

RIDERS



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Front cover: – Its time to turn back and get an extra two wheels!

Top picture: – Not a good advert for lift and seperate, me thinks.

Right: – She needs her woolly vest on - it must be cold ...



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.

Leading road safety charity the Institute of Advanced Motorists (IAM) has called for traffic education to become an integral part of the National Curriculum, in an effort to cut the numbers of young people killed and injured on UK roads

EDITORIAL

It's a funny old world sometimes. Just over a year or so ago I was trying to take a bit of a back seat with regards to KAMG business. I was working with Addison Lee as one of their two Taxybike riders, which could involve long, unplanned hours which resulted in an inability to attend meetings that I had previously committed to. A situation I do not like to put myself in. Then last October I stopped Taxybiking and became fully retired, apart from occasional work for RoSPA and Ultimate Ear Protection that is. This of course led to more free time to do up the house, go out with my wife (Christine), chores and dog walking. Well that was the plan anyway. I am doing more of the above but I also found myself, and Christine, volunteering to help as the Editor of Riders. It seemed a good idea at the time and it does fit in quite nicely with sending out the monthly E News. However I will be asking for your support with articles and photos and your patience with any mistakes we make along the way.

I shall be working closely with John Gardiner (thank goodness) who is going to look after the typesetting and layout of the magazine. This will not be changing anytime soon as we now, thanks to our previous Editor, have a very nice looking production.

Having said that I firmly believe that Riders is your publication, not mine. I will always consider any suggestions and views regarding its content, look, production and circulation.

Please contact us via editor@kamg.org.uk or ianandchris377@btinternet.com

PS - Addison Lee no longer runs a loss making Taxybike service.

We worked at the Motorcycle Live Show at the NEC Birmingham last year (it still seems strange to write that). Although we were on a stand for the majority of our time it did feel that there was more of a buzz about the Halls. There seemed to be a lot more exhibitors with a wider variety of wares on show. The touring market seemed to be particularly well catered for. Hopefully this is a good sign for the future of our hobby/passion.

I have just returned from working at the London Motorcycle Show. I always find this show a disappointment compared with the NEC event. It seems to me that London and the southeast should be able to put on something far better. Having said that all the people I have spoken to so far have said how much they have enjoyed their time at the Excel centre. Another good sign?

Elsewhere in this edition you will find the KAMG Notice of the forthcoming AGM, to be held as usual at the March club night. This is an important part of the group's life we sometimes gloss over. It is an opportunity to thank those that have given up extra time throughout the year to deal with KAMG business. It is also a chance to question the committee on any matter that may concern you. It can also be the time for new folk to step forward and offer their services and time. Always good for any club as it can breathe new life and ideas into the proceedings and activities and even enthuse some of us oldies (but goodies!). A couple of folk are stepping down from the committee this year, that is John Potter who has been the Membership Secretary for a number of years and Howard Williams who has been secretary for even longer!

Talking of jobs within the club. We are in still need of a person to take on the role of Club Night organiser. Currently Tina Underwood is temporarily filling this job but she wears a lot of other hats within KAMG and needs to relinquish this post.

If you need to know what each role entails, why not ask the person already doing the job? If you do not have contact information I would be happy to forward your messages.



**DON'T
FORGET
YOUR
CAMERA**

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

CALENDAR OF EVENTS

All dates for 2015 can be found online at www.kamg.org.uk

MARCH

Sun 1st	0900	Training/Social Ride to
Sat 9th	0900	IDCAM
Mon 9th	1930	Committee Meeting
Thu 26th	2000	Group Night – AGM

MAY

Sun 3rd	0900	Training and Social Ride
Mon 4th		Bank Holiday
Thu 7th		Fish and Chip Ride
Sat 9th	0900	IDCAM
Mon 11th	1930	Committee Meeting
Wed 13th	1930	Observer Meeting
Sun 17th	0900	Green Badge Ride
Mon 25th		Spring Bank Holiday
Thu 28th	2000	Group Night
Sun 31st	0900	Training and Social Ride

APRIL

Fri 3rd		Good Friday
Sun 5th		Easter Sunday
Wed 8th		Kent Firebike Skills Day
Sat 11th	0900	Machine Control Day
Mon 13th	1930	Committee meeting
Sat 18th	0900	IDCAM and Observer Workshop
Sat 25th	0820	Day Trip to France
Thurs 30th	2000	Group Night

JUNE

Sat 6th	0900	Machine Control Day
Mon 8th	1930	Committee meeting
Thu 11th		Fish and Chip Ride
Sat 13th	0900	IDCAM
Sun 14th	0900	Observer Ride
Sun 21st	1000	Observer Workshop
Thu 25th	2000	Group Night
Sun 28th	0900	Training and Social Ride

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

Information correct as at 20th February 2015



FROM THE CHAIR



Jaime Tollerton

Oh for the temperature to rise...

Not sure about you but I am not a big fan of the winter months where the temperature drops to that famous number "3 degrees"...even when the temperature is just above that, you never know what the next corner will bring! I cannot wait until that temperature is consistently above that dreaded number so I can get out on the bike without the fear of sliding round corners due to the temperature...

I am sure some of you attended the party back in November, bit of a while ago now but for those that joined us, hopefully you enjoyed it...it was a great night! We have been discussing this at Committee and are looking to organise something again for us this year...more news to follow!

It is looking as though there are going to be many events again for 2015...we are already looking at getting dates in the diary for Group Nights as far ahead as October...! We have got demo evenings being booked in, suppliers and others attending to give you all further insight into

bikes and biking products. On that note, if you would be willing to spare some of your precious time and assist us in organising the Group Nights, the Committee are looking for a new person to take the reins. If you are interested, please grab either myself or one of the Committee and we will be more than happy to explain things to you.

Now that the weather is getting a little warmer and those sunny days are in sight, please remember that if you have had your bike tucked up in its "blanky" over the winter months, you need a little time for your brain to re-adjust to being on two-wheels again instead of four...! I know, I can hear "eggs" "suck" "teach" (and not necessarily in that order with a few other words added in for good measure) and all those other comments going through your heads as you read this but we are all prone to thinking "I can still ride, nothing's changed!". We are human don't forget and we were never designed to whizz around on tar covered stone on two-wheels...

Ride safe!

Jaime

Kent Advanced Motorcyclist Group (KAMG) hereby gives notice of the Annual general meeting to be held at the Kentagon, Brands Hatch on Thursday 26th March 2015 for the election of officers and committee members.

AGM

The Secretary, Howard Williams and Membership Secretary, Jon Potter are stepping down at the AGM. If you would like to get involved with the very worthwhile

job of running KAMG with the other members of the Committee, please let one of the committee members know. The duties are not arduous and you will be a member of a very enthusiastic and friendly group.

We are still looking for events Co-ordinator, main job is arranging club nights. Tina has stepped in temporarily to help, but it does need full commitment to the task. Any offers considered!

TEST PASSES

A warm welcome to the Group's new members

July to October 2014



Alex Horner
Observer Qualification



Colin Underwood
National Observer Qualification



Steve Riches
Observer Qualification
& Masters Test Pass



Associate: Geoffrey Rircher
Observer: Phil Rush



Associate: Oliver Shotton
Observer: Jaime Tollerton



Associate: Tony Ferguson
Observer: Julian Quinton



Associate: Neil Bernard
Observer: Dave Feaver



Associate: Jim Pullen
Observer: Nev Smith



Associate: Simon Daniels
Observer: Paul Aspinall



Associate: Steve Barnes
Observer: Jaime Tollerton



Associate: Chris Bush
Observer: Colin Underwood

THREE WHEELS? ... BUT WHERE TO PUT THEM?

