

RIDERS

... magazine of the KAMG



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THIS EDITION INCLUDES ...



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Please note...

At the time of going to press the Covid 19 restrictions on movement and the rules regarding social-distancing are still in force and that means that all KAMG events have been cancelled, and that will remain the situation until the IAM guidelines are changed. As soon as any events,

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observed rides or ride-outs are permitted we will notify you. At the moment the situation is fluid, so please check on Tracker, FaceBook and other social media for updates and advise others who may not have heard about the latest changes when they occur.



Nick Farley, Editor

EDITORIAL

Changes to the Highway Code

The changes that the Government is proposing to make to the Highway Code are potentially dangerous, and in the last issue of *Riders* we printed the full text of KAMG's submission to the Government's consultation process on those proposed changes. There are now very welcome signs that the IAM and RoSPA are both becoming more concerned about the dangers of the proposals too. Both organisations, in their latest house magazines, print letters from worried members about the changes, and there is also a good article in the IAM's *ROADSMART* magazine on the subject of the 'Hierarchy of Roadusers', which is probably the most contentious of the proposed amendments, and one that the KAMG particularly highlighted as dangerous. The article in *ROADSMART* includes a frightening piece by Cycling UK's 'Head of Advocacy and Campaigns' (Organisations with long, daft job titles have too much money. Discuss.) This chap explicitly says that if you are riding a bicycle you don't need to pay as much attention as if you are driving a lorry because your inattention can do less damage! With idiots like that having official status in Cycling UK's offices there is obviously little hope for common sense getting a look in.

The Road Haulage Association, like the KAMG, is worried that the 'Hierarchy of Users' concept will actually encourage some road users to take risks, imagining themselves to be safe when they are not: "For example," says the RHA, "a van driver intending to turn left and indicating to do so and having checked his mirrors, will begin concentrating on the turn....and in the intervening period a cyclist is now (positioned) between the kerb and the van." In effect the cyclist would be 'undertaking' and under the new proposals would believe himself to be safe and perfectly within his rights to do so, and any resultant collision would then, presumably, be the van driver's fault. Bad enough for a van driver, but how much worse for the driver of a big lorry, and, in this situation, the cyclist isn't even required

to wear anything that makes him more obvious and visible.

KAMG made a detailed submission to the Government about the proposed changes to the Highway Code because it thinks that in some instances the changes would definitely not have the desired effect of making the roads safer for cyclists and pedestrians, and worse, it might even make the roads more dangerous for other road users. A copy of the KAMG document was sent for information to the MPs who represent the constituencies that cover the areas where KAMG members live. Those MPs were Laura Trott, Tracey Crouch, Tom Tugendhat, Greg Clark, Gareth Johnson, Helen Grant, Rehman Chishti, and Adam Holloway.

Only Tom Tugendhat responded quickly, positively and unprompted, although, after prompting, Laura Trott also responded positively. Eventually, Gareth Johnson, after receiving an email from Chris Daniel, one of his KAMG constituents, also replied, but obviously completely missed the point of the KAMG submission, which he seemed to think was in some way anti-cycling and all about cyclists being insured. He said: *"I am of the view that the Government should be doing everything possible to promote cycling. I do not feel that mandating insurance for cyclists is appropriate or necessary ... many of the proposals outlined by the Kent Advanced Motorcycle Group may be well intended, however I feel that the measures, such as insurance for cyclists, are a disproportionate step."* Thanks Gareth. Meanwhile, from Tracey Crouch, Greg Clark, Helen Grant, Rehman Chishti and Adam Holloway there was not a peep.

This issue is really important and quite how far it has progressed within government I don't know, but if some of the proposals are eventually incorporated in the Highway Code, be under no illusion, they will fundamentally and dramatically change the driving landscape...and not for the better.

Helmet 'Pull Tabs'

Following a piece by Dave Willson a couple of issues back about the 'pull tabs' on some helmets that allow paramedics to remove a helmet in the event of an accident, we received a letter from a KAMG member who had an accident and the paramedics that attended that accident did not know about these tabs and removed his helmet without using them. He said, *"(the medics) removed the helmet without using the quick release system and although I have some spinal cord damage I was extremely lucky not to have much worse injuries, literally*

millimetres from total paralysis." This is obviously very worrying and we checked with Kent Fire and Rescue who assured us that all of their crews are familiar with these tabs and their use, and also that the subject is covered in the KFRS 'Biker Down' courses. In order to get knowledge of this potential problem more widely circulated we contacted the IAM and you will have seen that the KAMG member's letter has been included in the latest *ROADSMART* magazine with appropriate comments by the IAM.

Mickey's Diner

It is very sad to have to report that 'Mickey' of Mickey's Diner died recently. The Diner on Bluebell Hill was a favourite meeting place for KAMG members and it was the starting point of many a KAMG jaunt and many an observed ride too. Mickey was a welcoming friend of the Group at his excellent diners and supported KAMG by advertising in this magazine, and, importantly, he was himself a biker. We send Mickey's family and friends our condolences. We shall miss him.

VIEW FROM THE CHAIR



Your Membership

It's March again and that time of year when everyone's KAMG membership is due for renewal. At the beginning of last year, and long before any of us knew what was about to hit us, it was proposed by the committee to increase the membership fee for this year, and that proposal was approved at the AGM. However, it has since been decided to delay that increase until next year. The membership fee for this year remains at £25. Hurrah! Some good news for a change.

I know that much of the social activity of the 'club' has had to be cut this year, but despite the Covid restrictions and the lockdowns of the last 12 months a great deal of our activity has continued. Remember that while many of us, perhaps most of us, think of the KAMG as a 'club' it is actually a registered charity whose primary role is promoting motorcycle safety through advanced riding. Our membership fee is actually classed as a charitable donation, which is why we are able to claim 'Gift Aid' on each of those donations, and the Group's funds are used for the purpose of promoting motorcycle safety.

Throughout last year, other than in the strict lockdowns, KAMG's work went ahead as normal, and as reported in the last issue of *Riders* there were an incredible 508 observed rides on the 220 days when, in theory, riding was allowed, and I think that adds up to something approaching 15000 miles of training. And in spite of the months of restriction and shutdown we recruited 46 new members last year against 57 in the full year of 2019.

Covid's effect unfortunately delayed the introduction of our exciting bursary scheme for young riders last year, but I am confident that in the coming year we shall soon be able to launch that and also be able to restart a full programme of Machine Control Days, group training rides, social ride-outs and monthly group nights with guest speakers and demo rides. In the meantime we shall continue to publish the magazine, which, incidentally, cost £4800 in the last

year because every copy had to be posted when normally a large number of copies would have been given out at group nights, but it is the one tangible and guaranteed contact with every member and is particularly important when for many there is no other connection with the group. The e.news too will continue to be published and be the conduit for getting news and information out quickly. And we are also trying to arrange on-line and Zoom activities until we can all get together in real contact again.

I do hope that you will continue to support KAMG in every way possible, not least by renewing your membership on March 31st. We really need to know that we have your help at this particularly difficult time. Personally I am so missing the observed rides and I look forward to better days, and particularly I am looking forward to seeing everyone again in a few weeks. Please be patient. It is getting better.

