

# RIDERS



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See page 23 for more information



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**Front cover:** – Its not always about the bike you ride ...

**Top picture:** – Street art with a difference

**Right:** – Caption contest ??? printable suggestions should be sent to the editor please (remember though, it's his wife in the picture . . . the one on the right - I think?)





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.

**A WORD TO THE WISE**  
When entering into leading a Sunday run please make sure that you have the latest Sat-Nav route downloaded from the KAMG website - you could inadvertently end up trying to go France for the day...

# EDITORIAL

**H**ello to you all again. I have just finished reading one of the more common and mainstream motorcycle magazines and apparently motorcycle registrations are up 13% so far on last year. The biggest rise being in the 651–1000 cc category. Good news for all those concerned with biking and hopefully a sign that more people are entering the world of bikes. More machines on the road raises our profile and awareness amongst the motoring community hopefully increasing our safety at the same time. Riding schools will benefit from new riders and we should also start attracting more riders to the world of advanced motorcycling, giving our Observer Corps more work.

In order to do this we need to continually raise our game and ensure we are offering a quality product for a reasonable price – ie do we give value for money? You will now tell me that a lot of the costing and pricing is done by the IAM, and that is certainly true when it comes to the Skills for Life package, however as a club are we then offering good quality, and dare I say professional, training to our new members?

Recently we have been looking at our Introductory Days Course in Advanced Motorcycling (IDCAM) to see if we are offering the best that we can. Some changes have already been made and these will continue to develop after listening to the presenters, Associates and Observers that attend.

Similarly the IAM has been looking at Observer training and requalification using an outside body – the Institute of the Motoring Industry – as an accreditation process. We now have the new classifications of Local and National Observers, with differing assessment criteria for each. As a club we have adopted the new procedures and are always striving to maintain, if not improve, the skills of the Observer corps.

Radios can now be used during the training process if the Observer is properly trained and the Associate agrees to their use.

There is also talk and consultation of revising and updating the Advanced Motorcycle test.

Times are a changing folk and we need to keep up with it!

Ian Burchell

Many will now know that I am working part time as a trainer on Speed Awareness courses. Confidentiality prevents me from saying too much about individual courses. However please be aware that the great British motorist has very little knowledge on the road of speed limits, line markings and some of the basic rules of the road! Just bear this in mind next time you are following a car along the road which is travelling at 40 mph, when the posted speed limit is 60 mph!



**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](mailto:editor@kamg.org.uk) including some captions or perhaps a few words to share your experiences with other members of the club. Supporting the magazine is always greatly appreciated. (see below)



# CALENDAR OF EVENTS

## AUGUST

Sun 30th KAMG Ride to Amberley

## SEPTEMBER

Sun 6th Observer Workshop  
Mon 7th Kent Firebike Skills Day  
Sat 12th IDCAM  
Sun 13th Observer Rideout  
Mon 14th Committee Meeting  
Thurs 24th Club Night – Nathan Millward Adventure Night  
Sun 27th Group Ride to Dungeness

## OCTOBER

Sat 3rd Machine Control Day  
Tues 6th Kent Firebike Skills Day  
Sat 10th IDCAM  
Mon 12th Committee Meeting  
Thurs 15th Training Sub Committee meeting  
Thurs 29th Club Night Quiz.

## NOVEMBER

Sun 1st Group Ride to Shoreham Airport  
Mon 9th Committee Meeting  
Sat 14th IDCAM  
Sat 21st KAMG Christmas Party  
Thurs 26th Club Night  
Sun 29th Group ride to Bexhill

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**





# CHAIRMAN'S WORDS

## Why oh why can we not have a proper summer...

Not sure about you but I know that I long for a decent summer day where I can ride the bike without the thought that it might rain! I know that we have had some reasonable weather but wouldn't it be great to have it all of the time...!

Since the last magazine, we have had a few events at KAMG that have been extremely well supported by the Group. We have had the demo night with the roaring Indian present (not sure who were the Cowboys but I'm sure I saw a few) and of course, the annual KAMG BBQ. I always enjoy these nights as it is a chance for Members to bring their family along to meet the other like-minded souls that they enjoy spending time with clad in leather! (Ooo 'er missus!)

We have had the annual KAMG Tour to Austria entitled "Das Hokey Kokey Tour" after a few of the guys and gals that attended provided us with an incredible rendition of Kraftwerk's Das Hokey-Kokey ... it still makes me smile even now! It was great fun as ever and there was constant giggling from everyone pretty much all of the time... even when it had been tipping down with rain or we were dying in the heat! A big thank you to Dave Murphy (not forgetting, of course, the lovely Sharon) for organising... can't wait for the next one!

Ride safe!

Jaime

## THE LADIES RIDE - JUNE 2015

The only date I could arrange unfortunately meant that four ladies couldn't join us because of the Riders Retreat in Wales. Doubtless, a fun story in itself. So, it was Christine and me – no pressure then with the chief observer behind me!

Rana Aroujo even came all the way from Crawley to give her apologies and give us a nice send off! I was hopeful that maybe an associate or two could make it; but sadly no, with Kate Shearer emailing me well in advance with her apologies due to other commitments. Clearly, June ain't a good month for one of these rides.

My route took us through Sundridge towards Ide Hill turning off for Emmets Lane and down Toys Hill; Four Elms round Edenbridge via the edge of Hever to Chiddingstone Hoath; through Fordecombe coming back on the A264 to Hammerwood; through Dormansland, Lingfield, Tandridge, Godstone and Bletchingly; heading south through Outwood and Smallfield onto Copthorne following on to Turners Hill turning right for Tulleys Farm. The route was varied, technical in places and lots of nice bendwork.

Caz Ritchie met us at the lunch stop where we had a well earned bite to eat and rest, with loads of well earned gossip...

Christine led the way back to Ide Hill in double quick time and we were both happy for a good ride out with fine weather and lots of fun. I was a bit confused with the route until I got my bearings – but people who know me would probably imagine me getting into a tizzy over it!!

I enjoyed working this route out exploring Kent, East & West Sussex and Surrey and I hope to arrange another one soon – hopefully not during such a busy time in peoples lives.

Happy summer riding

Amanda Binks



# TEST PASSES

Since the last edition

A warm welcome to the Group's new members



Associate: Andrew Harbour  
Observer: John Lemon



Associate: Ben White  
Observer: Colin Underwood



Associate: Charles Cuthbert  
Observer: Nico Van Vuuren



Associate: Adrian Head  
Observer: Steve Goldsmith



John Lemon  
National Observer Qualification



Associate: Lee Wallis  
Observer: Tina Underwood



Associate: Jonathan Chivers  
Observer: Mick West



Associate: Radoslaw Grzywinski  
Observer: Graham Hills



# KAMG ASSOCIATE TRIP TO VIENNA



*Eurotunnel Terminal, Folkestone*



*Muff has a break*



*The bike carriages Dusseldorf Station*



*Banger and Nobby in couchette*

As a new member of the KAMG and only having had a few observed rides, this trip gave me a fantastic opportunity to practise all the advice given to me on these rides, and hundreds of miles on the WRONG SIDE of the road.

