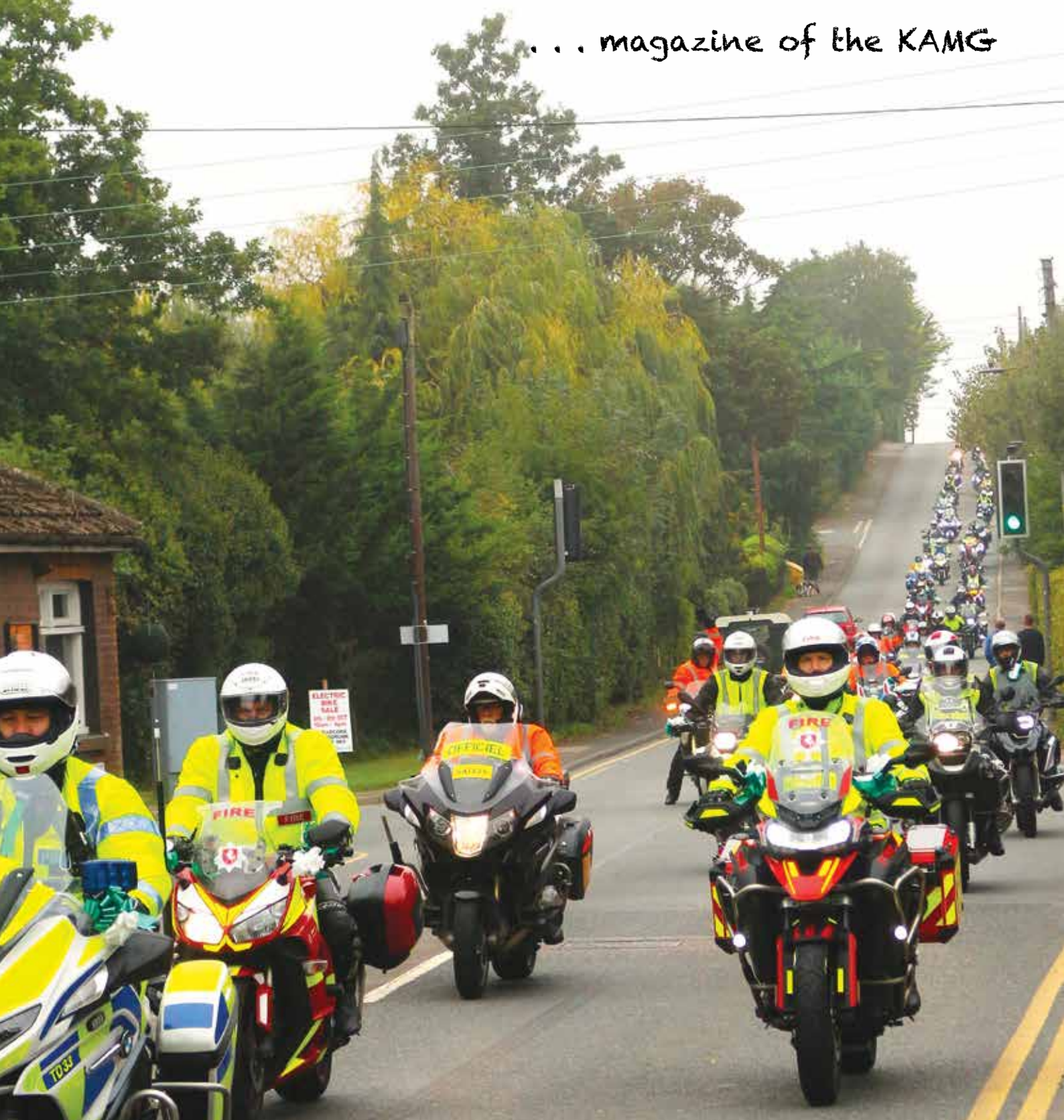


RIDERS

... magazine of the KAMG



ISSUE 232 • November 2023 • Registered Charity No. 1060837



KENT ADVANCED MOTORCYCLISTS GROUP



TARANIS – THE NEW ELITE AAA RATED JEAN FROM ROADSKIN

AN UNBEATABLE COMBINATION OF SAFETY, COMFORT AND STYLE, UTILISING THE LATEST FABRIC TECHNOLOGIES TO LOOK AND FEEL JUST LIKE YOUR FAVOURITE PAIR OF JEANS.