Tina Underwood

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



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OUR FIRST 'ZOOM' GROUP NIGHT A SUCCESS

The Girl on a Bike

In January we tried our first Group Night meeting by Zoom and it was a great success. The speaker was Vanessa Ruck, aka 'The Girl on a Bike', (www.thegirlonabike.com), who gave a really inspiring, illustrated talk about how motorcycling had helped her recover from an horrific bicycle accident that she had when she was hit by a car that jumped the traffic lights and hit her side on. She was taken to hospital and sent home with instructions "to let the inflammation die down." In fact so severe was the 'inflammation' that five years later and after several operations to reconstruct her hip and shoulder and replace other bits and pieces she is still in pain and will still have to undergo even more operations. But – and it's a big but – as a result of this accident she became a biker. Well, that's not strictly true, she had had a motorbike briefly before, but it was only after her bicycle accident that she properly discovered what motorbikes were really all about. Early in her recovery she and her husband hired a couple of Harleys for a day and that was her motorbike epiphany. The moment when she realised what being a rider actually means. We've all had that moment when we 'knew' motorbikes were the only way to travel, though obviously not prompted by such an awful event as Vanessa's. Riding motorbikes is something non-riders simply don't 'get'. Only those who know 'know', and it's impossible to explain to the un-knowners. Jerry Seinfeld as a young boy was in his father's office one day when a biker came in drenched to the skin from the pouring rain and Seinfeld asked him if he wished he had a car. The biker said no, he only wished it wasn't raining.

Vanessa's riding on her Harley and her off-road riding in enduro competitions and trials have been life-changing for her and have been central to her physical and psychological



recovery after her accident. Hers is an inspiring story and we thank her for telling it and making our first Zoom such a success.

There were 66 computers signed in to that Zoom meeting and as several of those computers were being viewed by more than one person we obviously had well over 70 people attending our inaugural Zoom night, and for the first time our speaker was heard without the usual 'noise from the bar'. So you see Covid restrictions aren't all bad. By the time you are reading this we should have completed our second Zoom night on February 25th and that is going to be followed by Karen Higgens of The British Motorcycle Racing Club on the 28th of April. More meetings are being planned. Check social media and Tracker. NF



TEST PASSES

Since the last edition

A warm welcome to the Group's new members and existing ones

Simon Gambleton receiving his Advanced Rider qualification from Joe Mair



GREEN LANING?

Ian Burchell finds it is actually rather brown



I read with interest the training articles in the last edition of *Riders*, which reminded me that I had a taste of green-laning (trail riding) last November, in between the Covid 19 lockdowns. It all started with a dog walk in a local park and a chance meeting with a friend and ex-colleague by the name of Adam, who invited me to try out a green-laning experience on which he was the instructor/organiser. Now, I have had a couple of "loose surface appreciation" training days back in the dim and distant past, and I used to ride a Suzuki DR 250 or 350 around the local parks, open spaces and estates courtesy of the Met Police, but I have always considered myself a novice in this area of motorcycling. However, never say never to a freebie is my attitude – also courtesy of the Met Police – so of course I said "Yes" and a few days later I presented myself at the Phoenix Motorcycle Training base near Fooths Cray, to be given the keys to a Honda CRF250 and kitted out from top to toe with all the

appropriate gear – boots, armour, helmet, gloves etc. All I supplied was my own Aldi version of Draggin' JEANS (purely for comfort and armour), plus a waterproof plastic jacket and over trousers as I was warned it might get a bit wet and dirty, and boy did it get wet and dirty!

The Phoenix base, apart from a hardstanding area for CBT trainees, also has a green space for a bit of off-road practice to start the day off. It's not a huge area but it's varied enough to warm up or to use for the 'taster' sessions. It was also very useful, after Adam's initial briefing and advice, as a reminder to me of how much of a novice I still was! A potential customer (with lots of mates) was also with us for the day and he showed far less nerves than me – oh to be 30 years younger again and less worried about getting hurt.

After the warm up we set off by road towards Swanley for the first of a number of green lanes. After that I got totally lost and just followed Adam on a mixture of green lanes and metalled roads, every so often recognising where I was for a moment from a local landmark. Speaking to Adam later I found out that we had ridden from Swanley, at some stage passing Canada Heights, rode some of the Pilgrims Way and ended up close to Snodland before returning to Fooths Cray. The mixture of lanes to roads can vary depending on the experience of the group of riders that Adam takes out (a maximum of four at once) and like all good training days it is student-centred and is tailored to the group's particular requirements, be they novices or very experienced. If a group is advanced/experienced and looking for more lanes than roads, Adam will also be starting from a Maidstone base in the spring, when the days are longer and the weather is better, with courses that will be more a guided tour, covering up to 80 miles, mainly off road. For these Maidstone courses there will be no training to speak of, so you will first have to complete a level 1 or 2 day at Fooths Cray.

The off-road riding on our day seemed to have a bit of everything from quite nice smooth paths with and without steps, to really, really, muddy rutted tracks. All I remember is that it's much harder work than riding on tarmac, and it is very easy to lay the bike on the floor (three times) but it's great fun and the time flew by. I was surprised to find how many trails there are that are open to motorcycles and yet

are so close to London. This was helped by the fact that Adam has some of the Kent council padlock codes to open gates for those with the correct permissions, which he has.

On a very positive note, we were greeted very cordially by other users of the lanes including walkers with and without dogs, cyclists and horse riders, which is completely opposite to the view that the motorcycle press reports. How unusual! On our return we put the kettle on and then spent some time jet washing the bikes and ourselves to remove the Kentish mud – something the paying customer is not asked to do.



I hope that the accompanying pictures give you an idea of the trails that Adam will lead you along. Thankfully none of them includes me in shot as they were taken on another group's day, otherwise my lack of skill would be recorded for all to see.

Would I recommend the day to KAMG members? Yes of course I would, especially if you have not experienced this side of biking before. The good news is that Mark has offered KAMG a discount. Normally the cost for the day is £250 per rider, but if four KAMG riders can book a Friday session it would cost £210 each. There is also the option of a two-hour starter/taster session at the Fooths Cray site: this normally costs £55 per person but there would be a £5 reduction per person if four KAMG members book as a group.

Finally, in the interest of full disclosure, I must say that I have known Mark Jaffe, the owner of Phoenix, for many years, and many of his trainers are ex-colleagues or friends of mine, and at one time I did consider joining their team as a CBT/DAS trainer.

For further information please contact the Phoenix office on Freephone 0800 612 6543, Landline: 020 8819 4231 or email: footscray@phoenixmotorcycletraining.co.uk

VOLUNTEER RIDERS UK

The eruption of the Covid pandemic this time last year created an unprecedented and sudden demand for Personal Protection Equipment to be made and delivered to those who needed it. The problem was how to get it from thousands of makers to thousands of users?

Niels Reynolds joined VRUK and found out how it was done

In this Covid crisis there has been a national shortage of Personal Protection Equipment (PPE), and a huge army of volunteers stepped forward to fill this shortage and make gowns, scrubs and masks in their own time, in their own homes and at their own expense. PPE availability increased almost exponentially. The problem was that the means to distribute this much-needed equipment simply didn't exist; there was no organised means of getting the equipment from the thousands of volunteer makers dotted all over the country to the people and places where it was needed. Came the hour came the man – it's a cliché but it's true – and that man was 'Jonesy', and because of Jonesy 'Volunteer Riders UK' was born. It was set up in March last year to provide a nationwide free collection and delivery network for all this freely-donated PPE equipment for hospitals, dentists, GPs, care homes and even individual carers.

Like many others, my self-employed work had been seriously affected by Covid and the consequent negative effect on business confidence that caused companies to tighten their purse strings, and so, with time on my hands, I'd joined a local Red Cross group, collecting and delivering prescriptions and meds. A fellow Red Cross volunteer mentioned VRUK and gave me the contact details. I searched for VRUK on Facebook, found them and joined up. On joining, it was nice to get a friendly welcome message from fellow KAMG member Sylvain Romand, who I'd met on several group runs, and I also noticed that another KAMG member, Mark Dunnings, was active on a number of jobs for VRUK. And although not directly connected with VRUK, I know too that Tina has been voluntarily making PPE during the Covid crisis, and I know of other KAMG people helping in their communities.