Firstly let me say - it wasn't my fault.

I seem to have got old. Pending operations on my knees and hips behoves me to think about a move to three wheels provoking some intellectual thought.

How about a sidecar? Perhaps the most "motorcycling" option with a choice of any big bike. I could fit one to my Harley or my old BMW twin which would look nice with a matching Steib. I've never driven a modern outfit but had plenty of sidecar experience in the, distant (50 years!) past. There are some nice mods available like leading link forks, sidecar wheel brakes and suspension. I've never really liked riding without the weight of a passenger so might need some ballast.

A trike could be a answer, again giving lots of bike choices without weight concerns. Some having reverse gears. But what configuration? Two front wheels seem more stable with Goldwing and Can Am Spyder options having handlebars and you sit on these like, well, motorbikes. Although there are a numbers of other options using interesting motorcycle engines, to me, if they have steering wheels and side by side seats, although interesting, they are not motorcycles but cars!

Many more choices are available if you settle for one wheel at the front. Again I feel for it to be a motorcycle you need to sit astride it, but where do you stop in terms of sophistication? Reverse gears with Harleys and Goldwings; independent rear suspension or a solid axle? How about a nice boot? The VW engined options are a bit too extreme for me though.



Perhaps the most like a motorcycle to ride is the Piaggio MP3. It leans and you can filter with it. But can you overcome the, to me, unjustified prejudice against scooters? It can be done; some of you will have seen me on our Sunday outings on my Honda DN01 which thinks it's a scooter. A chum sold his collection of some 40 bikes and bought the first Piaggio and then upgraded to the latest 500 version. He swears by them and, with practice they can be ridden to a standstill feet up.



If you are prepared to sit in comfort behind a steering wheel, perhaps with your partner at your side and have two wheels in the front, then there are some nice options. I rather like those, like the Pemberton, that use the engine etc. from a Citroen 2CV horizontally opposed twin because you get all the gearbox,

differential, drive shafts, brakes and suspension for free! How neat is that!

With a light, responsive unit, I like the idea of using the differential to power around left or right bends and wonder if this feels



as satisfying as powering the bike around a sidecar on left handers. They are pros and cons with all the above options but with my aim to keep riding as long as I can, I can accept some compromises

I'd welcome some thoughts and experiences from riders and it would be great to see some comparative tests. How about some timed track circuits - a three-wheeler shoot-out to coin a phrase from the motorcycle "comics"!

Geoff Waldmeyer
geoff@waldmeyer.co.uk

ROGER'S WINTER FRIDAY RIDE TO THE ACE CAFE

The sun was shining, there had been no frost on the London borders, and it was close to three degrees so, to hell with it - the ride into London was on. Anyway, this long, cold winter is giving us motorcyclists' cabin fever and if we don't go out today, we never will. Naturally, there were a few people who couldn't make it because road conditions for those setting off from deepest, darkest Kent were not good and it would've been unsafe for them to venture out on two wheels. Sorry guys.

Eight of us gathered at a local garage to me and we set off after a short briefing. Getting a group of riders through London is challenging. For a start, the 'Drop-Off' or 'Marker' system of navigating through a large city is dangerous in my opinion, so we didn't use it. You've only got to imagine a situation on a corner where a rider is trying to mark a junction to realise that it is nigh-on impossible to be safe and not cause disruption and danger to all. The main thing was to keep an eye on the person behind and not let them get too detached. It was also imperative of me to watch out for the tail-end-Charlie and any member of the group who doesn't make the lights or is held up in some other way. Christine Botley was wearing her new, bright yellow rain jacket and was therefore the obvious candidate to be our back-marker. Both of us forgot to bring our orange coloured hi-viz jackets so we were hoping this bright yellow thing would work. It sort of did but I think orange among the yellow tops stands out so well I won't forget to make sure the tail end guy has one to wear next time.

The Ace Café is a bit of an iconic venue for motorcyclists and petrol heads in general. I studied the map a few times to think of an interesting route that took us to a less than interesting part of London, in my view - Park Royal, close to Hangar Lane, where the North Circular meets the A40. Eventually I concluded we'd go across Vauxhall Bridge and head west parallel to the river until we reached the Albert Bridge. This would be the first opportunity to do a major right turn off the embankment and head north toward Kensington, then west again to Shepherd's Bush, Acton, Ealing and then ride a short stretch of the North Circular to our destination. I could picture the route in my head as I spent a lot of my working life driving through and visiting most parts of our great city. Never-the-less, I am a great believer in doing a recce for just about any such trip, and so I did. One Saturday, about three weeks prior to this ride, I took it upon myself to re-roof the garden shed. My wife was up north at a Baby Shower prior to our daughter giving birth (as I write this, the little tot is over-due), so I was on my own.

I thought I'd clear up my mess and cook a curry. Mmm, no wife, no rain or white stuff, and a brief look at the weather forecast revealed it to be just a cold night dipping to three degrees; that magic number, again; so, let's do the recce for London. Madness - who the heck spends a very cold Saturday night riding through London just to try out a route? This idiot, obviously. I text my wife to tell her what I was doing and that was the word she used too. Funny that.

Continued



I spent half an hour near the cafe trying to find its exact location and access point but other than that, it all went well. I used a local garage to make myself comfortable and grab a bar of chocolate – well, I thought I deserved it, then set off back home for my curry. My return route took me along the A40 toward the Marylebone Flyover. The lights of London from the higher ground were fabulous to see. The route past the Angel, through the City and across the river was lovely and brought a smile to my face. ‘Dull would he be of soul who could pass by a sight so touching in its majesty’. A bit of a misquote from Wordsworth. It was so worthwhile doing that recce as I didn’t get it quite right at times but on the day, apart from a short diversion, it came together well.

It was quite magical watching our group of experienced riders negotiating city traffic and helping each other out. I could see Steve Richies occasionally ‘blocking’ traffic; safely, politely but firmly claiming a piece of the road to keep us together. Christine gathered up her flock at the back and had a lot of work to do to stay with us. I knew she knew the location of the Ace so at least she could get any tail-enders to the venue. I don’t use on-bike satnavs, Bluetooth or any other such equipment but I did plug my earphones into my mobile and use them should I need to be contacted about someone losing touch. The kit wasn’t needed and all I occasionally heard in my ear was the ringtone of my WhatsApp messages arriving from the family who were chit-chatting.

Filtering is possible with a group of riders but the run leader has to pick the right time and place to do it, otherwise the group could be strung out over a large distance, or even worse – lost for the rest of the journey. A few yards in a city environment can be a lifetime on the road. When I do rides like these, I like to see riders move up and keep together when the road is busy and give themselves and others some space when the traffic opens up a bit.

When we stop at lights or other hold-ups, it’s worthwhile seeing if the leader and the two or three with him or her have left a space for the group, or some of them, to filter forward and catch up. A polite nod of thanks to the nearby car driver always goes down well.

There was the occasional time when a couple of us had to wait in some odd but safe places for the group to gather together; on the whole though, we had a very relaxed, site-seeing style tour, using roads most of us have never previously ridden. We arrived at the Ace Cafe as a group, left and got to the Blackwall Tunnel as a group. We then went our separate ways having had a marvellous day out on our motorbikes, in the greatest city in the world.