At 05.30 hrs on a misty, cool Wednesday, 10th June, 2015 saw six bleary eyed members of the Coborn Lodge 1804 and who are also members of the Icenic Chapter of the Widows Sons Masonic Bikers Association (Essex, Herts, North and East London), arriving at Waltham Abbey in Essex to meet up for the start of a 6 day continental adventure. Their road names are Gazza, Banger, Jimbo, Kit, Muff and Nobby. They had been invited to participate in a Masonic Motorcyclists' meet arranged by fellow biker Freemasons in Austria.

Their outward journey initially took them to the Eurotunnel Terminal, Folkestone where they had some breakfast.

Once across to Calais, they had a leisurely ride through France, Belgium, and Holland and into Germany, stopping around every hour for a break.

They then arrived at Düsseldorf Hauptbahnhof Railway station to catch the overnight car train from Dusseldorf to Vienna operated by OBB railways, <http://www.oebb.at>

This cost approx £250 per person return and as six were being booked at the same time we had a discount, which goes up as the numbers increase, this train saved us an estimated one extra day and extra night each way and approx 1000 plus miles, fuel and a sore bum, so good value.

Loading bikes onto the train was challenging as the bike space was very low and headroom was minimal.

A six berth couchette had been booked but, on finding it, it was discovered that the room measured 2 metres by 2 metres, with 3 bunks either side. Also, no luggage was permitted

to remain on the bikes so it all had to come into the couchette. This made for a very snug cabin indeed. There was space for one to stand between the bunks which meant that if one wished to change their clothes, the others residents either had to lie on a bunk or leave the cabin and stand outside in the corridor. Fortunately, ever resourceful brother Banger, managed to speak to the rail manager and, as the train was not full, negotiated the use of a further cabin allowing us to have three brethren in each.

Not much sleep was had but, the following morning, we were provided with a continental breakfast and found ourselves halting at Hauptbahnhof Station, Vienna. Having unloaded our bikes and with luggage attached, we were met at the station by our host, Hannes Schmutterer, on behalf of the 'In Felix Austria Masonic Bikers Club'.

On our journey through Europe, Bro. Muff had noticed that the engine management light on his bike was periodically coming on and he needed to have it checked out. Accordingly, Hannes took us to a Triumph main dealer in Vienna. The service was fantastic. They gave us all coffee and dropped everything to check out his bike and there were no significant problems, fortunately. While waiting for Muff, Jimbo took the opportunity to buy a lightweight summer motorcycle jacket from the dealer as the weather was getting very warm.

Hannes then took them to their base, the Hotel Schlosspark in Mauerbach at around 11am. Checking in was not allowed before 3pm but the hotel let them stow their luggage, have a cooling shower and change their clothes. They then had a pleasant lunch on the hotel patio. By now the temperature was in the early 30 degrees Centigrade.

After booking into their rooms, there was a meeting at 6pm for every one to meet and introduce themselves. There were 43 masonic riders from Austria, Germany, Italy, Romania, and the United Kingdom.



*Muff and Hannes at Triumph dealer*



*Nobby and Muff have lunch*



*The masonic rider party assemble*

They then all had dinner together and prepared for a night ride which took them through Vienna and up into the Alps where they stopped and saw breathtaking views over Vienna at night. They arrived back at the hotel just after midnight.

Friday was dedicated to touring approximately 200 miles of the attractive Austrian countryside, through the Alps and the Danube valley. At lunchtime, Hannes had booked a hotel for them all to have lunch which had a balcony overlooking yet more stunning Austrian scenery. A very tiring but rewarding day.

On Saturday morning and early afternoon, we had a day off from the bikes. Some spent their time idling by the hotel's swimming pool, while the rest went into Vienna to do a bit of sightseeing and shopping.

On Saturday evening everyone attended a Lodge meeting in a large medieval masonic hall in Rauhensteingasse in the centre of Vienna. Over 100 Masons were in attendance and took part in a triple initiation ceremony. During the ceremony singers and musicians from the Vienna Philharmonic Orchestra, who were also brothers, provided music from Mozart and Bach.

This was followed by a wonderful festive board where the beer and wine flowed liberally and each country sent fraternal greetings to the Master. Bro. Gazza gave a superb speech on behalf of Icenic Chapter.

On Sunday morning, a visit was made to the Austrian Masonic Museum which is housed in the ancient palace of Rosenau. Hannes had arranged for us to have lunch in the palace gardens, in the shade of some trees and served by waitresses dressed in traditional costumes.

To ringing cries of 'Guten Fahrt' (Safe journey) from their new found friends, the travellers boarded the train back to Germany for the start of the return home.

Members of the Widows Sons Motor Cyclists Association enjoy regular rides (almost weekly) throughout the year, and the above trip was just one of many special events that they arrange or participate in. If you are a Masonic Motor Cyclist and would like to join the Widows Sons or to receive more information please email: [james.carter44@btopenworld.com](mailto:james.carter44@btopenworld.com).



*View from the lunchtime balcony*



*Nobby and Kit in Vienna*



*The Romanian contingent*



*Jimbo, Banger & Gazza*



*Lunch at Rosenau Palace*



*"How will I get me bike off?"*



# WOULD YOU WEAR THE SAME UNDERWEAR FOR A YEAR WITHOUT WASHING IT?

What about your Crash helmet? No not just the visor and exterior shell, the liner too. It's not something I'd really thought about before and I'm ashamed to say that in the year I've had my current crash helmet till a weekend just gone the closest the liner got to a wash was my riding in the rain. However in that way you do when you aimlessly surf the web in your lunch break, I stumbled on a guide about how to wash the inside of your lid, As the bike couldn't be ridden due to a leak on a brake line (turned out to be the crush washers where the line meets the caliper) I decided I'd nothing to lose from leaving the helmet to dry out while I got the bike operational again.

I wasn't really expecting it to be that bad, I was wrong! I initially rinsed it and the water that came out seemed a little worse but not too bad but this was padding and fabric not a lacquered surface that everything will roll off, the true horror didn't come till I added some detergent. I was mortified, so much so I'm glad I didn't think to do this write up till after I was quite a way in so I only have a photo from the later stages when the worst of it was already dispatched. The inset photo shows the state of my previously clean bath after I'd washed the helmet.

There are a lot of write ups on the web on how to go about cleaning the inside of your crash helmet, many on Youtube if you like visual instruction. I will however outline the procedure here for you along with things I learned from doing it myself.