VRUK works by connecting the PPE makers with the PPE users all over the country, matching supply and demand nationwide. I have to say, it seems to work a whole lot more quickly and easily than Hermes or Yodel! Volunteer co-ordinators liaise with the makers and the end-users to arrange suitable collection and delivery times. The co-ordinators then post the delivery 'job' on the VRUK

Facebook page showing the journey plotted on a Google map screenshot, and the job is 'claimed' by a volunteer. My delivery rides from sunny Crowborough have taken me to such exotic locations as Guildford, Ilford and Romford and to seaside locations like Portsmouth, Whitstable and Newhaven,



taking the scenic routes in true Dave Lewis 'B-Road Bimble' fashion if it's practical. And wherever I've been, I've met some remarkable people and been shown such kindness and generosity – three of us on a large collection were offered a full English breakfast by one maker, and teas, coffees, cakes and chocolates are pretty much par for the course, which is all good, except I'll probably need to stiffen the bike's suspension a notch or two if it continues.

One of the most productive makers and regular VRUK 'customer' is a remarkable woman in Strood, who works through the pain and severely restricted mobility of her own health condition to continue to produce PPE for local health services. She's just one of so many gifted and generous people, quietly making a difference. Particularly poignant for me were a couple of jobs posted in the summer to the hospital where a much-respected KAMG Observer had recovered having been very seriously ill with Covid.

Jobs can sometimes be a couple of hundred miles or more, in which case co-ordinators assign a number of 'legs', where a volunteer rider takes the items part of the way and hands over to a second rider to take on to the next stage of the journey. In such cases the co-ordinators also plan each leg's changeover point. Some pretty long journeys have been undertaken in this way involving several legs, up to five or six in some instances. Larger deliveries will often need more than one bike, in which case the co-ordinators will



call for a small convoy of two, three or more riders. This system has worked really well and I've never seen a job go unclaimed by volunteers. The number of volunteer riders has held steady at around 3,800 nationally and the service is universally well received by makers and users alike. So much so that VRUK has appeared in the motorcycle press and on TV and radio. And though he'll not thank me for saying so, Jonesy has also been awarded a community 'Shine a Light' Award. Well deserved, although personally I think he should have been on the new Year's Honours List!

In the last few weeks, the general supply of PPE has clearly improved, more so in some areas than others, and the demands on VRUK have been reducing. And as far as I can tell, Jonesy's biggest wish is that, for the right reasons, there is no further need of VRUK. I'll drink to that.

Jonesy himself tells Riders why he started VRUK

I set up Volunteer Riders UK (VRUK) in March 2020. It was an idea that I had to try use motorcycles to distribute completely free the PPE – masks, visors, scrubs, gowns and even parts for ventilators – that was needed across the UK. I began the project as a memorial to my brother Rob 'Jonesy' Jones who died in December 2019 after a long, undiagnosed (and so untreated) illness, aged only 35, and I wanted to ensure that as many families as possible never have to experience unnecessarily the very real and agonising pain of losing someone they love.

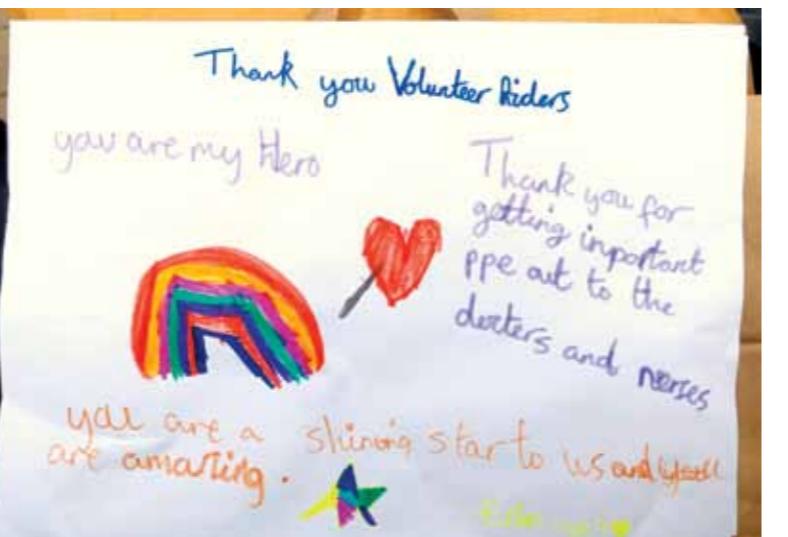


The "bearded, leather-clad, covered in patches and badges" Jonesy



Since March 2020 we, as bikers, have taken PPE from Devon to Scotland, from Great Yarmouth to Wales, and anywhere and everywhere in between. We have provided transport for manufacturers and sewing groups all over the UK who have been making the PPE. We even used a plane to deliver to an African country. Everything we carry is supplied and transported completely free to the end user. We are a completely cashless group. We do no fundraising, nor do we have any sponsorship: we run and rely completely on the goodwill, time, transport and fuel of our riders, drivers and our co-ordinators. The people making the PPE also do so free of charge to the end users, although some may get funding from other sources. We have been responsible for transporting most of the PPE from amazing groups such as NHS Heroes, For the Love of Scrubs, Team Scrubber and Shelagh's Sewing Circle near me in Dronfield.

We work with manufacturers and sewers and have our riders all over mainland UK and occasionally we have liaised with groups in Ireland too. The group currently has around 3,800 members. It is entirely non-political, and is a credit



to every member who by being a part of it has made this immense project so successful. We believe that so far we have delivered well in excess of 6,000,000 pieces of free PPE, ranging from masks to complete scrub sets, and we have not as yet even begun to calculate the miles ridden. We deliver to front line professionals both in and out of the NHS. We deliver to hospitals, to care homes, to GP surgeries, to dentists, to schools, to colleges, to ambulance teams, to community midwives, to Covid recovery wards, to Great Ormond Street and also to vulnerable children, families and to individuals.

Our riders are men and women from every walk of life, of all ages and all abilities including disabled riders. There is no discrimination on race, culture or social background. So remember when you see that biker, whether bearded, leather-clad, covered in badges and patches (like me) or

wearing hi-viz like so many others, that not only are they fathers, mothers, sisters, brothers, grandparents or friends, they are also putting their all into keeping our families, friends, communities and country safe. When you want to clap a true hero just remember that hero may be closer than you think.

I am proud of each one of those trying to keep us all safe and I call every member of VRUK brother or sister and forever my friends. The key motivations have been helping others, protecting families, communities and the nation, and yes other nations too. I am a political animal, but the group is not. We focus purely on the job at hand and do everything we can in our own way to reduce risks for all those who are vulnerable through their work, their health or their situation.

Jonesy – January 2021

QUOTES

A big 'Thank You' to you all for getting our scrubs out there to people. We are on our way to 11,000 sets now and many have been delivered by all of you lovely people. None of these deliveries would have been easy without your group!

Lin: Team Scrubbers

Brilliant concept, well organised and oh so needed. Thank you for all you do. You have collected sewing from me several times – always exceptional and exemplary. Thank you soooooo much.

Glenda: volunteer scrubs maker

It is a privilege and an honour to be a part of this fantastic, wonderful group of people and to be part of something that has perfectly captured the true ethos of volunteering. Keep up the good work all!

Charlie: volunteer rider

You've been invaluable to us getting scrubs out from Anglesey direct to hospitals and nurses including the NHS cluster co-ordinators across Wales and further afield.

Stacey: volunteer maker

Huge lotta love and admiration to all of you. You have all been vital during this time. I am a PPE maker, every box sent got delivered in incredible time and in immaculate condition. So much love and respect for all of you!!