Roger Lancaster
Senior Observer

KENT FIREBIKE 2015

The following dates have been released to the Kent rider skills day at Brands Hatch:

Wednesday 8th April 2015
Thursday 7th May 2015

Observers will be asked to take riders on a short ride and fill in a short brief sheet for their information. It is by no means a Full session but more of a taster idea as to what we do at KAMG. This is obviously under full IAM conditions. Some observers will be asked to assist at a slow riding session, this is set up much like our machine control day. All of our work is under the umbrella of the Kent Fire and Rescue and it cannot run smoothly without our help.

KFR have 2 track sessions which are run under strict supervision. It is by no means a full track day and we are kindly offered the chance to go on track if places are available (this is not guaranteed). There are two sessions so we all usually get at least one go.

Other information regarding lunch and or petrol are under discussion at the moment and I will give further info as soon as I have it.

This is a brilliant platform to promote KAMG and IAM and we would appreciate any help you can give. If you can attend please log onto tracker and log you attendance or alternatively contact either Tina Underwood or Tony Young who are contacts for this event.

OLD BIKES AT THE PRIORY

I started work during the war aged 14, serving a seven year engineering apprenticeship. Also at 14, I bought my first motorcycle - a '35 Douglas, but as there was no private motoring during the war, I had to push it home many miles and had to



be content riding it up and down the back alley using cigarette lighter spirit for fuel. At about that time, I built my first petrol engine - a 15cc ohv which I still have. As soon as apprenticeships were finished you were called up for the Forces where I was retrained as a Vehicle Mech’ in REME (Royal Electrical and Mechanical Engineers). During this time I got into the unit motorcycling trials team which was great for getting off parades etc while practising and taking part in trials.

After the Forces, I continued with my interest of working mainly on engines on plant and commercial vehicles for some thirty odd years. I ended up as Fleet Engineer for a road tanker company where, amongst other projects, I was responsible for the conversion of rigid tanker vehicles into articulated semi trailers.

Bill Conner

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A VIENNESE WALTZ

WITH IAN AND CHRISTINE BURCHELL

Our 2014 summer riding holiday to Europe took us to Wien (Vienna) in Austria. We decide to cover the 950+ miles each way on motorways for ease and quickness. On the way down we stopped overnight at Würzburg in Germany. The return would see us stay over a couple of nights in Nuremberg and then Maastricht. This left us 8 nights in Vienna for which we booked a ground floor apartment in the suburbs to the south of the city centre.

The trip down was pretty uneventful as motorway travelling in Europe often is. We even found that the Belgian motorway stops had been upgraded over the past couple of years and were serving food that was quite nice! Not forgetting to buy a Vignette on entering Austria – needed for their motorways – we arrived at about 5pm on day 2 to be shown around our small but very smart rooms. When asked about on street parking outside the building our host Alexander explained that there were restrictions and motorists had to pay and display, unless you were riding a motorbike when parking was free! This was proven a couple of nights later when wardens were ticketing cars in the street but casually walked straight past my bike paying it no attention at all – fantastic!

The next few days saw us visiting Vienna city centre – a very smart place indeed even on the wet days, of which we had a few. Mostly pedestrianized and bustling with activity. We had a



chat with an English speaking parking warden who confirmed that the parking of a motorcycle was allowed anywhere on the streets so long as they did not cause an obstruction – a fact we made the most of! Travelling around on the bike was easy as was using the tram network, as most sights are quite close together in the compact city and there are plenty of historic buildings to view. There were also plenty of cafes and cake shops and grand imposing buildings. Apparently anyone that goes to Vienna just has to see the Lipizzaner horses, so we did. I would advise spending the money to see the show, and the stable tour was also worthwhile, but do not bother with viewing the training sessions – a costly waste of time! The funfair at the Prater region was well worth a visit. It was bit like going back in time to the Kursaal at Southend on Sea, but far larger and busier. It has an old Ferris wheel, lots of attractions, a small gauge railway and plenty of food and drinks stands. We also found a visit to the Schoenbrunn Palace and gardens to be well worth the time. One of the reasons we chose to go to Vienna, apart from liking Austria, was its proximity to three countries we had not yet ridden to – and I wanted to get there before Mr Putin took them back under the umbrella of Russia! (If he is reading this I am sorry, that was a joke.) So we set days aside to visit Brno in the Czech Republic, Bratislava in Slovakia and then Budapest in Hungary. Unfortunately Brno was visited in torrential rain and it was difficult to be subjective about the place as we cut short our day because of the weather. However it did have a nice town square and the ride up the cobbled hill was interesting. Next on the list, Bratislava started off disappointingly with its suburbs looking very tired and ex-communist maintained, but things improved greatly when we found the old city centre. Narrow streets with outdoor restaurants, shops and some really nice architecture. We even found a really good group of young singers busking in a side street. The highlight of the



three countries on my wish list however was Budapest. Maybe because the weather was warm, dry and sunny, but mostly because it was such a nice place to walk around. We even managed to get a look at the views from the hills on the West side of the Danube. We will be going back one day for a longer visit.



As our motorway Vignette had expired we decided to ride cross country to get back into Germany. A good decision as it turned out because Austria is a lovely scenic area with all sorts of riding to offer the tourist on two wheels. We particularly liked the area around Passau even though we had to detour some 30 miles at a road closure – fortunately this took us up into the hills and gave us some stunning views of the valley and river below us.

Returning to the UK we stopped at Nuremberg, a lovely small city ringed by its castle walls. What we did not know was the Red Bull BMX competition was in town. The main road from the castle down the hill and the main square were taken over by cycle ramps, jumps and tracks. They had even set up a near vertical ramp that started at a third floor window of an apartment building. The riders launched themselves from this height before travelling down to the ramp from which they did their stunts. A free show that attracts up to 70,000 people over the weekend! So much for a quiet and relaxing stop on our way home. On the plus side our hotel did let me park our bike right at their front door under the covered awning next to the smokers table and chairs.

Our next stop was Maastricht in the Netherlands. Here we were not able get to our rooms directly due to the very large antiques market that was in town and closed off our street. However the main train station was around the corner and I managed to park amongst the 200 plus cycles that were already there. It's also the sort of thing that makes you remember a holiday. Maastricht, and the Netherlands in general, really are cycling havens. The bike is King and Queen of the roads and



has the right of way irrespective of lights, signs and other road users, but it all does seem to work. Maastricht itself is another small city with a pedestrianised centre. Small enough to walk around comfortably but with plenty to see in a very relaxed atmosphere.

So another European jaunt complete without too much drama but plenty of memories and photographs and confirmation that the European attitude to motorcycling is so different and much better than in the UK. Our bike – a BMW K1300GT, performed faultlessly as ever for over 3,000 miles, our waterproofs were thoroughly tested and thank goodness we were not camping.



We did buy two bits of kit before we set off. The Sena 20s intercom system worked reasonably well until Christine's microphone stopped working – I promise I did not fix it that way! However they did not work so well with our custom moulded ear plugs and we had a continual buzzy feedback. We returned them to our supplier when we got back to the UK and since then we have tried 2 other replacement sets, each with problems. We are not impressed with the quality control. I also purchased a Garmin Zumo 590LM satnav. This worked really well even compared to my previous 660, even though I don't understand the Garmin numbering system. It was quicker to load and calculate routes, its screen is a little bigger, enough to read more clearly and contains maps for the whole of Europe. It gives better, clearer spoken directions, even telling me to turn right at the red building on one occasion!

