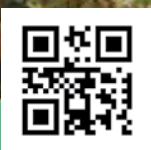


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See page 23 for more information



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Front cover: – Read the article that goes with this picture on page 11 - Off-road Experience

Top picture: – Dream about this over the winter months!

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



Ian & Christine Burchell

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

Images should be in colour in as higher resolution as possible, preferable the original size in which they were captured. Please do not place images inside word documents as this will significantly reduce the quality of the images.

Any views contained within this publication are not necessarily views of the Editor, the KAMG or the IAM.

The Editor claims no liability for correctness of information, printing or typesetting errors.

The Editor cannot guarantee sunshine on club runs.

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

EDITORIAL

Well the summer riding season appears to have come to an end. I am sure that many of you have been out and about on your bikes. Some of the KAMG members summer exploits are contained within these pages, hopefully their stories make for good reading and will be an inspiration to you all.

I for one am already considering the 2016 options. Do we have a leisurely jaunt through the European countryside travelling about 100 – 150 miles a day on nothing but the back roads – we did this a few years ago and saw all sorts of stuff we would have missed if we had been riding along the motorways and A roads. A village that had a festival, part of which appeared to be a competition to build the best hay bale statue/model. Our vote went to the almost life size steam train and carriages. We stopped at a custom car rally that was taking place in an empty car park and spent a couple of hours wandering around for the princely entrance fee of 2 Euros! We saw the garden of what must have been an artist's house, full of wonderful garden ornaments and statues. Things that make a trip memorable.

Or should we blast along the motorway as we did this year and go to a more exotic location towards Eastern Europe or maybe the Picos mountains of Spain and then Portugal.

Or should we ship our bike to Malaga, collect it and then get the ferry across the Mediterranean to Morocco, and ride down the coast to Marakesh.

Decisions, decisions! However the one thing I do know is that wherever we go we will have a good time. We will meet lots a nice people, see lots of lovely sights and ride lots of roads – some good, some less so!

So whatever your riding brings you for the remainder of 2015 and then 2016 – enjoy!

Ian Burchell - Editor

STOP THE PRESS

Christine Botley will be standing down as our Chief Observer at the next AGM.

The committee would like to give a heart felt thank you for all her hard work and perseverance.

The new Chief observer is to be voted by the Observers at the next observer conference on 27th February 2016.

Your group is looking for a suitably qualified individual to take over this role.

Anyone wishing to be considered for this role should submit a CV to secretary@kamg.org.uk

The closing date is 25th January 2016

KAMG Committee



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. (see below)



CALENDAR OF EVENTS

NOVEMBER

Sun 1st	Group Ride to Shoreham Airport
Mon 9th	Committee Meeting
Sat 14th	IDCAM
Thurs 26th	KAMG Club Night
Sat 21st	KMAG Christmas Party
Sun 29th	Group Ride to Bexhill/Possible Xmas Toy Run

DECEMBER

Mon 14th	Committee Xmas Dinner
Fri 25th	MERRY XMAS
Sun 27th	Group Holiday Ride

JANUARY 2016

Sun 3rd	Group Ride to Groombridge - round trip
Thurs 7th	Training Sub Committee meeting
Mon 11th	Committee meeting
Thurs 28th	Group Night
Sun 31st	Group Ride Out

FEBRUARY 2016

Mon 8th	Committee meeting
Sat 13th	IDCAM
Thurs 25th	Group Night
Sat 27th	Observer Conference
Sun 28th	Group Ride Out

MARCH 2016

Sat 12th	IDCAM
Mon 14th	Committee Meeting
Thurs 31st	Annual General Meeting

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

KAMG is still going from strength to strength...

I'm very proud to say that I am the Chair of such wonderful likeminded individuals that all come together to make the Group the place I want to be!

Once again, KAMG have been supporting the Kent Fire Bike Team this year providing Observers to pass on a few of the skills and knowledge that we all endeavour to ride to. From this participation, we have gained extremely good feedback from the participants...at times, it has even saved them from a trip to A&E. More often than not, the skills we pass on become a natural part of peoples riding so the praise received is extremely nice to hear.

As you may or may not be aware, the KAMG attended Brands Hatch on 16/17/18 October 2015 for the final round of the British Super Bike Championship. We had our gazebo out in its full glory; an impressive sight (see page 18). We had members of the Committee and the Group on the stand for the weekend and for our first attendance at the event, it was a resounding success! We

even had a couple of famous faces pop by...James Haydon and Ryuichi Kiyonari stopped off to have a picture with the "KAMG Babes". We had over 80 people come in to talk to us and enter the free prize draw. I can hear a few of you say "well that's not a lot of people considering the attendance at BSB" but considering we were tucked between two clothing stalls rather than up with the Fire Bike and Bike Safe teams, "we done good"!

I attended the IAM Group Conference in October and there are a few changes in the wings that will make both our Observing and Associates understanding of How To Be A Better Rider and the IAM test, easier and more consistent across the country...all will be revealed early next year!

Hope you and your family's all have a great Christmas and New Year...here's to 2016!

Ride safe!
Jaime

BEWARE THE ORANGE VAN

(or any van, lorry – anything without glass in the rear)

SMIDSY *It happened to me...*

A very pleasant Saturday afternoon tootle around the countryside of Kent somewhat ruined by a muppet in an orange van – sorry, an RAC Patrol man.

Nothing out the ordinary, I was following a VW RAC patrol van down the country lane from Goudhurst to Horsmonden, when we came to the little bridge over the river Teise. He stopped before the bridge and I stopped behind him, far enough back, I thought, to be safe. The reason he stopped was that he saw the arctic coming the other way – the lorry being too near the bridge on his side to stop out of the way. So the very considerate RAC Patrol Man decided to reverse – straight into me. I saw his reversing lights come on, I hit the horn a good few times but, no, he kept on coming until he made contact with the bike, pushing me back along with him. Eventually he stopped, I stepped off the bike and let it land on the floor.

My first words to him were, 'Are you some kind of ***** idiot?' He was most apologetic. I said I was sounding my horn – he thought it was the lorry.

Whether he did look in his mirrors before, I don't know. He had no back window so, more than likely, I was in his blind spot. If I had been outside his blind spot I would have been too far out in the tight country road to allow cars (or lorries!) to pass by. No win situation.

And the morale of the story –

I'm now going to stop at least a good car (or van) length plus back from a stationary car/van/lorry in future – to give me the chance of a quick swerve out of the way.

As for van drivers/lorry drivers, why oh why would you just reverse, hoping that it was all clear to do so. We talk about blind spots and dead zones around bends – van drivers, please, if you can't see, bloody-well get out and have a look.

As for my pride and joy, I think it's come off unscathed, which I find amazing. It's going to go into the dealer for a thorough check, just to make sure.

Next item – dashboard mounted video camera and a very much louder horn!

Regards - *Adrian Phyll*

TEST PASSES

Since the last edition

A warm welcome to the Group's new members



Colin Underwood
IAM Masters Qualification (*Distinction*)



Associate: Caroline Bowness
Observer: Tim Johansen



Associate: Chris Riggs
Observer: John Gardiner



Associate: David Douse
Observer: Christine Botley



Associate: Derek Johnson
Observer: Howard Williams



Associate: Joe Mair
Observer: Bob Gorton



Paul Ashwin
IMI Local Observer Qualification



Associate: Martin Brown
Observer: Bob Gorton

LUCKY THIRTEEN GO ON TOUR



The bikes lined up outside Hotel Antares ready to set off

Having checked my diary a week before we were due to head off I realised I had booked too few days off work, thank God I had booked my Channel Tunnel tickets correctly, unlike someone else as you'll find out later. A quick juggle with meetings and I was ready to head off, bright and early Friday morning.

Colin, Tina, Shashi, Caroline and I met at the Swanley M20 / M25 roundabout and started off down the M20, aiming to meet up with James, Jaime and John somewhere around junction 7, with Karen, Chris W, Chris B, Paul and Jon at the services before the tunnel. Unfortunately



John was feeling the heat

the day we travelled an number of migrants thought it a really good idea to try and walk through the tunnel to the UK – some 2 hours late, one of which was spent stood on the train with our bikes we headed off to La Belle France.

