

RIDERS

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See page 23 for
more information



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Front cover: – A day out in France

Top picture: – Nothing like stating the obvious

Right: – Caption contest ??? printable suggestions should
be sent to the editor (keep it fairly clean, please ...)

INSIDE

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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.

WELCOME TO
NEW MEMBERS THIS YEAR

Ally Lock, Bruce Clarke, Colin Rowland, Danny Thrussell, Joe Mair, John Holland, Kevin Hurrell, Martin Ford, Nathan Scott, Nick Bedding, Paul Ashwin, Phil Newman, Reuben Fosberry and Sylvia Mann.

EDITORIAL

It has been a busy time for KAMG since the last edition of this magazine. We had our AGM at Brands Hatch at the March club night – an important (and legally required) event. Jaime Tollerton was re-elected as Chair with most of the committee remaining in post. The notable exception was Howard Williams who stepped down as Secretary to be replaced by Jim Pullem.

We had a Machine Control Day at a new venue at Ebbsfleet Station car park. As you can imagine, there was plenty of space to carry out the exercises. We had a lot of Associates and Observers turn up as well which made the morning go so well, in spite of the rather wet and windy mid-morning shower that blew across the open space. The IDCAMs have started and we are trying a slightly different programme this year with an observed ride early on in the morning prior to a presentation about the System of Motorcycle Control with another observed ride after lunch.

There was a Kent Firebike day with about a dozen Observers helping out with slow machine control and Observed rides at Brands Hatch. Sunday ride outs, including a rather wet and windy visit to Birling Gap and ad hoc rides are starting to appear on the KAMG Facebook pages. 35 bikes went across to France for a day out riding to Dunkirk.

This is addition to the main function of the club, advanced rider training – yes I did say training. Over the last 3 months 72 Observed rides have been logged on to the Tracker system, which is a testament to the work and dedication of the Observer Corps and the Associates in training.

Why am I mentioning all this? Well firstly to remind folk of all the work and effort that is going on – often behind the scenes – to keep KAMG a busy, active and vibrant club. Secondly to let you all know that we could do more if even more members got involved. We are always looking for club night activities, club run Leaders, folk to organise events promoting and supporting KAMG, organisers for the fish and chip runs that are in the calendar. (By the time you read this I will have lead the first, from Maidstone riding to Whitstable).

So whilst reading this edition of Riders I hope that you are entertained, inspired and perhaps gently pushed into volunteering to make your club even better.

Finally thanks to all those that have contributed articles and items for this edition. Time to get your quills, inks and parchment ready for the August edition!

Thanks also to John Gardiner who sets the layout and look of this magazine. I am sure his hard work does not go unnoticed as you read this edition, but I would like to mention it anyway!



**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

JUNE

Sat 4th	Observer Training – On Road Workshop
	Machine Control Day
Mon 8th	Committee meeting
Thurs 11th	Fish and Chip Run
Sat 11th	IDCAM
Sun 12th	Observer Ride Out
Mon 15th	Kent Firebike Skills Day
Sat 20th	Ladies only Ride Out
Thurs 25th	KAMG Club Night
Sun 28th	Group Ride to Saffron Walden

JULY

Thurs 9th	Fish and Chip Run
Sat 11th	Observer Workshop
	Observer Training On road Workshop
	IAM Motorcycling Festival
Mon 10th	Committee Meeting
Weds 15th	Training Sub Committee
Sat 18th	Austrian Tour
Thurs 30th	KAMG Club Night

AUGUST

Sat 1st	Machine Control Day (MCD)
Sun 2nd	Group Ride to Crabble Mill Dover
Thurs 6th	Fish and Chip Run
Sat 8th	IDCAM
Mon 10th	Committee Meeting
Weds 12th	Observers Meeting
Thurs 27th	KAMG Club Night
Sun 30th	Group Ride Out

SEPTEMBER

Sun 6th	Observer Workshop
Sat 12th	IDCAM
Sun 13th	Observer Ride Out
Mon 14th	Committee Meeting
Thurs 24th	KAMG Club Night
Sun 27th	Group Ride to Dungeness

OCTOBER

Sat 10th	IDCAM
Mon 12th	Committee Meeting
Wed 14th	Training Sub Committee Meeting
Thurs 29th	KAMG Club Night

Current information and details of events can be found on the KAMG website, Tracker pages

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

Information correct as at 16th May 2015



KAMG ANNUAL GENERAL MEETING - MINUTES

Kent Advanced Motorcyclists Group
Minutes of Annual General Meeting
26th March 2015

1. Apologies for absence: None.
2. Minutes of AGM 2014: Approved. Matters arising: none.
3. Chairman's Report: Jaime Tollerton reported that KAMG has had another successful year with nearly 60 new members joining under Skills for Life and nearly 40 test passes being achieved. Training of new Observers continues under the guidance of Mike Stapley and his team: congratulations to those trainees who qualified in the last 12 months. Two Committee members, Secretary Howard Williams and Membership Secretary Jon Potter are retiring and I thank them sincerely for their years of work years on behalf of the Group. Group Rules state that the Treasurer Paul Jessop and I must stand down at this meeting but can offer ourselves for re-election: there are no other candidates. Also it is simplest for the whole committee to stand down and offer themselves for re-election. But first we will hear the Treasurer's report, so over to Paul.
4. Treasurer's Report: Membership fees, both renewals and SFL, are up on 2013, which is a good sign. There has been an increase in expenditure this year such that we have a

deficit for the year. This was largely down to two items, an investment in IT and our Tracker database and a contribution to observer involvement in ride assessment days. A deficit is not to be seen as a problem as we should not simply record surpluses year on year and we still retain a healthy balance sheet. We receive gift aid reclaims each year in respect of members who have submitted a gift aid form and I would encourage anyone who has not yet submitted a form to do so as it is a significant part of our income. Members only need to submit a form once (not every year as some members do!) but you do need to pay tax in each year for which a claim is to be made. A member can also sign up for gift aid via Tracker. Happy riding!

5. Election of Officers and Committee.

Chairman; proposed by John Cousins, seconded by John Long.

Treasurer; proposed by Roger Lancaster, seconded by Steve Riches

Secretary; proposed by Tim Johansen, seconded by Alex Horner

Committee; proposed by Geoff Curtis, seconded by Michael Spencer. Included is Martin Brown as a new Committee Member who will take the role of Membership secretary.

The AGM closed at 8.35pm.

TEST PASSES

Since the last edition

A warm welcome to the
Group's new members



Associate: Paul Watts
Observer: John Potter



Associate: Julie Watts
Observer: Christine Botley



Associate: Rana Araujo
Observer: Roger Lancaster



Associate: Stephen Wolton
Observer: Tim Johansen



Mick Mills
National Observer Qualification

2015 - THE 1ST FISH & CHIP RUN OF THE YEAR



MOTORCYCLE RAID TO MANSTON

A2 motorcycles mission to Spitfire Museum at Manston Kent. KAMG were there in attendance to offer their assistance in the marshalling of the event.