We have already planned our 2015 excursion. Southern and Eastern Italy near to Sorrento and Pescara, travelling overnight on a motorail train. We cannot wait. Ian Burchell

SIX SILLY CHUMS RIDE OUT TO THE 'STICKS'

The weather forecast was always going to make the start of the first of my Winter Rides a close-run thing with the temperature rule: no riding under the auspices of the group if it's less than three degrees. It was with a sigh of relief that I noticed at 08:00 the temperature showed 4 degs and slowly climbing; very slowly, er, so slow it didn't get much higher but I was trying to convince myself it was getting warmer! Did I use the word warmer? Silly boy.

Over the previous three years I've led three rides to pretty much the same places: Wessons café, Horam; Borehamwood, Herts via Central London (the destination will be different this year) and Thaxted, Essex. If I can, I change the route a little so that regulars get a chance to ride on different roads. This year for Horam, we met at Tesco's car park, Riverhead. I never know how many will turn up, although you can get a bit of a clue from comments made on the club's Facebook site. We're a fairly tough lot who are passionate about our riding so there's always a reasonable carom even for a working day.

I knew of two people who had to back out due to domestic arrangements that had unavoidably taken over; and unsurprisingly, I am certain a few members thought it was just too cold to venture out on two wheels. That left only the following 'loonies' left at the departure gate: Ian Burchell, John Long, Tina Underwood, Dermot Horan, Neil Cornish and me.

Alex Horner got as far as the nearby fuel pumps but his bike's electrics were playing up! Two of the pensioners in the group push started his machine quite easily and Alex did the sensible thing by riding off to

get it sorted. We're sorry you missed the run Alex, having got so near.

In recent times I have had problems with the misting up of my visor. It hadn't happened in extremis before but it was becoming a bit of an issue. So, with fingers crossed I led the group away hoping my alternative visor fitting would be the cure. It wasn't. Oh well, back to the drawing board at some later date.

In the meantime it was a case of adapt, improvise and overcome while on the move and get on with the job.

At first I thought we'd keep the group together by each rider looking out for the person behind. Once we got to Ide Hill it was evident this wasn't going to work so we adopted the drop-off, or marker system of riding and navigating – the number two rider marks the junction at which the leader has deviated and overtaking amongst the group is allowed so that riders can go at their own preferred pace.

The road surfaces were damp and often slippery, potholed and cruddy. Even though we were riding in about 4 degrees of heat(!), we still had to be aware of coming across colder micro climates in sheltered places. My personal riding aim was to make sure I used the 'limit point' for my bend work and secondly, that I maintain a smooth style of riding. The latter is something that comes with using the system of motorcycle control: IPSGA – Information, Position, Speed, Gear and Acceleration. And within the first phase, look as far ahead as possible as well as noting other areas within your sight. This will give you time to react.

The Limit Point, by the way, is furthest point along a road to which you have an uninterrupted view of the road surface. On bends, that's where those two points converge. I won't explain more here, but have a look at How To Be A Better Rider (IAM) or Roadcraft to attempt an understanding. Or, ask your Observer to explain. Additionally, it soon became apparent that there were times I could have moved out to the off-side to get an earlier view for an overtake or avoid, with added safety, the dangers of passing parked cars, for example: doors opening on you; children running into the road; vehicles reversing out of driveways between said parked vehicles.

It all came together quite well albeit I was often struggling with a misting up visor. Everyone in the party was an experienced rider and this showed through when you noticed the appropriate clothing being worn and this consisted of layers with a few people wearing heated clothing. On days like

this it is so important to be personally prepared – well and fit enough to ride; know the route if you are leading a ride or riding on your own; consider wearing a dayglo/refeactive jacket because of the poor light and visibility in the winter months. The motorbike should be prepared too – tyres at the correct pressure and in good condition; chain adjusted and oiled (I know, some have shaft drive); oil and other fluid levels correct; clean reflectors and lamp glass; and clean and oil the moving parts operating the gear change and the rear brake. What I do is pull a rag through and around the spline area and then get a dry brush, something like a toothbrush



and clean out the gathered road dirt and oil that has mixed together. After such a clean, I notice a marked improvement in the operation of the levers, particularly a smoother change with the gears. I suppose I'm really doing a P.O.W.D.E.R check plus a few extras: Have you got enough petrol? Oil and water levels OK?

Is the drive train adjusted and oiled? ('D' is sometimes used as a reminder to check for damage to your machine). Are the electrics in working order? Very important in the winter. Finally, 'R' is for rubber. Are the tyres at the correct pressure? If they aren't as they should be, the rest of your checking and preening is a waste of time;

don't even bother to wheel the thing out. Make sure the tyre pressures are according to what the manufacturer recommends for the tyre that is currently fitted to your machine, not necessarily according to what is written on the label attached to the swing arm.

Everyone seemed to have enjoyed themselves, riding through Ide Hill, Four Elms, Edenbridge, and then south to the A264; turned left, travelling as far as the B2110 to Groombridge, through some back-doubles to cross the A26; south a bit on the A267 before heading for Wadhurst, Stonegate and Burwash Common. You know the rest after that.

The arrival at Wessons was welcome. Even though we had had a good run, a brew, the loo and a spot of grub was just what was needed.

Roger Lancaster

IAM COMMENT ON 2013 ROAD CASUALTY STATISTICS - 26TH JUNE 2014

The latest Department for Transport road casualty statistics released today show a decrease by 2 per cent compared with 2012. This is the lowest figure since national records began in 1926.

- In 2013, 1,713 people were killed in road accidents, the lowest number on record, and half as many as in 2000.
- In 2013, 21,657 people were seriously injured in road accidents.
- The total number of casualties of all severities in 2013 was 183,670.
- Car occupant fatalities in 2013 decreased to 785, down 2 per cent compared with 2012 and 44 per cent compared with the 2005-2009 average.
- There were 398 pedestrian deaths, 5 per cent fewer than in 2012.

- The number of pedal cyclists killed decreased by 8 per cent from 118 in 2012 to 109 in 2013.
- The number of motorcycle users killed increased by 1 per cent from 328 in 2012 to 331 in 2013, the first increase since 2006.
- The number of people killed on motorways increased by 14 per cent to 100 in 2013, the first increase since 2005, Seriously injured casualties also increased by 1 per cent to 660, the first increase since 2007,

IAM director of policy and research Neil Greig said: "The IAM welcomes the overall decrease in road deaths in 2013 which maintains the recent downward trends despite our roads getting a little busier

as the economy picks up upward. We are however still killing nearly five people every day."

"It is worrying that motorways have seen a 14 per cent increase in deaths which is only partly explained by a 1.5 per cent increase in traffic on them. It is vital that the government keeps a close eye on these figures as the Highway Agency rolls out its programme of widespread hard shoulder running as opposed to proper motorway widening."

"The problem of death and serious injury among motorcycle riders remains and the IAM want to see more use of training opportunities and partnerships to improve both skills and attitudes."

IAM CALLS FOR TRAFFIC EDUCATION

IAM calls for traffic education to become part of the National Curriculum

Leading road safety charity the Institute of Advanced Motorists (IAM) has called for traffic education to become an integral part of the National Curriculum, in an effort to cut the numbers of young people killed and injured on UK roads.

The call ties in with a survey by the FIA (Fédération Internationale de l'Automobile) which found only eight of 15 European countries had mandatory traffic education in schools.

