

RIDERS

... magazine of the KAMG



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FORTHCOMING EVENTS

This coming Sunday

Feb 26th Group ride to Bexhill. Leybourne Lakes 10am.

MARCH

Sat 11th Observer Annual Spring Conference

Sat 18th IDCAM

Sun 26th South of England Classic Bike Show, Ardingly showground, RH17 6TL

Sun/Mon 26/27 Peterborough training weekend

Thu 30th AGM and Group Night

APRIL

Sun 2nd Group ride to Amberley. Leybourne Lakes 9am.

Sat 22nd IDCAM

Thu 27th Group Night

Sun 30th Group ride to Newlands Corner. Leybourne Lakes 9am.

MAY

Sat/Sun 6/7

Sun 7th Peterborough training weekend

Sat 13th Romney Marsh Bike Jumble, TN26 2JD

Sun 21st IDCAM

Thurs 25th Machine Control Day

Sun 28th Group Night

Sun 28th Group ride to ??? (Check Tracker) Leybourne Lakes 9am

Sun 28th 'Battle of Britain' grasstrack, Frittenden TN17 2ED

This list is correct at time of going to press. Check all KAMG dates on Tracker to ensure that there are no changes. Details of contacts for IDCAM, Machine Control Days and Ride-outs are on pages 30 and 31. Peterborough contacts are Colin Underwood (07860 127419) and Steve Riches (07786 592845). There will also be another Peterborough weekend on September 23rd and 24th.



Nick Farley, Editor

EDITORIAL

Go Left

This was from *The Daily Telegraph* of December 17th "... if the stopped vehicle detection (SVD) radar system isn't working properly on an all-lane running motorway, where the hard shoulder has been converted into a live lane, then broken-down vehicles are simply marooned in high-speed traffic, awaiting rescue that might never arrive. It is the definition of madness." It's the DT's highlighting, and you can't argue with that statement: madness it undoubtedly is. And the Stopped Vehicle Detection system obviously and decidedly isn't working, with 40% of stranded vehicles being missed on some motorways. 40%! In fact, the Highways Agency's own figures show that you are twice as likely to die on a SMART motorway as on an ordinary motorway.

But never mind, all is not lost: I have been listening carefully to the Department for Transport's reassuring radio commercials that tell me to "Go Left" if I'm in trouble on a motorway, so that's all right then. I'll do that. It sounds very simple and straightforward. I wouldn't have thought of doing that myself, but isn't it comforting to know that there's all those sensible and wise people looking after our safety? Go left – who would have thought it's that obvious? Who needs a working SVD system? Well, possibly the 59 people who have died on SMART motorways might have something to say about that... if they could.

Riders advertisers

There are some new advertisers in this edition, which is great news. In addition to all the fantastic advertisers that have been supporting us over the years, and still are supporting us, you will see ads for Sondel and Helite and also for Roadskin, which is the new name for Motoport. Advertisers are vitally important to the continued existence of the magazine so please whenever possible support them with your custom as they support us. And if you go to page 25 you will find that there is a Bank of England gift voucher for fifty quid for the winner of an advertising competition.

Tracker

The good news is that now all members of the KAMG, whether they are also members of the IAM or whether they are members only of KAMG, have full access to Tracker to check the dates of events and to reserve places at club events such as Machine Control Days, barbecues, Christmas dinners and so on. However, members who are not also members the IAM are still not able to register for ride-outs under the rules of KAMG's association with the IAM. That seems daft to me, but them's the IAM rules.

The views and opinions expressed in this magazine are solely the views and opinions of the people who write the articles, and those views and opinions should never be taken as, nor be presumed to be, the official view of, nor views supported by, either IAM RoadSmart or the KAMG.

Every article that appears in this magazine has been written expressly for this magazine and has not appeared in any other print or electronic medium before, and none of the material in this magazine may be reprinted elsewhere without the express permission of the KAMG.

Everything is done to ensure the correctness and accuracy of the editorial content of the magazine, but neither the editor nor the KAMG accepts liability for information errors, omissions or typesetting errors.

Riders is the place for every single member, or associate member, of KAMG to say what he/she thinks about anything and everything connected with riding and driving and the KAMG. Every article submitted will be published (provided it is legal) and no opinions or views will be changed or cut out. The magazine is apolitical, but criticism or praise of politicians of any political colour is welcome if the criticism, or praise, is about the politician's actions or views on road safety, roads or some other aspect of transport.

Please submit articles for publication, or letters to the editor, to the email address of the editor (see page 30). Please send pictures for publication as separate file attachments to an email if possible, rather than embedding them in the email content, and ensure that the pictures are of the highest resolution possible. Please do not send information or pictures via Facebook.

MAGAZINE DESIGN AND LAYOUT
BY JOHN GARDINER

VIEW FROM THE CHAIR

Well, it has been very chilly in the first few months of the year with very few rides taking place.

But we have seen a few days of sun and there has been a chance to blow off the cobwebs, while the committee and the training teams have been keeping very busy preparing for the new season.

You may have been aware of a few upsets that have happened recently and we have invited

some members to attend committee meetings to air their views and to put forward ideas going forward.

This is what it is all about. It's YOUR GROUP and we always need your help either by joining the committee or simply by bringing ideas to the table with the enthusiasm to organise them too!

KAMG will always try to support any event that may be of interest to members, so if you want to

propose a ride-out, fish-n-chip run, a tour, *Riders* pub quiz or whatever, please let us know and be prepared to get involved with its organisation, with our support. In fact, why not drop a line to chairman@kamg.org.uk and consider attending a committee meeting to observe and more importantly to contribute!

Dave Murphy



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TEST PASSES

Since the last edition



Paul Roeton receiving his Advanced Rider FIRST qualification from his Observer John Lemon



David Austen receiving his Masters qualification from his mentor Colin Underwood



Simon Ranner receiving his Masters qualification (with distinction) from his mentor Steve Riches

WELCOME TO OUR NEW MEMBERS

Nicholas	Gill	05/10/2022	Neil	Cudmore	21/11/2022
Andrew	Gibbons	10/10/2022	Joe	Bennett	22/11/2022
Khushhal	Yadav	11/10/2022	John	Reid	21/12/2022
Paul	Clifton	17/10/2022	Katrina	Lowe	07/01/2023
Stuart	Lotherington	18/10/2022	Bobby	Loveland	09/01/2023
Colin	Groom	28/10/2022	Adrian	Roberts	06/02/2023
Graham	Meeres	31/10/2022	Thomas	Jenkins	08/02/2023
Jack	Clipsham	31/10/2022			

THE NEED FOR SPEED

Ex policeman Dave Willson looks at the history of speed limits and speed measurement

"I feel the need, the need for speed." So says Pete 'Maverick' Mitchell as he climbs into the cockpit of his F-14 Tomcat, but in the words of Frankie Goes to Hollywood, "Speed, what is it good for? Absolutely nothing." At least, I think it was speed, or it might have been war they were singing about. So, is speed a bad thing? No, not if you're trying to win a race or break a world record. Or, come to think of it, needing to break free of the moon's gravitational force to return to Earth. And now that I think about it even more, it's pretty handy if you're the Road Runner trying to escape from Wile E Coyote. Let's face it, speed is also pretty good if you're late for work, and as that great philosopher Homer (Simpson) said when asked his opinion about reducing speed limits, "Oh, sure, some lives would be saved, but millions would be late."