I peeked out of the window at 07:00 hrs looking for the sun shine only to be presented with a damp dull day. It was then I re checked BBC weather in the hope that I was getting it wrong. The sortie would be undertaken in dull overcast conditions with the possibility of rain showers.

The weapon of choice for the mission today was the Yamaha FJR and Susan was coming out to play as well. The fun started when Susan was trying to put on her trouser bottoms, Oh no, they had shrunk whilst hanging in the wardrobe, then the fight started, I now know why you ladies lay down to put on trousers and a helping hand to get up without saying a word as 'discretion is the better part of valour' on that occasion.

We arrived at A2 Motorcycles around 08:30 hrs and was promptly handed the compulsory coffee and bacon roll. It was not long before the bikes started rolling in and the place was starting to get very busy. The Widows Sons (a Masonic motor cycle group from Essex) rolled up to join the run along with others riders from Kent and surrounding areas and even one rider from South Africa. The KAMG riders volunteered to be the outriders and a big thank you from A2 MC for their support.

With approximately sixty bikes ranging from 125's, sports bikes,

cruisers, tourer's and even an old 650 Matchless which did look a picture but was it going to make it? A briefing was given to the masses along with a disclaimer and then it was time to saddle up.

Still no sunshine and a short spell of fine rain, so we headed up to Cobham and then across to Cuxton and then onto Watlingbury where we gathered up the riders and the marshalls, everyone was keeping together, then up through West Farleigh and along to Leeds Castle. Once onto the A20 we were able to pick up pace and after a short stop in Lenham, we were off again. Then the first casualty, the Matchless went bang and ground to a halt. The run continued through Charing and up and over the Downs. Once we reached Plucks Gutter, we were nearly there.

As we rolled into Manston, we only had 31 bikes? Where were the remainder, lost in action? Even Dean from A2 MC was missing? The remaining marshalls were still out there marking the junctions. It transpires a marked roundabout was missed



and a group of riders went off to Sandwich. Did they know something we didn't know?

Tim Johansen kindly rounded up the remaining marshalls and slowly the remaining lost sheep started to roll in. Stephan Buys stopped to assist another casualty which was a flat tyre. As for Dean, he was still missing in action and like all good roads, they always lead to home and that's where we found him back at the shop.

The mission was a success and KAMG were well received and thanked for the support in looking after the riders. The moral

of the story is, "with the best laid plans, there will always be element of human error that will prevail" at least the last few riders missing made it there even if they came from different directions.

Positive comments received from riders and also on A2 face book page...

Thanks for arranging a thoroughly enjoyable ride, thanks also to the marshalls for their help in guiding the route (Silver VFR750)

Paul Aspinall.



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"Thanks once again for a wonderful well organised trip ...you never fail to let us down. Brilliant roads, great food and hospitality and the scenery was amazing. We thoroughly enjoyed ourselves again."

*Colin & Tina Underwood
KAMG - Oct 2014*



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KENT FIREBIKE DAY

Wednesday 8th April 2015 saw the first of six rider skills day at the Brands Hatch race circuit. The Kent Fire and Rescue Service (KFRS) run these courses throughout the year and KAMG supported this great course last year. We have gained several new members to the group from last years sessions.

This year we were grateful to receive a little funding from the KFRS. The day's course can be booked through the MSV website biketrackdays@msv.com at a cost of just £ 55.00. We start early at 8.30 for a 9 am briefing and then the programme consists of four one hour sessions.



- Kevin Williams (survival skills) classroom session – based a bit on Roadcraft.
- Biker down first aid . This is a taster course covering CPR and safe helmet removal. The full course is run at Ashford fire station by Jim Sanderson of the Kent Firebike team
- Machine control is conducted by our Observers for an hour of slalom, emergency braking and figures of eight – a mini MCD.
- Observed riding - again run with our Observers giving a short ride out on road around the Brands Hatch area, then giving some constructive feedback and comments to aid these riders



Also, throughout the day we have 2 x 20 minute track sessions. This is a great platform to allow riders to use the track to practice cornering and generally see what their machine can do in a safe environment with no street furniture, other oncoming traffic and drivers. As a bonus we have had Shane "Shakey" Byrne giving advice on hanging off the bike and Chris "Stalker" Walker giving gear and speed advice at the track briefing.

The whole event gives a small taster of skills available for riders who have not been exposed to any further rider training. We are promoting KAMG with a view to help riders have a gentle introduction into our world of advanced riding. Helping to keep riders safer out there on the roads and the promotion of road safety in a different environment.

The whole day cannot take place without the dedication of the KAMG observers giving their time for the day. We provide a lunch and hopefully a go on track (subject to space available). We can also offer £10.00 petrol contribution to help with outgoings.

We hope that KAMG members can see the advantages of this great platform with the added benefits of it being on our patch and will continue to support us throughout the year.

The next dates are Thursday 7th May 2015 and Monday 15th June if any Observers would like to help out with this event please contact Tony young or Tina Underwood. Of course if any Associates who would like some extra training with a few variations, the course is well worth it at a fee of £55 complete.

The IAM have given us great support in this event and when we have any sign ups online we can enter a discount code of `kfire10` and get 10 % discount off the £ 149.00 Skills for Life package.

Tina Underwood
Vice Chairperson

ROGER'S ASTRONOMICAL RIDE

When I heard about the partial eclipse happening on March 20th, I naturally thought Roger (Lancaster; who else?) had chosen the date to coincide: after all, we were to meet at the precise time, 9.30. Perhaps we were to ride off in the near darkness or be treated to a special view in some way from the chosen lay-by on the A20. But no, just the usual conviviality greeted me as I and the others arrived. Just as well, as the grey clouds ensured that nothing changed except for a barely perceptible extra gloominess. Perhaps it was all a hoax.

After the usual banter Roger's voice could just be heard above the roar of the traffic giving his briefing- destination, bacon butties at The Swan in Thaxted; using the "drop-off" system as there were 9 riders; up to the Swanley roundabout; M25; dive under the Thames then as far as J28 (ie not far) before starting the drop-off to mark the junctions.

The M25 bit was soon dispatched in disciplined fashion. Motorway riding in a group like this in fairly dense traffic relieves the usual boredom as riders maintain visual contact with each other as they preserve their own "safety bubbles" at legal speeds. A 60-ish mph cruiser in lane 3 was an impediment to progress but was left behind eventually by judicious use of lane 2 and giving it a wide berth. Is it time to change the rules and allow passing on either side on motorways?