1. Check your manual for what the manufacture say is safe, if they tell you not to do something then you don't want to be doing it. If like me and most other bikers the only piece of information you gleaned from the manual before it went in the bin was the word "manual" to which you scoffed "It's a crash helmet, I think I can work it out" you will be glad to know that the vast majority of manufacturers now put them online in a downloadable format. To find yours simply use your search engine of choice and enter the make and model of your helmet with the word "manual" on the end and it should take you to somewhere you can get a copy to review.
2. Is the liner removable, mine wasn't so I had to wash it in place, if yours is then you may be able to just throw it in the washing machine and look smug, again check the manual before doing so just in case it's hand wash only. But even if it is you can still look smug as I can tell you a glued in liner takes a long time to dry.

For those of you still looking to see what horrors hide inside the padding of your trusty crash helmet your will need to set up shop in your bathroom. A shower head will be best for rinsing it out as it will gently introduce the water to the liner. You don't want the water too hot, a little over blood temp at the most as too much heat will deform the impact absorbing material and degrade the glue that holds your liner in.

Many of the guides I found recommend a PH neutral baby shampoo. I was doing this on a whim so I used PH neutral hand soap which did help shift more gunge than I would care to admit too but I suspect the baby shampoo would have been a little safer and perhaps more efficient.

With the liner soaked I applied the hand wash and gently worked it in. The glue had been exposed to a lot of warm water and so if I was too rough with it I was concerned I'd remove the liner from the interior. You will need to find a method you're happy with



but for me I lathered the soap in my hands, spread it across the material and then pressed the material in softly and released it so that as it expanded out it would draw in the soap. I then 'pumped' the fabric to agitate out the grime.

Having repeated this procedure across the whole of the liner several times I then got the shower head and began to rinse it out. Where possible I held the shower head to the material so that it would force out all the soap (the jet on my shower isn't that forceful though). The colour of what comes out was disturbing.

Having repeated this procedure to your satisfaction the next thing to do is dry the helmet out as you can't really ride it with that liner all soggy. DO NOT apply a heat source such as a hair dryer or place it in an airing cupboard. This will degrade the material designed to save your head should your helmet ever be called upon to make the ultimate sacrifice. A safe smelly helmet is better than a fresh smelling one that is little more than window dressing after all. The day I did this there was quite a nice with a breeze so I put my helmet in a shaded spot with the breeze flowing through the open visor and a few placemats propping it up underneath to help the air flow. If it's not so nice outside I've read that you can do similar indoors with a desk fan. It will take the better part of half a day for the helmet to dry out so don't expect to wash it and then go for a ride later that day.

The other piece of advice I can give you all would be a balaclava, I do wear one myself and so it doesn't keep your helmet perfectly clean or mine wouldn't have got to the state it did. I've found that for the amount I use my bike if I wash it every 3 days it doesn't get to mucky which hopefully means my helmet is staying cleaner too.

I hope at least someone found this interesting reading and if you didn't, well you could always contribute something more interesting to the next edition to save yourself from whatever I come up with next to write about!

## DISCLAIMER

*Should you choose to wash a crash helmet after reading this you and you alone are responsible for your actions and any damage caused to your crash helmet and you may not hold the author of this article or KAMG responsible for any damages you inflict.*

Anthony Creed

# YAMAHA'S MT-09 TRACER — A BRIEF TEST RIDE

It has the same engine as Yamaha's MT-09 but is a completely different motorcycle. In fact in my view, it's a better bike in many ways. Thankfully, the engine mapping is much improved over the older MT-09. The rider can select one of three riding modes: Standard; A Mode, in which the same power is available but delivered instantly; and B Mode, sometimes referred to as 'rain' mode – twist the grip and a little less happens in a slower time. I found the MT-09 almost unrideable unless it was put in the relatively docile B Mode; it was so sensitive to the rider's throttle input. The Tracer, on the other hand, has a very smooth operating Standard mode and even A Mode is quite useable with only a little trace of that wretched snatching. Eureka, that throttle action is now fine and caused hardly a tut (or something similar) to come from me.

The suspension makes the Tracer a much planted machine. The front end is very good for a bike of that price and genre; again, an improvement over the MT-09. When I reached the first roundabout after leaving Yamaha dealers, A2, at Gravesend, the machine gripped the tarmac very well; aided by the impressive Dunlop Sportmax tyres and it brought a smile to my face as I leaned it over with a load of confidence. This is fun, I thought.

Of course the first thing you notice when you take out a different bike to your usual mount is the riding position. The Tracer is an upright, high 'adventure' style machine, allowing the rider to sit with a straight back and feet placed on comfortable pegs situated so that legs are at right-angles. The seats are quite large and seemed to be made with touring in mind. I found them comfortable and I'm sure I could've done a fair mileage without getting a sore backside. There was a rack in place for torture! No, sorry, panniers, but I can't comment on their practicality as they weren't in place.

When I accelerated firmly on joining a dual carriageway, I noticed the three cylinder engine had this roughness or harshness about it that isn't present with a four cylinder engine. It didn't particularly detract from the pleasure of the ride but made it sound more like a twin when winding it on.

I fiddled with the riding modes during the journey and found that standard mode coped quite well with every type of road and

condition. In some of the back roads between the A2 and the A20, I tried the sportier A mode and I thought that brought a nice bit of sparkle to the ride and I would use that, maybe, if I wanted to tramp on a bit.

During a bit of town riding, I switched to B mode but I thought it was going to stall on a couple of occasions as I executed tight left turns into side roads. Best leave it in Standard Mode, I reckon.

Quite early on, I noticed I was using my knees to grip the tank when braking, even when the brakes were gradually applied and early before arriving at the hazard. It wasn't a problem but it's something I don't have to do on my Fazer. The only time I usually

grip the tank with my knees is when I'm negotiating bumpy surfaces and the machine is being chucked around a bit.

The brakes themselves were verging on being sharp but were still smooth in operation and 'informative' doing their job very well.

I had very little problems with using the excellent gearbox. A couple of times I had trouble finding neutral but that was operator error by yours truly.

The bike's performance was more than adequate. There was ample low down grunt available, and when you needed power to make progress appropriately, it was there. The

Tracer was content and relaxed running in second in the 30s but was quite able to jog along in third. At the top end, it can cruise in a fifty in sixth and still pull away when required without changing down a gear.

I enjoyed riding the Tracer and it is motorbike I would buy if I needed to change my mount at this moment in time. It had room to sit comfortably; you could carry a pillion with no problem; strap luggage to it for touring, as well as use panniers - I liked it and I enjoyed the experience of riding it.

My thanks go to Dave Masters A2 Motorcycles of Singlewell Road, Gravesend, Kent (usual disclaimers)

Roger Lancaster.





# KAMG ANNUAL BBQ

JULY 31ST 2015

OUR THANKS GO TO TINA UNDERWOOD FOR HER EFFICIENT ORGANISATIONAL SKILLS AND CAROL AND HER TEAM AT BRANDS HATCH FOR THE DELICIOUS FOOD SERVED HOT AND ON TIME, WITH A SMILE. . .