The 'authorities' have always felt the need to control the speed at which we propel ourselves around the globe, so here's a question: when was the first speed limit set? The surprising answer is 1652, when the American colony of New Amsterdam passed a law stating that: "No wagons, carts or sleighs shall be run, rode or driven at a gallop." The punishment for breaking the law was "two pounds Flemish", which is the equivalent of about £50 in today's money. The first UK speed limit was in the 1832 Stage Carriages Act, which introduced the offence of endangering the safety of a passenger or person by "furious driving". A number of different speed limits followed until the one that we all know was introduced in 1865, and which eventually became known as the Red Flag Act, 10mph on rural roads and 4mph in urban areas, with a man walking in front with a red flag.

On 28 January 1896, the first person to be convicted of speeding is believed to have been Walter Arnold of East Peckham, Kent, who was fined 1 shilling (5p) plus costs for speeding at 8mph. Probably a case of the Kent 'Old Bill' being a bit over zealous. In 1903, the national speed limit was raised to 20mph; however, this was difficult to enforce, due to the lack of speedometers, and eventually the 1930 Road Traffic Act abolished speed limits entirely. But then, in 1934, a new limit of 30 mph was imposed in urban centres, and in July 1967 a 70mph national speed limit was introduced. Apparently, this was largely as a result of an AC Cobra doing 160mph up the M1.

So, how do the Police enforce speed limits? Well, as we all know, the evidence given in court has to be factual – unless you are an 'expert' witness, such as a doctor, when you can give your *opinion*. Police officers are, bizarrely, deemed to be experts in two fields: the first is drunkenness, although why the courts think the police are experts in getting rat-arsed I don't know, but there it is. "He was unsteady on his feet, his speech was slurred, his

clothes were in disarray and his breath smelt strongly of intoxicating liquor. He was drunk your worship." The other area where police officers are deemed to be experts is in the judgement of speed, but to ensure integrity the courts decided that to prosecute a motorist the police need two independently formed pieces of evidence. Take this scenario: a police officer is walking along one side of a road when a car goes flying past, and the officer thinks, "Blimey (or words to that effect), I bet he was doing about 50mph." Now, at the same time, his colleague is walking down the other side of the road and having also seen the same car he crosses over to the first copper and says, "Did you see that car? I reckon he was doing about 45mph." There you are: two independently formed pieces of corroborating evidence from 'expert' witnesses that said the car was exceeding the 30mph speed limit. That is all the evidence needed for a conviction.

But, apart from calling to their mates on the other side of the road, how do the police actually collect their speeding evidence? Well, most commonly they use a stopwatch. It's a very sophisticated stopwatch, but it is a stopwatch nonetheless. Speed is calculated by dividing the distance covered by the time taken to cover that distance, so if you know how far the vehicle has travelled then you only need to time how long it took to cover that distance and you can calculate its speed. Basic maths even for this product of the ILEA.

When police first started using vehicles, they kept speed enforcement simple. They'd simply drive along in lane one at the speed limit and note down the registration number of every vehicle that overtook them, and a few days later the lucky person would get a summons drop through their letter box. Remember, they were not being reported for the speed they were actually doing; they were simply being reported for exceeding the posted speed limit. It was only when magistrates wanted to know how fast the car was going that life got complicated, and the law had to be changed in order to exempt the police from speeding so that they could start to follow these felons to measure their speed without themselves breaking the law.

Back to our stopwatch. When I was in the police, patrol cars were equipped with a bit of kit called a Police Pilot Speed Detection Device, which was a very complex piece of kit and an officer had to attend a week's training course to become authorised to use one, but it was still just a stopwatch. The Pilot has been superseded now, and the police obviously have newer equipment that does the same job, but they do still follow speeding vehicles in unmarked cars equipped with calibrated speedos, and, of course, they use speed guns too.

Sometimes, when driving on a dual carriageway or motorway, you may have seen a big white spot or square about

the size of a dustbin lid painted on the road surface. And having driven along a bit further you have then seen another one, and you may have wondered what those marks are for. Well, those two marks were exactly 2/10ths of a mile apart, and they're called pilot marks. If the police have a problem with speeding on what is termed a 'fast road' – that is, any road where the posted limit is 50mph or higher – they can ask the borough engineers to paint some pilot marks for them. Hey presto, the police now know when a car has travelled 2/10ths of a mile (352 yards), so all they have to do is time it over that distance using their 'stopwatch'. They do this in two ways. One way is to sit on a bridge, from where they can see both pilot marks; or, alternatively, they can follow a speeding car in an unmarked car. Although having said that, the average motorist never seems to check his mirrors, so an unmarked car is probably unnecessary. I've sat behind dozens of speeding motorists in a fully marked police car, or on a police bike, and the first time they've known I'm there is when I've 'lit them up'.

Nor is it necessary to rely on the pilot marks painted on the road, because the piece of kit in the car is very clever: for example, when a police car is following a speeding car along the road, it can use any static feature as a timing point; as the car goes over, say, a change in road surface the police officer activates the stop watch

feature, then as the police car goes over the same change of road surface the officer activates another feature that records the distance travelled. Now, after a period of time following the car (which may speed up or slow down) the officer will look for another topographic feature such as the shadow cast by a bridge, and as the motorist goes over the shadow the officer will stop the watch and as the police car goes over the same shadow the officer will stop recording the distance. Thus, the officer now knows how far that car travelled and how long it took. The equipment will then display an average speed for the speeding vehicle. Remember, though, that you're not being prosecuted for the speed you were doing, you're simply being prosecuted for exceeding the posted limit.

What other tools do the police have in their arsenal? As we all know, they commonly use a hand-held speed detection device – the speed gun. Initially speed guns used radar, but these had some accuracy issues and gave false readings. These false readings were caused by the cone that the gun sent out sometimes being affected by buildings. However, since the early 1980s speed guns have used laser beams. These laser guns are pinpoint accurate, and you won't be surprised to learn that they work by measuring time and distance. The operator pulls the trigger and the gun sends out a laser beam that hits the targeted car or bike. The laser knows how fast the



beam is travelling and how long it takes to reach the target, and thus it knows how far away the car is. An 80th of a second later it sends out another beam, and when that hits the car, it knows how far that car has travelled in an 80th of a second, so it can calculate its speed. The laser then sends out 78 more beams and calculates the speed of the car 80 times, and tells the operating officer the speed of the vehicle and how far away it was when the speed was measured. The laser beam must hit a flat surface – usually the registration plate – which is why motorcycles cannot be lasered head-on.