We all arrived at J28 more or less together to start the better part of the ride with the negotiation of urban Brentwood without difficulty thanks to Roger's sure navigation (not involving satellites) and the observation skills of his flock. Interesting to watch how careful bunching up before junctions and keeping a watchful eye on other road users can smooth progress through congested traffic. IPSGA in action!

Once we found the A128 the progress moved up a gear as we enjoyed the curves with the relatively light traffic to work our way through, but when we joined the B184 after Chipping Ongar it got even better with its succession of bends rewarding good use of positioning and limit points. Often when in a group like this you also have the advantage of being able to follow a rider who is clearly using The System; he (and she!) looks relaxed and comfortable as he makes good progress apparently effortlessly, yet safely.

All too soon (well, perhaps not for everyone, as some were beginning to feel the effect of 5 degree chill) we arrived at the old Essex town of Thaxted and The Swan in spring sunshine and to a warm welcome. Plates of generously bacon filled sour dough rolls and drinks were promptly served while we enjoyed a yarn or two in this delightful old inn. In spite of this leaving was no hardship; the ride home was to retrace the route but with no drop-offs to interrupt the enjoyment. I was fortunate in happening to drop in behind Amanda who was following Roger and I was treated to a sparkling ride as she kept station with him without apparent strain whilst demonstrating the riding skills I hope she acquired with KAMG. Great stuff!

Many thanks from all of us, Roger, for a great ride; I must get to more of them!

Howard Williams

3 AMIGOS IN SCOTLAND

... CAMPING IN SEPTEMBER

I should stop banging on about how brilliant riding in Scotland is. I go there all the time, 6 times in 2014. I should keep it a secret, but here I go writing about it with the other two on this trip Jim Pullum and Mick West. Now everyone will be up there

We had a chat about taking a small break with a bit of camping and a few miles on the bikes. Jim and Mick had not done much riding in Scotland before and although Jim and I did the RBLR 1000 in 24 hours, which started at Yorkshire and was a circular route to Wick and back, much of the good stuff is missed.

The Plan (if you could call it that) was to meet in MacD in Dartford at 6AM and ride to Loch Rannoch (as I told them around 440 miles, easy roads no hassle) - well it is from Peterborough. The worse bit is from Dartford to Peterborough. We stopped, as I always seem to, in the OK diner for breakfast. 120 miles done before breakfast

After a good American breakfast we set off again. The weather was not so kind on the way up the A1M. We stopped just before Darlington for a coffee and to drip on the floor of somewhere warm.

Another fuel stop, as we had a Ducati with us and were on the way again, that was the last rain we shall see for 9 days.

The Classic bikers approach to Scotland is the A68 you roar up steep hills and over blind summits like a rollercoaster, tear past quiet forests and fly past the lake before arriving at Carter Bar, the huge standing stones welcoming you to Scotland. Tea and photos were taken, then we carry on the right off passage through the Scottish Borders along the A68 passing the shell-grip twists and turn off along the A7 to avoid the monumental amount of speed cameras. We circumnavigated Edinburgh and headed for the A9 and Pitlochry. Turning off the A9 and cutting across country past

Loch Tummel, the Queens view and onto Loch Rannoch. Then it was the art of putting up tents. (560 Miles)

Obviously the others had practiced this before we left!!!! Mine and Micks tents were up and tea was on. We both watched Jim put his tent then his folding bed up.

Day 2. It was great of Jim not to mention how cold he was in the night, well not more than once or twenty times. Porridge and tea for breakfast and as we had a long first day, it was an easy, but technical day today. Around the north side of Loch Rannoch, to Rannoch Station, on Rannoch Moor, miles from anywhere, the second most remote station in GB (the first being Altnabreac near Wick). Rannoch station does do a great tea and cake. From here we traversed the south of the loch and cut across country to Glen Lyon. Mick was in front on this remote and tiny road, he set a scalded cat pace until we reached the tea room, in the middle of nowhere again. Then the unmarked road, not on maps, satnav or google earth, craters bigger than the Grand Canyon, gates on mountain roads etc. along the south side of Loch Tay to Aberfeldy. Food purchased from the farmers market, more tea and head back to Loch Rannoch. (98 Miles)

Day 3. Its Jim Cold again, porridge and tea, then pack the tents away. We left Loch Rannoch heading east to Pitlochry, across to Braemar on the A93. This is a fast road heading through the Grampian Mountains. Knocks the spots out of the more used A9. Tried to stop for fuel for you have guessed it, for Mick, but the petrol station had been burned to the ground. A Ski Centre for tea and cake. Then off on the A939 towards Findhorn for lunch. One thing I love about this part of Scotland is how quiet it is meandering over the north west of the Cairngorms, missed by many rushing up the A9 or heading straight for the West coast. You can do 30 or 40 miles without seeing another bike.

Left our lunch stop, headed around Inverness across the Firth, heading North at first then west to cross the country from the East

Coast to the West. A village called Shildaig was our next stop. Fast rural roads and sun in the sky. This is where we noticed if you give Jim a KitKat 4 fingers, the pace picks up quite a bit. Coffee and ice creams then the run down South to Applecross. Ask anyone on this run, the roads are out of this world, and mind the red roof. A Pod for sleeping at Applecross and Applecross Inn for food (Applecross bay prawn salad) (280 Miles).

Day 4. Leave Applecross to go to Skye, you go down Cattle Pass to Lochcarron, it is a road everyone should do. You pass Elean Donan Castle on the way to the bridge (not my favourite way to Skye) Skye has so many great things to recommend it. The untamed landscape of the Cullen Hills, the glorious small empty roads around this island. Quick give Jim another KitKat.

Day 5. Pack up the bikes and ride down Cattle Pass again. Today we are going to my favourite camp site in Scotland, Morvern. It overlooks the Isle of Mull. To get there we are ferry hopping, a great way to see roads usually missed by all. We are going the most pleasant way to get to Skye through Gleneig, a small area of Scotland missed by many. You ride up steep alpine type passes, in mountain mist and fly down the valley towards the small ferry. Across the ferry and it's more of the same. We carried on to the south of Skye to pick the ferry to Mallaig. This leads you on to a stunning fast road towards Fort William, turning off it onto the A861 which is a great coastal road through the Moidart area. After many small A and B roads we arrive at the camp site. This area is generally quiet and unspoilt, passed by the usual tourists.

The photo is taken from my tent with the isle of Mull in the background. Jim is on the phone trying to get a signal, not so good up here.

Day 6. Mull. Today it's a bit of Island hopping. We ride into LochAline to get the ferry to Mull. We missed the ferry by seconds, no matter as there is a café there and the hour passes in many teas. After disembarking we rode around the back of the island to another ferry for the isle of Ulva and the boathouse café. It's a passenger ferry to a small island (50Yds). Food and a ferry back

A ride around the back of the island, which is challenging and beautiful, nearly all one track with occasional passing placed. Back to the ferry and camp site for a BBQ and camp fire.

