I was puzzled by the shimmer ahead. I drove very slowly and saw the road ended two metres in front of me. There was no way, in the dark, of seeing that a ferry left from there."



## SAT-NAV SENDS SWEDISH TOURISTS TO WRONG END OF ITALY AFTER CAPRI SPELLING MISTAKE

A Swedish couple seeking the golden beaches of the Italian island of Capri off the coast of Napoli in Southern Italy, were disappointed when their GPS navigation system

led them 400 miles off course, landing them instead in the industrial northern town of Carpi. The middle-aged couple, who were not identified, only discovered their error - the result of a tiny typo - when they asked staff in the local (Carpi) tourist office how to drive to the island's famous "Blue Grotto".

"It's hard to understand how they managed it. I mean, Capri is an island," said Giovanni Medici, a spokesman for Carpi regional government, told Reuters. "It's the first time something like this has happened."

The picturesque island of Capri, famed as a romantic holiday destination, lies in the Gulf of Naples in southern Italy and has been a resort since Roman times, whereas Carpi is a busy industrial town in the province of Emilia Romagna, at the other end of the country. But, not to be deterred by a small spelling mistake, the Swedes jumped back into the car and resumed their journey.



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## MACHINE CONTROL DAY

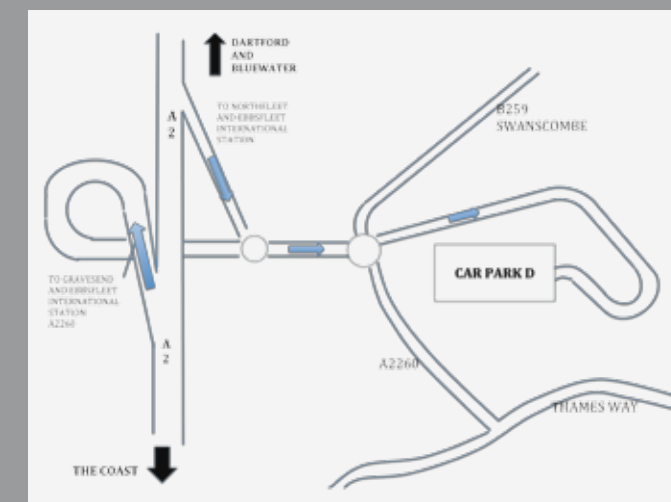
Our machine control days are organised by Mick West. If you have not yet signed up then do it now. A MCD is the best value for money you can buy at **£10.00** (paid on the day).

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**mcd@kamg.org.uk**

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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





# GO GO GIRLS!

There's a new style of clothing for ladies which I was asked to test. The new, hot on the market Kevlar lined leggings. Yes, you heard me leggings, that are Kevlar lined but feel like leggings. **Debbie Tunstill**

**G**oGo Gear say "Like all GoGo Gear products, they are designed to look like regular fashion leggings but offer the protection of Dupont™ Kevlar® abrasion resistant fibres and CE-approved removable and adjustable knee protectors."

They are stretchy with the feel of leggings with knee pads and hip pockets for protection to be added. They are great looking and so comfortable. The sizes are pretty much bang on but, as mine are a little big around the waist, there are belt loops which help to give a great feel.

The annoying thing about a lot of trousers can be when you lean over on a sports bike you get that cold draft down your back. With the GoGo Gear leggings this doesn't happen. This is due to the Dupont giving stretch in the leggings. They look like the ones you would normally wear, they fit like a glove and even on my chunky legs they are actually quite flattering. They are stylish enough to be able to walk around in at an event without feeling like the Michelin man.

The leggings have a gathered section on the knees where knee pads can be worn and what usually happens to me is they fall down to my shins, but with these leggings that doesn't happen. There are also pockets on the hips for extra padding but, to be honest, I don't need any more padding so I didn't put these in.

Riding all day in the leggings I didn't once have to pull them up which is my usual routine when getting on the bike.

Of course I cannot say how they will perform in



hotter weather but from now on I will be wearing these most of the time.

GoGo Gear is an American company so the leggings can only be seen and tried, at the moment, at Fastlane Motorcycles, Tonbridge, Kent.

There is a website where you can order a pair, try them on at home and if you need to change the size, as long as they have not been worn, they will exchange them.

For SEB readers only you can get **10% DISCOUNT** by either taking the magazine into the shop or add SEB01 when you order online.

So girls check out the GoGo Gear website at [www.gogogear.co.uk](http://www.gogogear.co.uk), sizes go up to size 26.



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## HAVE YOU GOT ANY OLD GEAR?

**W**hile riding (and breaking down) in Wales last year we came across a helpful bike dealer who took used and unwanted motorbike kit in and sold it to local youngsters who had limited funds. I was going to bin my gloves as I had bought a new pair but they grabbed them off me and said they could get a fiver for them. Fair play! The revenue raised went to the local air ambulance.

What a great idea, we thought. Most of us who have been riding for some time have old kit that we no longer use but would be welcomed by someone on a budget or who is starting out in biking. We raided our own loft, shed and spare room and have come up with stuff we don't use to kick it all off.



Our plan is to have some used but serviceable kit on our stand in Hastings on Mayday. The long term aim is to have drop off points that we can collect from and then we can sell at shows and via other channels. All proceeds will go to the region's air ambulance services. If you are interested in donating or organising a drop off point, please get in touch.

All bike kit is welcome apart from used helmets. Please use common sense though, a single glove or accident damaged stuff is not much use! Email [nick@southeastbiker.co.uk](mailto:nick@southeastbiker.co.uk).

## Word Search #3

### Racers

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

Spencer  
Hailwood  
McGuinness  
Martin  
Edwards  
Hopkins  
Espargaro

Sheen  
Duke  
Dunlop  
Surtees  
Hislop  
Jefferies  
Laverty

Rossi  
Agostini  
Grant  
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# 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.

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# IDCAM

## INTRODUCTORY DAY COURSE IN ADVANCED MOTORCYCLING

**T**he 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

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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**



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