SHOP ONLINE: WWW.ROADSKIN.CO.UK

15-17 COLEBROOK INDUSTRIAL ESTATE, ROYAL TUNBRIDGE WELLS, KENT, TN2 3DG

THIS EDITION INCLUDES . . .

REGULAR FEATURES:

- 3 Future Events
- 4 Editorial
- 5 View from the Chair
- 7 Test Passes
- 25 Riders back numbers
- 30 IDCAM and Machine Control
Day schedules
- 31 Contacts

NEW FEATURES:

- 8 Off-road Pizza Bike
- 11 Busted
- 13 Alleycat Races
- 14 Scott Project Summer Fete
- 16 Friday's Monday?
- 18 Fog it!
- 20 A Lakes Trip
- 22 An Alp in the Sahara
- 29 Riders' Rants



Cover - See page 16



See page 8



See page 20

FORTHCOMING EVENTS

DECEMBER

- Sun 3rd Ride-out to Butchers Hook Café. Starting from Teston Bridge ME18 5BX
- Tues 5th London Christmas Lights ride. Meet at Tesco Riverhead. Full details on Tracker
- Sun 17th Christmas ride to Scotts Project Trust. Start Teston Bridge ME18 5BX
- Sun 31st Round trip ride-out Penshurst/Rolvenden

JANUARY

- Thurs 25th Group night. Trail Riders Fellowship – talk by Steve Neville
- Sun 28th Ride-out (no details yet)

FEBRUARY

- 16th – 18th MCN London Motorcycle Show at London Excel

- 23rd and 24th Peterborough social and training weekend
- Thurs 29th Group Night. Hideout Leathers – talk by 'Kate'

MARCH

- Thurs 28th AGM

LONGER TERM DIARY DATES

Peterborough very social training weekends

(See Riders report May 2023)
May 12th & 13th August 17th & 18th. See Tracker

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.



Nick Farley, Editor

EDITORIAL

SNOOPER OR SAINT?

There was an article in a recent *Sunday Times* about 'Cycling Mikey' whose videos you may have seen on YouTube. He is a member of the public who rides about London filming motorists who are breaking the law, and he submits his video evidence to the police, who then prosecute the drivers. The question I ask is: why is a member of the public doing this or even feeling the need to do this? Why are we relying on traffic law violations being recorded by cameras, whether in the hands of Mikey or just stuck on poles by the roadside? Why is the job of policing traffic seeming to be primarily carried out by cameras rather than by the police themselves? I read everywhere that the numbers of traffic police have been reducing for a number of years, and if that's true, why is that? Why are we cutting the number of traffic police at a time when there are more vehicles on our roads than ever before? Does any one of the main political parties have an answer to this? Or perhaps some sort of policy to cope with traffic volume other than just stop driving?

It's not strictly relevant, but I couldn't help noticing that the self-righteous 'Mikey' rides about in the London traffic on a black bike and dresses in black. Oh, I do hope, as I'm sure you all do too, that everyone can see him clearly!

Continuing the cycling theme, I notice that members of the cycling community are beginning to fight among themselves. It seems that the cycle lanes and pathways that were created at such great expense to keep cyclists separate from the paying customers, are now being used and abused by the electric cyclists who woosh by the manual pedallers and cause them great distress. This is another thing that any government needs to address. Why is no one thinking about the rapidly changing traffic landscape? I know that some of you will think that I am anti-cyclist, but that's not true, indeed I think that electric bicycles are a very good idea, which is why we shall soon see more of them about than ordinary pedal bikes. But they are more than just *electrified* bicycles, they are a new form of transport and there needs to be new legislation that recognises this. Has the IAM noticed this and is it representing any view to the Government about it? Hmmm, I wonder.

A NEW COMMITTEE

You may have noticed that there are some new faces on the contact page at the back of the magazine. The committee has remained virtually unchanged for many years until this year, when there have been a number of new faces. There's a new Group secretary, Gerhard Lottering taking over from Martin Ford; a new treasurer, Nigel Clibbens who has taken over from Paul Jessop, who did the job for so long he used an abacus rather than a calculator; and Sarah Livingstone has taken on the difficult job of organising events for group nights. Jeff Cockburn and Matt Pounds have joined the committee without specific roles, while Catherine Hills has taken over as Merchandise Manager. Our thanks to all those who are stepping down and our thanks to those who are stepping up to keep the KAMG strong.