Day 7. A ride to Moffitt. On the way to the Corran ferry we went down the B8043, it's one of my favourite roads in this area, it switches from left and right, the levels change with rock faces and drops into the sea. Across the ferry and head south to Glen Coe and Rannoch Moor. Before we brave the mountains a cake stop is needed. If you have never done this, well you should, the west coast of Scotland is breath-taking. To ride up Glen Coe in the sunshine nature shows the illuminated vast and most striking part of our journey today, with the baroness of the Rannoch moor to follow. The green welly stop for fuel, who brought the Ducati!

Jim had said he always wanted to visit the Falkirk Wheel. So we rode through the Trossachs Callander to Falkirk. A quick look around (more cake) and off to Moffat. Southern Scotland was a place I always blasted through, on the way to the highlands, but not anymore. It's a beautiful place, with great fast sweeping roads, without the crowds around Glen Coe. B&B and an evening meal.

Tomorrow Mick is departing and heading back south on his own (family Commitments.) Jim and I are up for a Day around the joys of the Galloway Forest and Raiders road.

Day 8. We say goodbye to Mick and we head north from Moffat on the B7076. It used to be the A74 until the M74 was built. A fast road with no traffic. Turn Left on to the 702 and 712, the Queens Road (it goes through Galloway Forest), it's that good that they named it after her. We travelled along the Raiders Road which is a section of non-tarmac road to the otter pool, it's been so dry the bikes kicked up so much dust. Being a circular route back to Moffat we had to pop into Finlays Farm, where they make the best ice cream. Back to the Buccleuch Arms Hotel for Dinner.

Day 9. Homeward bound. We are doing the route Mick did yesterday. The first part is great A708 past St Marys Lake to Selkirk to pick up the A7 and south. A6888 and A68 takes you to the A1 at Darlington. Unfortunately, the good roads end, and it's the A1 home.

9 Days, 2000 plus miles and ask Jim or Mick what a great time. I have the routes on Garmin if you would like them or I'm doing it this summer again. We did all of this and had three hours of rain on the first day. The rest was dry and great - it was September after all.

Steve Riches



THREE COUPLES RIDE TO THE FRENCH RIVIERA

Three couples from the KAMG had a 12-14 day holiday to France in September 2014, which included a week-long stay on the French Riviera. All couples planned and organised their own routes to and from the Riviera, including overnight stops and to take as long as they wanted, but had to rendezvous at the chosen hotel for the week on Saturday afternoon. The week at the hotel was a relaxing one, with a bit of sight-seeing to some of the most exclusive holiday destinations in the world, sunbathing on the glorious beaches, go-karting, walking and canoeing up Gorges du Verdon.

The Davis's travelled down over four days, stopping for a couple of nights at Lake Como in Italy; their route home was more direct up through France over three days. Alan and Jane Bradford travelled down through France over three days stopping at Massangis and Grenoble, and from there took route Napoleon to the coast and on to the hotel. Their return journey home was at a quicker pace but still over three days. Helen and I did our journey in two days due to time restrictions, stopping over night at our usual B&B near Dijon. Then to follow the Mistral winds down the Rhone valley riding on the Autoroute du Soleil (motorway to



the sun). We spent a couple of hours each day on the AutoRoute just to get some mileage done and then the rest of the day on country roads.

Our hotel for the week was in a village called La Croix Valmer which is situated at the top of the High Street with good views of the surrounding countryside. The best way to describe this hotel was 'compact and bijoux' and had a bill to suit and only 20mins from St Tropez. Alan and Jane stayed at another hotel nearby to suit their personal requirements. Our first evening was spent at a good local restaurant where we chatted about the past couple of days over a lovely meal and all washed down with excellent local wine.

The following day was very hot and the plan was to spend it 'on foot' exploring the local market, followed by a wine tasting session at a local Cave. From there, we walked along the beach where we had a picnic lunch in the shade of some palm trees. The wine that we bought earlier was quite refreshing at this point, and after a couple of hours watching the world go by we caught the free bus back to the hotel to get ready for a very short evening ride to St Tropez. Here we spent the evening window shopping and looking at the luxurious yachts from our harbourside restaurant.

Monday was another hot day and we were to ride to Monte Carlo & Monaco, so lightweight armoured clothing was the order of the day instead of heavy leathers. If you have never been to this part of France it is a 'must see' with all its splendid hotels, fancy shops, restaurants and yachts. One of the big attractions in Monaco is the GP circuit and in September the circuit has been returned back to public roads and can be very busy to ride. It was fun trying to get your knee down on the hairpin bend taking the short downhill right hand bend which leads into

the tunnel where you exit by the harbour, then onto the swimming pool chicane, which was great fun. After a little ride around of what we could remember of the circuit we started to look for somewhere to park, even this can be a challenge for motorbikes as this town is flooded with them. We parked where we could, after agreeing to rendezvous for coffee and ice cream in Café de Paris in Casino Square. We spent the rest of day here doing the tourist thing exploring the Place of Monaco and trying our luck in casino Monte-Carlo.

Tuesday saw us riding to Hyeres, a local must-see village just along the coast from where we were staying. Again lightweight clothing was the order of the day as it was so, so hot. The ride along the coast was beautiful: this road hugged the coastline passing by quite little bays with terracotta tiled villas perched amongst the palm trees where the turquoise blue waters of the Mediterranean laps up over the golden sandy beaches. So we could not resist parking next to the beach and we hired sun loungers and chilled (more like baked) the afternoon away sunbathing and swimming. The evening was spent riding back along the coast to a mountain village called Bormes-Les-Mimosa for our evening meal. The ride back to the hotel was through the mountains on very dark unlit roads and compared to the heat of the day was bloody freezing. Negotiating the hairpins bend with drop offs into dark abysses kept your mind off the cold.

Wednesday was a trip up to Gorges du Verdon where we hired canoes on Lac St Croix complete with a picnic lunch and riding route Napoleon and generally

exploring the area. These were great roads with little traffic and fast sweeping bends and far reaching views and the odd switch back thrown in for good measure. We stopped for coffee and fuel at Apps. Apps is a little medieval market town that has hardly changed over the years, with narrow streets that were only for pedestrians. The road from here was stunning as it rose up from the Plaine des Maures to the Plateau of Parc Natural Regional du Verdon where the lavender fields of Provence can be found. We parked down by Lac St Croix to get ready for our canoe trip up the Gorge. We hired two canoes between the six of us and the sight of us doing the 'Hawaii five O' bit up the Gorge, which was vaguely similar to the river in the film Deliverance was bloody funny. After an hour paddling against the flow we found a lovely spot on the river bank to have lunch, which was quite welcoming. After lunch we took the canoes back and got changed for our afternoon ride along Route Napoleon. After stopping briefly for tea at Castellane we pick up the D21 and then D25 for a blisteringly fast evening ride home.