Belgium, the Czech Republic, Germany, Poland, Italy, Spain and Latvia all operate mandatory traffic education programmes. Meanwhile Austria, Bulgaria, Finland, France, Slovakia, Slovenia, Sweden and the UK have voluntary programmes to teach children about road safety.

The IAM's Road Safety Manifesto (reference 1) has 'reducing young driver risk' as one of its central aims; and the first part of that calls for road safety education to be part of the curriculum.

Neil Greig, IAM Director of Policy and Research, said: "Unless it's part of the curriculum, it won't become part of a young person's thinking and educators won't be obliged to teach it. Other countries have teaching on road safety as part of primary and secondary education, so why should we not have it too?"

In Italy the primary school course is divided up into three parts; road safety including road rules, environment and health considerations. Public bodies such as the ACI (Automobile Club d'Italia) are encouraged by the government in Italy to deliver such courses to schools.

Latvia goes even further, requiring traffic skills to be tested after the third, sixth, ninth and 12th grades with age-appropriate tests including knowing your route to school, and to understand the responsibilities as a driver or cyclist on the road.

In Germany two years are dedicated to teaching children how to ride a bicycle in traffic, while in Poland rules applying to pedestrians, cyclists and moped riders are taught to youngsters at seven and 15 years old.

Although the numbers of people killed and injured on UK roads have been steadily decreasing for many years, the rate of decrease has been slowing down recently.

In 2013, 1,713 people were killed in road accidents, the lowest number on record, and half as many as in 2000. The total number of casualties of all severities in 2013 was 183,670 (reference 2).

The total reported child casualties (ages 0-15) fell by 9 per cent to 15,756 in 2013. The number of children killed or seriously injured also fell, decreasing by 13 per cent to 1,980 in 2013.

However pedestrians were the second highest casualty type by category.

Despite the fall in casualty numbers, the IAM has said the figures remain unacceptable and has repeatedly called for greater training and awareness to help deliver a further marked reduction.

Neil added: "Some countries in Europe have very structured and well organised programmes aimed at young people through their time in education. With ambitious targets being set on reducing the numbers of young people killed and injured on our roads, we believe having road safety education as part of the National Curriculum is a sure way to achieving those aims."

The Drover at the Pearly Gates

A drover from a huge cattle station in the outback appeared before St. Peter at the Pearly Gates.

"Have you ever done anything of particular merit?" St. Peter asked.

"Well, I can think of one thing," the drover offered. "Once, on a trip to the back blocks of Broken Hill out in New South Wales, I came across a gang of bikers who were threatening a young Sheila.

I told them to leave her alone, but they wouldn't listen. So I approached the largest and most heavily tattooed biker and smacked him in his face, kicked his bike over, ripped out his nose ring, and threw it on the ground.

I yelled, "Now, back off!! Or I'll kick the s**t out of the lot of ya!"

St. Peter was impressed, "When did this happen?"

"A couple of minutes ago."

Thanks to George Georgiades!

XMAS 2014 TOY RUN



The Xmas toy run to Parkwood Hall School at Swanley was attended by 15 bikes and riders (plus a couple of pillions) - and a family we met at the school.

Lots of toys and goodies were given out. Cash donation made to school fund.

Lots of happy smiling faces all round.

Some nice thank you cards from the kids.

NATIONAL MOTORCYCLE MUSEUM

On 7th January, Ian and I visited the National Motorcycle Museum in Birmingham. It is a visit that we have promised ourselves for some years and never quite got around to. Our intention had been to visit the museum whilst helping out on a stand at the NEC Motorcycle Show, but unforeseen circumstances put paid to that!

When we got back home from the NEC Ian suggested booking some train tickets for after the Christmas and New Year period so we did. The train tickets cost us less than the fuel had we ridden the BMW K1300 and we weren't constrained by weather. Even we don't ride in frost and snow!

Upon our arrival we took a taxi to the museum it is on the roundabout at the NEC exit from the M42 motorway and although within walking distance of the train station (about 15-20minutes) the route does not appear particularly safe disappearing in places and there are no pedestrian crossings on the roundabout meaning you take your life in your hands crossing the motorway.

The museum presently consists of 5 halls containing 600 British motorcycles fully restored to the manufacturer's specifications.

The first hall contains some very early motorcycles and motorcycle/side-car combinations dating from about 1906. These are displayed in date order to allow you to track the development of the motorcycle. Some are very peculiar looking to our eyes,

and early side-cars were made from wicker and look a bit like bath chairs.

Following on from the first hall the motorcycles are displayed alphabetically by manufacturer.

We initially took a quick look around the halls and as you can re-enter the museum adjourned to the restaurant housed in the same building for a spot of lunch. The restaurant offers hot and cold food, but the sandwich selection was limited by the time we went upstairs as it closes at 2.30pm on weekdays. (They did make us some cheese and tomato sandwiches though). Like most similar places prices are not particularly cheap in the restaurant, but the food did smell and look very nice. If you want drinks after the restaurant closes there is a coffee cart adjacent to the museum shop.

After lunch we returned to the museum for a better look around. We thought that it wouldn't take us very long, but we were mistaken and we spent a considerable amount of time browsing. There are lots of posters on the walls of motorcycle racers, factories (including Matchless in Plumstead), and some rather famous motorcyclists including one of my all-time heroes.

Ian's favourite part of the exhibition was probably the Brough Superior display. There were several from the early 1930's including one that appears, from the photograph nearby, to be the same or similar to the one that Colonel T E Lawrence of the

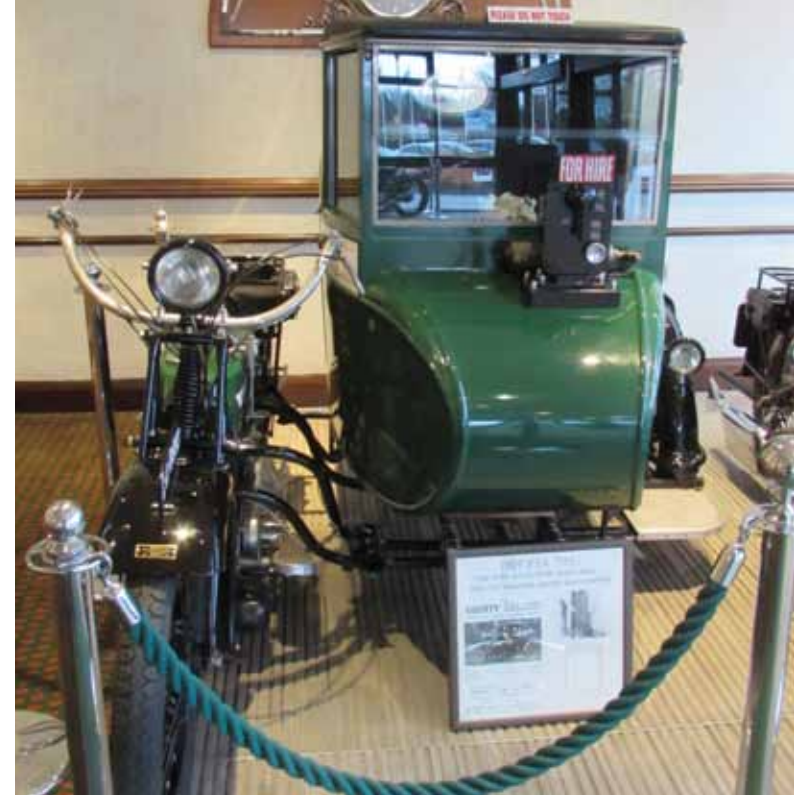
RAF aka Lawrence of Arabia was riding when he was killed. (By the way it is Lawrence who is one of my heroes). The Brough was a very labour intensive motorcycle to produce. It was hand-built and assembled, prior to being run to ensure that every nut, bolt and moving part was working to its optimum, before being disassembled and painted. It was then reassembled. Each motorcycle was built to the specifications requested by the purchaser.