# IRELAND & WALES

## IN MAY 2015 WITH GEOFF CURTIS

My wife having booked a two week holiday with her best friend (not me) to try cruising for the first time left me with nearly a fortnight pass, so long as I dropped them off at the airport and collected them again. This agreed, it didn't take me long to decide how to use my freedom.

Using the weekends of nasty winter weather (if you can't ride, what better than planning to) I determined that the whole of Ireland and Wales could be navigated incorporating some terrific roads. After putting out a circular to my club, one person responded who could also do the whole trip (Mark has time on his hands due to divorce but that's another story).

Being May, I decided against camping and booked accommodation with a strategy of location and budget, so as to minimise off-route mileage. Thus a strange mix of overnight stops was accumulated.

### Day 1 Sunday 10th 300 miles

Following a quick coffee at Cobham services on the M25 it was all dull motorway and trunk roads to Fishguard for the ferry. The only interesting bit was when time was getting on and progress had to be fairly swift, thus making the most of every overtaking opportunity, to arrive before the ferry departed. You're supposed to check in at least half an hour before sailing and we were only four minutes after that, so not bad after 284 miles. Of course, I was confident all along we could do better than Google maps suggested (yeah, right). Cloverlawn B & B, Kilrane was comfortable with two pubs at the end of the street; can I plan a trip or what? However, we walked a mile and a half to a neighbouring village to stretch our legs and work up an appetite and dined at Cushens Bar in Tagoat where I sampled the traditional boiled belly pork, mash and cabbage, yum. The promised rain arrived with a vengeance while we dined and the walk back was rather damp with the rain slashing down at 45 degrees as a storm blew in; at least we weren't riding in it.

### Day 2 Monday 11th 226 miles

The real riding started here in overcast but dry conditions. From my list of allegedly good biking roads, we incorporated the R671 Clonmel – Ballymacarbry and N25 Dungarvan – Youghal in today's ride and happened upon The Jameson Experience in Midleton where we toured the distillery and had a modest sample at the tasting session before mounting up again to head for the Killarney International Hostel, a budget backpackers place converted from a stately home. The lord of the manor must be turning in his grave but it provided all we needed.

### Day 3 Tuesday 12th 256 miles

The Ring of Kerry was first today and just for a change, Mark led us round. The scenery is stunning. This has to be done on a visit to The Emerald Isle. The only unpleasant aspect was the continuous blustery wind which lasted all the way up the west coast over the next three days. It's tempting to stop every few miles for pictures but then little progress would be made. The first upset of the tour occurred at a beauty spot when, looking down to put my heel on the side stand, just as I lifted my foot a sudden blast of wind caught me broadside and before I could get the stand down I found myself

trying to support a heavily laden Blackbird against the forces of nature. I knew I'd lost when it went past the point of no return and I was resigned to helping it fall gently on to the kerb. I was glad to have a travelling companion to help pick it up. The result was scratches on the fairing and pannier; not too bad then. I can live with those. Onward north to visit The Cliffs of Moher, then the R478 and N67 to Ballyvaughan before our next night at Galway City Travelodge; no description needed (pub within easy walk!).

### Day 4 Wednesday 13th 212 miles

Some more pleasant country roads today, namely the R335/N59 Westport circular route and the N4 Carrick on Shannon – Sligo. Having moved inland for the latter, the wind finally abated. Tonight was a bargain posh stop at The Clarion Hotel, Sligo (see photograph) which had a swimming pool, table football and crazy golf. We didn't use the pool but it turned out my 'skills' prevailed in both the last two, though I was impressed when Mark achieved the only hole in one of our early evening golf session. Dinner was in the cosmopolitan restaurant and drinks in the lounge; very civilised.

### Day 5 Thursday 14th 328 miles

To the races! Hugging the coast again but only fair winds encountered, we covered the N15 Sligo – Donegal, A46 Belleek – Enniskillen and the R230/N56 Glenties – Glencolmille then on to Killunaght Ho. B & B in Dungiven to quickly unload before cutting across country to Coleraine to watch the NW200 evening races, a new idea to save delays associated with red flags and bad weather causing a major problem on the main race day Saturday.

### Day 6 Friday 15th 187 miles

A gentle day in the countryside today (A6/B42/B41/B47/B44 Dungiven loop via Sperrin, A2/B185/A26 Portrush – Ballymoney) took in typical beauty spots such as The Dark Hedges, the Carrick-a-Rede rope bridge and The Giant's Causeway. Of course, Joey's bar and memorial in Ballymoney could not be missed.

### Day 7 Saturday 16th 71 miles

NW200 full race day. Since my previous visit in 2009, large screens at main viewing spots now add to the spectacle by allowing the crowd to follow the action around the circuit instead of just watching the riders roar past every few minutes. Red flags, the odd shower and strong onshore winds all affected the racing and sadly the feature race was cancelled because of the last-named. My last time it was rained off, so I've been there twice now and still not seen a complete feature race; such is life.

Our landlady provided a taxi service to the nearest good country pub and got rid of her husband for the evening at the same time. Thus we heard some local history from the time of the British occupation when Dungiven was pretty much an army town, much to the dislike of a large proportion of the population.

### Day 8 Sunday 17th 276 miles

Meandering through the county of Antrim we encountered pastoral landscapes and the stunning coastline between Cushendall and Carnlough. From my list we covered the A2/unclassified/I B64/I A43/I A2 Ballycastle - Glenariff, A42/A2 Ballymena – Glenariff, A8/A36/B59 Larne – Ballyclare, A21/A22/A25/



A20 Newtownards circular via Portaferry and the B178 Hillsborough – Comber. This last road was made rather hard to follow because of poor signage at junctions, notably at a staggered cross roads it seemed to disappear but when I relocated it at the other end of a short section found that it was signposted from one end but not the other; Irish or what? On then to locate Paddy's Palace, Belfast for another budget night. Finding the address was not too difficult but we didn't recognise the place as there was only a small piece of paper on the front door to identify it. Someone had stolen the sign, apparently. Our bikes were still there in the morning though, so that was good.

### Day 9 Monday 18th 235 miles

Today consisted of a fair amount of unremarkable main roads to link up the R127/R128 Dublin – Skerries, then on to the R756/R758 Glendalough (near Laragh) - N81 through the beautiful Wicklow Mountains and finally the M11/N11 Wicklow – Dublin for the Russell Ct. Hotel, Dublin. We did three very warm laps of the one-way system, during the rush hour, before identifying the hotel. The night clubs within were advertised outside by large signs whereas the hotel name only appeared on a little brass plaque almost invisible from the road. Fortunately one of the locals, a cheerful young man apparently gaining his rosy outlook on life from his choice of smoking material, was even happier to be of service by pointing out where we needed to go. At his prompting, a high five was exchanged before he took his leave.