On Thursday we were invited on a ride out with a local bike club from St Tropez, this was on back lanes through the coastal mountains from St Tropez to Cannes. There was no marker system being used here, it was just keep up with the bike in front. So the pace was quite frantic and in 32deg heat was demanding. This road had the usual hairpin bends and great views and loads of humpback medieval bridges which no one seem to slow down for, you just line yourself up for and launch yourself off. We didn't have much time to take in the views due to the pace, but it was bloody good



fun! and after an hour or so we arrived at Cannes where we were to have dinner at a posh beach front restaurant, (no Oakdean diner here!!). The rest of the afternoon was spent sunbathing and swimming at the restaurant private beach all courtesy of our hosts.

Friday was a lazy day as we all had a long ride home the following day, so we went go-karting in Grimaud. Three races in total and we had the track to ourselves, with a prize for the winner. It was great to see Jane Bradford, Helen Bromley and Joan Davis competing in two of the races, and they were not hanging about either. The three races consisted of obviously trying to win but also involved crashing, spinning off and generally having fun. In the afternoon we took a more leisurely ride compared to the karting along the coast to Cavalaire-Sur-Mer for a swim and a bit more sun bathing just to finish off our tans before the journey home to following day.

Saturday we said Au revoir and Bon Voyage and parted company for our journey home. Plans are already being made for a second trip in September 2015, Can't wait.

EASTER EGG RUN

SATURDAY 28TH MARCH 2015

TO PARKWOOD HALL SCHOOL



Thanks very much to the 16 bikes (and pillion) that turned up for this event. We filled the reception area with chocolate eggs. Gave lots of kids - and a few adults - rides around the school grounds - and generally had a good time. I received lots of thanks from the staff, kids and the parents.

SNETTERTON TRACK DAY

Hello - I'm Phil Goodwin, a recent recipient of a Green Badge. This is a short account of a trip with Mick Ravens, his son Joe, and myself to Snetterton track day. We set off on a Sunday afternoon, heading up the M25 to the A11 en route to Norfolk. We stopped at the 'Hungry Horse' at Thetford for dinner. Mick & Joe in a Transit van and I with my Triumph Daytona 675 on a trailer.

Snetterton circuit is very easy to find, just off the A11, almost exactly 120 miles from Tonbridge and a tad over two hours, traffic permitting. We are lucky enough to have bikes just for Track Days. Mick & Joe favouring GSXR Suzuki's and my 675, powerful enough to give you the thrill but not get you into too much trouble too quickly.

Due to distance and early start we 'camped' up at the track. This consisted of shifting the bikes out of the van into one of the pit garages and sleeping in the van. As I had trailed my bike up behind the car this option was not available, fortunately! I favour a tent in the pit garage, sleeping bag, blow up bed and nightcap – luxury!

Well over a hundred people attend these track days, and various suppliers run them, MSV, No Limits, Focussed Events to name but a few. It's a great way to get to know the limits of a bike, gain confidence in their



handling and stopping abilities as well as being able to give them all they have to give! Joe saw 180mph on the Revitt Straight, where my little 675 just managed to squeak 150mph, but gains on the twisty bits against the bigger bikes as it handles so nimbly.

It's an early start, hence the sleep over the night before, as signing on is at 0730. You show your license and sign an Indemnity form, then the bikes are noise tested. This is for the neighbours benefit! 102dB was the limit for the day, the Daytona has a race exhaust and was very close to this limit, but got its sticker.

After these preliminaries all riders attend a Safety Briefing. You are told about flags used to warn of dangers, Marshalls on the track, starting and end of Session

procedures. Being courteous to other riders, even though passing is allowed both sides, this is not to be carried out within a corner. There were three groups of riders, Novice, Intermediate & Experienced. In layman's terms, First timers on road bikes, and mixture of road and race bikes for those who have a few track days under their belts and racers or guys on R1's, Fireblades, BMW S1000RR who can really handle them properly. (Not everyone can, as I found out in the lower Groups) Going fast in a straight line is very easy until you arrive at a tight bend at 130+!

This is a relatively safe environment though. No cars, everyone is going in the same direction, no street furniture but most importantly no Speed cameras! If you make a mistake there is plenty of grass run off to scrub off speed or just do some cosmetic damage. Having said that people do get hurt, bikes totalled and an early bath for some poor souls.

One bike did have a chain snap, this sliced through the gearbox like a hot knife through butter, depositing oil on the track which was not appreciated. Causing a premature 'Red Flag' signalling the end of the Session. Apparently he was told his chain was knackered but couldn't afford to replace it. How much is a lost track day, day off work let alone major engine repairs? Maintain your bike, whatever you use it for.

We all line up in the Pit Lane, bikes getting hot and hearts pounding. Looking around at the other riders, what they are riding. Full race prepped ex-BSB bike or a fast weekend toy? New leathers, old scuffed, full matching colour schemes with the riders name on. Thoughts go through your head, 'am I in the wrong group?' am I going to be left behind? I have got to get past this bloke as soon as possible! Etc.

Then the lights go green, the pit lane Marshall launches the pack in groups of 6,

with the briefest of separation the next 6 blast out of the pit lane. Probably about 60 bikes on track in one session. There are initially three 'sighting' laps, so you can get used to where the track goes, where the Marshalls posts are in case of emergency, and how to exit the track safely. No overtaking! The track looks wide, lack of reference points hide your speed, even taking these precautionary tasters laps the magical Ton is reached effortlessly without notice, sometimes with surprise!

After the sighting laps a leading bike mounted Instructor/track Marshall waves you through, before you know it some Speed Demon comes past in a blur! Mounted on some custom built, 1000cc multi-coloured projectile bearing no resemblance to anything on a Club Run. The chase is on!

It does take a while to 'dial in' your brain. Fast and smooth is the key, maintaining corner speed and accepting and trusting that your bike will lean to angles you can only dream of on the road. Tyres heat up, the engine screams, you run out of gears



quicker than ever before! As confidence grows you can push even harder. Bikes of today only use a fraction of their capabilities on the roads, finding just how much they offer is a great boost to confidence. The bend you once thought too tight, braked and ending up saying 'Sh*#!, could have been taken with ease by the bike and sailed round.

So, it's worth giving it a try. All kinds of bikes are seen on track, the biggest benefit is learning the limits of your bike,

you will never reach them on the road. Getting that into your head will allow you to trust your two wheeled friend and you can concentrate on the other things on the highway, as mentioned before, cars, manhole covers, pedestrians and speed limits.