Rebecca: volunteer maker

I co-host the evening show - we mentioned you amazing people at Volunteer Riders UK on @BBC Radio Gloucestershire - and what a great response!

Patricia: BBC Radio Gloucester

You guys are amazing and this is SO important here in Kent – hospitals, care homes and key workers are so grateful for everything you guys do for us!

Sarah: senior NHS nurse

Every stitch, every mile driven or ridden, every kind deed done – these acts are done in kindness and for the right reasons. Thank you!

Mandy: volunteer PPE maker

DO NOT 'TAKE THE KNEE'

It has been very fashionable lately, I've noticed, to 'take the knee', and it's an action that is cruelly divisive and blatantly non-inclusive. In fact it is just plain 'young-ist'...or do I mean 'old-ist'? (I'm never sure with the suffix 'ist'. For example, a 'feminist' is someone who is pro-women and their rights whereas a 'racist' is someone who is anti or against other races.) Never mind the semantics, back to the story: 'taking the knee' is 'oldist' in the sense that it is anti-old; it is shameful in the way that it treats old knees as second class knees. If my knees would stand the strain I would lead a protest march – Old Knees Matter!

The human body is on the whole quite well designed, but its fundamental weakness has always been that its various bits wear out at different rates. This means that while your fingers, say, may still be adept at shoving a pen across the page in a meaningful way, or remain capable of typing an email well into old age, the knees start to give up after about fifty years, and by the time a knee is in its late seventies it is a flexible joint in name only. That means that only the bloody young can actually 'take the knee'.

My point – and there is a point – is this: you will have noticed that there comes a moment in each year, usually about late September, when despite its age, young or old, the knee must be taken. It's inescapable. It is the time of year when the bike must be cleaned prior to being wrapped in an oily film of ACF50 to protect it through the dirty winter months, and this will involve scrabbling about on the ground getting wet and dirty with your knees screaming in agony, and afterwards not being able to get up again because those same knees long ago gave up being able to bend and straighten. If you are at this negative-knee stage in life you will be familiar with the truth that I am speaking; if, on the other hand, you are still revoltingly young and flexible you will laugh and imagine that this won't ever happen to you. I am truly delighted to say that it will, although, sadly, I won't be here to see it. However, I can offer you all, young and old, a smidgeon of hope. There's no cure for 'old knee', but there is another path that doesn't involve knees at all, and this year I took that blessed and enlightened path – I bought a hydraulic motorcycle lift. Yee Ha!

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Man is a clever bugger you know, and he knew that redesigning and updating the knee was going to be a really big job that would probably take many millions of years of evolution and require resources that he didn't have; so, as a short term, interim measure, he invented the hydraulic motorcycle lift. This simple device bypasses the need for the knee to bend. You have to admit that's damn clever, and it's so obvious once it's been pointed out to you. A bit of light engineering and the problem is solved. The motorcycle lift is an example of man's astounding ability to cure various ills with lateral thinking. The motorcycle lift ranks alongside penicillin. People have been awarded Nobel Prizes for less. A lift simply presents the bike at a respectable height, a height at which a chap can work in a decent, straight-kneed and gentlemanly fashion, and it is, I must tell you, absolute bliss. Why I didn't get one of these things years ago I shall never know. Well, actually I do know: it was lack of money. I stopped throwing spanners at motorbikes in 1979, when I had a 400cc Honda Super Dream, believing then that spannering was probably best left in the hands of the professionals. I thought at the time that major workshop equipment was a bit of an extravagance. But no. The lift is the best motorcycle accessory I ever bought. Don't wait for your knees to collapse. Get a lift now.

Mine is the 640mm wide version from CJ Autos. I looked on-line to explore the possibilities and I found that there are huge differences in price, ranging from over £2000 to about £450. The expensive jobs are obviously for the professional workshop, but there are several in the £400 to £500 bracket (including delivery and VAT). Some offer 'free delivery' but in reality they have included the delivery cost in the basic price. Others appear to be cheaper but then add a high delivery charge. In the end they all work out at similar prices. Mine was £420 in total – £275 for the lift plus £75 delivery and £70 VAT. Delivery is expensive because it is a big item and it's very heavy. Actually it's very, very heavy. The poor chap in the Tuffnell courier van had somehow loaded it into his van singlehanded. Gawd knows how. 'Elf-n-safety' would have had a fit. The unloading involved him pushing and me pulling, and with a bit of help from gravity the thing eventually fell out. It came in a very long wooden crate that was labelled, with ironic humour, 'lighter end' and 'heavier end'. Irrelevant information as it turned out since any minuscule difference in weight from one end to the other was purely academic and without those labels who would have known there was any difference at all? The imperceptible difference in weight from the 'lighter' end to the 'heavier' end could only be measured with very accurate atomic scales. The reality was that both ends were bucking heavy and neither end was capable of being lifted by me anyway; this thing is built like a steel outhouse. However,

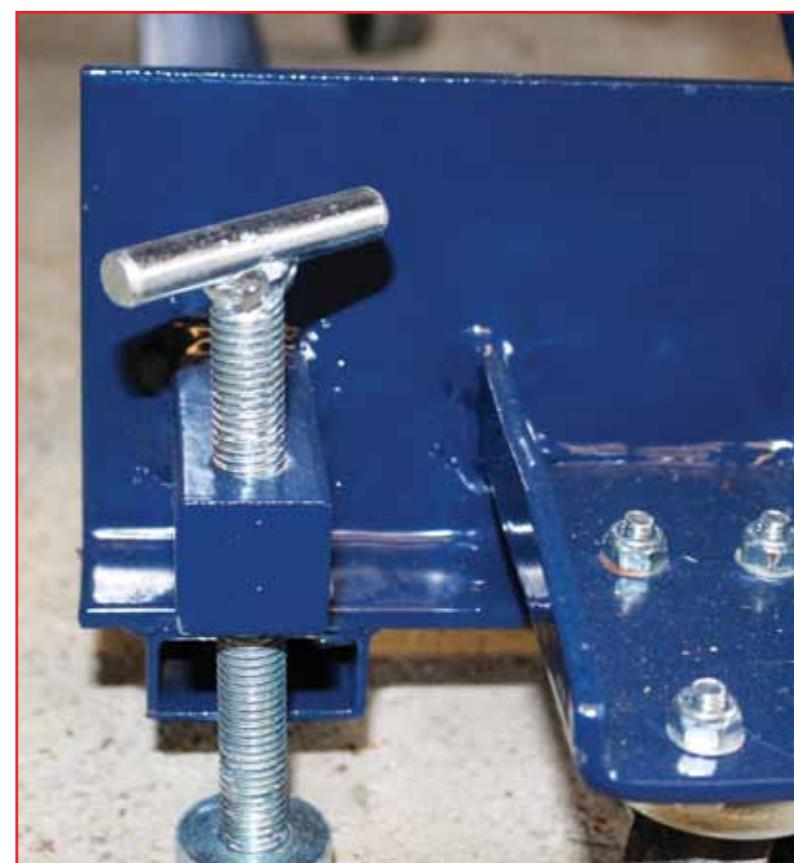


The locking bar in place. Do not use the lift without this being in place.

once unpacked it is very easily shoved around on its wheels. It comes completely assembled apart from the wheel clamp on the deck, which takes about 15 minutes to bolt on. It is an impressive piece of kit, which will lift a fully kitted Gold Wing and still leave you with about 250lbs of 'spare' capacity, so you are unlikely to test its limits.

The tricky bit for me was getting the bike up the ramp, on to the deck and made fast. Once again the wretched 'young' will have the advantage. They will nonchalantly shove the bike up on to the deck and probably be able to fasten it in the wheel clamp singlehanded. I couldn't do that and had to engage the help of The Lady Pillion. As I couldn't push the bike up the ramp I had to get it up

The screw down feet that lock the lift and prevent it moving when it's loaded.