BACK NUMBERS OF RIDERS

On page 16 of this issue, you will find all the pictures of Terry Friday's Memorial Day. For many of us Terry was an important and inseparable part of our motorcycle lives, but for a great many KAMG members I realise that he will be nothing more than a name and a picture on the 'contacts' page of the magazine. However, if you go to the KAMG website and find the *Riders* issue for November 2016, you will find an article entitled 'Our Man Friday', and that will, I hope, explain why he was held in such high regard and with such affection by those who knew him. On page 25 of this issue, you will find out how easy it is to reach the back numbers on the website.

There are two more back numbers that are relevant to this issue and particularly to the 'Alleycat Races' article on page 13 in this magazine. Go to page 11 of May 2022 and page 13 of August 2022. Having easy and quick access to *Riders* back numbers is, I think, very important, and thanks must go to Niels Reynolds, who is the editor and compiler of the excellent KAMG website, for keeping that archive available.

Merry Christmas

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, winter is here quite abruptly after such a mild autumn. However, it has not dampened the enthusiasm of the group, with ride-outs and events continuing. This edition of the magazine will be 'delivered' to many of you as you sit eating your KAMG Christmas dinner at The Kentagon, but KAMG also traditionally attends a charitable event at this time to bring cheer to others, and this year, on December 17th, we shall once again visit The Scotts Project Trust at Tonbridge. See page 14.

The committee and training team have been busy setting out activities for 2024, and one topic being discussed is a possible restructuring of KAMG. We are a charitable group of members, but are not an 'entity' when it comes to obtaining contracts – for example in banking or hiring. Recently, we tried to hire storage space for our PA equipment, for our gazebo and for various boxes of leaflets and magazines. We could not sign a contract as a group, so the contract had to be taken out by an individual member, which is obviously unsatisfactory. We are investigating a change in our status to enable us to

operate as an 'identity' rather than just as a group of members, and we are researching the mechanism and consulting the IAM about the change. A sub-committee has been formed to explore this and is weighing the pros and cons of this structure. If we consider it is a good way forward for KAMG, then I hope we can present the idea at the AGM for the members to decide on. Watch this space.

The committee is a fluid and varied bunch of people who give their free time to KAMG, but we are always on the lookout for others who could add value to the group, and with the AGM coming up in March, we would like to invite any of the members to step up and put a few hours in to help keep the KAMG vibrant. If you fancy attending a committee meeting, just as an observer, to see what is involved, please drop a line to chairman@kamg.org.uk. Who knows... you might like what you see and think that you would like to help by putting your skills into the group as a committee member.

Dave Murphy



Professional Motorcycle Valeting Service

- First Class Service • 5* Reviews
- Years of Experience • Competitive Prices
- Fully Mobile Or Free Collection/Delivery
- Covering Kent, Essex, South London & East Sussex

07340 213 456

@ridesqueakyclean

www.ridesqueakyclean.co.uk

We offer ceramic coatings which offers an extremely durable hard glass coat which can protect for up to 5 years against minor scratches, acid rain, bird droppings, corrosive traffic film, tar and harmful UV rays. These coatings offer excellent durability, with a high level of deep gloss & reflectivity with self cleaning properties, making future washing of your vehicle, faster and easier. Also available on matte and satin finishes too.

Here's a few reasons to use RSC from our customers:

"Incredible results, don't think I've ever seen my bike as clean after he was finished. Great attention to detail and Dom put so much effort in to get the best results, will be recommending to every biker I know and won't use anyone else now!" **George**



"Fantastic service. Would highly recommend. Dom took the challenge of cleaning our Harleys after a very wet trip back from Scotland. They came up a treat!" **Sarah L**



www.randnengineering.co.uk

We are a leading manufacturer that specialises in Milling, Turning, Grinding, Gear Cutting, Gearbox Refurbishment, Toolmaking and Plant Repair

Based in the South East of England for over fifty years, we manufacture parts from drawings as well as worn and broken samples

Our customer base varies greatly from the Historic Motorsport to the Paper and Print industries.