We have a few more booked, and Brands Hatch is on our doorstep. I sound like a salesman, but I'm not, just an enthusiastic bike lover who likes to get as much as he can out of motorcycling.

LETTERS TO THE EDITOR

Vale – Michael McKenzie – Australian motorcyclist and professor, and son-in-law of former KAMG vice-chairman

On Sunday 12th April, Michael McKenzie was killed whilst racing at Donnington Park circuit. He was racing in the National series called Stocktwins, organised by Thundersport GB. It's a series for twin cylinder, production based machines up to 650 cc – so a relatively low power type of machine compared to many other racing series. He slid off on the high speed left hand corner of Craner Curves, with the front wheel sliding away from him in a lowside accident that normally you'd just walk away from with not much more than a bit of a bruise and some scuffing of the leathers, but he was hit by the following rider and suffered major head and chest injuries. He was killed instantly.

Michael was known to the club being married to Geoff Walker's daughter Lucy. Club members who attended the Patsy Quick training days a couple of years ago will remember him as the tall slim Aussie who had just flown in from a warm sunny Sydney to come

motorcycling in the snow! Choosing to go motorcycling whilst frozen and jetlagged shows the sort of passion for motorcycling that only we fellow motorcyclists could ever understand.

Michael was a very experienced motorcyclist, having been a motorcycle racer for years in Australia before coming to the UK, and had re-started racing last year. When he wasn't motorcycling, Michael was a highly respected academic, being a professor of finance at both Sydney and Liverpool universities, and having been very recently promoted to become head of the business school at Liverpool University.

The ill-fated Donnington race was on Lucy and Michael's third wedding anniversary, giving added poignancy. Michael leaves behind a six month old daughter, Annabel. We extend our heartfelt best wishes to his family.

Regards,
Geoff Walker



SOMETHING FOR OBSERVERS AND EXPERIENCED RIDERS TO CONSIDER

Adapted from IAM’s Chief Examiner Peter Rodgers report in Advanced Driving

As we get more confident and capable as riders and Observers we do not notice how things that used to require lots of effort become easy and not even thought about. It’s a perfectly normal development of our skills.

But when we make judgements about the performance of others on the road we tend to judge them against how well we ride now rather than how we used to ride when we first started.

Every year 600,000 people pass their test to drive and ride on our roads. That’s 600,000 people who have no experience of Motorways or bad weather let alone snow.

Please, consider others when out on the road and riding with others that do not have your experience, especially when riding with new Associates. Be helpful and not demanding, it takes time to build all that experience.

Ride Safe - Tony Young

SAT NAV USE

This week, the IAM’s chief examiner, Peter Rodger, is sharing advice with drivers about operating a satellite navigation system safely. Here are his top seven tips to help navigate you through your journey.

- 1. Before setting off make sure you have an idea of the route. Knowing your north from your south can help you check the sat nav is not sending you to the wrong destination and means you don’t have to rely on it for the whole time.
- 2. Carry a road atlas with you – you might need it if you have wrongly programmed your satellite navigation system. Also, you might need a backup in the unlikely event of the GPS signal failing. Whatever you do, never drive around aimlessly in hope that a lost signal will come back again.
- 3. If you are using a detachable satellite navigation system make sure it is fully charged before starting your journey. You will also need to check that the screen is bright enough for you to read from it, but not too bright that it distracts you from essential car systems. The volume should also be adjusted to ensure you can hear everything clearly.
- 4. It’s important to mount the navigation system on your windscreen correctly, where the positioning of it doesn’t compromise what you see ahead. Ideally, put it on the side of your windscreen so you can easily see it from the corner of your eye.
- 5. If your car comes with a built-in satellite navigation system you will need to familiarise yourself with how your system operates as each manufacturers’ is different.
- 6. Touchscreens can be difficult to operate when you are trying to programme in a destination. Make sure you programme in your destination before starting your journey, or ask a fellow passenger to help you programme it if you’ve already set off. Don’t let it be a reason for distraction.
- 7. Some sat-nav systems are not modern enough to cope with SMART motorways (those with variable speed limits despite displaying speed limit information.) Be aware that the limit on your sat-nav may not always match the real world limit.

Peter said: “Satellite navigation systems are a terrific benefit for users; they save fuel time and reduce aggravation. “However they are only useful when used in combination with common sense and other aids to navigation; people need to follow the actual signs as well and not be over-reliant on technology to get them out of trouble each and every time.”

MOBILE PHONES

17 April 2015
The Institute of Advanced Motorists (IAM) has responded to the BBC story this morning, suggesting the number of drivers given penalty points for using mobile phones at the wheel fell by 24% last year in England and Wales.

In addition to the BBC’s findings, an earlier study by the Department of Transport showed 1.1 per cent of drivers in England and Scotland were observed holding a phone in their hand with a further 0.5 per cent observed holding the phone to their ear – this is potentially more than 470,000 motorists. This major survey also showed no improvement in those breaking the law since it was last repeated in 2009.

The IAM has long stated the reduction in visible policing meant drivers are flouting the law in larger numbers – and there is no reason to think the trend won’t get worse.

Neil Greig, IAM director of policy and research, said: “If 470,000 motorists are using mobile phones illegally and 72,000 tickets and 99,000 courses are being processed; it is a tiny and disappointing response. More worryingly neither approach seems to be having any effect on the numbers observed breaking the law.

“Most are still getting away with it. Until the fear of being caught increases we will continue to see drivers taking risks holding mobile devices while driving.”

TECHNOLOGY

The Institute of Advanced Motorists (IAM) has warned that car manufacturers are building high-tech distractions into their new vehicles and have made interiors so comfortable they are being turned into living rooms.

The warning came from IAM chief executive officer Sarah Sillars, who said efforts to reduce distraction factors for motorists are being undone by the relentless pace of technology and eagerness of car makers to pack more gadgets onto dashboards.

She said the main areas of concern were highly sophisticated satellite-navigation and GPS systems, smartphones that mirror tablets and easy connectivity of internet and social media.

The IAM has suggested the UK should adopt guidelines suggested by the US Department of Transportation and National Highway Transportation Safety Administration (NHTSA).

They say drivers should be restricted from using certain non-essential forms of technology while the vehicle is in motion, and car makers should not introduce any technological development which takes the driver’s attention off the road for longer than two seconds (reference 1).

These voluntary guidelines are to be phased in over the next three years to address this large-scale problem in the USA.

US Federal data figures showed in 2011 that accidents involving a distracted driver killed 3,331 people and injured another 387,000 (reference 2).

And for younger drivers the problem is worse. Car accidents are the main cause of death of teenagers (as it is for all people aged between five and 34), and a quarter of all teen-driving crashes in the US are attributed to distracted driving (reference 3).