We had planned to follow our usual route to Honfleur via Cucq and Cany Barville but as they say 'the best laid plans....' Having completely missed Cucq we stopped for a coffee and comfort break before making our way to our lunch stop – we did find Cany Barville but Colin failed to notice the (large) town square and rode straight through but we found a lunch stop on the coast where the sun shone and they

served a dish that was predominantly melted cheese.

We carried on with various stops for Tina to enjoy the local patisseries and reached Hotel Antares about 18:00 to enjoy a swim and sauna before heading into town for dinner.

Up bright and early Saturday morning to meet John and Jen and head off to La Roche Bernard stopping for a coffee break at Pont D'oielle. We rode some great roads and all had a good day arriving at L'Auberge Bretonne where we had the evening to ourselves. It was the night of the England / Wales world cup rugby match so a few people got side tracked into a bar on the way to the restaurant. We managed after some negotiations to secure a table for 11 and caused some confusion for the poor waitress when she had 13 orders. Sadly England lost but we had fun.

Sunday morning saw us heading off to St Nazaire through the Parc Naturel Regional de Briere, to visit the WW2 submarine pens, it was an incredibly interesting day and the tour of the submarine L'Espadon was the highlight



Boys will be boys



We rode from St Nazaire to the La Rochelle Mercure and another evening spent leisurely exploring the town. We ate in a café on the waterfront where Tina enjoyed all the food but especially the sardines and alcoholic coffee. The evening was finished off with Ice-cream and possibly more alcohol but I couldn't possibly comment.

The next morning some of the obligatory breathalysers were broken out to double check the abilities of some of the group, luckily all were passed fit for the day so we headed off to Oradour sur Glane which is the site of the 'burned' or Martyr' village.



Oradour sur Glane garage



Entrance to the village

A village where during WW2 the Germans rounded up the whole village putting the women and children in the church and the men in the village square. The men were all shot and the church set fire to, only a handful of villagers survived the atrocity. The village has been left exactly as it was that day as a memorial, with a very informative and sympathetically designed museum.

After a sobering visit we gathered for pre-dinner drinks in the bar of one of hotels before enjoying a lovely dinner with the traditional Bike Normandy joke repertoire.

The next morning we set off to Le Mans – well I say we but our group was reduced to 12 as Chris B has booked his return on the Tuesday train instead of the one on Wednesday with the rest of us – au revoir Chris – safe riding.

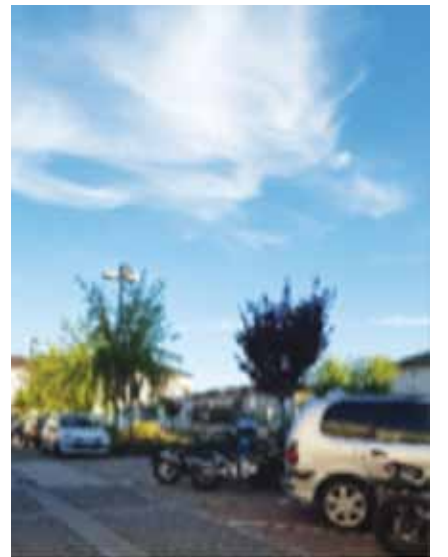
The remaining 12 headed to Le Mans via the Saumur tank museum which proved to be very popular, although whether they will let us back in has yet to be seen. There were tanks of every kind from every country and despite the many signs forbidding climbing on and in the various exhibits some of the children had to misbehave

Our final evening in Le Mans we enjoyed another great meal and reflected on a fantastic holiday riding the beautiful French roads before we retired for a final night before heading home via Rouen to Calais.

Looking forward to our next adventure..... one final picture – our night out in La Rochelle.



... and girls do what they do best!



The view from the hotel bar



SOUTH EAST BIKER MAGAZINE

The September group night in the Kentagon saw a visit by Nick and Debbie Tunstill, the husband and wife team responsible for the popular South East Biker magazine, a free publication which pretty much says what it does on the cover!

I had had the idea of approaching Nick and Debbie for a while and when the scheduled September guest cancelled it was the ideal chance. I got Nick on the phone and suggested he may like to stand up in front of a hundred or so members and give a history of the magazine. There was a short pause followed by 'why not?' The magazine is very supportive of rider safety and training which may have helped along with my promise that the members of KAMG are harmless. Well, mostly....

The talk was accompanied by a well prepared slide show chronicling the history of not only the magazine but Nick and Debbie's riding starting with their first bikes, Nick's being a 1961 Zundapp 100 (Google it!) and Debbie's a Honda Benley. Their riding preferences are reflected in their current steeds of a Tiger and DR 350 for Nick whilst Debbie favours a GSXR600 and a SV650.

The second slide covered their respective likes and dislikes. Now, I'm not sure who wrote the slides but I feel there may be an element of friendly (?) rivalry between the pair as, although Nick is stated as liking to ride all year round, he apparently does not like going fast. Debbie, on the other hand, likes track days but dislikes waiting for Nick to catch up! I'll leave you to make up your mind as to which journalist made that contribution....

The magazine itself came into being after a spell as CBT instructors when they were regularly asked about what kit or bike to buy and where from, which club to join, where to hang out.....so, in 2008 the idea for a 4 page leaflet was born. However, fuelled by the inspiration which only alcohol can provide, this soon became a 48 page magazine! Helped by Peter Karmios and Paul Richardson with editing and formatting respectively, a first run of 10,000 copies was produced and distributed by hand.

The first edition featured the late Karl Harris, at the time a factory Yamaha rider in the British Superbike championship, so quite a

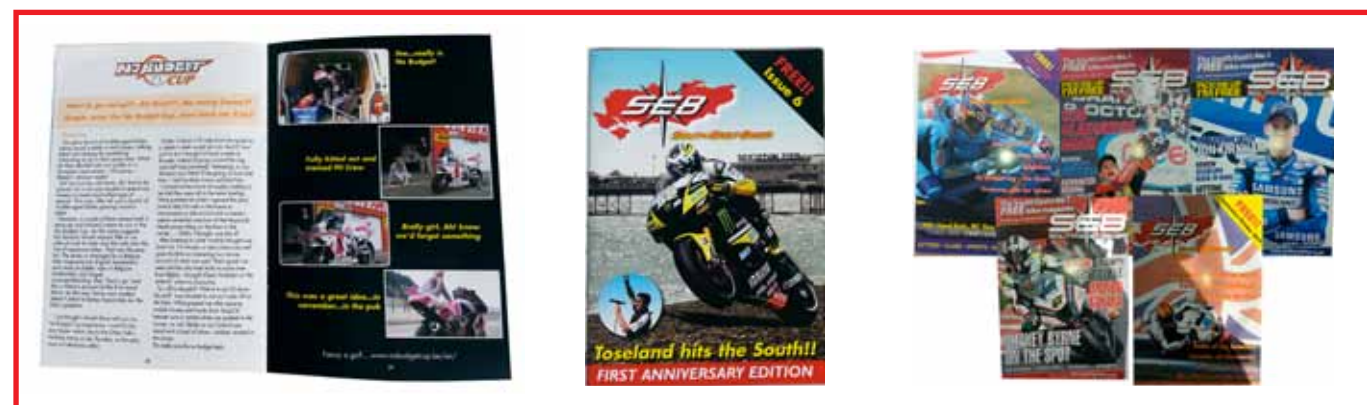


coup for the magazine. Although Karl was charming, Debbie's favourite interviewee over the years was James Toseland who featured in the first anniversary edition.

SEB was only ever intended to be a means of extending a hobby and not a money making project but it still requires financing through attracting advertisers, copy to be written, printing, distribution, in fact all the same issues (no pun intended!) as a commercial venture. The hard work has paid off, though and next year will see a new design and increased circulation, hopefully part of which will be down to copies of the magazine being available for collection on KAMG group nights alongside Motorcycle Monthly. It may be that the magazine will be delivered in person, as I'm hoping that Nick and Debbie may be persuaded to join. Watch this space.....