Now think back to what I said earlier about the police needing two independent pieces of corroborating evidence – it is to comply with that requirement that an officer using a speed gun will not fire it at every vehicle coming down the road. He will wait until he sees a vehicle that in his opinion is exceeding the speed limit. His opinion is the first piece of evidence. The laser is the second and corroborating evidence.

I'm sure by now some of you are thinking about the accuracy of all this kit and how it is calibrated etc. The laser equipment has a series of self-diagnostic checks that it carries out every time it is turned on. The operating officer then checks the calibration daily, and further calibration checks are carried out every seven days, added to which the speed guns must also be calibrated by the manufacturer (or his appointed agent) annually. The accuracy of the sight alignment is checked by the officer prior to every use and the optic sights are so good that a one-eyed donkey could use them. I could go into greater detail, but suffice to say that if you are caught speeding by a laser gun it is not worth challenging its accuracy or calibration in court because you will lose, and it will be expensive. Also, the magistrates have mostly been shown how the equipment works and they know how good it is.

Lastly, I suppose I have to mention cameras and say that I know very little about them other than three bits of trivia. First, when the Met Police started using Gatso cameras, they installed 700 around London, but when the Health and Safety Executive looked at all the sites, they concluded that those positioned on central reservations could not be used, as it would not be safe for an officer to go up a ladder on the central reservation

to change the film. That meant that 300 cameras were instantly put out of use. Second, the camera that collects the most money is on the A406 at Barking heading south. I retired from the police about eight years ago but back then it was collecting about £100k a week. Finally, here's a useful tip: a speed camera takes two photos 1/10th of a second apart. Therefore, when in a 30mph limit, if you drive through the camera in excess of 170mph you'll be gone before the second photo is taken, which will make it hard for the prosecution to prove your guilt.

I hope this article explains a few things and busts a few myths. I'd also like to say that I retired from the police about eight years ago and I'm now in my 60s, so the information I've given is accurate to the best of my memory, such as it is. Happy riding and remember the rubbery bits go at the bottom.

(If you want to know more about the equipment and the rules for using it go to:

UK Speedtrap Guide. Radar, GPS and Laser radar detector guide. (ukspeedtraps.co.uk)

Also, Google: ACPO Code of Practice for Operational Use of Road Policing Enforcement Technology. Ed.)



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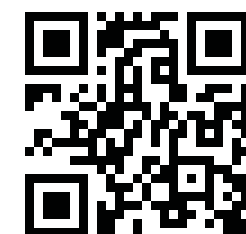


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VERY EXPENSIVE POPPIES

Dave Howard really 'remembers' Remembrance Sunday 2022!

We – my wife Erika and I – were looking forward to the Remembrance Sunday ride to the Battle of Britain War Memorial at Capel-le-Ferne last November. We decorated the bike with poppies and we also attached the metal poppy pins, which we had bought the week before, to our motor-bike jackets.

Sunday November 13th started foggy, but that did not deter attendees, and many turned up at Leybourne Lakes, most of them with their bikes adorned with some poppy display. Then, after we had all had a chat and the usual 'catch up', organiser Steve Riches did his safety briefing and we set off on his well-planned route. The marker system generally worked well with only one or two hiccups, and after following a good variety of roads we all rolled into the private reserved parking in good time for the minute silence at 11 o'clock.

The Battle of Britain memorial is an excellent venue and very interesting; the café is good too with a nice outside area and excellent views across The Channel. After a good look round, inside and out (and after Erika had bought a poppy scarf), we set off for lunch at a local pub. I think we were a table of 16, and a good lunch was had by all. But as we were getting ready to leave and putting on



The £255 Remembrance Day poppy

our safety gear, either Mr Billings, or perhaps it was Mr Riches, I can't recall which one, said in a loud voice, "What have you done, you plonker?" Not being sure who or what they were referring to, I said, "Me? What have I done?" The observant reader will already have worked out from the picture what I had done: Messrs Billings and Riches pointed out what a nice metal poppy I had, but asked why I had pinned it to my *air* vest?

As you can imagine, I was horrified and embarrassed, and I did feel like

a Rodney. To make matters worse I had only followed what Erika had already done, as I thought it looked nice and very poignant, but we were both totally oblivious to the fact we had punctured the bladders of our air vests; in fact, I had actually pierced both sides of mine as I had put the poppy on the wrong side first. So, we now had two air vests that may not have been effective, not that we intended to find out. We arrived home later keen to see our grandson, who was staying with us at the time (another story), and hung up our jackets and got on with the rest of the day. It was not until the following Thursday, when Steve called me for the second time to ask what happened about our air vests that it instantly prompted me to react – I had completely forgotten what we had done. Thank you, Steve.

Some of you may recall Nick Houlton who has attended our group nights and demonstrated the air vests. He is from Love Life and Ride Ltd, which is where we originally bought our Helite air vests, and I called him and explained what had happened. He was amazing: he arranged for our vests to be shipped to the Helite service centre to be checked and quoted for new bladders, if required.

BUT he also said that he would send two vests for us to use while ours were away so that we could continue to ride in safety. What great after-sales service. I appreciate these vests are expensive, but I did not expect that response. So, if you're thinking of buying an air vest I cannot speak too highly of www.lovelifeandride.com Tel: 0118 328 0338.

Two or three weeks later, I received a comprehensive report from Helite and a quote for replacement. The report confirmed that I had actually pierced my air vest bladder not once but *three times*! I forgot that I struggled to get the pin in on the right side so I tried again on the left. Erika's vest passed the safety test. She had just missed the bladder as she pinned her poppy closer to the edge (more by luck than judgement, in my opinion, although she obviously says otherwise). The safety checks and reports were £65 each. Then there was the matter of replacing my air vest bladder at £190, so altogether it was a grand total of £320 and my Christmas present sorted for 2022.

Despite the cost, we did not think twice about it; our working air vests may save us a lot more if we are ever unfortunate enough to have to use them in anger. They have become part of our kit and we don't leave home without them. Having their additional protection and having been trained to ride to a high standard with KAMG and IAM provides comfort each time we ride out.

If you have ever thought about an air vest and would like to know more, Nick Houlton will be at the April group night with his range of products and no doubt will be looking for volunteers to demonstrate how they feel when activated. I also wonder if I will become part of his presentation as a demonstration of what not to do with your air vest. I guess I will have to wait until April to find out.



Battle of Britain Memorial with the names of the pilots who lost their lives



Aerial view of the Capel le Ferne site



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ON THE TRAIL OF AN UNUSUAL LITTLE BIKE. PART I.

Martin Brown, aka Mr Bones, begins another rebuild

Let's start this article with a short survey. Hands up if you have heard of the Honda C90. OK. Pretty much everyone. The fact that you do all know about it should not really be a surprise, because this little bike and its variations (C50/70/110) has been in production pretty much continuously since the late 1950s. I believe that Honda has sold well over 100 million (and counting) of this reliable everyday workhorse. It is the biggest-selling vehicle of all time.