Sarah said: “We cannot allow the same trends in the USA to happen here. While car makers work constantly to incorporate active and passive safety features into vehicles, making us safer than ever before, they are also guilty of making us too comfortable and making us feel more cosseted – like we were in our own living rooms.”

The IAM says as technology constantly changes, continued education campaigns are required to reinforce and update the current laws (reference 4).

Sarah concluded: “Technology could be a great way of helping to cut the numbers of people killed and seriously injured on our roads. It would be a tragedy if technology became a reason why more, rather than less, people lose their lives.”

SMART MOTORWAYS

IAM calls for greater education for users of SMART motorways as they reach their first birthday

14 April 2015
As SMART motorways reach their first birthday in the UK on Tuesday (14 April), the Institute of Advanced Motorists (IAM) has expressed concern that widespread confusion still exists amongst motorway users on how best to use them.

SMART motorways were officially introduced this time last year to replace Managed Motorways as the solution to the nation’s congested motorways but concerns have been raised over their safety.

England’s first ‘all-lane running’ motorway, i.e. without a hard shoulder, opened on 14 April 2014. This was the 2.5 km stretch of the M25 between junctions 23 and 25.

Complete schemes, with variable speed limits and all-lane running, are in operation on the M1 (Junctions 10-13), M4 (Junctions 19-20), M5 (Junctions 15-17), M6 (Junctions 4-10a), M42 (Junctions 3a-7) and M62 (Junctions 26-29/30) and with part -time hard shoulder running on the M42 since 2006.

In addition all systems use lane control, overhead gantries and emergency refuge areas.

Part of the concern raised by motorists was the safety of those who had broken down on a motorway with no hard shoulder, and the increase in distances between safety refuges.

The IAM conducted a survey on the introduction of SMART motorways last year, which found 71 per cent of drivers said they would feel less safe on a motorway with no hard shoulder than a motorway with one.

Some 40 per cent of respondents said they were sceptical that new monitoring systems on SMART motorways, such as traffic detectors and CCTV, would protect them in the event of stopping in a running lane.

Sarah Sillars, IAM chief executive officer, said “There are many different motorway users out there and some are still confused and nervous about using SMART motorways – if they are aware of them at all.

She added: “Highways England must analyse incident data on a continuous basis and ensure that any lessons learned from the real world use of SMART motorways are implemented quickly. Ultimately, the smartest way to build awareness would be to allow learner drivers to use motorways under expert supervision.”

Transport Focus, which represents road users on the strategic road network (consisting of most motorways and significant trunk A roads) said in their report Road User Needs and Experiences, issued last month: “While some drivers were aware of smart motorways, some were not. Even those who have driven on smart motorways were not always familiar with the term, nor did they understand clearly how they operated.”

The IAM has produced a set of tips on using SMART motorways, and how to react on seeing different signals:

- A red cross without flashing beacons: The hard shoulder is only for use in an emergency or breakdown.
- A speed limit inside a red circle: It is absolutely mandatory and may have cameras enforcing it.
- A blank signal: Usual motorway rules apply.

- A white arrow with flashing beacons: This applies to all lanes and means you should move into the lane which the arrow points to.
- A red cross with flashing beacons: You should not continue to use the lane.
- A national speed limit sign is shown: The national speed limit, 70mph maximum, applies to all lanes apart from the hard shoulder.
- Pay attention to the overhead gantries as they provide information on traffic conditions and lane access for the road ahead. The signals are:
- Controlled motorway – these have three or more lanes with variable speed limits. Hard shoulder use is strictly for emergency use only.
- Hard shoulder running – the hard shoulder will be opened at busy times and the speed limit will be reduced. Don’t use the hard shoulder unless overhead signs show that you can do so.
- All-lane running – there is no hard shoulder on these sections of the motorway. Obey the variable speed limits and do not stop on the motorway. In the event of an emergency, use an emergency refuge area, motorway service area or exit at the next junction.

You can see the IAM’s policy document on SMART motorways here: <http://iam.org.uk/policymanagedmotorways>

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Tickets priced at £15.00 per person, strictly RSVP

KAMG Kent Advanced Motorcyclists Group

KAMG DAY TRIP TO DUNKIRK



Saturday 25th April saw a large contingent of KAMG riders (and a few pillions) meet up at the Eurotunnel, Cheriton terminal in damp and chilly weather at 0730 in order to catch a train to France. We boarded without any fuss apart from departing 8 minutes late. Once in France we met some of the group that had caught the earlier train and rode for about 35 miles to Ardres for mid-morning coffee. The route took us along the coast road towards Boulogne – a lovely bit of road across the chalk cliffs – and then inland on some equally nice roads, including finding some hairpin bends.

We were using the drop off marker system to keep the group together, but unfortunately this fell apart somewhere before the coffee stop, and we ended up arriving in dribs and drabs over the course of about 30 minutes! After putting everyone on the naughty step and reiterating the rules we continued on to Dunkirk. This section was a lot flatter but I found roads alongside the canals to improve the views and to keep up the interest levels. Arriving at Dunkirk, together this time, we parked all 35 bikes in one of the town squares, always guaranteed to pique the interest of the local community, and went separate ways to have lunch and look around the town.

Dunkirk is quite an attractive town with lots of shops, a marina and harbour, a huge town hall building and plenty to look at. Best of all the shopping streets did not have one charity shop selling their wares, unlike most of the UK high streets. After a 2 hour stop we again set off, stopping at a nearby supermarket petrol station for fuel. It takes a long time to fill up lots of bikes and as a result I had to change the route back to Calais and miss out the afternoon coffee stop. However I did manage to find some nice roads again, including a rather bouncy, narrow section of tarmac that ran for miles alongside a small water filled drainage channel.

The Calais terminal had the usual queues for UK passport controls but we were all shepherded on to an earlier train for the return journey. I said all, but this did not include the six or so bikes that were stopped and held for the booked train. Sorry about that! All in all things seemed to go pretty well as planned. Alright there was a hiccup in the morning and the fuel stop was a lot longer than planned but I think that everyone enjoyed their day out in France. Reports on the Facebook page seem to confirm this.

Ian Burchell.