There were two things that caught my eye, the late 1970's and early 1980's Norton Commandos with the upswept exhausts. This was a bike I always wanted Ian to buy, but I never got my wish as Ian liked his Hondas and I got pregnant.

The other part of the exhibition that caught my eye was a display of Triumph Tiger 100 motorcycles, which despite the name were 600 and 650cc twin-cylinder machines. They were one of the bikes that my father used to ride, latterly with a side-car to accommodate me and my mother. (Yes she used to fit in a sidecar!... Ian)

The staff at the museum are extremely helpful and almost too much so for rush around Londoners. At one point Ian had to explain we had train to catch! The museum gets no grants and raises money by raffling motorcycles and has just started a membership scheme. They have some plans in the pipeline for improvement as the cash becomes available. These include having a workshop on site so that the father, son and grandson team that restore the bikes, can be seen exhibiting their skills; relocating the coffee stand and shop to an orangery outside and most, useful in my opinion, having a number of iPads to hire to enable you to find out about the bike you are looking at. At present the descriptions are on cards standing on the floor (don't forget your reading glasses if you need them).

All in all the museum is well-worth a visit especially if you are interested in British bikes other than just as a means to get from A-B



How much did it cost us?

Pre-booking on the trainline.com saw us travelling on Virgin trains from Euston to Birmingham International for £30 for both of us. Single tickets are cheaper than the return tickets for some unknown reason. The cheap advance tickets are a bargain, but be aware you MUST travel on the booked services. Virgin seem to have the cheapest tickets, most comfortable trains and take less time than the rival company. At the moment entry to the museum costs £8.95 for adults and it is open every day from 9.30am to 6pm except Christmas Eve to Boxing Day inclusive.

We got a taxi to the museum at a cost of £6 and the lady at reception called us a minicab to get back to the station. This was slightly less at £5.60. All in all a worthwhile trip out at not too great a cost. We might even ride there next time. Or what about a KAMG ride out sometime?

Christine Burchell



THE PACIFIC COAST HIGHWAY (PCH) - ON A HARLEY

June and myself flew to Vancouver In September 2014 for a week of touring, mostly on public transport – sadly, bike hire wasn't an option with a one-way ferry to Vancouver Island involved. We then took a fast ferry across the Strait of Juan de Fuca, from Victoria to Seattle in North Washington State. "Juan de WHAT?!" I hear you say. Just Google map it...

In the UK I'd pre-booked a Harley out of Seattle, on the basis that an American cruiser should best suit an American cruise – and it cost significantly less than a Gold Wing or a Beemer - which are subject to premium pricing as 'imports' there.

So the morning after our late-night arrival in Seattle, we took public transport out past Boeing field to the Harley dealership in Renton. Failure by the agents to provide a courtesy transfer for that time-consuming cross-town was irritant at best. Even more irritatingly, the bike pick-up was a poorly planned and lengthy palaver - a complex matrix of UK, Chicago and Seattle agencies weren't on the same page.

The hire paperwork, insurance bureaucracy, etc, took another couple of hours, requiring phone calls and faxes to-and-from the Chicago owner-agency. The Seattle/Renton dealers weren't interested or helpful as it wasn't their bike or their deal, and it was night-time in the UK. Can-do American efficiency failed badly for once – I even had to raise my voice (slightly) to encourage them...

Our introduction to the bike and my 'training' on its multiple systems – a near-new orange & black 'classic'-coloured H-D 'Electra Glide Ultra Limited' with all the bells 'n whistles - took another hour. This thing had stacked button clusters and touch-screen electronics, GPS, stereo multi-media, cruise control, heated everything, air vents, rear armchair with its own stereo speakers & controls, dampened-closure carpeted top box, etc (exhausted gasp here). Oh, and NO instruction book. If EVER a bike needed instructions for its complexities, it was this one...

The bike was a 411 Kg BRUTE – and that was even before loading-aboard June (fortunately a featherweight), myself (somewhat less featherweight) and three weeks' gear. I reckon we grossed-up more than a pocket battleship by departure time. Having pre-booked the forthcoming night 1 into a motel in Port Townsend ~70 miles away, and already into late afternoon, the pressure was on.

I had a steep learning curve as we navigated through the Seattle rush hour, onto a Puget Sound car-ferry, and across various



causeways to Port Townsend by (very) late evening. On the open road in the dark, it took 20 minutes stopped by the side of the road, prodding-at and sequencing through every conceivable menu button and screen to reset an irritant flashing light – a cruise control function indication.

I was relieved I'd taken my own Garmin with an American mapping chip, which I sucker-stuck on the Harley's chrome-domed fuel cap; we'd have been in serious schtum without it. The Harley had its own inbuilt GPS – whose multi-menus utter impenetrability took most of the holiday to crack - see above re lack of instructions.

Not unexpectedly, my relationship with the bike rapidly became a love / hate thing. The love related to the fact that it was - I suppose - a motorbike of a kind; it had masses of torque and a great engine bellow in the upper rev range on a hard throttle. All those electronics were, err... 'nice' too. The seats were



comfortable, though the suspension was more appropriate for a medieval horse and cart setup, complete with jaw-busting crashing into any kind of wheel track or surface-change.

The hate related mostly to the thing's overwhelming, grotesque weight and mass - which made it decidedly dodgy to manhandle at anything approaching walking pace. It was physically impossible to manage on poor surfaces or cambers - constantly threatening to topple over. More on that low-speed instability later (note an 'ominous' tone there)...

At low speeds and revs, it was like wallowing-around on a two-wheeled steamroller, incorporating a cement mixer drum rattling around a mix of spanners, nuts 'n bolts and other loose ironmongery. Appalling chugging, wheezing, clattering, banging and shaking, accompanied by teeth-rattling vibration, and overwhelming waves of engine heat in warm weather. The crudity of the engine, drive and suspension beggared belief for such an expensive bike.

Following that problem-filled launch day, things rapidly improved and we soon settled into what the cruise was intended to be all about. The first couple of days saw us blapping around the gorgeous, empty, quiet, often wooded, coastal roads of Washington State's Olympic peninsula. Through places like Port Angeles, Forks, Aberdeen, South Bend, and across the spectacular bridge over the Columbia River near Cape Disappointment to Astoria in Oregon. Heavy rain was a frequent feature of those parts, but the Harley's huge screen and our gear mitigated that.

We aimed at ~200 mile days and cruise-controlled to the 55 MPH limits on the 'state' roads. Coffee and lunch stops were in some often remote, unpromising, backwoods-looking, cheapy roadside places. Mounds of fried food and gallons of coffee were heaped in front of us and our accents ensured that we were often greeted like visiting royalty.

In Oregon we cruised the 101 through many of my old haunts –Tillamook, Coos Bay, Bandon and Brookings. Redwood forests full of giant trees, and giant sea-views – the PCH at its best. I particularly remembered Bandon from an earlier trip – with its 19th century / frontier / gold mining / lumberjack feel.