Now, part two of the survey: hands up if you have heard of the CT90. Ah, not so many hands this time. There are a few reasons for this bike being less well known. Originally, it was a Japan-only machine, but later it struck a chord with the hunting and fishing fraternity in the USA, and they bought them in quite large numbers. Then, in a later incarnation, it was the Australian "postie bike" and in that guise it may perhaps be more familiar to you, but for some reason Honda has never sold the CT90 in the UK. There are, however, a few of these bikes on our shores, exclusively private imports and usually quite expensive. So, what is so special about them? Quite a lot actually. Dig

Martin Brown's CT90



A standard commuter C90 from 1979

a bit under the skin and you will find an engineering gem of a bike.

First, there are the obvious differences from the ordinary C90: the CT90 gets an upswept exhaust pipe to allow it to ford rivers, and the air intake for the carburettor is also raised up out of harm's way on the opposite side of the

bike, while later models have a quick release handlebar that allows them to be carried more easily on the back of your RV (that's mobile home/camper van to you and me). However, the bike's real party trick is its gearbox. Four gears? Pah! Why have four when you can have eight? Yes, eight gears. In the 1960s!



Ted Cavagnaro of St. Louis, Missouri, is an avid deer hunter. "Last season my brother and I hauled in six deer on our Trail 90's," Ted told us. "They performed effortlessly. We wouldn't think of going hunting without them." Matchless performance. That's the reason sportsmen the world over prefer Honda, the biggest-selling trail machine in the business. For further information write American Honda Motor Co., Inc., Department EQ, 100 West Alondra, Gardena, California.



Honda realised that to give this bike some real off-road credibility the gearing needed to be variable. Early models had a twin sprocket on the back wheel and you had to swap the chain over from one to the other with the requisite increase or decrease in

the number of links being used. Quite a faff, and a bodge that Mr. Honda was not going to put up with for long. Later bikes had a much better engineered solution. The CT90 uses the same basic engine and gearbox as the standard C90, but it also has an additional 'sub transmission'; that's the little bulge you can see on the nearside of the bike's engine. This contains another couple of gears on a sliding mechanism. There is a small lever underneath, which you simply move from 'Hi' to 'Lo' and voila, you have eight gears. The hi-range gives you four gears for your normal road and town riding, and the lo-range gives another four gears for some off-road capability. When you hit the trail, or when you have been hunting and you are bringing back your dead deer/bear/squirrel, you whack it in 'Lo' and not only will it get you home, but if you want you can pull up a few tree stumps on the way back as well.



Be the first in your forest to get one.



After discovering all this loveliness in one little bike, there was only one thing for it. I had to have one!

To be continued.



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Super Supercub

If you want to know why the mighty British motorcycle industry fell flat on its face in the late fifties and early 1960s you probably need to look no further than the story of the Honda Cub, aka Supercub, C90, C100, C102, C65, CM90, CM91, C110, C50, C70 CT90... etc. etc. etc. This amazing machine that is not quite a motorbike and not quite a moped and not quite a scooter, is a work of pure genius.

In war-time Britain the motorcycle industry had been sustained by supplying hundreds of thousands of bikes to the army during the war (for example 120,000 BSAs and 100,000 Nortons plus as many Matchless as well as some Royal Enfields and Ariels), but it was left to its own devices after the war, and was stuck with its pre-war designs that, frankly, were simply not suited to the post-war market. There seemed to be either cumbersome big bikes with pre-war engines in frames that were up-dated by swapping girder forks for 'teles' and 'plunger' rear suspension, or there were primitive and crude little two stroke motorbikes and autocycles with feeble engines and virtually no brakes. It was as if the Brit motorcycle world had stood still for twenty years.

After the war, the Germans, the French and the Italians did develop new cheap, reliable two wheelers that were a response the needs of their populations: machines such as the once ubiquitous NSU Quickly, the Velo Solex and the Vespa and Lambretta scooters. Here in GB our big bikes may have been OK-ish, although they were at the end of



Martin Brown has a bit of 'previous' with Honda C90 derivatives. Here he is on the KAMG pizza bike ride from Lands End to John o' Groats five years ago.

their design life, but our efforts at building something small and reliable were not good. (Google Autobyk)

Meanwhile, in Japan, immediately after the war, Soichiro Honda had built his first powered two-wheelers using war surplus 50cc generator engines attached to bicycles. In 1949 the embryonic Honda company built its first proper Honda machine with a Honda engine and frame. But Mr Honda was an engineer and what he needed was a money man and a marketing man. He found both in Takeo Fujisawa. The pair of them came to Europe and visited various moped and scooter manufacturers to find out as much as they could that would help them develop



A nearly standard Supercub on a rocky section in the Lands End Trial. This is probably no worse than millions of them encounter in an average day in the Third World. Picture by Cristofa

their company in Japan, and what Fujisawa learnt was that scooters and weedy European mopeds were not the way to go to meet the needs of a worldwide market that wanted cheap reliable personal transport in rough remote places. The Europeans' answer to cheap transport was, in effect, to make big bicycles with little engines, while the Brits were simply making miniature versions of their big motorbikes, and the Italian made scooters as a sort of pseudo car.

It is an advertising truism (much ignored then and today) that for success you need to know one of two things: either you need to know what you are selling or you need to know to whom you are selling it. I know that sounds blindingly obvious, but believe me it's ignored most of the time. If you *really know* who you are trying to sell to, you will automatically know what to make in order to get them to buy. If you simply try to sell what you've got, you'll go broke, and

that's what the Brits did. Mr Fujisawa, however, certainly knew his market and he knew that what was needed was a completely new concept. His target audience didn't want a spindly bicycle-like thing with a farty little engine, nor did they want a toy-sized motorbike; they wanted something that would do anything, do it anywhere, and do it forever. Fujisawa wanted something designed specifically for that market, not something adapted from something else. It had to be step-through like mopeds, but it had to be much more substantial. Nor could it be like the British miniature motorbikes, which would be difficult for women in dresses to use and which were simply not reliable or strong enough either. It also had to have a measure of weather protection and minor crash protection, but above all Fujisawa realised that it had to be very robust and absolutely reliable, because it would be spending its life in a poor environment, probably miles from anywhere, often on dirt or mud roads, in high temperatures, and it would seldom get any maintenance or attention. And, of course, it had to be very simple to operate – even with one hand! Now think about that and again Google the Autobyk. Just imagine yourself in the middle of India miles from anywhere with an Autobyk or an NSU Quickly.

Soichiro Honda the engineer was charged with producing such a vehicle to Fujisawa's brief. Hence the 1958 Honda Cub and its many subsequent derivatives. This brilliant design had big, wide-section wheels, a plastic fairing, which was lighter cheaper and just as effective as metal and, surprisingly, it had a four-stroke engine. For that alone I thank Mr Honda. When he needed a powerful absolutely reliable, easy-starting engine, he chose a four-stroke. Up to that time anything with a small engine had a weak and puny, evil-smelling, plug-whiskering, temperamental, difficult-to-start two-stroke.