I had thought, when booking, that being a Monday there would not be too much noise from the nightclubs, from which it is now obvious the hotel makes most of its money. I had reckoned without the promotion night offers of most drinks and burgers at only two Euros a time. The place was packed with students and other teenagers by 9pm and I felt every one of my fifty eight years. How little attention was afforded guests' rooms was evident in the fact that in my room the tea making facilities included a shelf for the kettle which had a lead too short to reach the socket! Despite the use of my earplugs (and the hotel kindly provides complimentary ones for non-bikers) the din of chucking out time at 2am woke me and cost me an hour's sleep. Never mind that, remember the bargain price for Dublin city centre.

### Day 10 Tuesday 19th 8 miles plus those on foot.

With time to spare in the morning we walked around Dublin before catching the ferry, then stayed at The Beach Hut B & B, Holyhead just up the road from the port. Dave is the proprietor of the café on the ground floor and was very welcoming when showing us the somewhat cramped accommodation above. Umpteen packs off the motorcycles meant space was at a premium but we coped.



## WALES

### Day 11 Wednesday 20th 212 miles

Ah the legendary roads of Wales; meandering gradually south and connecting up the A470/A458 Llan Ffestiniog to Welshpool and the A487 Dolgellau – Machynlleth before heading west to the coast for the YHA accommodation in Borth (straight there, no problem).

Then the trouble began with the failure of my bike to start to go down the shops to top up supplies. I had been wondering about the slightly different sound when starting now and again the previous day. The manager of this youth hostel was very helpful in using his computer to locate the nearest Honda dealer for me but it turned out his computer skills were not his forte. I rang up the dealer only to find they serviced off-rovers, quads and cars but at least I received the number of the nearest dealer for road bikes. A contemplative stroll along the seafront worked up an appetite for the recommended pub nearby. Amazingly, the 'youth' hostel also stocked an impressive range of beers including a mouth watering chocolate stout; wonderful, though not quite as satisfying as the one from Young's brewery in London.

### Day 12 Thursday 21st 152 miles

In the morning, with a positive attitude (and clear head) I loaded up the bike and mounted for the moment of truth. Yes it started, so off we went for more fun on the Welsh highways and byways, namely the A4120 Aberystwyth - Ponterwyd, A470 Llangurig – Builth Wells, A40 Abergavenny – Llandovery and A482 Lampeter – Llanwrda. During the morning we found ourselves in very scenic mountainous countryside and stopped once or twice for photographs and noticed there was no signal for mobiles. It could have been worse then when finally, having stopped to check directions in Newcastle Emlyn, my Blackbird had had enough. Having established nothing could be done about it at the roadside, I said goodbye to Mark after help was on its way. A breakdown recovery lorry then took me home for the second year running from one of my long tours. It could have been worse still if the breakdown had happened in Ireland as I couldn't find breakdown cover due to the age of my bike and risked going without.

Last year the battery and generator were replaced so I thought, 'what can go wrong now?' The answer is, the regulator/rectifier as this has clearly also reached the end of its service life after 60,000 miles. I hope that with this replaced, the venerable old 'bird' will be my first bike to go 'round the clock' (for the younger reader, this is a quaint old expression relating to analogue odometers which only record up to 99,999 miles).

### Day 13 - didn't happen!

All I could do was arrange collection of the bike by my local garage and think of where and when for the next trip. Happy biking folks!



# DAS HOKEY KOKEY TOUR 2015





# RADIO GAGA OR BLUETOOTH BRILLIANCE

**T**here are many questions to be answered regarding the advantages and disadvantages of radio use on motorcycles!!

Tony Young, Colin Underwood and Steve Riches have obtained levels 1, 2 & 3 in Radio Competency and invite you to join them at the Olympic Swanley on Sunday 6th September 2015. They will bring all their equipment along for you to have a look at, to both demonstrate and let you have a go.

Remembering back to your CBT and DAS training, instructors often used radios.

Immediate on the spot guidance to correct errors in riding or suggestions to improve existing skills said on route means that ironing out bad habits or problems takes immediate effect without the need for continually stopping to discuss.

This in turn means that the process can be a whole lot quicker reducing the amount of ride outs.

**EXPLANATION** - Demonstration rides with verbal direction allows observers to highlight WHAT they are looking at/for **INFORMATION**, WHY they are in a particular **POSITION** safety/view etc **SPEED** executing correct speed management. **GEARS** reasoning for gear choice and **ACCELERATION** with all of the above linked together.

Limit points, Cornering, Overtakes with on the spot demonstration allows an associate the chance to see in real time with Sound and clear explanation. This often highlights WHY we do things.

For new riders the idea of following directions from behind can seem very daunting. Radio directions allows them to feel more confident in where they are going and allows less loss procedure through tricky junctions.

Disadvantages include the need for additional equipment (radios or Bluetooth devices) possible uncomfortable headsets, Rear observation skills often lack if overused and the chance of incorrect terminology or Panic

The IAM rulings on radio equipment is that they **MUST NOT** be used by Observers who have not completed the Radio competency levels 1, 2 or 3

Level 1 - directions from behind (eg At the end of the road I would like you to turn left)



Level 2 - includes level 1 directions and demonstration/commentary from the front.

(eg. I am moving to the nearside position so that I can see the limit point and that oncoming vehicles can see me ) safety!

Level 3 is both the above levels plus directions from behind and guidance

(eg consider riding further towards the nearside this will allow you a better view) safety ! See and be seen

Observers and associates are welcome to join us, For Observers it is a great skill to add to your Toolbox and although not compulsory there is much to be gained for the associates as well !

*Look forward to seeing you there.*



## LETTERS TO THE EDITOR

### DRIVERS UNPREPARED FOR A HOST OF RULE CHANGES ON THE ROADS IN 2015, WARNS IAM

The Institute of Advanced Motorists (IAM) is warning people to be ready for a host of changes coming up in driving laws in the UK – and fear many are totally unaware of what's in store in 2015. New regulations that have changed driving licences, drug-drive limits and speed limits have already taken place in 2015. There are, however, other changes expected to take place later in the year. For motorists oblivious to these changes, the IAM is raising awareness to ensure all road users understand the new driving laws and changes.

In March a new law on driving under the influence of legal or illegal drugs including cannabis and cocaine and prescription drugs including diazepam, methadone and morphine came into force across England and Wales.

Earlier this month, the IAM revealed the true scale of drug-driving since the new regulations started and found 902 arrests have already been made by police forces (1). Motorists convicted of drug-driving will get a minimum one year driving ban, unlimited fine, up to six months imprisonment and a criminal record (2).

In April, the speed limit for the largest heavy goods vehicles (HGVs) travelling on a single carriageway across England and Wales increased from 40mph to 50mph, and on a dual carriageway it has increased from 50mph to 60mph (3).

Changes to driving laws and other-related procedural changes have also come into force this year to take advantage of the internet, increase convenience and save time on administration.