At the end of the presentation we were introduced to a new scheme which SEB will be supporting next year, MOTORECYCLE, which enables us all to donate our old kit to be sold with the proceeds going to South east air ambulance charities. Watch for details in the magazine or visit the SEB website <http://www.southeastbiker.co.uk/> which includes online copies of all back issues.

NOTE from the EDITOR. I have the Powerpoint Presentation if you were not at club night and would like to view a copy of it - Ian Burchell



OFF-ROAD EXPERIENCE

Having purchased a new Triumph Tiger Explorer 1200 last summer as a replacement for my Sprint ST, I was keen to see the capabilities of an adventure bike and of course me.

With this in mind, last summer I completed the Introduction course with Triumph's approved training school Trailquest Adventures. First decision, my bike or there's? Given my complete lack of experience and having standard tyres designed for 90% on-road use and a far heavier bike, I opted for using one of the school's new Triumph Tiger 800 XC cross country. Being approved by Triumph, they have the latest bikes so it seemed sensible that it was better to break theirs than mine.

It was a thoroughly enjoyable day in the beautiful Malvern countryside. Being the end of August, it had been dry so wasn't as slippery as it may have been. Nevertheless, it was equally challenging. The training included a range of surfaces from grass to mud to loose gravel, taking in wet slippery surfaces and dense woodland with many trees stumps only partially exposed. Richard Jeynes, the school's chief instructor, was very patient and clearly communicated what was ahead without making it feel like being back at school. I managed to stay the right way up all day, but it did make me realise that I was far more of a limitation than the bike was.

I was hooked, but the lack of available trails in Kent meant a return to the drudgery of commuting through London or on the M25 thinking what else could I do.

A year & a couple of months later and I was back with them again for the day 2, a mini adventure. A different location this time. Rather than Malvern I was to meet them at their Hereford training ground, which is Forestry Commission land licensed to Trailquest for training purposes. Once again, I made the decision to use their Tiger 800XC primarily because of the suitability of off-road knobbly tyres fitted as the terrain & weather conditions recently would make it more challenging.

Groups are limited to a maximum of three, however, there had only been two people booked, but one had to reschedule at late notice, so I was there on my own with Instructor Richard. They always have a support vehicle on hand in case of emergency and to place notices as this is open land that the public may use for walking & riding. There is also regular forestry work being carried out. Nick, another instructor, fulfilled this role for the day and met up with us several points.

The day 2 experience started with a meet to go through the formalities, which only take a few minutes. Then we were off a short road distance to the training ground. It started easily enough with some loose gravel, but quickly became more of a challenge as the gravel ran out and turned to mud. As it had rained heavily for a few days, the mud was extremely slippery and where the water drained this creates ruts into which the tyres seem to insist on going. That's fine until the rut goes off the side of the track. Successful negotiation of step one and we rode across to the other side of the hill where the loose gravel started easily enough, but soon turned more difficult with large rocks

thrown up by the forestry commission vehicles and holes where the rocks had been all there to catch you out.

As each section progressed, the terrain became more challenging, including uphill sections of rutted ground on a corner that was also loose surface and very slippery. I did manage to get stuck here, but managed to roll back enough to find some grip. There were downhill sections amongst leaves and pine needles over

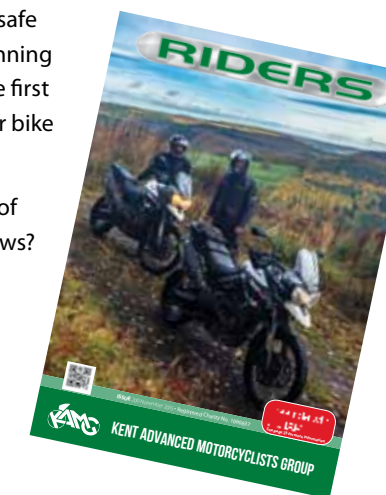
wet mud that became incredibly slippery. I definitely learnt some new skills and had a fantastic time whilst doing so. All this amongst spectacular scenery in late autumn sunshine.

The bikes and tyres performed incredibly, in fact, as the two bikes had different tyres it was possible to see the difference between the two tyre types fitted. Metzler Karoo 2 on one bike and Metzler Karoo 3 on the other. Both bikes and tyres performed extremely well, although the Karoo 2 seemed to perform better in the really wet slippery mud.

Trailquest aren't the only people offering training courses in off-road riding, the point they make at the start of the day is that it is as much about the adventure as it is about the off-road riding and so their focus is on having fun in a safe environment. After all, it's no good planning and booking a trip of a lifetime if on the first day you fall off and damage you or your bike and the trip is over.

What's next? Not sure. Maybe join one of their overseas adventure tips. Who knows? Maybe I'll get to use my bike after all. Meanwhile, I'll try and find some good locations nearer home to go off the beaten track

<http://www.trailquestadventure.com/>



THE 2015 ITALIAN JOB



A room with a view

For our annual motorcycle holiday this year, Christine and I decided we would like to return to Italy and visit a couple of the areas we had not been to before – the Bay of Naples and the area around Pescara on the Adriatic coast. As it is over 1200 miles from home we booked a motorail train to take us from Den Bosch in Holland, travelling overnight to Livorno, complete with bed and breakfast – highly recommended by a friend of mine. We booked two apartments for our stay, both in the hills out of the main towns.

The Bay of Naples



Well the best laid plans of mice and men as they say, all fell apart when the train company stopped operating and the booking agents went into liquidation! This meant we had to take a few extra days to travel and also had to book overnight hotels. So complete with a service and new tyres we set off on our BMW K1300GT at the end of September and took three days to ride to Naples. For ease of travel we used the motorway network, which although somewhat boring, has the advantage of good average speeds, regular food, fuel and drinks stops, which are usually of a good quality. Also the further south and closer to the Alps you travel the nicer the roads.

On arriving at the Bay of Naples and leaving the motorway we had our first encounter with the local traffic and drivers when we were in Sorrento. Apparently leaving a 2 second gap from the car in

Famous bones



Road Bumps!!

front is an affront to the Italian psyche and drivers just have to fill the space or the world will come to an end! This was usually accompanied by a horn blast, presumably welcoming me to the local area!

Once settled into our apartment with a view across the bay, situated a short walk from the village shops, we spent the next few days visiting, Naples, Herculaneum, Sorrento, Amalfi and the Amalfi coast road. It is a beautiful area and even a short and sharp thunderstorm could not spoil the week – although the very large hailstones did tear some of the canopy shades on the apartment balcony! Having gotten



My bike...

used to local driving styles, including the apparently mandatory cutting of corners, I also had to get to grips with the local roads. They were not in good repair, narrow, often lacking in tarmac with a surprise around any corner! The approach road into Naples in particular was worthy of note. It was a 4 lane road paved with large slabs that we are all uneven and set at differing angles. No fun on a bike.

Our next stay was for a week in the area outside of Pescara on the east coast opposite Rome. Our apartment was again in the hills, this time in a restored farmhouse set in an area of stunning beauty – rolling hills, ravines, hilltop towns and a sandy coast. The farmhouse had views across the hills on all sides and the owners – who were fantastic hosts – had

Gran Sasso road



Our apartment

made the most of this with seating areas on all sides in the large grounds and gardens. A sort walk away we were able to shop and drink coffee. A short ride away were a number of local restaurants.

We again spent the week exploring the area. Far fewer cars on the roads meant less stressful driving and riding although the roads themselves were in an even worse state of repair than around Naples! Most of the roads were built on the sides of the hills. Brilliant for views and vistas, but bad news when the hills appeared to be collapsing taking the roads with them! Much of the tarmac had been stretched and filled badly. There were sections that had lost tarmac completely, there were sections when one lane had disappeared down the hillside, places where the surface dropped 12 inches, places where the road stopped to be replaced by a track before becoming a road again and even a road where motorcycles were prohibited due to the poor road conditions. I never envisaged off road riding when I bought the BMW! Having said that we again had a great time,

visited some lovely locations, enjoyed the food and generally had a good time. One of the most bizarre sights of the week was probably seeing Mussolini memorabilia on sale at a mountain top hotel near the Gran Sasso hills. Apparently he was arrested and jailed in the hotel in 1943 and then rescued 12 days later by German troops. Even knowing this we resisted the urge to buy the 2016 Mussolini calendar or a blue forage style cap, we didn't even try them on.