So good was the basic design that the Cub is still in production today 65 years after it was launched, and well over 100 million have been sold. It is by far the biggest-selling vehicle ever produced. Today, wherever you go in the world, you will certainly see, indeed, you expect to see a Honda Cub of some description, or one of its umpteen copies by Yamaha and others. You will not, however, see an Autobyk, a BSA Bantam or an Excelsior Skutabyke, and for that you should be thankful.

NF



Mr Fujisawa knew his market



A 1957 98cc Excelsior Skutabyke. This is what we Brits were doing at the same moment the Honda Cub was launched. Wonder how many they sold? Not 100 million!

Just Saying...

In 1886, after several other blokes had patented all sorts of variations on the internal combustion engine, Carl Benz actually did something useful with the concept and built a motor car. In that nanosecond the world changed: horses became redundant and oil – hitherto a useless and mucky black stuff found under the sand in faraway places – became king, although I guess none of that was immediately obvious to clever old Carl.

Using an engine rather than a cumbersome horse, was such an obviously good idea, and from that moment the world's land transport systems have been squarely based on the internal combustion engine and derivatives of the motorcar. That's 137 years of development and of refining and honing our transport system. Think about it: every single thing about your life today, absolutely everything, is based on the premise that you and everybody else, plus lots of heavy stuff, will want to move, or be moved, from point A to point B by an IC powered vehicle. Yes, I know there are trains, but they only get you from one station to another station; they don't get you from exactly where you are to exactly where you want to be. A small engine does that perfectly; you can make laws which ban it but you can't un-invent it; it exists and our way of life depends on it. It's why there are lots of roads and not many railways. Railways are not nearly as useful as roads.

OK, so back in the late 1800s and early 1900s all was going well, and all sorts of road improvement plans were no doubt being made to help people in their cars move from A to B faster, more safely, more conveniently, more comfortably and more efficiently. But as is inevitable in these matters, the government quickly got involved and, of course, things then started to go downhill. The

root cause of most trouble is that politicians of every political hue are no good at long-term thinking about anything. That's because they don't ever need to think further ahead than a couple of years. And yet super-long-term thinking was what was required when dealing with the motorcar. This thing was patently a game-changer. A moment's thought would have told anyone that this smelly, noisy contraption was going to turn the world on its head. Mr Toad knew it in 1908 and shortly after so did Mr Ford and Mr Austin.

Quite early on – let's say about 1900 – it should have been blindingly obvious to anyone with a single brain cell that these new-fangled motorcars were a jolly good idea and very soon there would be lots of them. So, what did the politicians do? They said we'll put a stop to their little game, we'll make a chap walk in front of them with a red flag. That'll slow the buggers down. And that has been the way that they have treated road transport ever since. From that moment governments have consistently and hugely underestimated how many cars and other vehicles there would be, and they have always regarded them as a bit of a nuisance. Consequently, they have always been hopelessly out of date with their planning for them.

Politicians, are still at it (getting things wrong and not thinking, I mean), which is why when the great 'green-ness' descended on the land a few years ago, they got their red flags out again. This time they decided they'd make a couple of new 'red flag' laws that would fix things, and they decided – rightly or wrongly, I neither know nor care – that the IC engine was a bad thing and, therefore, they would have to be banned. OK. Fair enough. So, how best to do that? What should Jeff Dork MP do in order to implement that ban so that 137 years of road development and honing were not chucked out of the window by the weekend? First, he needed to think; then he needed to think again, and after that he needed to have another go and think long-term; in fact, he should have thought very long-long-term. And what chance was there of that happening? That's right: nil. Zero. Sweet Philip Archer. Remember these politicians of all parties are the lot that thought very carefully about SMART motorways;

they are the lot that have forgotten that they are even supposed to be thinking about e.scooters; they are the lot that told us all to buy diesel cars; they are the lot that have started to build a new multi-billion pound railway before they have decided where it's going to end up; they are the lot... I could go on, but you get the point, which is that politicians are not good at thinking further ahead than the middle of next week.

And so it was no surprise that when they had to *think* about the great 'green-ness' they simply decided to ban IC engines, and what they did was wear their brightest 'virtuous' green shirts and indulged in the usual political contest about who could be first to shout the most rubbish, most loudly. The result is that all IC engines are banned from a fortnight next Wednesday. Bang, just like that. And 137 years of development of a road system based unequivocally on the IC engine is to be thrown away. Jeff and his mates want us to chuck millions of vehicles on to some monumental scrapheap while we walk, cycle, or catch a non-existent bus from point A to point B. And they want us to do this almost immediately.

It's that same narrow, one-dimensional, panic-stricken, virtue-signalling thought process that is leading councils all over the country to remove great swathes of parking spaces, while ignoring the detrimental effect which that will have on trade; it is prompting other councils to close some streets to traffic, ignoring the fact that the diversions

caused by one person's LTN (Low Traffic Neighbourhood) causes someone else's noisy, polluted gridlock. This virtue-signalling mini-thought process is responsible for poorly planned cycle lanes, and it's also responsible for the lack of any new laws that apply to cyclists, because there's no political 'virtue' to be 'signalled' in saying to cyclists that they should do something to help themselves and even pay for their fancy new facilities. In the headlong rush to get us to buy electric cars the politicians have forgotten to build an electric charging infrastructure, and they seem to have overlooked the fact that for people who park on the street, home charging is not possible.

Whether IC engines should be banned or not, is not the issue, you will each have your own opinions on that; the issue is that having decided that they will be banned, it is incumbent on the those who made the decision to think carefully and widely about how to implement that decision, and there's no evidence that they have or are ever likely too. Meanwhile, it is we who are left (as per-bloody-usual) to pick up the pieces and pay for their lazy thinking: we have a badly planned cycle lane network, expensive and unfair ULE Zones, ridiculous and highly discriminatory Low Traffic Neighbourhoods (LTN), and the huge personal cost of having to ditch millions of perfectly usable cars and other vehicles. I just hope it's all worth it, but I'm not optimistic.

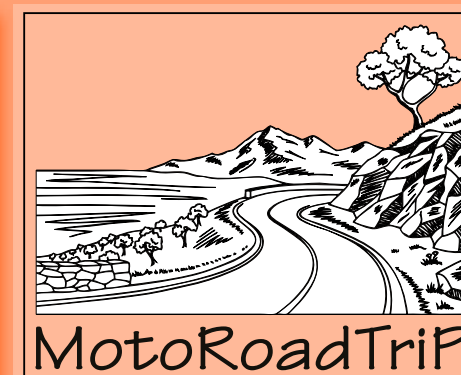
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. . . become this? A bicycle park somewhere in Europe



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This is a medium level of tour.

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1st July until 8th July

A Eight day tour of Southern Scotland and Northern England.
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The tour is 1600 miles of which 230 are on motorways.
This tour is suitable for all levels of riders.