From the government's launch of the 'Make a Plea' service in March, which enables motorists charged with minor motoring offences including speeding, failing to identify the driver or using a vehicle without insurance to respond to the charges made against them digitally (4), to the scrapping of the the Driver and Vehicle Licensing Agency (DVLA) paper counterpart of the photo card on 8 June, in which all driver information such as endorsements and which category of vehicles you are entitled to drive is stored electronically – the changes have allowed motorists to access information remotely. Important changes have also come into force with how motorists provide proof of their driving records to a third party and will need to obtain a special code from online to allow sharing of data (5).

A new scheme in London will be introduced later this year on 1 September that ensures all lorries and construction vehicles over 3.5 tonnes are fitted with basic safety equipment.

The Safer Lorry Scheme, which will be enforced by the Metropolitan Police, City of London Police and the Driver Vehicle Standards Agency, will aim to tackle the number of fatal collisions

involving cyclists and pedestrians. The scheme will run 24 hours a day across the city and any drivers found in charge of a non-compliant vehicle may be issued with a £50 penalty notice and a potential £1000 fine at the Magistrates Court (6).

Upcoming changes to driving laws will also see smoking in cars carrying children under the age of 18 becoming illegal from 1 October (7). Potential fines and penalties are expected to be announced closer to the time.

Sarah Sillars, IAM chief executive officer said: "This year has seen some of the biggest changes in motoring procedures we have ever seen. It is very important drivers and riders are fully up-to-date on what is happening – they will affect everyone in one way or another. So don't get caught out, get informed."

### AVOID A RUCK WITH A TRUCK

This week's driving tips from the IAM's head of driving standards, Peter Rodger, are looking at how to handle overtaking lorries on the motorway. Many people feel intimidated when dealing with large trucks on motorways, however, with careful planning this needn't be a problem.

- Be aware that all lorries based within the EU are restricted to driving at 56mph; so their speed is relatively predictable.
- In essence, you shouldn't drive at 50mph in a lane to the right of a truck as it cannot overtake you, but the driver may be trying to keep to a tight delivery timetable and need to maintain the higher speed at 56mph.
- Be careful when overtaking left-hand-drive lorries on UK roads as they will have very little visibility of you to their right – the blind spot can be quite big.
- One of the ways to identify a foreign truck is if the registration plate of a lorry ahead of you is anything other than an amber-coloured UK plate. While the truck driver can see much further ahead of you, he can see less on either side of him.
- If you can, try to see the driver's face before you overtake them. If you cannot see it, the driver will be unable to see you either.
- Look out for the pattern of mirrors on a lorry – left-hand-drive lorries will usually have a mirror pointing downwards on the right-hand side which means you can identify them more easily (UK trucks have this mirror on the left.)
- If you can, you should allow an additional lane when passing lorries (e.g. go into the third lane and not just the second lane.) This means you will be less likely to be "side swiped" by a truck driver who didn't see you. Trucks tend to create a lot of wind effect in front of and behind them causing passing vehicles to be blown around and this avoids that problem as well.



# LETTERS TO THE EDITOR

- Avoid making last minute manoeuvres and leave plenty of room between you and the lorry to avoid any sudden collisions. Remember, trucks cannot react in the same way as a car can – give them space.

Peter Rodger said: “There is no reason why dealing with lorries should be a cause for worry. What would make matters a lot easier for everyone is allowing space and time for the truck driver to react and do their thing. They will appreciate it if you show them this courtesy, and make your motorway journey a far sweeter experience. Happy motoring!”

## HOW TO AVOID A RAGE AGAINST THE MACHINE

As a driver, experiencing someone else’s road rage is something that scares many. With the correct frame of mind and a bit of planning, you can easily avoid this unpleasant situation from ever happening to you.

In this week’s driving tips IAM head of driving standards Peter Rodger talks about how to avoid becoming a road rage victim, and what to do if it does escalate.

The first point is that with any conflict between two parties, both are likely to have played a part. So try to take yourself away from the problem – let the other driver go on ahead. You might feel wronged, but letting the other party go will make no difference to the rest of your day.

If someone is being confrontational or aggressive, don’t make eye contact and don’t react visibly. And in your own mind, try to think about a different subject as quick as you can, so that the incident doesn’t affect you afterwards.

If the conflict is more serious and other processes aren’t working; call the police, especially if you feel there is a threat or possibility of violence against you.

As mentioned earlier, a sure way of remaining calm in this situation is to put this incident in the context of your day. How big a part is this compared to your other activities?

You might feel frustrated, but letting it go is the best course of action.

If the other party approaches you in your car, can you drive away safely? If you can, consider doing so. But don’t rush off and drive like the getaway driver in a film, or drive off if you think the other driver is going to chase you.

If you or better, your passengers, can film any behaviour on your mobile phone it will help in terms of evidence, including the registration number of the other vehicle involved. Don’t open your door, don’t open your windows fully and don’t start or get provoked into an argument.

If you were at fault, admit it and apologise. It may be enough to diffuse the situation quickly. And do not do anything that can be interpreted as retaliation. Even if you weren’t at fault is the argument really worth it?

Hopefully by now the matter is over and you are driving away. Do acknowledge that this incident will have affected your behaviour. If you feel upset or emotional pull over and get some fresh air or walk around if you need to before resuming your journey.

Again find some distraction, like listening to the radio - move your mind deliberately onto something else – deliberately driving well would be a good example – but don’t dwell on the incident.

Peter said: “Road rage does not affect everyone every day. If you’re finding it is happening very often, you might want to think about how you engage with other road users.

“Unlike pedestrians walking towards each other; who can easily get a feel of what the other person will do, where they might go or the mood they’re in, you have no such opportunities cocooned in your car.

“So it is important not to be antagonistic or obstructive, perhaps making a person already having a bad day boil over.”

He concluded: “No-one need experience road rage, but it us up to each of us to ensure it stays that way.”

## SUMMER IN THE CITY NEEDN’T BE STRESSFUL

This week’s motoring tips from the IAM’s head of driving standards, Peter Rodger, are looking at how to cope with driving through busy city roads. With forward planning and careful approach city driving needn’t be something to fear.

- Plan your journey before setting off. If you are travelling through an unfamiliar city, use Google maps or street view to get a sense of your journey.
- Try to look as far ahead as possible to prepare for what you need to do next. For example, you may need to slow down or get into the correct lane where you are approaching a junction.
- Travelling through busy cities can cause motorists to drive and ride erratically – be alert and watch out for sudden or unexpected manoeuvres by other road users.
- Watch out for lanes and roads that are closed to cars. Cycle lanes, one way streets, advanced cycle stop lanes and bus lanes all require close attention. Make sure you’re aware of when bus lanes operate too – other vehicles using a bus lane during operational times will be fined.
- When sharing the road with cyclists and motorcyclists give them extra space, particularly when overtaking. If a motorcyclist is trying to get past in heavy traffic, let them – don’t hinder their progress if you are stuck.
- Watch out for bus lanes on your inside which may have motorcyclists, cyclists, buses and taxis travelling faster than you might expect.
- If you can see traffic ahead increasing avoid changing lanes constantly, ease off the accelerator and avoid tailgating. The more often you change lanes the more chances of an accident occurring.