On into Northern California via Eureka. We sheared away from the coast road South of Fort Bragg – just before the Mendocino County Line (a-lá Willie Nelson), and a lovely morning bumble in the sun through vineyards to Napa in the wine country. Lunch at Napa (sadly, no wine!) and a 50-mile run from there in by-now intolerable oven-heat, filtering through ~15 miles of stationary traffic (due to a nearby closed road) to the North San Francisco Bay area. 'Thank you California', for being the only state in the union to allow 'lane splitting' – the other 49 (bizarrely?) ban filtering as being unfair to motorists. And filtering on the megatonne Harley? The less said...



After a cruise around Sausalito (surprisingly unspectacular), we did the run South across the Golden Gate Bridge in heavy late afternoon traffic. No toll-booths; they're using number plate cameras, Dartford Crossing-style now. The top box on the Harley overhangs the number plate to the extent that the overhead toll cameras almost certainly wouldn't be able to 'see' the plate, but I decided to play safe and cough up my \$7 on-line later – to avoid potential future arrest & incarceration. No time for cable cars, steep hills or Fisherman's Wharf this time – a quick bypass took us to San Jose South of the bay. A good, but tough, day from Fort Bragg that morning.

I'd been hankering for another go at California State road 130 out of San Jose / Silicon Valley and across Mount Hamilton since loving it on my own GS in 2012. It's an oven-hot, well-paved B-road, a mega-hairpins Stelvio beater – originally a 19th century mule track to build the Lick Observatory at the top. Unfortunately, the Harley was absolutely NOT the bike (mule?) for that road. Too slow-turning, too crude and massively too heavy. And no, you slagers - my Beemer is NOT those bad things – it's a featherweight compared to the Harley.

On a steeply cambered fork in the mountain road where I slowed and momentarily 'dithered' about which fork to take, the Harley tipped towards the camber's low-side. Stamping a foot down – hard - made no difference to the now unstoppable tip-over; I





shouted a warning to June and we jumped for our lives, sharpish. The Harley did a near-complete barrel roll on its crash-bars – noise like a train wreck - and finished almost completely upside-down, top side facing down-camber.

A couple passing in a car offered help, and after slewing the Harley around to negate the camber it took four of us, heaving and straining, to get it back onto its wheels. Incredibly, barely visible scratches on the upper fairing cowl and crash bars were the only damage, so it can at least be said that it ‘crashed well’. June’s gear was scuffed; the only scuffing I sustained was to my pride. It terrified me to think how near we’d come to broken bones / hospital. We were able to carry on regardless, though there was certainly no more dithering.

Having thus crossed Mount Hamilton, next-up the dusty, dead-straight, flat, stinking hot (literally) cattle-ranches of central California to Mariposa, the charming ex-frontier town near the entrance to Yosemite national park. We did the mandatory day in Yosemite; El Capitan, the Park Village, beautifully paved, gorgeously twisty park roads - speed limits 25 & 35 MPH, ruthlessly enforced. Then it was back out to the coast at Monterey, via Hollister – where there was surprisingly NO evidence of any kind of tee-shirt or clothing manufacture – and Salinas.

Monterey peninsula is encircled by security-gated ‘17 mile drive’, which offers spectacular sea & coast views as it snakes around the multi-million\$ mansions to Pebble Beach and chintzy-artty Carmel. We asked at a Carmel coffee-shop where we might find (now-ex) Mayor Clint (Eastwood), and were told he often hangs out for dinner at ABC’s bar at the bottom of XYZ St., but sadly we couldn’t hang around for long enough to meet-up.

Carmel leads onto the most iconic, best-known part of the PCH; the Cabrillo Highway via Bixby Bridge and Big Sur to San Simeon and Hearst Castle. The castle (look-up ‘Citizen Kane’) is a spectacular tick-box on any tour of those parts; highly recommended. The downside of that iconic part of the road is higher traffic volumes, slower speeds and lack of overtaking opportunities due to near-continuous double-yellows. The upside is the never-ending spectacular coastline and sea-views.



Leaving San Simeon after a full day at Hearst Castle, the road parallels the Pacific breakers to Morro Bay, then inland to San Luis Obispo. As time was short, we ‘cut the corner’ to Santa Barbara, taking state road 154 - which was delightful – before finishing late in Carpinteria, back on the coast.

Last day on the bike; we ‘headed for the hills’ out of Carpinteria, and stumbled-upon some wonderfully quiet, HOT, rural hilly-twisties around Ventura County before outer Los Angeles traffic started to slow everything down. A couple of hours of filtering / ‘splitting’ in impossibly hellish heat got us to Glendale in North LA and the Harley dealership for bike return by mid-afternoon.. The Harley was pretty grungy after ~2000-odd miles in weather ranging from cool torrential rain in Washington State, via the central California dustbowl to the hellish heat of LA. The scuffs on the fairing and crash bars weren’t even noticed. At least a lift (thankfully air conditioned!) was offered-up this time for the transfer across town to the final hotel at LAX.

We looked suitably travel-grungy and crumpled/heat-shrunk when we checked into the chromed ‘n marble mega-hotel at LAX in our bike gear. June had to fly back to London the following day (to work). I had an extra week of gallivanting around LA and San Diego - in air conditioned cars - hanging out with outrageously hospitable relatives. A big tourist tick-box was one of the space shuttles in an LA museum. At 122 Million miles on the Enterprise’s clock, my ol’ GS has some catching up to do...

I know I’ve written about some very similar US & PCH trips previously, so please pardon my repetition. I reckon it’s one of the world’s great roads though, and every biker should get to try it at least once. If you’ve got limited time, the Northern ‘101’ half is best; it’s cooler, more scenic, rural, and quieter.

As always, I’ll be only too happy to ‘help and advise’ anyone planning such a trip – happy to even come along as a guide (fully-expensed of course!)...

Dermot.

FISH & CHIP RUN TO BATTLE 7TH AUGUST 2014

Run lead by Tim Johansen with Philip Rush as tail end.

A “fish and chips” run doesn’t immediately conjure up an event in one’s mind of something ostentatious and neither does it promise to deliver culinary delights of fine gastronomy. You couldn’t be more wrong.

Let’s take note that most of the congregation battle to get to the Oakdene for the appointed time having put in a full day’s work and then through the rush hour traffic. Why would you subject yourself to this?



The answer is quite simple; you are “toured” through a carefully calculated route that promises to deliver not only a wide ranging route types but also encompassing the sheer beauty of our countryside. So on a hot sunny evening with the formalities and the banter from the usual suspects over, we set off all 29 bikes (33 people).

The route planned by Tim was to “Battle” via Wateringbury, Yalding, Marden, Hawkhurst, Sandhurst, Bodiam and Sedlescombe. The exhilarating ride and route did not disappoint arriving on time at our destination and a beautiful one at that with the sun slowly beginning to set.

I for one remain in awe of what lies literally on our doorstep and would remain oblivious and much the poorer were it not for these quintessential runs. If that wasn’t all, “the piece de resistance” is the Fish and Chips – Delicious. Or as we Brummies say “Bosting”.

As for the hard day’s work, what hard day’s work? Fish and Chips done, a smile on our faces we set off homebound in dusk to our respective destinations and I suspect somewhat quietly content.

Shashi Chauhan



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).