I will be running other trips during the year, please see the web site for further details and availability

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THE BIKES YOU WISH YOU HAD

Have you had any of the bikes that you wish you had had? I don't mean ones that it would have been quite nice to own, I mean those extra special ones that you still see in your mind's eye when you dream of what might have been. Those 'if only' bikes. In my case the answer is a resounding NO! Isn't that an awful admission, and I make it in effort to persuade you to act now while you can, so that you never have to make that same admission. Act on whim and impulse and chuck sense and reason out of the window while you can. Make the dream reality. In my case it's too bloody late.

When I was a teenager – and that was at a time when the word 'teenager' had only just been coined – all my mates wanted a Gold Star: a proper 500 BSA Gold Star; not the Rocket Gold Star or the evil 350 Gold Star, but a hallmarked 500 Gold Star. Now, when I say everybody, I mean everybody except me, that is – I wanted a Gilera Saturno. The Saturno was the Italian equivalent of our Gold Star. However, the name Gilera came with the reflected glow of being the 500cc World Champions in 1950, 52, 53, 54, 55 and 1957, and being the first to break the 100mph barrier in the Isle of Man in 1957 too. You didn't



1958 Gilera Saturno

get that kind of heritage with a Gold Star, no sir. I wished I had a Saturno then and I wish I had one now. But, do you know, I never even saw a real Saturno in the flesh until sixty years later in 2017, and that one is on the cover of the May 2017 Riders attached to a racing sidecar.

It was about the same time, 1957, that I saw my first BMW. It was a vision in shiny black; it was unlike anything

I had ever seen before. It was parked outside Halfords in Chatham, and as I stared at it in wonder, the owner came up. He was cool. He knew he had an audience and he played to it. He stood casually on the right side of the machine and reached over to the kickstart on the left and pushed it down with his hand, and the bike started. It did, I promise you. The kick start on those fifties BMWs operated at right-angles to the fore

and aft crankshaft unlike the normal kickstart on a transverse crankshaft engine. I have got a BMW now, it's an R1200R, I love it dearly and we've done 65000 miles together, perhaps with nearly half of those being done in Europe. But from that Halfords moment I wanted an R69 BMW. Still do. And they are buyable now, but... It's that wretched 'but' again; it's always there.

I've always liked trials and trials bikes. I don't mean those ludicrous things they ride now; they are just for circus tricks in stadiums. I mean proper trials bikes, and in particular I mean the Greeves Scottish. That to me is the acme of design for a trials bike, but it must have the original rubber seat. How I wish I had had one of those when they were the dog's cojones. Doing the Scottish Six Days trial on a Greeves Scottish – what could possibly be better? Nothing. Again, it would be relatively easy to acquire one today; they're not rare, but...

However, there is one bike, well two actually, it's an either-or choice – a 500 Manx Norton or a 350 AJS 7R – where the 'but' would definitely be overridden. If ever I have enough spare after the house has been fixed and the 'this' has been done and the 'that' has been sorted, one or other of the above will be bought and stared at. No chance of its actually being ridden since they both require their prospective riders to run alongside them and then jump athletically on to them in order to get them started. To own one of them would be enough. They bring back such memories. To be under the roof in the old main grandstand at Brands Hatch overlooking the start line when a field of perhaps 30 of those single cylinder, open megaphone British thumpers suddenly bumped into life was to know you were definitely alive; and if I had a Manx or 7R in my garage or, better yet, in my sitting room, I would hear that thunderous sound in my head and feel it in my chest, all day, every day.

NF

AJS 7R. Is this not the most perfectly proportioned motorbike of all time? Yes it is!.



Manx Norton



1959 Greeves Scottish with the rare rubber seat



R69 from the late 1950s





SCHADENFREUDE

Don't you just love it when people get their *come-uppance*?

In court Miss Drago told the judge that "Because it was dark I couldn't see the hole." Really?



Look, I'm not one to rejoice in the ill fortune of others, but, like the next man, I like a really good laugh when someone slips on a banana skin and falls over. I hope, therefore, that the following story will bring a little cheer to you this endless wet winter. It's not often these days that we find ourselves in a win-win situation, but every now and then one pops up unexpectedly and makes my day. This is one of those rare, but glorious days.

The girl in the picture is 22 year old Giavanno Drago. She is one of the entitled 'young', who believes that the law, which states very clearly that it is illegal to ride e.scooters on the road, doesn't apply to her. She thinks that she can ride her e.scooter when and where she likes, and one dark night she decided she'd to ride it in the borough of Barnet. I doubt that she knew it was illegal, but even if she did, she probably thought that the chances of being caught were next to zero, and she also knew that even if she were caught, nothing much would happen to her. However, what she didn't know is that members of the Barnet constabulary's crack 'e.scooter task force' (I wish) were the least of her worries. Oh no, certainly not; there was a greater force abroad that night than the coppers, and that force was called 'fate'; and 'fate' decided that it didn't want people like Drago taking the p--s.

You can judge how feeble the brainpower of this girl is by the way in which she decided to ride her new scooter in the dark, and this stupidity on her part is what gave 'fate' its chance, and 'fate' is not one to throw such chances away. So, what 'fate' decided to do was to put a pothole in the dark where it would be hidden from the view of dim-witted, illegal scooterists, who would then unknowingly drive their little electric wheels into it, and fall off, possibly suffering injury. And that is exactly what happened: Miss Drago fell off and broke her kneecap. I bet that hurt. Probably quite a lot. Poor girl. As you may imagine, I am distraught at this awful news and overcome with sympathy, as I expect you are too, but we must stiffen the upper lip and try to carry on, and put the plight of the knee-splintered Drago from our minds.

I did that. But the story doesn't end there. Despite the badly splintered kneecap, it appears that all was not lost for Miss Drago. It is well known that every cloud has a silver lining, and so she set about looking for the silver lining that was inside her painful broken knee cloud. And she found it! What's more, it's a very shiny silver lining,

possibly valued at 30 grand. Pretty good, eh? While she was sitting around for some months with nothing much to do as she waited for her knee to repair itself, she decided that it would be a spectacularly good wheeze to sue Barnet council for 30 big ones for not having filled in the pothole that she crashed into. How cool is that?

Picture the scene in the Barnet council chamber: one minute the local big-wigs are sitting there idly twiddling their thumbs, completely unaware of Drago's existence, and calmly thinking they'd maybe get round to filling their potholes one day, someday, you know, whenever, and then right out of the blue they are being sued for 30g by someone who shouldn't legally have been anywhere near a Barnet pothole. The sheer bare-faced cheek and brass neck of Miss Drago leaves me gasping in disbelief, and, if I'm honest, in admiration too. How could this possibly be happening? How could this illegal rider be suing the owners of the ground she was illegally riding on? But, natch, the dopey British law system actually supports stupid and illogical actions such as this, and so the two parties found themselves arguing this ludicrous case in court, and at the moment we await the outcome of those legal arguments.