Our return home was again on motorways including passing through the Monte Blanc tunnel – the Italian motorway leading up to and the French road coming down are well worth a ride along. All we have to do now is to start planning the 2016 excursion.

Amalfi



A LITTLE BIMBLE AROUND THE HIMALAYAS

I decided my 2015 biking project from the lifetime tick-list would be a Himalayas high roads trip, based on my ability to do it while I physically still can; it's not easy. So I registered my interest with my old mates at HC Travel – who've supported my global gallivanting in the past – and they listed me for one of their escorted tours out that-a-way. Detailed planning began ~4 months before launch, with a requirement for an Indian Visa. I biked-it to the Indian High Commission's office in Islington for the visa 'interview' – which turned out to be no more than handing in my passport and documentation. Remind me to do a separate article about the long-forgotten deadly hazards of London city commuting – though that's an amble around a country garden cocooned in cotton wool compared to the actual Indian experience to follow, mind.

Launch was ex Heathrow to New Delhi in late August, and it was whilst waiting to board the plane at T4 that I had my first inkling of what was to follow. Following the initial routine announcement that 'passengers ticketed in rows 60 to 50 please come forward first', the ENTIRE passenger population jumped up and swarmed around the boarding ramp access in a totally chaotic, uncontrolled, noisy, amiable melee. Remember this point about Indian-style queuing when I describe Indian traffic...

I met the 9 other members of the tour group and Alam our guide at ND arrivals, and it was no surprise that all were 50 / 60-something year-old boys like myself, all experienced bikers ticking the bucket-list boxes; sadly, no ladies. We bussed-it from ND airport to a city hotel, and next day bussed-it again the ~300-odd clicks north from ND to collect our bikes at Parwanoo in the Himalayan foothills. Happily, they drive on the left (nominally!) in post-colonial India, but that's where any similarity with the UK ends...

I reckon that initial use of buses was a very wise strategy, as it's highly unlikely (m)any of us would have survived the chaotic, sweltering inferno of ND on motorcycles. I couldn't possibly get anywhere near to an adequate description in writing, of the cosmic levels of insanity that associate with travelling on Indian roads. Basically; if there are any 'rules', no-one pays any attention to them, which thus condenses any excursion onto an Indian road to a matter of simple survival. We were awestruck, dumbstruck – and maybe even concerned for our own imminent future, by the crazy risks we saw taken - the complete absence of any safety, the glorious technicoloured, horn-beeping melee of utter, indescribable, anarchic CHAOS.

Two mitigating factors to all of the foregoing... Firstly, the sheer, overwhelming volume of traffic and the crumbling state of the roads made any speed of over ~50 MPH impossible and unthinkable even for the locals - even on the open motorway. That motorway incidentally, was also occupied by pedestrians, bicycles and cows. And next-up; despite lunatic cut-ups, multiple accident carnage and near-(if not actual!)-deaths, we never saw a single instance of road rage.

As a pathetically inadequate example; when slowing down to approach the rear of a heaving, steaming, horn-beeping tangle of chaotically gridlocked traffic, it's not unusual to be over(and under!)-taken by multiple continuously-horn-beeping trucks and buses accelerating towards the mess – often with pedestrians, cyclists and cows ambling around the plot. The millions of

blinded-up smoke-belching heavyweights do as much 6'-safety-bubble filtering as the hundreds of thousands of 125's. Many of those 125's with helmet-less, shorts and flipflops-wearing families of 5 aboard; ladies riding side-saddle pillion in saris, holding babies in their arms, older kids between the parents and on the tank...

Kevin Sanders of the Globebusters tells the story of filtering his mega-Beemer GSA to the front of a heaving, revving, smoking tangle of vehicles stopped at a level crossing in India. Within seconds, he was surrounded by dozens of smaller bikes, soon overwhelmingly swarmed across the entire width of the road behind the gates, all rarin' to GO. Meanwhile, the same scenario was developing on the opposite side of the crossing. When the train went through, the gates went up for the racing start, Indian style...

So we hooked-up at Parwanoo with our 1950's-designed Royal Enfield Bullet 500 single-pot thumpers – some carburetorised and some 'modernised' fuel injected - but all ideal weaponry for the job, and Alam briefed us on, basically, how to stay alive. Keep your thumb on those twin-tone horn/klaxons at ALL times in traffic, keep your eyes peeled 360 degrees, be ready to cut'n-run for your life if necessary to get out of the way, expect the completely unexpected - and unexpected, and do NOT get angry – ever.

He didn't actually say (but he could've!)...: 'Any corner may suddenly deliver a sand-covered, rutted, rock-strewn, moonscape sliding into a mudhole or over a 1000 metre cliff – and there'll be no barriers. If you negotiate a corner with a vertical cliff above you on one side and an unguarded 1,000 metre drop on the other, and meet oncoming smoke-belching blinded-up trucks and buses thundering towards you at speed, locked-horns filling the road overtaking each other to the death... Oh, and possibly cows and pedestrians on the road in between... well DEAL with it!'

An 'issue' cropped up as I fired-up my bike for the first time; the twin-horns didn't work – potentially serious in view of the foregoing briefing. Within seconds, three of Alam's mechanics were out of the support truck and climbing all over the bike. Prodding, poking, testing, dis-and-re-connecting, trying this, trying that, ripping out the left handlebar switchgear and a chunk of the wiring loom, replacing bits, bridging, bodging, taping-up and delivering a working result within ~10 minutes. And all sorted while everyone else was still saddling-up. Those mechanics worked hard continuously, constantly fixing, bodging, bending, kicking-straight and fettling the bikes, washing them every evening and having them in shape (literally!) every morning, riding shotgun and tail-gunner, rescuing 'offs' and ambulance-driving (see later), carrying bags into and out of hotels/campsites, serving food and drinks, topping us up with never-ending bottled water, taking photos / videos, always smiling, nodding and cheerfully looking after us.

The Enfields were a delight to ride – user-friendly and undemanding, quite comfy; sit-up / feet slightly forward. They made a lovely old-style thudding potato-potato noise, and simply refused to rev beyond quite low limits, meaning ~59.5 MPH (~96 KPH) was the eye-bulging / blood-busting top whack, even on smooth downhill tarmac – a

very rare occurrence. They had a torquey characteristic; it felt like they'd haul a train up Everest if necessary, subject to that speed limitation. My (carburetorised) one had a bad flat-spot at around three-quarters load, never sorted but easily worked-around with familiarity. Considering that those bikes potato-potatoed away quite happily at ~5,000 + metres, there wasn't much to complain about.

So the first 'biking' day to Shimla was relatively easy; familiarisation with smooth(ish) roads, the bikes and local traffic culture - only a half-dozen near-death / near-misses, and a vertical learning curve on the life-or-death value of continuous use of horns in traffic. The next day to Mandi provided an introduction to much of what was to follow – gaining altitude, traffic volumes easing but many (gorgeously scenic) roads washed away and smashed up; no tarmac, suspension-and-frame-smashing rocks, ruts, sand, dust and 1st gear walking-pace; off-road conditions really. There were a number of slow-speed offs among the group – I managed to stay on (just) but what I'd learned on the BMW off-road skill course in Wales ~10 years ago proved essential – particularly avoiding use of the front brake on the loose stuff!

And so we climbed into the mountains – the quality of the roads deteriorated and the going got much tougher. The next challenge was the increasing altitude; above 2400 metres altitude sickness is a risk. Acclimatisation involves intermittent no climbing days, drinking >4<5 litres of bottled water / day and taking small doses of Diamox anti-altitude sickness medication – all of which resulted in a continuous and unrelenting 'need to go' by the roadside – like every 15 minutes! On our first high pass, Rohtang-La (3,978 metres / 13,051') – classed as 'very high altitude', we encountered a boisterous, flamboyant, wahooing, 25-strong group of Malaysian adventure bikers hugely enjoying their second day out. Meeting them again 2 days later, their numbers were down to a more subdued 15. Altitude sickness had incapacitated 10 of 'em; they simply hadn't acclimatised enough...