We have worked with various vintage motorcycle clubs including BSA and Rudge, also undertaking work directly with owners on many makes of bike including Douglas, Norton, AJS to name but a few

We can cater for bespoke one off jobs right through to large production, ensuring each customer receives the excellent level of customer service and quality given by R&N Engineering

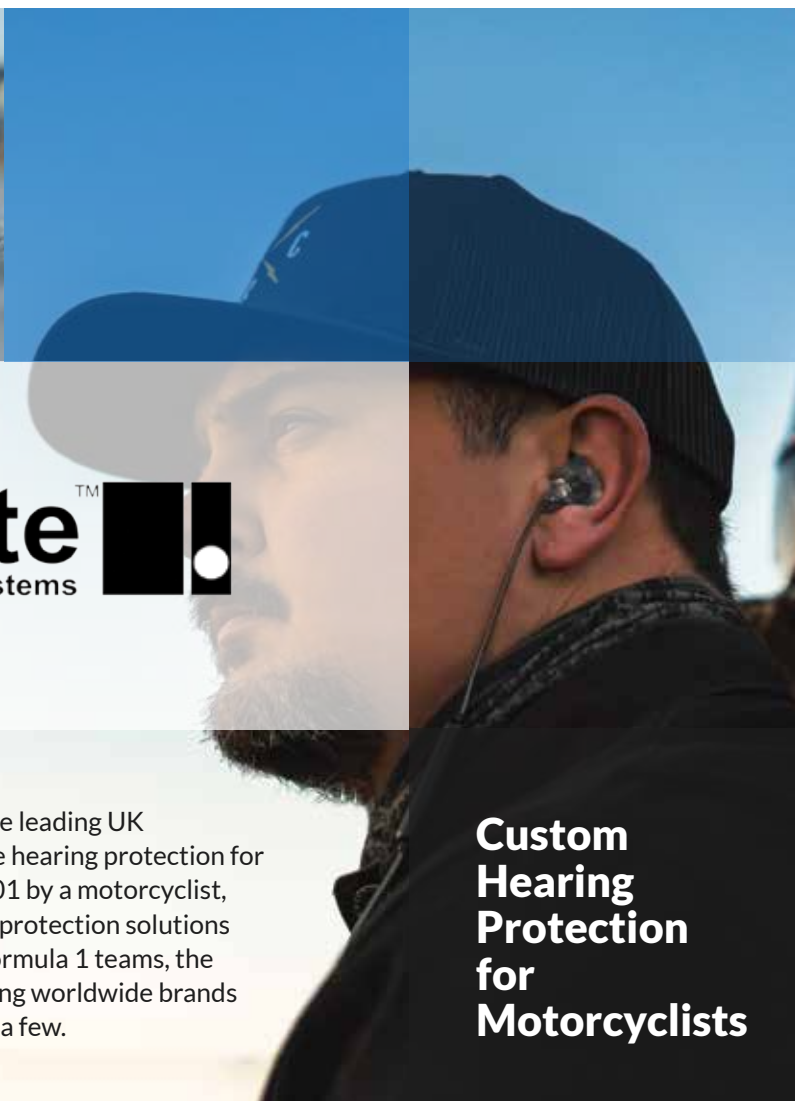
Please contact a member of the team to discuss your requirements on: 01474 823771
Or email sales@randnengineering.co.uk

Over Fifty Years of Engineering Excellence





ultimateTM
Hearing Protection Systems



Custom Hearing Protection for Motorcyclists

PLEASE USE THE COUPON **KAMG10** AT CHECKOUT AT ULTIMATEEAR.COM FOR 10% OFF OUR ENTIRE RANGE OF PRODUCTS AND HALF PRICE (£15) IMPRESSIONS AT OUR OFFICES IN SIDCUP, KENT

Ultimate Ear Protection is the leading UK manufacturer of custom made hearing protection for motorcyclists. Founded in 2001 by a motorcyclist, Ultimate now deliver hearing protection solutions to British superbike racers, Formula 1 teams, the Ministry of Defence and leading worldwide brands Heinz and Coca Cola to name a few.