# LETTERS TO THE EDITOR

- When stuck in traffic make sure you are not blocking any junctions or pedestrian crossings.
- If you have missed a turning or an exit don’t panic. Carry on and find a suitable area where you can turn back, or continue with your journey until you find an alternative route.
- As always, check your mirrors regularly, signal in advance to make a turn or change lanes, and watch out for pedestrians, motorcyclists and cyclists at all times.

Peter said: “There are plenty of things that could potentially distract you on a city journey and as ever, preparation and your frame of mind are they key factors that will get you through you it incident free. Stay calm and don’t compete with others on the road – and you will end your journey as relaxed as when you started it.”

## DRUG DRIVING

The Institute of Advanced Motorists (IAM) has revealed for the first time the true scale of drug-driving in the UK since new laws came into force – and showed that over 400 people a month have already been arrested for this offence.

The IAM made a Freedom of Information request asking every police force area in England and Wales for the number of arrests made for the new offence (of driving with a specified controlled drug in the body above the specified limit for that drug), since it was introduced on 2 March 2015.

The IAM’s findings show 902 drug-drive arrests in total were made by forces in England and Wales. On average police arrested almost one person every three days for this crime.

In addition the results that have come through have shown there is little consistency in testing and arrests across England and Wales, with figures ranging from 200-plus in one police force down to zero in others.

The Metropolitan Police recorded the highest number of arrests, with 214 in just over two months which equates to three drivers every day since the law was changed. Next up was Northumbria Police with 97, then Cheshire Constabulary with 70, Sussex Police with 58 and South Yorkshire Police with 55.

At the opposite end of the scale Leicestershire Police, Warwickshire Police and Gwent Police have yet to make any arrests at all for this offence in the first two months of its existence. A full list of results from each police force is at the end of this press release.

The new laws introduced in England and Wales on 2 March set limits at very low levels for eight drugs commonly associated with illegal use, such as cannabis and cocaine. Eight prescription drugs were also included within the new law including diazepam, methadone and morphine.

Police are able to use a “drugalyser” to screen for cannabis and cocaine at the roadside. Even if a driver passes the roadside check, officers will still be able to test at a police station for ecstasy, LSD, ketamine and heroin as well as other drugs.

According to the 2010 North Report which looked at the prevalence of illicit drug use among drivers in Great Britain, drugs could be

a factor in as many as 200 deaths every year, and six per cent of drivers aged between 17 and 39 claimed to have driven at some time whilst under the influence of drugs (quoted in reference 1). Sarah Sillars, IAM chief executive officer, said: “I am sure the majority of law abiding drivers would like to know why there is such a variation in the data we have received from police forces. It would be unfortunate if some people got the idea that some areas are softer on drug-driving than others.

“It is very clear from our survey that the new drug driving law has just scratched the surface of a much bigger issue. It would seem Sir Peter North has been proved correct when he said there is a significant drug-driving problem which is out of all proportion to the number of accidents reported to the police. We are delighted that the legislation has been introduced and people are being caught.

“We have reached a point where drink-driving has become socially unacceptable, particularly amongst younger people. We now need a sustained campaign to back up the police enforcement effort and ensure drug-driving is seen in exactly the same way. The effects of driving under the influence of drugs can be devastating.”

Here is the full table of the numbers of drivers caught by each police force in England and Wales:

## WINTER WIND-DOWN PARTY





# A DAY OUT AT BRANDS HATCH



work. Marjorie was attending a function for Sue in Kent and asked if it would be possible to see Brands Hatch, since she had never seen it and knew I was there that day. Despite dropping in several times during the day Marjorie did not get to see me because I was either in the Paddock or out on runs.

She was, however, waiting for me at home for a chance to sit on the bike! The resulting pics. will be in the Chelsea Pensioner magazine I gather.

There may be a caption competition in this.... What Marjorie actually said over a cup of tea when she had stopped laughing was:

**A**t Brands Hatch today, some may have notice that we were being stalked by a lady in red: mostly up by the slow speed practice arena.

Marjorie is a Chelsea Pensioner who my wife knows through her charity

- 'They can forget putting me on a mobility scooter: I want one of these!'
- 'Did you know we get put on a charge if we are seen in pictures with our scarlet tunics unbuttoned?'



Somehow I didn't care when I was sitting on your bike: it gives such a sense of freedom doesn't it...'

- 'My adjutant always said I was too fast for my own good...'
- 'I bet your mates don't see many biker babes wearing the Scarlet'

# I WOKE UP THIS MORNING

**I**woke up this morning with some new thoughts in my head. Normally, on waking I am thinking something along the lines of 'What time is it?' and 'Where am I supposed to be?' This morning my thoughts were occasioned by me being on the scene when a biker buddy went down at speed, hard and rolling. His protective clothing served him well but his injuries were such that he required the attentions of a second ambulance with a full trauma team. This is what I woke up thinking:

## Helmet Chin Bar

If my biker buddy had put his helmet chin bar down, he might not have sustained the injuries he did to the lower part of his face. Mercifully mouth to mouth resuscitation was not required on this occasion, had it been, then the job would have been sticky because most of the on scene blood came from this injury – need I say more? ike many, I have been known to leave the chin bar up a while, but for me from now on, it's going to be chin bar down and locked before putting the stand up. (Roadcraft: before you start P.120).

## In Case of Emergency Card

I am going to get someone that is not intimate with my handwriting to proof read my 'In Case of Emergency Card'.

If ever I am down on the asphalt with people around me looking at it, I may not be in a position to answer questions like 'Is this a four or a nine?' I am also going to make sure that it is completely up to date with my prescribed medicines etc. The trauma team does take these into account with their vital signs measurements.

## Pocket Clutter

Pockets inside clothing armour and close to the skin that are full of coinage, bunches of keys and other hard metal objects are flesh grinders on impact. All that stuff is going in my carry box from now on.

## First Aid Knowledge

I am going to encourage all my biker buddies and associates to attend a 'Biker Down' first aid course. If my buddies are like me, they may not remember everything you are supposed to do, or supposed not to do, or the right order to do it in. But it if I ever go down, I shall feel much better knowing that my buddies will have some idea about how to look after me whilst waiting for the help to arrive.

Bob Gorton (2nd August 2015)



# KAMG REGALIA

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

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\*The free session takes place using your own motorcycle with a qualified IAM Observer. Subject to availability and may not be available in all areas. Dates and times will be confirmed with your local IAM group directly. This voucher has no monetary value and is valid until 31st December 2015.