Following an incredibly intense few clicks (which took ~3 hours) of highly dodgy, walking-pace bumping-and-crashing, rocky/sandy shlippin' & shlidin' down a near-vertical unmade track, by way of descent from that Rohtang-La pass, we bizarrely encountered freshly laid ultra-smooth, gorgeous swoopy-swoopy blacktop tarmac, and the Enfields were duly opened up – YAAY. Unfortunately, the 2 slightly 'over-enthused' guys in front didn't 'vision-up' sufficiently to spot the layer of fine sand coating the bend leading into yet another tarmac-smashed moonscape. Deceleration was initiated oh-too-late, and grabbing fistfuls of front brake on that surface in mid-bend was not the way to do it. Both bikes smacked down hard – simultaneous low-sides right in front of me.

Result: one (fortunately only one) misfortunate was quite badly hurt; broken collar-bone, 6 broken ribs and a punctured lung. That was the end of his trip – carted back to ND in agony next day and flown home. A timely reminder of how savagely the local conditions could bite – now we were 9: carry-on!

We crawled, bumped bashed and crashed our way north over further high passes and broken-up roads via a (freezing) overnight in the tented encampment at Sarchu (4,290 metres / 14,070') – where they were about to decamp before the annual mega-freeze-up. Then to the colourful, backpacker-hangout of Leh in Ladakh, the jump-off point for the highest pass of all; Khardung-La (5,359 metres / 17,582'). We duly snapped the pictures at the top there, where signs cautioned a time-limit of <25 minutes to avoid altitude sickness. K2 – the world's second highest mountain after Everest – was visible in the far-distance. Descending from that bitterly cold, RAW high rock-desert into the warm, green Nubra Valley was like entering the Garden of Eden.

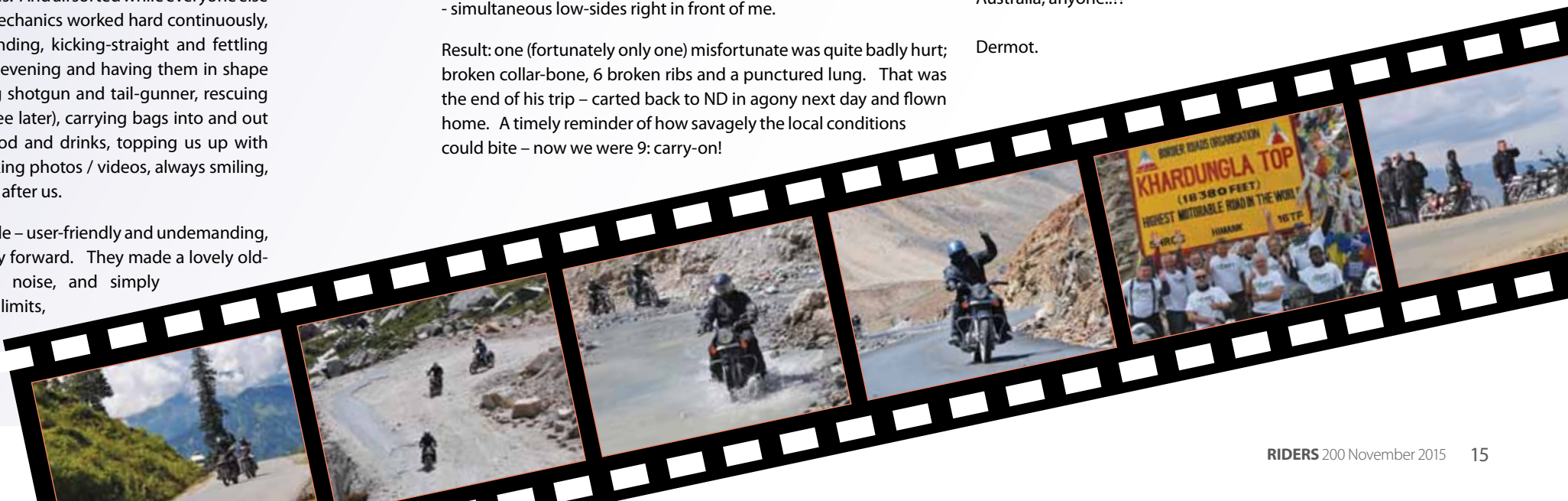
We spent a couple of days bimbbling around the heights north of Leh on everything from super-smooth military roads (dozens of army convoys supplying the ongoing mini-war with Pakistan up that-a-way) to near-impassable yak-tracks. Re-delivered the bikes in Leh, and flew back from there to ND in 90 minutes, having taken a fortnight to get there 'the hard way'.

Thoughts to (attempt to!) summarise the trip...

- The poor quality of the roads (might as well have said '>50% off-road') and the altitude – particularly management of potential altitude sickness - made it very challenging.
- Overcoming challenges heightens the sense of achievement!
- I'm still struggling to come up with extreme enough words to describe the appalling, bizarre risks we saw being taken utterly routinely, in Indian traffic. Not to even mention surviving those hazards ourselves...
- 'Extreme' covers most of the general Indian experience...
- Loved the Enfield as a great weapon for its own environment – they can absorb truly staggering punishment and abuse - but won't be buying one for the UK; it'd be too crude, and would be overtaken by 125s / scooters.
- The trip was very well managed and implemented. Strategic issues such as full immersion into Indian road culture and altitude acclimatisation were carefully and well thought-through.
- Guide Alam and his team were brilliant hosts and minders throughout – a 1,000% recommendation from me (and I know the others of the group) and I'd trust them with my life; which on reflection we all DID in fact!
- Obviously wasn't cheap, but everything except booze was included and it was excellent value for money.
- Would I do it again...? Well let's say I thoroughly enjoyed it, I really rate the folks who run it, I've worked it out of my system and ticked it off the list; so I'll now move on to next year's biking project.

Australia, anyone..?!

Dermot.



AUTUMN DAYS AND WINTER PREPARED

Autumn days of mist and mellow fruitfulness mean the shortening of riding days, long shadows and the approach of salted roads and frosty mornings. With this last part in mind some of us started thinking about 'how best to clean and prepare our beloved bikes' to keep them looking at their best despite the salty corrosion effects.

Up popped a memory of 'all year biker. co.uk' a video of treatment thereon, I discovered that since last looking there was now a local franchisee in Kent – Sellindge near the Airport café on the A20 – however being as a few of us were interested a nearer communal venue was set up in Watlington and on a grey October morn 3 bikes were originally arranged to be done – this ended up as 2 since one was to be sold days after and so ducked out. (me) ...note to self must get new one done !

Joel Tozer the aforesaid franchisee arrived with all his kit and his girlfriend assistant (Emma) nice and promptly and started first on a well-known 'mucky' Steve Riches BMW GS Adventure with more than a 'muddy' number plate and more miles than its age would imply... the second was Paul Mansfield's latest GS replacement for the yellow classic we know well .. and yes its yellow too ! The process began with cleaning , scrupulous spraying and scrubbing with brushes and kit to access the finer parts and

corners which even on these larger than life bikes exist to trouble the owners... this was followed up by a foaming spray that was allowed to sit and do its job before eventually being washed off and more gentle cleaning performed.. Then the pampered bit began ...a warm air blow dry of bikes from head to toe ...and once dry the very careful covering of all the discs on the wheels so the anti-corrosion fluid (ACF50) would not get where it really should not!

Suddenly the mist appeared again, this time created by a compressor and a misting gun to create a cloud around the bikes and penetrate all areas, nooks and crannies, electrical contacts and nuts and bolts alike. Anywhere water may get when riding, it was there, more pampering as the team wiped the areas with micro cloths to leave just the necessary film of the magic material.