Here's the really good bit though: whatever happens in court, this whole ridiculous episode is a win-win for us. Whoever loses in court, we proper people, we who live in the real world, we shall certainly be winners. Drago has already got a severely dodgy knee as a reward for her illegal actions, and although, as you can tell, I am oozing sympathy from every pore (as are all of you, I'm sure), I can't help but chalk that splintered knee up as a victory for us. We are, in effect, one nil up at half-time. And if she is subsequently successful in her claim against the council, that's a second win for us. But, win or lose, just think how pleasing it will be to see a smug council actually being held to account in a court of law for failing to maintain its roads properly. Schadenfreude. NF

Footnote: In 2021 the Metropolitan Police reported 510 casualties involving e-scooters in London, and there were nine deaths involving e-scooters in England, Scotland and Wales in 2021. Meanwhile, the Government let's its e.scooter 'trials' meander on indefinitely without reaching any conclusion.

KAMG ACTIVITY IN 2022

Last year saw the group get back into its stride with a full post-Covid programme of training activity. In the calendar year 2022, there were 673 training rides conducted, which compares to a figure of 582 in the shortened 2021. Whenever I see these figures, I am so impressed – 673 is a big number. Those rides included associates working for the Green Badge, and all those riders who were training to achieve Master or Fellow status, plus the 'AYSGB' riders (that's 'Are You Still Green Badge' standard – the existing Green Badgers who want to check that their riding is still up to snuff) as well as Taster rides for non-members. Of the 30 associates who took their Green Badge test in 2022, a total of 26 passed – seven with F1RSTs.

What is also good to see is the number of riders who, having gained the advanced rider qualification, want to go on and gain higher qualifications, which means that KAMG has an above average proportion of Master qualified riders, and last year we added a further seven with three of those achieving a 'distinction' in their test. The group now has four Master rider mentors to help those people who want to reach Master level.

At the moment there are 29 active observers, 22 of whom are National observers, two are National and Local observer

assessors, and five are Local observers in training to be National observers. And we also have nine applications to start observer training this year. All of which sounds pretty healthy.



Finally, Paul Aspinall's Machine Control Day schedule will begin in the spring, and before you go, I urge you to look on YouTube at the Japanese police in training. It's absolutely eye-popping stuff in the wet and dry, and it will show you just how much latent talent your bike and your tyres have got that you will probably never use. Confidence is a wonderful thing. Watch it.

NF

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Competition

There is a monster Bank of England Gift Voucher for £50 to be won here.

Answer the following questions and email the answers to nickfarleygazka@gmail.com including your KAMG membership number and your name.

All the answers can be found in the advertisements in this issue.

Q1 Which advertiser has the last word in hearing but stops you from listening

Q6 If you felt like you were wearing your favourite jeans, what make of motorcycle might you be riding?

Q2 Ceramic protection against bird droppings sounds unlikely but someone offers it. Who?

Q7 There is one dealer who shares the first name of an important man on page 18. Which dealer?

Q3 You wear them. You put things in them at the back of the car. And they will deliver and fit things to your bike in your drive. What or who are they?

Q8 Three advertisers offer special discounts to KAMG members. Who are they?

Q4 What is the name of the street where you will find Bowenmoto's showroom?

Q9 Which advertiser has a Spanish bull in the middle of its name?

Q5 One advertiser stretches from London to Dover and back, yet is only in Gravesend. Who?

Q10 This advertiser's web name has one letter different from its actual name. What is the web name?

The closing date is midnight on Wednesday March 29th . In the event of there being more than one correct answer the names will be drawn from a 'hat' to decide the winner. The winner will be announced at group night on the 30th March and published on the KAMG website on Friday 31st March. The competition is open to all members, associates and 'friends' of KAMG.



Kent Advanced Motorcyclists Group

Notice of Annual General Meeting 2023

By order of the Group Committee notice is hereby given that the Annual General Meeting of the Kent Advanced Motorcyclists Group (*registered Charity No: 1060837*) will be held at 20:00 on Thursday 30th March 2023 at The Kentagon, Brands Hatch DA3 8PU.

All Group full members, associates and friends are invited to attend the AGM. Only full members may vote.

Meeting Agenda

- | | | | |
|---|-------------------------------|-----------|-------------|
| 1 | Apologies for absence | Secretary | Martin Ford |
| 2 | Annual Report | Chairman | Dave Murphy |
| | Questions from Members | | |
| 3 | Financial Report | Treasurer | Paul Jessop |
| | Questions from Members | | |
| 4 | Chief Observer's Report | CO | Ian Walker |
| | Questions from Members | | |
| 5 | Election of Trustees | Secretary | Martin Ford |
| 6 | Election of Committee Members | Secretary | Martin Ford |
| 7 | Any other Business | Chairman | Dave Murphy |

Whilst not required by the Group's constitution, all current Committee members will resign their positions on 30th March.

The holders of the following roles will not be seeking re-election: Secretary, Treasurer and Group Night Organiser

It is vital that all members consider how they can best help secure KAMG's future success by serving as a Committee member.

All full members are invited to make themselves available for election to any post by submitting their name which must be proposed and seconded by full group members. A committee election proposal form is attached a completed copy of which must be returned to the Secretary, Martin Ford, at secretary@kamg.org.uk no later than Friday 24th March.

By Monday 27th March a complete list of candidates for election will be sent by e-mail to all members together with a voting form for members unable to attend the AGM that must be returned to the Secretary at secretary@kamg.org.uk no later than close of business Wednesday 29th March.

Vacant Committee Role Descriptions

SECRETARY (*Lots of support available*)

Experience needed:	➡ Nil specific. ➡ Suit an organised person with basic computing skills.
Key tasks:	➡ With the Chairman, organise and set monthly Committee meeting agenda and minute them. ➡ Ensure KAMG is compliant with the requirements of the IAM Group Affiliate Handbook and KAMG's own policies and procedures. ➡ Organise KAMG Annual General Meeting. ➡ Be one of three trustees of the KAMG charity.
Time required:	➡ 10 hours per month (variable) including meetings.

TREASURER (*Lots of support available*)

Experience needed:	➡ Simple bookkeeping skills, training can be provided if necessary. ➡ Suit an organised person with basic computing skills.
Key tasks:	➡ As a small charity KAMG is not registered for VAT nor has the need to submit accounts to HMRC. ➡ Be responsible for managing the KAMG financial receipts, payments and bank account. ➡ Produce a monthly account report for the Committee. ➡ Draw up year end accounts for independent review and submission to the Charities Commission.
Time required:	➡ 10 hours per month (variable) including meetings

GROUP NIGHT CO-ORDINATOR (*Lots of support available*)

Experience needed:	➡ Nil specific. ➡ Suit an organised person with good interpersonal skills and basic computing skills.
Key tasks:	➡ With the Committee, organise monthly Group night meetings which may include inviting potential speakers and/or exhibitors. ➡ Be responsible for managing the KAMG audio visual equipment. ➡ With the vice chairperson, organise social events such as a summer BBQ, Christmas dinner and the like.
Time required:	➡ 10 hours per month (variable) including meetings



Kent Advanced Motorcyclists Group

Committee Member Proposal Form 2023

Submission for election to the Committee of the Kent Advanced Motorcyclists Group
(*please tick which, or all of the roles listed that that apply*)

Committee Position	I confirm I wish to seek election to this Position
--------------------	--