NF

under power. Picture the scene: several tons of bloody great motorbike being propelled up the ramp under power while being held by a feeble old git standing beside it holding the bars with the object of guiding the front wheel into the clamp while The Lady Pillion wound the clamp tight. The potential for the bike to roar off the end of the table, or to fall sideways on to me, did not go unremarked. However, all was satisfactorily accomplished and the R1200R was in place, held only by the front wheel clamp at this stage. Next it is necessary to strap the bike by its handlebars using Fortem ratchet straps. I used straps at the back too. Job done. The beast was contained and stable and the work began. My lift can be locked at two heights: 31inches and 20inches. I say 'locked' because it is imperative that you lock it in position and do not hold it on the hydraulic pump – that way lies disaster. That's it. Nothing else to say. It's an unqualified success. Why have I waited until I'm in my dotage before getting this obvious piece of equipment? Can't answer that.

There are two other things that have added to the pleasure of the lift, and they're two very simple things: a 'Car Creeper and Stool' and a cordless inspection lamp. The same week that the lift was delivered I found in one of Mr LIDL's wonderful stores a 'car creeper/seat' £29.* And in Halfords I found a Rolson cordless LED inspection lamp. Both are brilliant. The seat can either be configured as a thing for sliding (creeping) under a car – I won't be using it like that – or as a seat for sitting down while you polish or spanner the motorbike on the lift. The lamp is fantastic and cost £11 in Halfords, although it is advertised at £32.49 on Rolson's own website. Inspection lamps are a pain in the arse in my experience, great clumsy things with their cables and spring clamps and red hot bulbs, but this Rolson is the bee's (flexible) knees. Brilliant light; really strong magnets to anchor it; seems to run forever on four AA batteries; it's the perfect complement to the lift. Then I bought a smaller and equally brilliant inspection lamp from Mr Lidl for three quid. Three quid!

And it's not only me and the bike that have benefited from all this lifting and illuminating, it's the lawnmowers too. I've even used the lift as a potting bench at bulb time. In fact, that was its first job. Next on the table will be my 1970 250cc Montesa Scorpion enduro bike that has been wanting attention for a 'couple' of years. Onward and upward.

**Those of you accustomed to the ways of Mr LIDL will know that you do not find the same things in the stores every week. When the creeper seat will re-appear who knows? I asked LIDL HQ and they didn't know. If you see it, grab it.*

NF



Above: A set of four easy to use Fortem ratchet straps.

INFORMATION PANEL

CJ Autos Ltd
www.cjautosheywood.co.uk

Fortem Ratchet Tie Down Straps
Google: Fortem ratchet straps

Del Boy's garage
youtube.com/watch?v=voNak5eqRzg



Right: Two excellent inspection lamps, Rolson on the left and the Lidl on the right.



Mr Lidl's excellent creeper and seat

2020 SENT ME KWAKKERS!

If you were agog to read Part II of the Kawasaki restoration in November's Riders you will have noticed that it wasn't there.

Bob Martin explains why...

Those of you with advanced levels of observation will have noticed the lack of Part II of the KDX restoration saga in the last edition of *Riders*. This was due to the pesky virus holding up the return of parts from the ceramic coaters. Well, they have now at last arrived! Good news. However, in the

interim, things in the shed have moved on in a quite different direction.

A few weeks ago, I was talking to a chap about an entirely unrelated subject (The Friends Group of our local park) and the chat turned to motorcycles. Anyway, my radar

went into overdrive when said chap revealed that he had not one but three motorcycles in his garage that had not moved for around 20 years. What sort of bikes I hear you ask – a red 1995 Ducati 900SS, a black 1981 900 Ducati Darmah and a green and purple 2000 Kawasaki ZRX1100! I promptly arranged a time for a socially-distanced visit and I found the bikes covered in years of wood dust – the chap has a woodwork habit that he sates in his garage. Of the three bikes, neither of the Ducatis had turned a wheel in anger for more than 20 years, and the big Z had not moved in 15 years. I know, I know, it's enough to make a grown man weep. Anyway, I talked to a friend of mine about the situation and between us we decided to buy all three. A deal was done, and once the money was sorted and various bits and bobs that went with the bikes were recovered from shed/garage/attic etc., a van was arranged and off we went to pick them up.

By now you might be wondering where the KDX, which was the original object of this restoration project, fits into the story. Well, the answer is that it's still in bits in boxes. It was supplanted on the bike stand in the shed by the ZRX1100, and the two Ducatis are stored at my friend's place in Rainham for the time being.

Starting work on the big Z, the first job was to take the brake calipers off as they had seized on the discs. Once I could move the bike the next job was to check the fuel situation, but unfortunately none of the bikes had



been stored properly, which meant that they had a number of issues as a result. There was still some fuel in the Z's tank but the petcock wouldn't turn due to being full of resin like the stickiest toffee ever seen. So off came the tank to be dealt with later. I fitted a new battery, changed the plugs, changed oil and the oil filter, and connected up my temporary fuel canister. Because of the resin in the petcock I assumed that the carbs would also be completely gummed



Before ...



... after

This is what the Kawasaki should look like in Part II...but don't hold your breath.



up and therefore I pressed the starter with little hope of her coming to life. However, after a few tickles and a bit of choke she started right up! A bit rough, but running on all four cylinders and sounding pretty sweet. You have to love Japanese engineering.

Next job was wheels off to fit new brake discs. The front ones were both on the limit and very lumpy, and the rear was way below limit and it looked like the pads had been on the rivets for a while. No 'powders' being done here methinks. The discs have now been changed and new 'Michelin Pilot Road

5' tyres fitted and I have just taken delivery of new brake pistons and seals plus braided lines for the calipers, so they are next on the list to be done.

The tank, mudguard, nose fairing, side panels and tail piece are now with my mate Paul – Paul's One Off Customs in West Kingsdown – to be painted. I'm keeping the same colour scheme but with added sparkle. It will look the nuts. But Paul is really busy so it is likely to be the paint that will hold me up this time. Watch this space.

(Bob, I'm holding you to that this time. Ed)

But wait: what about the poor little KDX200? Well, she is still in boxes, as I've said, and I have been offered a tidy sum for her just as she is, so it may be that I never get to finish her. That said, I don't like to leave things unfinished, but as I still have the big Z, two Ducatis and my long running sprint project ongoing, it seems that something will have to give and it may well be the KDX. Whether I finish her or she goes elsewhere I will of course make sure she goes to a good home where she can be thrashed on a regular basis.

WALES IN SEPTEMBER

Patrick Flood tries to convince us that the sun shines in Wales...and sometimes it obviously does



I have friends down in Wales and despite Covid 19 I decided to get down there to see them last September. I left on a Sunday at about 10am and aimed to stay overnight at Aberdare, so it was M25,M3, Bracknell to Swindon, Cirencester, Gloucester, Ross-on-Wye and Abergavenny finally reaching Aberdare in the evening to stay at the local Premier Inn.

Monday morning, after breakfast at Greggs over the road from the hotel, I head for Porth. The road starts uphill with sharp bends and a fine view of Aberdare and the surrounding hills. Just down the road from Porth is the Welsh Mining Experience, which is the old Lewis Merthyr Colliery preserved as a heritage site. No time to explore it though, just a few photos from the outside and on towards Pontypridd. But then a stop at Aberfan, a few miles north of Pontypridd. Many of you will remember the Aberfan disaster of 1966, when 116 children and 28 adults lost their lives, and I always wanted to see the place, especially the school memorial and graveyard. I went to the school memorial first, which is the site of the Pantglas Junior School, and walked around the gardens where the paths are laid out to represent the original school walkways and classroom dimensions. So quiet, and a lovely remembrance garden. Down the road is the Bryntaf Cemetery located up a steep hill and I parked there in the graveyard service area. The walk from there to where the children and adults are buried is up a steep hill, and it being a hot day and being

in full motor cycle gear, I was relieved to get to the top. The graves are in two rows of immaculate white marble and are kept in pristine condition.