More on that ... ACF50 or anti corrosion fluid 50 was developed for the Canadian navy for aircraft on board carriers to prevent the erosion and corrosion of aluminium planes and their electrics, good enough to do this job well; it is now sold worldwide for people like us to do the same job and it is magic at doing so !

Much gentle wiping and sliding about on skateboards later the team were satisfied all that was now needed was

the polishing of the bikes and wheels again using specially developed Halo Products for the All year Biker stable the polishing went on until satisfied the bikes looked like new, all put back together again and able to ride away ..

The process for 2 bikes took nonstop from 09-30 to about 13.45 with a few stops for coffee and merry banter the obligatory doughnut or two and some satisfied faces. A job well done and the reward of the knowledge you have done what you can to keep the salty gremlins at bay.

Young Joel hopes to grow this franchise to something meaningful and is keen as mustard at doing a job well so his reputation will afford that and it has to be said they worked pretty well at getting places I wouldn't like to be crawling around getting at, a job well done indeed was the outcome.

A few words on the material. The film is important to be there and be maintained. This can be done by repeating this process, you can also get the aerosol version of the material to spray and maintain the layer till you need another real clean and layering. The cost is a fixed price and around £65 depending on time of year etc. Money well spent in all of our humble opinions.

Andy Stagg



BAD DRIVERS BEWARE! YOU'RE HALF AS ATTRACTIVE AS MOTORISTS WITH GOOD SKILLS BEHIND THE WHEEL

- The IAM's new scientific experiment reveals bad driving reduces attractiveness by 50%
- 4 in 5 women and nearly half of men are physically turned off by bad driving
- Pulse rates increase by as much as 20% when watching bad driving, showing significant levels of stress

Bad driving significantly reduces levels of attractiveness in potential partners, with women finding it particularly off-putting, found the first ever scientific study into driving skills and desirability conducted by the Institute of Advanced Motorists (IAM).

Finally answering the long-debated question about whether poor driving skills put a dampener on romance, the experiment found bad drivers to be 50% less attractive than motorists with good skills.

The IAM teamed up with prominent behavioural psychologist Jo Hemmings for the study. Candidates were shown videos of both good and bad driving whilst being tested for their levels of attraction towards the driver using pulse rate, pupil dilation, blink rate and body language.

Attractiveness dropped from 4.8 to 2.8 in women proving the most significant reduction, with 84% of candidates reporting more negative feelings towards the driver after experiencing their incompetence on the road.

The pulse rate of 60% of female candidates increased whilst watching bad driving manoeuvres, with a 20% increase for a third indicating a significant rise in stress levels.

And it's the aggressive and confrontational manoeuvres that were found to be most unattractive to women – with road rage, illegal overtaking and tailgating topping a list of gaffes that provoke the strongest negative reactions.

In contrast, reactions in men were found to be less significant, with just over a quarter (28%) reporting a dislike for the driver after seeing them behind the wheel.

Body language indicators showed that for men, instead of stress, frustration was the overwhelming response. Candidates were found to frown, become agitated and shift position as they watched videos of parking, turning the car around or other examples of distracted or preoccupied behaviours.

Behavioural psychologist Jo Hemmings explains: 'There is no doubt that across the board most candidates, and nearly all of the women, found bad driving to be a turn-off.'

However, it's interesting to look at the reactions of different genders. Some male reactions to bad driving included laughter and amusement, indicating that men have a less mature emotional response to bad driving than women who instead furrowed their brows and shook their heads.'

Top 5 driving behaviours that turn off women

1. Illegal overtaking
2. Road rage
3. Bad parking
4. Texting whilst driving
5. 3 point turn

Top five driving behaviours that turn off men

1. Three point turn
2. Talking selfies at the wheel
3. Texting whilst driving
4. Driving the wrong way round a roundabout
5. Bad parking

The experiment follows independent research by the IAM which uncovered bad driving as one of the UK's biggest first date turn-offs. Road rage was the worst first-date faux pas for almost half (46%) of Brits, whilst a similar number say texting at the wheel leaves them wanting to end a date then and there.

A further one in 10 (11%) are irritated by someone who takes 15 minutes to park, whilst an eighth of Brits (13%) find overly cautious drivers who go under the speed limit off-putting.

Jo Hemmings continued: 'Overall the experiment supports the hypothesis that bad driving elicits strong instinctive responses, with a correlated effect on levels of desire. However, it's evident that women have a stronger negative reaction to bad driving than men, and find bad drivers considerably less attractive as a result.'

The IAM's chief executive, Sarah Sillars said: 'The results from the survey piqued our interest, so we enlisted Jo and a team of scientists to put the science behind the theory. Bad driving not only has an impact on the safety of our roads, but can also affect your relationships. Being able to manoeuvre properly and drive carefully should be much higher up on people's priorities.'

Singles can improve their driving skills – and chances of romance – by signing up for a free IAM driving assessment worth £39 at iam.org.uk/lovedriving. See if you can improve your 'pulling' power today.

BORN TO BE MILD

This week's tips from the IAM's head of driving standards, Peter Rodger, are offering advice to motorcyclists about how to minimise the risk of an accident. Here are Peter's top tips to ensure you stay safe on the road.

1. Staying visible at all times is extremely important. Hi-visibility clothing is useful during the day, but be aware of the limitations when yellow clothing blends into a similar background colour such as rapeseed oil crop. Lateral movement is easier to pick up with the human eye, if you think you have not been seen move sideways a little, if it is safe to do so.
2. At night ensure you're wearing clothing with reflective material on the sleeves. Be aware that your headlamp may blend in with

BRANDSHATCH OCT 16/17/18 BRITISH SUPERBIKES - SHOWDOWN



The weekend of October 16th/17th/18th saw Brandshatch host the final round of the British Superbike Championship. Shakey Byrne was chasing a 5th title but had a mountain to climb in the guise of Josh Brookes and KAMG were spreading the word and chasing new recruits. No title trophies for KAMG just shameless bribery, 2 lovely brolly girls - Tina and Caroline, a couple of boxes of celebrations, a free skills for life prize draw and a wealth of good looks, knowledge, expertise and then there was Steve R, Tim J, Colin U, Jaime T, James T, Paul J, John G, Bob G and Matt B. The weather on Friday was dismal but that didn't deter Tina and Caroline from hunting down those "celeb" photo opportunities - James Haydon is a good sport. Things picked up over the course of the weekend, along with some super racing, the KAMG team had a very successful weekend talking to the masses and getting plenty of new membership leads. These events are only possible due to the unconditional support the group gets from its members - a big thank you to all.

Congratulations to the IAM Skills For Life competition winner

R. Jafrato of Canterbury



those of the vehicles behind you. Twin headlamps close-up can sometimes be perceived as car headlamps – never rely on the expectation that you will be easily seen.

- 3. Drivers may not check their blind spot before making a manoeuvre. Prepare for this by always leaving enough space for the car in front so they can see you clearly, and if you are travelling at the same speed, sit where you can see the driver’s face in the mirror. Lorries and buses in particular will have more difficulty seeing you from their side mirrors given the height of the vehicles, and this works particularly well with them.
- 4. Always plan ahead before approaching a junction by anticipating concealed side roads or bends in the road. Also, keep to a safe speed as there may be delays at the junction that require you to slow down. You must always ride so you can stop on your own side of the road in the distance you can see to be clear.
- 5. Accidents occur when motorbikes filter through traffic rapidly. Only filter when surrounding traffic is travelling at less than 25mph, and then only exceed their speed by 10 to 15mph if it is safe to do so and within the speed limit for the road you are travelling on.
- 6. Consider carefully before overtaking any vehicle when there are side entrances on the right. This is also important in relation to tractors and other farm vehicles. They often pull into field entrances that are not detectable by other road users. Be patient and only overtake when you have maximum visibility.
- 7. You never know what lies ahead as you approach a bend; manage your speed carefully before you get to the bend itself. Whether it’s a vehicle, a pedestrian or slippery road conditions, anticipate for the worst by slowing down if you can’t see around the corner. Remember, the higher the speed the less time you have to react to a hazard.
- 8. Remember you are sharing the road with other people who also need to get somewhere. Be mindful of how your riding may affect others. Never tailgate in the hope that other motorists speed up and avoid road-rage at all times.