[www.iam.org.uk](http://www.iam.org.uk)

**IAM**  
DRIVING ROAD SAFETY



# MACHINE CONTROL DAY

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

**0844 585 7783**  
**mcd@kamg.org.uk**

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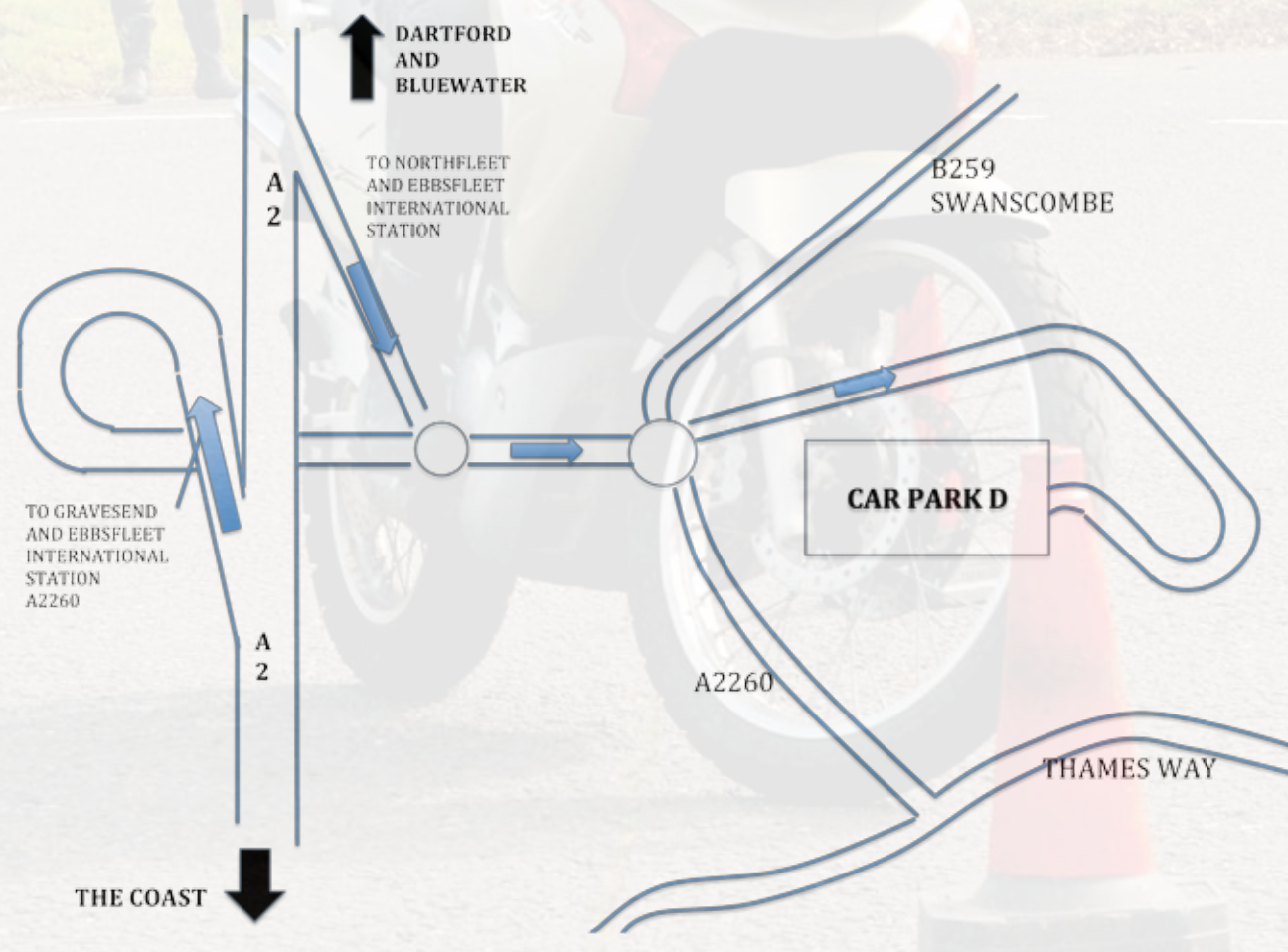
**Arrival time: 08:45 for 09:00 start**  
**Finish Time: approx 13:00 Hrs**

**Saturday, 11th April 2015**

**Saturday, 6th June 2015**

**Saturday, 1st August 2015**

**Saturday, 3rd October 2015**



# CARL ROSNER OPEN DAY

It was a very successful Open Day at Carl Rosners on Saturday 23rd May. Lots of people arrived throughout the day, looking at all the new models on show. Rosners laid on free coffee and a hog roast. The Kent Advanced Group had a stand outside the showroom, with members manning the stand. We gave out lots of tri-folders about the Club and gained two new Associates.

The New Bonneville Scrambler has proved one of the best selling models as Triumph UK sales were up by 84% last year. The New Tiger 800 and the Street Triple attracted lots

of attention. They were booked out all day for test rides. Last year, Triumph sold over 7965 bikes in the UK and their sales are up by 10 % so far this year, giving the German and Japanese manufacturers a good run for their money. Triumph UK sold 1 in every 5 bikes over 500cc last year. It is well worth going on a Factory Tour to Hinkley and watch the new bikes roll off the assembly line.

Carl Rosners supports the KAMG by bringing their new bikes to the Club Nights for us to test ride and advertising in our Magazine.



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# PASSED YOUR IAM TEST SOME TIME AGO?

DO YOU WANT TO CHECK YOUR RIDING SKILLS ARE STILL AS SHARP AS THEY SHOULD BE?

## MARTINI GROUP Any place, any time!

Do you feel like an impromptu ride or need to brush up on your riding or observing skills by going on an half-day assessment ride? Then try one of these characters to see if they are free to accompany you:

Dave Murphy (West)	07739 019942	
Dermot Horan (East)	07867 808304	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

Thanks to Ian Burchell, Tony Young, Mick Mills and Tim Johansen. The new IDCAM presentation is working well. It is on the same lines as Bike Safe. There were three new Associates attending the May IDCAM; Joe Mair, Nathan Scott and Martin Cargill. Tim Johansen greeted the new Associates and checked their bikes over at 8 45am and got them to sign the disclaimer form. Then into the classroom for about a 1 hour presentation on the KAMG etc. At about 10.30am, the Observers were asked to take an Associate out for a run on a fixed route, for an hour. At the end of the run,



the Observers gave a short debrief on the ride and then it was back into the classroom for the second part of the presentation, IPSGA and other parts of Advanced Riding. The High Way Code quiz was then given out. A lunch break followed and then out for the afternoon Observed ride. It is hoped that the new IDCAM will give Observers more chance to join in and be a part of the IDCAM.

If you are an Observer or Associate and would like to attend the new look IDCAM, please contact Tony Young.



# 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.



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



# 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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