Held at: Car Park D
Ebbsfleet Station
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Gravesend
DA10 1EB

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

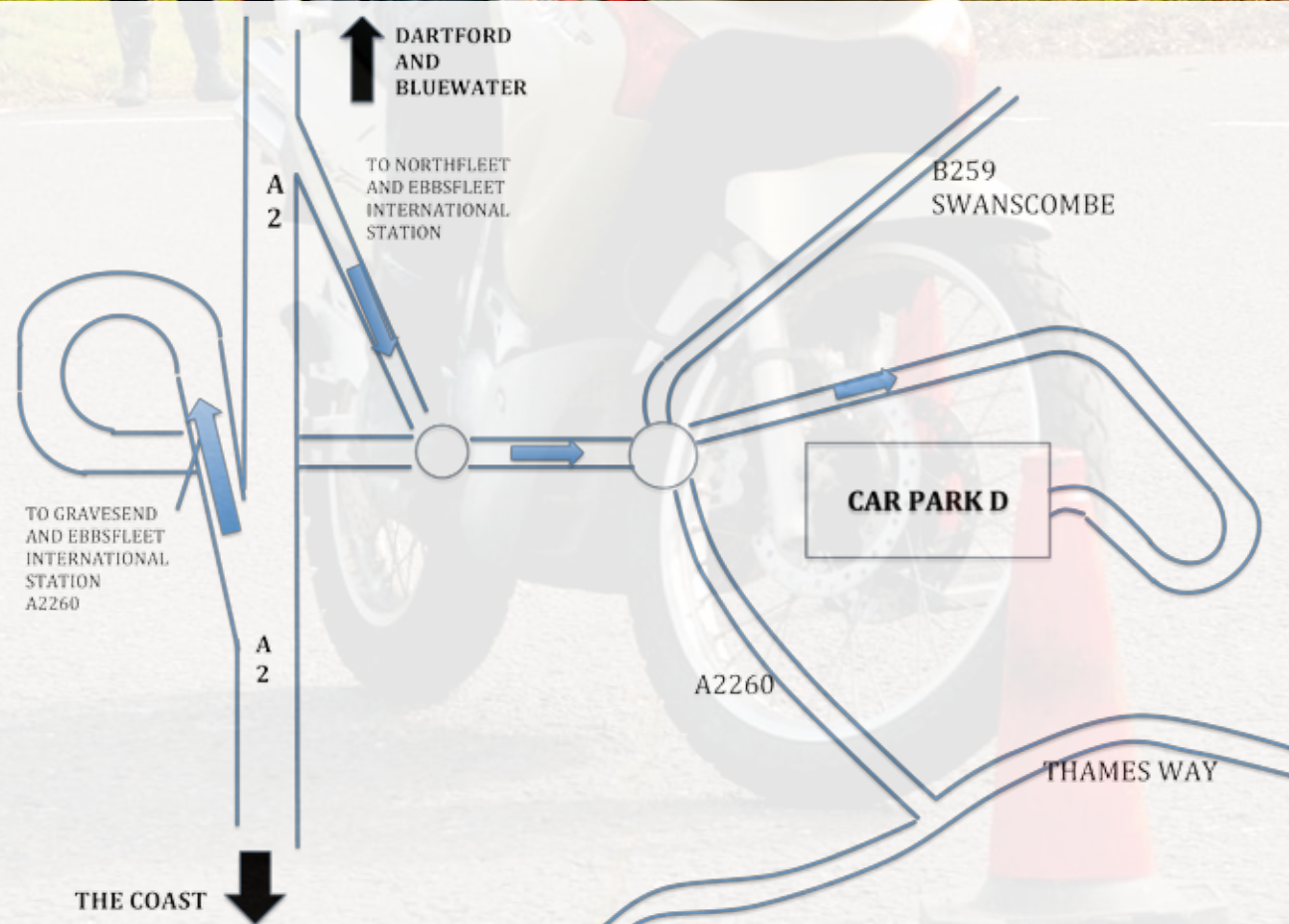
Saturday, 11th April 2015

Saturday, 6th June 2015

Saturday, 1st August 2015

Saturday, 3rd October 2015

0844 585 7783
mcd@kamg.org.uk



KAMG REGALIA



Regalia Manager is
Jim Pullum

For reflective bibs both Observer and Green Badge holders, please see Regalia Manager at one of our club nights or visit our website at www.kamg.org.uk

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Dermot Horan (East)	07867 808304	Anytime
Mike Chapman (North)	07802 904392	Anytime
Roger Lancaster (West)	07740 779224	Weekdays
Tony Young (East)	07710 456470	
Ian Burchell (North)	07852 296653	Anytime

Their team allocation is only a guide as to where they are located. If you have passed your initial IAM test (we often refer to this as being a 'Green Badge Holder'), your status with the organisation will not be affected by being assessed by one of our team – but it will be informative and fun.

If you are an Observer within our group and want a ride out for the reasons outlined above, you may wish to firstly consider contacting your Team Mentor or another one of our National (Senior) Observers. Accessing the KAMG 'Tracker' site will help you identify who's who.

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OBSERVER ASSOCIATE CHARTER

What is expected in the
Observer / Associate relationship

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.



IDCAM

INTRODUCTORY DAY COURSE IN ADVANCED MOTORCYCLING

Introductory Day Courses in Advanced Motorcycling (fee £25) consists of a morning session of Road Craft theory and other advanced motorcycling techniques then, after lunch (not supplied), an assessment ride is undertaken with one of the Observers from the Group.

Sessions are held at The Olympic Golf Driving Range, Beechenlea Lane, Swanley, Kent BR8 8DR - 01322 669201 Very near Swanley M20 junction and just off J3 M25

Associates are reminded that if they cancel within 72 hours of an IDCAM they will lose their £25 fee and must pay a new £25 fee to attend a future IDCAM. They may appeal to the Committee.



THEORY SESSION

Starting at 09:30 the morning consists of a classroom session exploring the theory of advanced motorcycling. It is based on "How to be a better rider", developed by the IAM and Roadcraft developed by the Police to improve the skill and safety of your riding so that you can make the best use of road and traffic conditions. Delegates will be expected to actively participate and exchange views and information.

ON ROAD ASSESSMENT

After lunch you will be introduced to your Observer, who will give you a clear pre-ride briefing, so that you know exactly what to expect. The ride will cover approximately 30-40 miles and will include "A" roads, "B" roads, country lanes, towns and dual carriageways / motorways. Please make sure you have a full tank of fuel and an empty bladder.

DEBRIEF

After your ride-out, your Observer will choose a suitable venue to stop, have a cup of tea and a chat about how your ride went. The aim of which is to identify your strengths and areas where you can improve. The day ends mid to late afternoon.

NEXT IDCAM DATES

CHECK THE KAMG WEBSITE

FOR NEXT YEARS DATES

OR CONTACT TONY YOUNG ON

associates@kamg.org.uk



SOCIAL AND TRAINING RIDES

PLEASE CHECK THE GROUP WEBSITE AND DIARY
FOR ROUTES OF ALL FUTURE RIDES

The routes can be downloaded directly to your Sat Nav or printed out should you prefer.
The proposed routes will also appear in the eNews on-line monthly mailing published by Ian Burchell and sent out to all on Tracker.

CLUB RUN GUIDELINES

START with a FULL petrol tank and EMPTY bladder!

Groups to DEPART AT 2 MINUTE INTERVALS

Important : If the ambient temperature at the meeting point is 3 degrees or below at 9am then the group ride will be cancelled

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**
- In winter check weather conditions with Maidstone weather centre before leaving home. Run is cancelled if it is 3 degrees or below.

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**
- In winter check weather conditions before leaving home. Run is cancelled if it is 3 degrees or below at Maidstone weather centre.

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**



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