Peter said: ‘Being prepared for what might develop is a huge key to being safe on two wheels. In town, make sure you’re seen and don’t assume people can see you. On country roads, avoid running into trouble on bends by always being in a position to stop on tarmac you can see is safe. Try to be as predictable as possible and I’m sure your ride will be a sweet one.’

MORE THAN 17,000 CONVICTED CARELESS DRIVING IN PAST TWO YEARS, IAM DISCOVERS

The Institute of Advanced Motorists (IAM) can reveal that more than 17,000 people have been convicted of careless driving offences since police were given the power to issue fixed penalty notices for it two years ago.

The figures come from a Freedom of Information request by the IAM, Britain’s biggest independent road safety charity, to every police force in England and Wales.

The statistics cover the two years from August 2013 to August 2015. A total of 17,468 people were convicted of this charge in this time period.

Some 33 out of 43 police forces responded to the IAM’s request. The force area with the highest number of people convicted was Essex (3,630), followed by Humberside (1,998), Nottinghamshire (1,139), Derbyshire (949) and Hampshire (929).

On 16 August 2013 police were given the power to give on-the-spot penalties for drivers who put other road users’ lives at risk for offences such as tailgating and poor lane discipline (reference 1).

The rest of the top 12 overall numbers of people convicted according to police force area were:

- 6. Thames Valley: 924
- 7. Surrey: 830
- 8. West Yorkshire: 804
- 9. Cheshire 720
- 10. Greater Manchester 607
- 11. Lancashire 578
- 12. Dyfed-Powys 440

Sarah Sillars, IAM chief executive officer, said: ‘While these offences fall under the lower end of the scale for motoring transgressions, such driving behaviour could easily have caused a serious accident.

‘Tailgating is an aggressive action designed to intimidate another driver, while unpredictable lane-changing is both thoughtless and dangerous.

‘We hope these on-the-spot fines and remedial courses have helped concentrate the drivers’ minds and make them think twice about these potentially hazardous manoeuvres in the future.’

In the case of Essex with the highest number of people convicted 2,958 of them undertook a course, 484 went to court and 188 took a conditional offer.

In Humberside, the second highest area 1,469 attended and completed a retraining course and 364 have been put forward for consideration for court prosecution.

Nottinghamshire’s 1,139 were issued with fixed-penalty notices and a summons to court issued to 72 of those.

A more detailed breakdown of actions deemed to qualify for the offence of careless driving was provided Merseyside Police; which showed 32 drove on the wrong side of the road, or the wrong way down a road (driving without due care and attention), 13 for bad driving at a roundabout (same category), 12 for tailgating and two for intimidating or obstructing a cyclist.

A full list of all 33 police areas who responded, and number and breakdown of careless driving offences can be downloaded here: <http://bit.ly/1ZCLHjl>

TELL THE SCAMMERS TO SCRAM

This week’s driving tips from the IAM’s head of driving standards Peter Rodger are looking at how motorists can avoid intentionally staged road accidents that force insurance companies to pay out high claims. Here are Peter’s top tips to help you stay clear of these scams.

- If you’re travelling through busy urban roads stay extra alert and use your mirrors to keep an eye on what is going on around you. If you spot a hazard early, a motorist driving erratically, or a surge of oncoming traffic make sure you slow right down and stay back until you can pass them safely.
- To help anticipate a hazard ahead, always maintain a safe following distance from the car in front of you on roads, junctions and pedestrian crossings. As a rule of thumb you should maintain at least a two second gap behind any vehicle. This will give you more time to react and slow down if necessary, especially when the driver in front of you brakes suddenly.
- Be extra cautious of motorists tailgating behind you – the car might be trying to get your attention intentionally so you look at them. Whatever you do, focus on the road ahead and ignore any gestures another driver makes. If you feel threatened, pull over where it is safe and legal to do so and let them past first.
- If you don’t think it is safe to continue with your journey simply don’t proceed. Use your judgement to make progress only when you feel it is safe to do so. Even if you think a driver is flashing their headlights to give you way, think again – they may be flashing their headlights to distract you.
- Avoid getting into arguments with the driver behind you – this will only aggravate them and increase the chances of them crashing their car into yours. Road rage is one the reasons road accidents occur – simply don’t react to another driver’s bad behaviour. If, at any point, you do feel threatened pull over where it is safe and legal to do so and call the police immediately.
- If you have been involved in a collision and don’t think it’s your fault you should call the police. And if there is a suspected injury call the emergency services. Don’t take the matter into your own hands.
- Make sure you collect all the driver’s details and take as many photographs as possible, including any images of passengers that were in their car. If the photograph indicates there are fewer passengers in the car you can reduce the potential of any fraudulent injury claims being made.
- While witnesses may be able to offer a statement, a dashboard camera can be helpful in the event of an accident to help understand how the collision happened and who was involved. You may consider installing this in your car to help protect you against accusations and insurance fraud.
- For more information on how you can avoid insurance fraud please visit: <https://www.insurancefraudbureau.org/>

Peter said: ‘Being the victim of an intentional accident can be a very frightening thing, but you should be aware these incidents are very rare considering the number of car journeys made every day. But you can do a lot to prevent this happening to you. Always be alert of what’s going on around you, and avoid the distraction techniques we have talked about – and your journey will be drama free.’

SPEEDING STILL TOP ROAD OFFENCE

Figures obtained by the Institute of Advanced Motorists (IAM) have found that, over the last decade, speeding is still the biggest motoring-related offence where the defendant is found guilty in court.

And the numbers of those found guilty have risen sharply in the past 12 months – from 115,935 to 148,426, an increase of 28% which is the highest number since 2005. The 2014 figures were 2% greater than 2004 (reference 1).

The next highest offence where defendants were found guilty was vehicle insurance-related crimes, although the percentage has fallen dramatically since 2004.

Some 118,254 people were found guilty in court of this, which is 7% up on 2013 but 84% down on a decade ago, when 218,142 were found guilty.

The figures, obtained by the IAM from the Ministry of Justice, also show that vehicle registration and excise duty offences and driving with alcohol in the blood above the legal limit are both offences that have fallen in huge numbers in the past ten years.

The top five list of offences where offenders are found guilty in court is as follows:

Offence/2004/2013/2014/% change (one year)/%change (10 year)

- 1. Speed limit offences/146,161/115,935/148,426/28%/2%
- 2. Vehicle insurance offences/218,142/110,843/118,254/7%/-84%
- 3. Failing to supply information as to identity of driver when required/not applicable/50,687/54,372/7%/not applicable
- 4. Vehicle registration and excise licence offences/192,959/55,182/46,636/-15%/-314%
- 5. Driving with alcohol in the blood above the prescribed limit/74,055/40,683/37,853/-7%/-96%

Other offences with a large number of guilty verdicts other than speeding are neglecting road regulations at 16,951 in 2014 (up 2% from 2013), using or causing others to use a mobile phone whilst driving at 16,025 (down 8% from 2013) and driving licence-related offences at 15,982 (down 10% from 2013).

New offences such as causing serious injury by dangerous driving are also showing signs of more widespread use which reflects the life changing nature of these crimes.

Sarah Sillars, IAM Chief Executive Officer, said: ‘We can see from these figures that as the UK comes out of recession traffic levels have risen, speeding appears to be becoming more prevalent and regrettably casualties are rising again. The government and police forces cannot afford to take their eye off the ball and more visible policing is, in our view, the key way to ensure that people don’t think they can get away with speeding.

‘In addition local campaigns must remain high-profile to make sure drivers don’t get complacent, or forget that speed can kill.’

According to the government’s THINK! campaign, speed is ‘one of the main factors in fatal road accidents’. In 2013, 3,064 people were killed or seriously injured in crashes where speed was a factor.

They added that the risk of death is approximately four times higher when a pedestrian is hit at 40mph than at 30mph (reference 2).

Sarah added: ‘On a positive note, the joining up of databases across agencies and the increased use of number plate recognition cameras means some motoring crimes have fallen in big numbers.’