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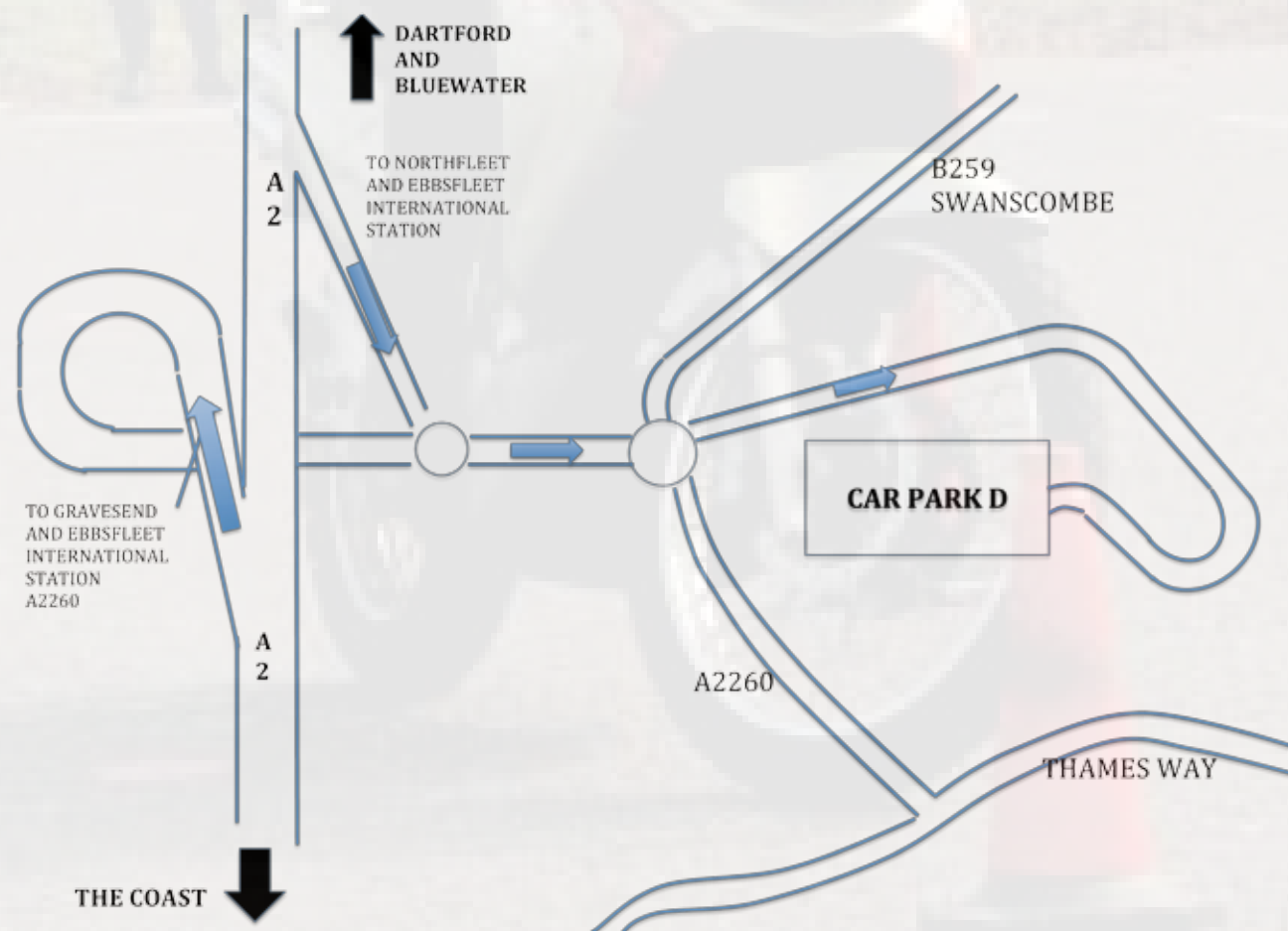
Arrival time: 08:45 for 09:00 start
Finish Time: approx 13:00 Hrs

Saturday, 11th April 2015

Saturday, 6th June 2015

Saturday, 1st August 2015

Saturday, 3rd October 2015



MAGIC CIRCLES

Bikes are engineering marvels, more modern bikes equipped with ABS, traction, anti-wheelie and stability control even more so. The majority of this technology has filtered its way down from Moto Gp, World Super Bikes and the like to our humble road bikes. One thing we all benefit from, no matter what age our bikes or the level of electronics they poses, is tyre technology. Modern rubber – can't really call it that as silica is predominantly used – has reached a level that top race teams would be falling over themselves to use 15 years ago. Think about it, your machine sits on two wheels each with a tyre contact patch not much bigger than the palm of a hand (depends how big your hands are). That patch provides friction (grip) in nearly all weather conditions and temperatures you are willing to ride in. They allow you to corner, stop and go in a way that riders could only have dreamed of in the 1980's, and to top it all off, provide thousands of miles of longevity.

So, when was the last time you really checked your tyres properly. I mean really properly for wear, damage and pressure, your last powder check? Can you remember how your bike felt the last time you had a new set of tyres fitted? You see, the problem is that our tyres wear out gradually; they go through hundreds of heat cycles, loose material, and so tread depth and tyre profile changes. But the process is slow and we tend to adapt and adjust our riding to get around that twitchy feeling on turn in or the gentle weave on the motorway, putting it down to tired suspension or simply bad weather conditions.

Well that is what happened to me. I've had a set of Bridgestone BT023's fitted for the last 3 years. The bike had a brand new rear when I bought it, with a BT020 on the front that was well on its way out, so I put a new BT023 on the front. That was 9k miles ago and I knew the tyres would need changing soon. But, they had 2mm of tread left in the centre and a little more on the very edge, and, to be honest, felt fine on dry and wet roads. That was until winter arrived. I tend not to stop riding through winter, but it wasn't until a ride out in heavy rain on filthy salt covered roads that I realised I had been riding around tyre wear for quite a while.

The bike felt unstable when cornering, feeling like it had a sharp edge that I had to get the bike over when going into corners, the rear would squirm when crossing white lines and braking felt unpredictable, water and grime wasn't being shifted quickly enough. That was it, enough was enough; new tyres were going on ASAP.

I was riding with Matt Barnes that day. Matt was riding on Michelin Pilot Road 4's and to be honest you couldn't be blamed for thinking "does he know it's pouring down today?" he looked that comfortable and stable (look smug now Matt!). After the ride we chatted about the conditions with Matt highly recommending the PR4's saying that they were really confidence inspiring. Well that was it, a personal recommendation is far better than any bike magazine write up (wait a minute!) and I got a set fitted three days later.

Well, five hundred miles later and this is what I have found; A-MAIZ-ING! My bike has been transformed. It changes direction much quicker thanks to the more rounded profile and is stable through the turn. Rear grip is excellent with the bike hooking up and driving well out of corners even in very wet conditions and stability on the brakes is the best I've known.

New tyres make your bike feel great, but it's the design, materials and relentless development that keeps those magic circles turning in your favour. Look after them!

Bike: Triumph Sprint ST 955i 2002 weight: 207kg Power: 118 bhp (claimed) Torque: 76 lb/ft (claimed)
Front tyre: 120/70/17 Rear Tyre: 180/55/17

For full technical specifications on the Michelin Pilot Road 4 visit www.michelin.co.uk

By Alex Horner



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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 09:00 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.**

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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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