After spending some time walking along the rows with my own thoughts, it was time to head north to Brecon on the A470 before turning left to Sennybridge on a great fast road. As I turn off following a car and trailer, I notice a motorbike in my mirror that was coming up behind me very quickly, I moved over to see him blast past me and the car with trailer just before a sharp bend. Fortunately, as it turned out, this was followed by the straightest bit of road before Sennybridge! Next it was Llandovery and on to Llanwrtyd Wells, stopping for a bit of lunch. From there a narrow single-track road (an old drovers track) runs to Abergwesyn and finally Tregaron. This road is reckoned to be one of the best in Wales and is very scenic passing through the Cambrian mountains, and it includes the Devil's Staircase (gradients of 25%) with part of the road zigzagging up a steep mountainside. I meet other motorcycles and a few cyclists, and as I come over the brow of a hill I have to stop because members of the Jaguar Club are occupying most of the road taking photos. There are some very nice cars including antique Jags and EK and E Types polished and gleaming in the sun. I wait patiently until they give me enough clearance and I'm on my way again. All was going well until I start going up the steepest section and meet a car coming down, who for some reason

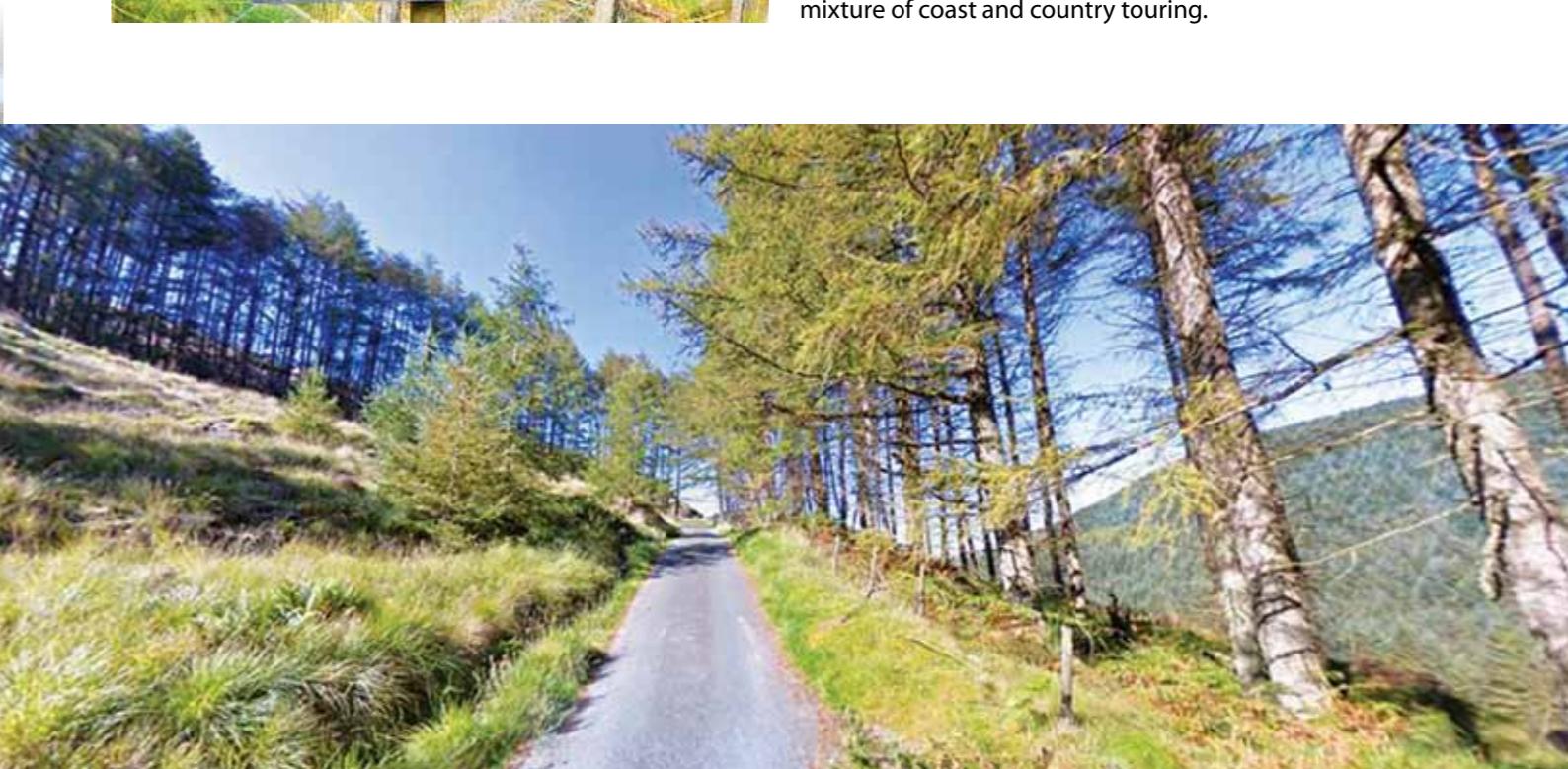


Abergwesyn Common

decided to take up most of the narrow road. Thankfully he decided to move over enough for me to get the bike through with its wide panniers. Not a place you want to stop to test your hill starts. Finally it was on to Tregaron via Bethania, Cross Inn, Pennant and Aberarth. A quick garage stop, then straight down to Newport on the Pembrokeshire coast , to my accommodation for three nights, the Llwyngwair Manor Hotel. The hotel was completely geared up for social distancing, operating a one-way system in the hotel and taking all precautions. Great breakfasts and evening meals, and after breakfast on Tuesday morning, two friends arrived and we headed to Newport Beach for a few pictures. We followed a scenic route through small country roads to Moylegrove , Cardigan, Gwbert and Aberporth before finally stopping for lunch at picturesque Llangrannog. Then, with the weather changing to rain, we headed back to the hotel via the main coast road.



Keep in
low gear
Cadwch mewn
gêr isel



Wednesday started with rain but when it cleared up, we headed out to Newport again turning off towards the highest point in the area, Cilgwyn, where we stopped to take photos. Great views from the top. Then, using all the small back roads, we went through Brynberian and Crymych. In Crymych we were delayed behind a large Openreach vehicle running fibre optic cables to telephone poles. The driver apologised profusely for the delay and we were on our way again through Boncath and eventually we stopped at Cenarth. This little village is known for the Cenarth Falls, a series of small waterfalls and a well-known salmon leap, but our main concern was stopping for some tea and cakes at a small shop near Cenarth Bridge. Suitably refreshed we were heading back when the heavens opened, cutting short any more back road riding as we made straight for the hotel.

Next day it was time to head home. I looked out of the window before breakfast and it was absolutely pouring. Yet after breakfast the rain had eased and I set out on the A487 and then the B4329 to Haverford West. This is a delightful road which led me on to the A40 heading to Brecon. The rain started again and I noticed two army trucks pull out on to the road ahead of me. Thinking I would need to get past them at some stage I was pleasantly surprised to find that they were not hanging about and were driving at a steady 60mph, eventually turning off at Brecon while I aimed for Gloucester and home.

It was great to get away on the bike and meet up with my friends down in Wales and I can thoroughly recommend that area of South Wales and Pembrokeshire; a great mixture of coast and country touring.