RED ROUTE BUS LANE ACCESS

PROGRESS AT A PRICE

Monday morning, 3rd August, Phil's usual commute up to work in the City on his Triumph Sprint ST. Conditions are good with dry roads and good visibility.

Riding cautiously up the bus lane on the Red Route at the top of the New Cross Road, just before the turning off to the New Den, a Toyota Prius in the main carriageway indicates and then immediately turns left across Phil's path into Briant Street, leaving him nowhere to go.

Realizing quickly that stopping in time is not an option, Phil puts his bike down and hits the ground hard at about 15mph.

The Triumph carries on into the side of the car and bounces back over Phil, who slides on his back until he comes to a stop with his thighs under the still moving Prius. The car's rear wheel comes to rest on Phil's right thigh. It is 7.40am.

After shouting for some time to no effect, Phil reaches up and opens the passenger door, asking politely for the car to be reversed off his leg. The driver drives forward over Phil's other thigh.

There are several witnesses to this sequence of events: among them a biker, who stops and gives Phil his details; a kind but very slightly built young man who tries without success to lift the car off Phil's right leg, and a paramedic unit travelling in the opposite direction.

Despite Phil's protestations that he is quite ok and able to stand, they treat him (unsurprisingly) as a major trauma, set up a drip and summon the Police, Fire Brigade and an ambulance.

A large biker presence among that lot; all the firefighters, one of the paramedics and one of the cops. One of the fireman offers to take photos and, with great presence of mind, advises Phil to take off his treasured leather jacket before the paramedics get their scissors out.

The rest of his clothing is not so lucky; he is blue-lighted into Kings as a major trauma and the well-oiled machine that is Kings A&E swings into action with astonishing efficiency and attention to detail.

Phil has already called me from the side of the road, complaining bitterly that they will not let him stand up,

insisting that he's perfectly fine, but some silly bugger has almost certainly written off his bike. Clearly shocked but by no means out of it, he calmly asks me to arrange for his bike to be picked up and taken to Carl Rosner's.

He reckons by the time I've done that and phoned the insurers for him, he'll be ready to leave A&E.

He isn't far wrong; I am with him for an hour or so while they finish off collating and reviewing all their test results, talking everything over with him prior to discharging him just after 11.30am, with a great deal of cautionary advice about compartment syndrome, raised temperatures, urinary problems, and so.

We detour past the scene of the accident on the way home to find the bike already removed to Rosner's for Adrian to shake his head over.

We have since drawn several conclusions from the events that day.

- The A&E department at Kings College Hospital is brilliant. The follow up procedure for major trauma victims is really impressive.
- Bikers are great people to have at the scene of an accident – feeling that he was among friends was something Phil really appreciated, over and above the general excellence of all three emergency services where RTA's are concerned.
- Skiing, horse-riding and a morning exercise regime including squats and lunges strengthen your thighs to a quite astonishing degree – 'bionic' according to the trauma nurses at Kings, who could not believe there were no broken bones.
- Whiplash and soft tissue injuries are incredibly painful post-accident, and it is worthwhile remembering this BEFORE leaving A&E without a prescription for big painkillers.

Most importantly, though, we have learnt that bus lanes are dangerous places, even for buses.

Motorcycle recovery guys see the results of a great many 'looked but didn't see' incidents; cyclists have been copping it for years in bus lanes and now it's our turn and it's happening far too often. Drivers look for buses and, maybe, taxis. Nothing smaller.

The advice? We might be entitled to use the bus lane. It does have benefits; it doesn't count as filtering, so that is an advantage when it comes to apportioning responsibility for an accident.

But if you'd rather not have the accident in the first place, consider filtering down the middle of the road where car drivers expect to see you.

Thankfully, as those who commute regularly will know, rush-hour drivers really seem to be learning to look carefully and, increasingly, see us coming.



KAMG REGALIA

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

BRANDED CLOTHING

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

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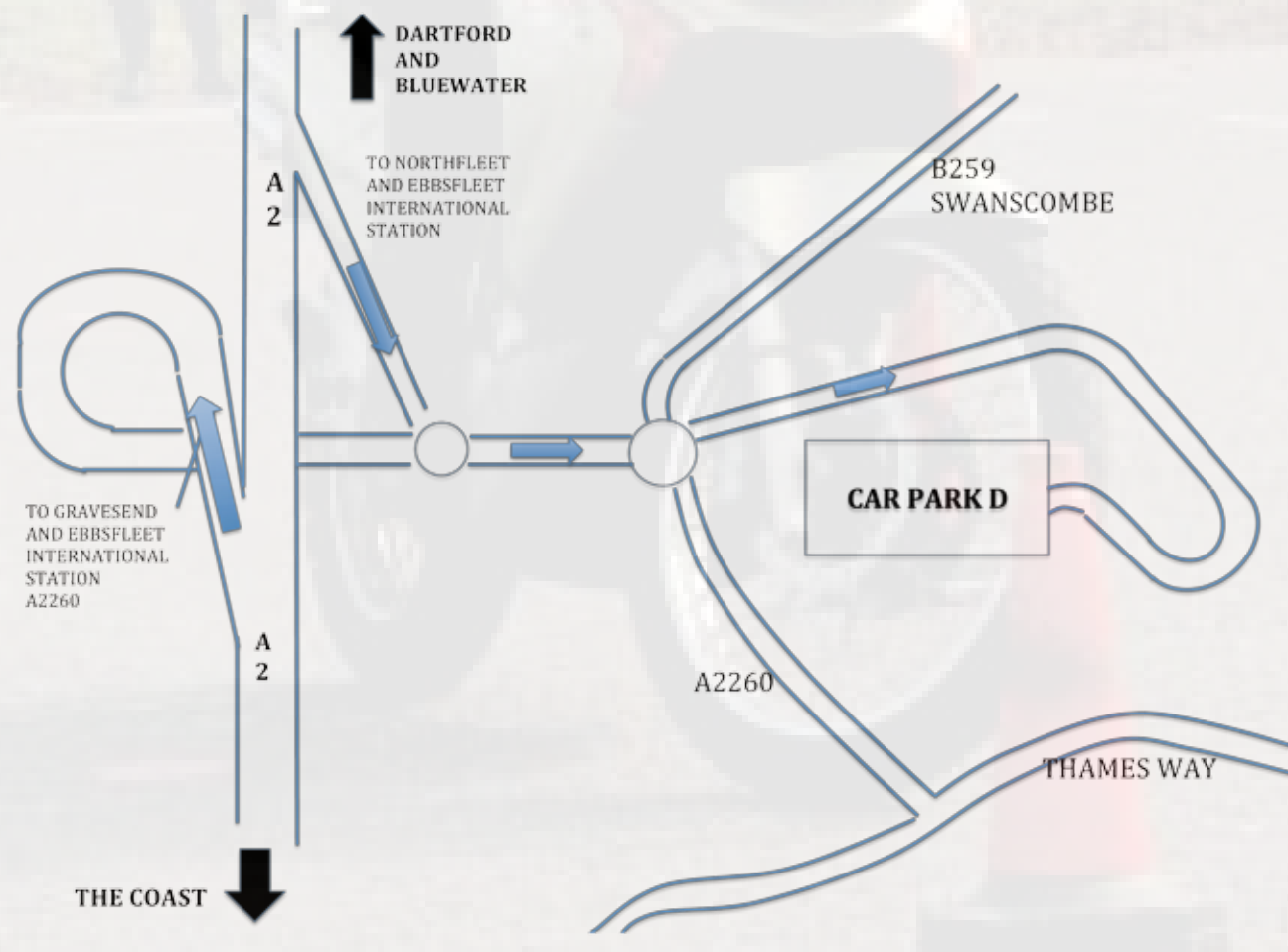
Arrival time: 08:45 for 09:00 start
Finish Time: approx 13:00 Hrs

Saturday, 11th April 2015

Saturday, 6th June 2015

Saturday, 1st August 2015

Saturday, 3rd October 2015



Word Search
Just a bit of fun over a coffee

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

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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**

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 Maldstone 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 • Sue Mills**



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