Chairperson	<input type="checkbox"/>
Vice Chairperson	<input type="checkbox"/>
Secretary	<input type="checkbox"/>
Treasurer	<input type="checkbox"/>
Membership Secretary	<input type="checkbox"/>
Group Night Organiser	<input type="checkbox"/>
Print Manager	<input type="checkbox"/>
Regalia Manager	<input type="checkbox"/>
Machine Control Manager	<input type="checkbox"/>
Member Without Portfolio	<input type="checkbox"/>

Candidate Name	Signature
Proposer Name	Signature
Seconder Name	Signature

KENT ADVANCED MOTORCYCLISTS GROUP INCOME & EXPENDITURE ACCOUNT FOR THE YEAR ENDED 31ST DECEMBER 2022				
Income	2022		2021	
	£	£	£	£
New membership fees	1,726		1,085	
Membership renewals	8,740		6,560	
Advertising	1,130		1,120	
MCD - net surplus/(deficit)	180		(82)	
Regalia - net surplus/(deficit)	5		(80)	
Raffle - net surplus	983		391	
Gift aid receipts	1,012		1,883	
Donations	1,060		168	
Sundry income	44		-	
Interest	7		14	
		14,887		11,059
Expenses				
Observer training & exps	2,070		893	
Magazine	2,894		4,056	
Postage and stationery	2,206		2,090	
Website and software costs	2,332		110	
Printing	290		-	
Committee room hire	900		494	
Peterborough - net deficit	618		-	
Group Night room hire	200		-	
Group Night Welcome Area shirts	234		-	
Insurance	152		156	
Funeral flowers/card	214		91	
Bank charges	169		38	
Survey of members - costs	151		-	
Other costs	20		-	
Christmas meal / BBQ - net deficit	50		815	
Anniversary buffs	-		1,248	
Guest speaker costs	-		150	
Bursary	-		(150)	
		12,500		9,991
Surplus for the year		<u>£ 2,387</u>		<u>£ 1,068</u>

KENT ADVANCED MOTORCYCLISTS GROUP BALANCE SHEET AS AT 31ST DECEMBER 2022				
	2022		2021	
	£	£	£	£
Current assets				
Stock of regalia at notional value		195		300
Cash		415		146
Bank Account		10,097		9,408
Debtors		2,507		1,168
		<u>13,214</u>		<u>11,022</u>
Current liabilities				
Creditors		-		195
				<u>195</u>
Net current assets		13,214		10,827
Total Assets		<u>£ 13,214</u>		<u>£ 10,827</u>
ACCUMULATED FUND				
Balance brought forward		10,827		9,759
Surplus for the year		2,387		1,068
Balance carried forward		<u>£ 13,214</u>		<u>£ 10,827</u>

KENT ADVANCED MOTORCYCLISTS GROUP NOTES TO THE ACCOUNTS AS AT 31ST DECEMBER 2022		
Christmas meal / BBQ	2022	2021
Income	2,025	1,135
Cost	<u>2,075</u>	<u>1,950</u>
Net surplus/(deficit)	<u>(50)</u>	<u>(815)</u>
Regalia		
Sales	128	291
Cost	<u>123</u>	<u>371</u>
Net surplus/(deficit)	<u>5</u>	<u>(80)</u>
Peterborough Training Weekend		
Income	3,180	-
Cost	<u>3,798</u>	<u>-</u>
Net surplus/(deficit)	<u>(618)</u>	<u>-</u>
MCD		
Income	380	-
Cost	<u>200</u>	<u>82</u>
Net surplus/(deficit)	<u>180</u>	<u>(82)</u>
Debtors		
Prepaid rooms for Peterborough 2023	1,757	1,168
Prepaid rooms for Observer training 2023	<u>750</u>	<u>-</u>
	<u>2,507</u>	<u>1,168</u>

Independent examiner's report to the trustees and members of Kent Advanced Motorcyclists Group	
I report on the accounts, as prepared by the treasurer, for the 12 month period ended 31 December 2022, consisting of an Income and Expenditure Report and Balance Sheet.	
Respective responsibilities of trustees and examiner	
Kent Advanced Motorcyclists Group is a members' club; it is not incorporated as a company, nor is it a registered charity with an income in excess of £25,000, accordingly, there is no statutory basis for the preparation of these accounts. However, in accordance with the constitution of KAMG, annual accounts must be examined by an independent examiner before being presented to the AGM for endorsement/acceptance by the membership.	
The trustees are responsible for the preparation of the accounts. It is my responsibility as to examine the accounts and to state whether particular matters have come to my attention.	
Basis of independent examiner's statement	
My examination included a review of the accounting records kept by the club and a comparison of the accounts presented with those records. It also included consideration of any unusual items or disclosures in the accounts, and seeking explanations concerning any such matters. The procedures undertaken do not provide all the evidence that would be required in an audit and consequently no opinion is given as to whether the accounts present a "true and fair view" and the report is limited to the statement below.	
Independent examiner's statement	
In connection with my examination, no matter has come to my attention:	
a) which gives me cause to believe that, in any material respect, the general requirements to keep accounting records in accordance with UK accounting principles have not been met	
b) to which, in my opinion, attention should be drawn in order to enable a proper understanding of the accounts to be reached	
	
Matt Pounds – 30 January 2023 Offham, West Malling	

IDCAM

INTRODUCTORY DAY COURSE IN ADVANCED MOTORCYCLING

- February 18th
- March 18th
- April 22nd
- May 13th
- June 10th
- July 15th
- August 19th
- September 16th
- October 21st
- November 18th



The revised style IDCAM has been running for some months now. Attendees book in at 8.45am and have their documents and bikes checked over. A short classroom presentation about KAMG and Advanced Motorcycling commences at about 9.00am. An assessed ride follows with a short debrief before a coffee break. A classroom session about the System of Motorcycle Control takes us to lunch time. We also fit in a Highway Code quiz and the POWDDERSS check of a motorcycle, so it's quite a busy morning. After lunch, attendees go out for a second assessed ride with an Observer, finishing at a mutually agreed location.



If you would like to attend as an Associate contact associates@kamg.org.uk. Observers should confirm their willingness to help by registering on Tracker and they will kept informed about the needs for any particular session.

MACHINE CONTROL DAY

Our machine control days are organised by Paul Aspinall. If you have not yet signed up then do it now – simply log on to Tracker and register your participation or contact email below:

mcd@kamg.org.uk

Held at: Car Park B, Ebbsfleet Station,
International Way, Gravesend, Kent DA10 1EB

Sun 21st May Sat 17th June
Sat 22nd July Sat 9th September

Non-KAMG members will be
asked for a small fee of £10.00
contributing to the running costs.

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



CONTACT PAGE

President: Terry Friday
Vice President: Dave Murphy
Honorary Life: Kevin Chapman • Terry Friday • Christine Botley
Members: John Leigh • John Lemon • Mike Knowles • Brenda Vickery • Ian Burchell • Sue Mills • Tina Underwood



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