THE LUNACY CONTINUES

... AND THE CYNICISM TOO

The lunacy is, as usual, all governmental and the cynicism is all mine.* This month the lunacy is very close to home, in fact it is right on our doorstep: the Kent County Council has published its Vision Zero road safety strategy, and it's a real lulu! The KCC says that "The ambition of this strategy is to make Kent the best place to live and work in the UK." Hmm. I'm not sure that a road safety strategy is the best way of achieving that. However, it's the 'Zero' in the title that is the really extraordinary bit: they want to achieve the objective (or as they would say in government-speak, they want to 'deliver the outcome') of zero road deaths in Kent by 2050. And that's what happens when hundreds of people have nothing to do during a Covid lockdown – they come up with this sort of lunacy.

How are they going to do that? Well, to save you reading through 37 pages of publicity-seeking political drivel, I'll tell you. It's very simple actually and is based on three things: you will drive more slowly (if you even drive at all); you will ride bicycles quite a lot; and when you are not on a bicycle you will do a lot of walking. The hoped for result of this carefully thought out strategy is that you will kill fewer people; well, actually it is hoped that you won't kill anyone by 2050. Judging by the KCC's blatant disregard for maintaining its road assets in good condition I think that it's got a bit of a nerve trying to pretend that it is interested in road safety. Anyway, if their low maintenance road strategy continues we shall be lucky to have any roads left to ride or drive on by 2050, so that should save quite a few 'road' deaths.

Michael Payne, who is Cabinet Member for Highways and Transport, Kent County Council, says "Kent County Council continues (my underlining) to ensure that highway safety is one of its top priorities." What arrant rubbish. That is demonstrably untrue. We have all seen how the KCC has allowed the condition of its roads to deteriorate steadily for years and years. We've complained about potholes many times in this magazine in recent years and on one occasion I was even invited to attend a council meeting as a 'witness' to speak on this subject, but having been invited as a 'witness' the chairman refused permission for me to speak. What I did 'witness' was a pointless meeting.

KCC clearly doesn't care about its roads nor about the accidents, injuries and damage that their poor state causes. However, in the Vision Zero document you will be led to believe that it does care. You will have to fight your way through a raft of KCC-speak, where honest action, or simply



doing something, becomes an 'intervention', where quite ordinary 'effects' become the more dramatic 'impacts' and where 'behaviour', for some unaccountable and ungrammatical reason, is always written as 'behaviours'. You will be staggered at the number of co-operative meetings that are apparently going to take place between the council, the police, the fire and rescue bods, the 'community' and Uncle Tom Cobley, but most of all you will be dazzled by ludicrous diagrams and a staggeringly naive graph showing the projected year-by-year target for road deaths up to the magical zero in 2050. They've even managed to drag the following equation into the mix: $KE = 0.5 * m * v^2$ (Kinetic Energy = $\frac{1}{2} \times$ Mass x Velocity²). I've no idea why it's there. And there's also a very government section-heading that I quite liked, but didn't understand – 'Combining Hard and Soft Factor Interventions'. What the hell is a Hard Factor Intervention? Or a soft one, come to that.

There's reams of stuff like that, and there is also an on-line survey to answer, if you feel up to it. What a spectacular waste of time. Can I ask the KCC to please just start by repairing the bloody roads before poncing about setting ridiculous targets for road deaths? I'm all for reducing road deaths, even to zero if it's possible, but let's start at the beginning.

Moving on from local to national idiocy and to our regular star in this part of the show, the Secretary of State for Transport, Grant they-told-me-it-was-safe Shapps. Dear old Grant he never learns does he? You will remember that he has been told many times that 'SMART' motorways can be a bit dangerous, what with there being nowhere to hide if you break down in a live lane, and basic stuff like that. But



undaunted, good old Grant promptly sanctioned another 300 plus miles of these deadly motorways. A coroner in Yorkshire has just declared that the deaths of two people on a SMART motorway were 'unlawful killings', and that verdict means, in law, that "the killings were done without lawful excuse and in breach of criminal law (my underlining)." Given that serious judgement you'd think, wouldn't you, that Grant and his mates down at the Ministry of Transport would be facing the music? But no. Grant sits untroubled over his evening sherbert and calmly sanctions even more of these death traps. There is not a newspaper in the land that is not campaigning about this, but under the cover of the Covid cloak it all goes unnoticed.

Yet blind Grant is not alone in his inability to see the obvious: only the other day on the radio I heard a bloke being interviewed about SMART motorways by Nick Ferrari, who is a long-time and vigorous campaigner against them. This bloke was Professor of Transport Safety at the Institute of Transport Studies at Leeds University with a string of

research projects to his name. Ferrari asked him whether he thought SMART motorways were dangerous? "Oh no," says the prof, "they're safer than ordinary motorways." So that's cleared that up for us. Thank God for knowledgeable experts. We've all got it wrong. Silly us. The Yorkshire coroner was wrong, and all those people who have died by being clobbered when they were on what used to be the relatively safe hard shoulder would, it seems, have been killed even sooner on an ordinary more dangerous motorway. Sorry Grant, I apologise, you are truly a great seer. I am wrong. Lead me to the nearest SMART motorway that I may see and believe in the manifest safety of having no hard shoulder.

Alternatively, I could just say b----ks. And that's what I decided to do. B----KS.

The sad, sad thing is that all these idiots who are prancing about spraying their stupidity everywhere are doing it on our dollar, and we are helpless to stop them. The KCC will doubtless spend millions trying to achieve the impossible rather than spend some sensible money on its roads, while Grant and his cohorts will go on evading the law and pretending, perhaps even actually believing, that they have nothing to do with deaths on SMART motorways.

In fairness, the KCC has asked the KAMG to contribute, as a road safety organisation, to the consultation meetings on Vision Zero, and everyone is asked as individuals to complete the survey on-line. But I don't want to do that; I don't want to fiddle about fine tuning what is a fundamentally bonkers scheme. I want to tell them to stop being so silly and to start spending money on the roads and enforcing the existing traffic laws. What is certain, however, is that there is nothing we can do to change any of this. I could look to the IAM for help, but I fear I shall look in vain, again.

**I must emphasise that these are wholly my views and opinions and should not be seen as KAMG views or opinions.
NF*

Very Late News

This very morning, Sunday 21st Feb, as I was reading the final proof of this magazine before it went to press,

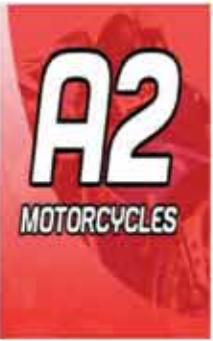
this headline appeared in the Sunday Times. And it seems that Grant and his mates could be in trouble, because

Record death toll on smart motorways

Nicholas Hellen and Tom Calver
The death toll on smart motorways has risen to a record, according to

There is evidence the true death toll in 2019 was in fact 15 because the death of a passenger in hospital seven weeks after a crash on a

South Yorkshire police and crime commissioner are urging him to scrap the 375 miles of SMART motorways after another serious crash on the M1. More important, however, the article says that a coroner investigating a SMART motorway death has referred Highways England to the Crown Prosecution service to consider whether corporate manslaughter charges should be brought. Fingers crossed.



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LYDDEN GETS OVERLOOKED...

But Charlie Mackie thinks it shouldn't

Lydden race track seems to me, unjustly, to live in the shadow of Brands Hatch. Last year I went to Lydden, which is just off the A2 near Dover, for the annual 'Lord of Lydden' race meeting and thought it might be of interest to other KAMG members. I am an ardent follower of British Superbike racing but last year I didn't see any races as all the events were held behind Covid's closed doors, including the final round at Brands Hatch. So an afternoon at Lydden in October was a badly needed tonic for me even if it did rain on and off during the day. Despite the weather I spent a most enjoyable afternoon at this event, the racing was close and exciting, the organisation and commentary were slick, the whole meeting was well organised, and for just £15 admission it represented what I thought was good value.

For those who are unaware of the existence of the Lydden circuit it has been around for a long time and was often on television in its early days. It's been a tarmac circuit since the mid-sixties having previously been a dirt circuit for grass track and stock car racing. The circuit layout is similar to the Indy circuit at Brands Hatch with an undulating course

of just about a mile in length. It's true that the facilities are slightly less good than those found at Brands and some of the other circuits in the UK, and the crowds are smaller too, but the racing is always keen and competitive. A big advantage of Lydden is that spectators are much closer to the action than at other tracks and virtually the whole circuit is visible from wherever you stand. Another good point is that spectators are actually welcomed in the pits where they can take pictures and talk to the riders. The 'Lord of Lydden' meeting is for solos and sidecars and is one of the oldest meetings in the UK, dating back to 1966. Average speeds exceed 80mph for solos and for sidecars, which is similar to the Brands Indy course, and previous winners of the title include a young Shakey Byrne and some other current BSB riders too. The same meeting is already scheduled for October this year, Covid permitting, and I would recommend it to anyone. Give Lydden a try. You won't be disappointed, I'm sure.

There is also a full schedule of track days planned at Lydden for 2021 too, starting (in theory) on March 20th.



FOR THE RIDE

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Dear Member

We will be holding the AGM electronically again this year at its normal time of the last Thursday in March, which this year is the 25th. Last year's delayed AGM worked reasonably well via Zoom so the committee has decided that we should hold this year's meeting in the same way but to revert to its regular date in the year.

The provisional accounts, which are subject to independent examination, are shown here and the final accounts will be emailed to you. You may vote on the day at the AGM or by postal/email vote in advance, details of how to vote are on the Agenda page.

The committee has decided to defer the proposed membership fee increase for another year as the Covid situation has meant that we have not had as many expenses this year as we would normally expect. It was therefore felt that we could defer the increase and it will now be introduced in 2022.

Simon Adamson has arranged for 'French Training Tour' to deliver a presentation about their motorcycle training tours and this will follow immediately after the AGM at around 8.00pm.

I will email you a link to the Zoom meeting , please sign up on Tracker if you wish to attend and I look forward to seeing you there.

Kind regards

Joe Mair
Secretary

Kent Advanced Motorcyclists Group	
Annual General Meeting 2021	
Thursday 25 th March	
To be held via Zoom videoconference at 19.30	
<u>Agenda</u>	
1. Apologies for Absence	<input type="checkbox"/>
2. Minutes from 2020 AGM and Matters Arising.	<input type="checkbox"/>
3. Chair's Report.	<input type="checkbox"/>
4. Treasurer's Report.	<input type="checkbox"/>
5. Election of Group Officers.	<input type="checkbox"/>
6. Election of Committee.	<input type="checkbox"/>
7. Membership Fees increase deferment	<input type="checkbox"/>
8. Any other business.	<input type="checkbox"/>

Voting forms may be emailed to group-secretary@kamg.org.uk or posted to :-
J Mair
Woodlands
Foxwood Way
Longfield
DA3 7LD

Votes must be received by 24th March 2021, only full members may vote, members attending the videoconference will be able to vote on the night and should not make a postal vote.

Kent Advanced Motorcyclists Group (KAMG) AGM Notice

NOTICE IS HEREBY GIVEN by order of the Group Committee that the Annual General Meeting of "KAMG" will be held at 19.30 on Thursday 25th March 2021 via a video conference to enable the Trustees of the Group (Registered Charity No: 1060837) to present their Annual Report and Accounts for the year ending 31/12/2019 for approval by the Group full members and to conduct an election.

Secretary's Name	Joe Mair	Date	12 th February 2021
Address	As Per Tracker	Group Number	K 2095

All Group Full Members, Associates and Friends are invited to attend but only Group Full Members may vote. Attendance will be limited due to the confines of the video conferencing platform, members should request a 'seat' from the secretary by booking on Tracker, these will be allocated on a first come first served basis. If the total attendance capacity is exceeded the secretary will keep a standby list in the event of members being unable to attend.

A member entitled to vote at the General Meeting may appoint a proxy to vote in his/her stead. A proxy need not be a Group Full member. A postal/email voting provision will be produced for non-attendees.

COMMITTEE MEMBERS

The committee must retire annually and may offer themselves for re-election:

Nominations	Nominee	Proposer	Seconder
Chair	Tina Underwood	Tony Young	Steve Riches
Vice Chair	Dave Murphy	Nick Farley	Simon Adamson
Treasurer	Paul Jessop	Ian Walker	Matt Barnes
Secretary	Joe Mair	Martin Ford	David Howard
Chief Observer	Ian Walker	}	
Dep. Chief Observer	Martin Ford	}	
Membership Secretary	David Howard	}	
Magazine Editor	Nick Farley	}	
Publicity Editor	Niels Reynolds	}	
Machine Control Day	Jim Pullum	}	
Regalia Manager	John England	}	
Group Nights	Simon Adamson	Jim Pullum	Colin Underwood
IDCAM & Assoc. Co-ordinator	Matt Barnes	}	
Tracker & Social Media Admin	Tony Young	}	
Committee Member	Paul Aspinall	}	
Committee Member	Colin Underwood	}	
Committee Member	John Gardiner	}	
Committee Member	Steve Riches	}	
Committee Member	Craig Ayres	}	

KENT ADVANCED MOTORCYCLISTS GROUP

INCOME & EXPENDITURE ACCOUNT FOR THE YEAR ENDED 31ST DECEMBER 2020

	2020	2019
Income		
New membership fees	1,219	1,271
Membership renewals	6,545	7,480
Advertising	1,120	968
Regalia	3,355	400
Raffle	217	694
Gift Aid receipts	913	856
KFRS	-	1,000
Magazine award	-	250
Sundry income	-	20
Interest	8	8
	<hr/> 13,377	<hr/> 12,947

Expenses

IDCAM classroom	-	447
Magazine	2,082	3,124
Post & Stationery	2,185	2,061
Equipment & website costs	1,584	1,677
Observer training & exps	409	2,535
Regalia and Raffle	3,804	1,312
Guest speaker costs	-	14
Christmas meal and BBQ - net cost	-	1,731
First Aid course - net cost	-	1,100
Committee costs	250	924
Bursary	299	-
Training weekend	-	204
Funeral flowers	-	240
Other	31	81
	<hr/> 10,644	<hr/> 15,450

Surplus / (Deficit) for the year

Surplus b/f	<hr/> 2,733	<hr/> (2,503)
Surplus c/f	<hr/> 9,759	<hr/> 7,026

KENT ADVANCED MOTORCYCLISTS GROUP

BALANCE SHEET

AS AT 31ST DECEMBER 2020

	£	£	£	£
Current assets				
Stock of regalia at notional value	316		460	
Cash	120		210	
Bank Account	9,323		6,356	
	<hr/> 9,759		<hr/> 7,026	
Current liabilities				
Creditors	-		-	
	<hr/> -		<hr/> -	
Net current assets	9,759		7,026	
Total Assets	<hr/> 9,759		<hr/> 7,026	

ACCUMULATED FUND

Balance brought forward	7,026	9,529
Surplus / (deficit) for the year	2,733	(2,503)
Balance carried forward	<hr/> 9,759	<hr/> 7,026



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Vice President: **Dave Murphy**

Honorary Life Members: **Kevin Chapman • Terry Friday**

John Leigh • John Lemon • Mike Knowles

Brenda Vickery • Ian Burchell • Sue Mills



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