TEST PASSES

Since the last edition



Dmitry Pisklov receiving his Advanced Rider qualification from his observer Craig Ayres



Graham Meeres receiving his Advanced Rider qualification from his observer Dave Murphy



Ian Foulkes receiving his Advanced Rider F1RST qualification from his observer Paul Aspinall



Paul Clifton receiving his Advanced Rider qualification from Tina Underwood on behalf of his observer Martin Platt



Xander Hurley receiving his Advanced Rider qualification from his observer Colin Billings



Jon Freeman receiving his Advanced Rider F1RST qualification from his observer John Roberts

Is there a doctor in the house? Or perhaps in the Bike Shed?

Martin Brown, aka Mr Bones, turns a pizza Honda Innova into a real 'Trail Bike'

OK I can hear you! You are asking what on Earth is the connection between a Doctor, a Honda Innova and The Bike Shed? Read on.

The idea for this bike came about because Honda decided **not** to bring its recently launched (in 2019) CT 125 Hunter Cub to the UK. There is a lot of demand for this bike and only a couple of firms are importing it in very small numbers. Those that have come in as 'grey' imports are also very expensive. What to do? Well, let's just make one of our own, and then exhibit it at The Bike Shed Show in June. Good idea, but that still doesn't explain the Doctor bit, does it? Patience.



Honda's own view of its latest CT125

OK, here we go then. When you submit a bike for consideration to the Bike Shed Show, you have to describe what you are planning to build and give them some pictures or drawings of the idea. My idea was to build a trail bike that could also be used on the road and as such I had an idea that had been forming for a while. Hands up if you were born in the nineteen fifties or early sixties. OK, loads of you. In that case you may recall a popular television programme called *Daktari* that aired around the mid to late sixties. You may also remember that in that show there was a boss-eyed lion called Clarence, a chimpanzee called Judy, but most relevant to this project the hero and his lady assistant drove about the jungle getting into all sorts of adventures driving a Land Rover painted like a zebra. That Land Rover was my inspiration for this bike. Oh, and if you are still wondering what all this has to do with a Doctor – *Daktari* is Swahili for ... you guessed it! Every day is a school day.

Now on to the bike itself. The first thing to do was to source a bike, and thanks to Ayatollah Khan the price of ULEZ compliant bikes has reached absurd levels. However, a patient search through the classifieds over a couple of months produced a donor bike with a seized engine for £300. The bike is (or was) a 2007 Honda Innova. ULEZ compliant. Some of you may remember the Innova from the Pizza Bike Challenge charity ride from Land's End to John o' Groats that we did a few years ago. (See *Riders* August 2018 on line.) Beloved of pizza delivery riders everywhere the Innova is a sturdy steel-framed bike with a semi-automatic 125cc engine, which is pretty much bombproof if looked after.



Clarence the boss-eyed lion and Daktari's female star, Cheryl Miller.



Martin Brown in Lands End to John o' Groats mode



The starting point, a 2007 Honda Innova



Stripped of nearly all of its plastic

First things first. Dump the plastics. This took all of an hour or so and once off I advertised them on the Facebook Marketplace thingy for £50. Sold in a week. Huzzah. The next step was to remove the seized engine. I had decided to not use the stock Innova engine; initially, I was going to use a semi-auto 110cc Chinese Lifan engine that I already had for another project, but after some reflection I instead went bigger and bought a manual transmission 140cc engine from OO Racing, which would give quite a bit more power and a more usable transmission for off-road work.



"We needed to do quite a bit of work to the frame"

The plan to make the bike more 'trailie' meant that we needed to do quite a bit of work to the frame. A new swing arm was built, test-fitted and powder coated. Mistake! It transpired that once the new bigger tyre was fitted it rubbed against the new body panels that we'd made. The newly powder coated swing arm had to be cut and had to have an extra bit put in – not once but twice!

Another small amount of reworking was needed to the rear end to take the new panels and the rear rack. My friend Rob took care of this and the result worked pretty well. I ordered some new rear shocks, which together with the shallower draft of the engine gave a bit extra ground clearance. To go with the new rear shocks, I sourced a pair of front shocks from a CBF 125. These again give a bit of extra travel and allow for the use of a larger disc for better stopping power. But in order to fit these forks, I had to make an extension piece on the lathe and a couple of spacers as well so that they could be adapted to fit properly.

The next challenge was the design and fit of the rear rack to hold the top box. The issue is that the rack and box sit atop the fuel tank. On the Innova the standard twin seat lifts to allow access to the fuel filler cap. I found a removable top box that not only fitted the rack but its frame came with a central hole in exactly the right place for access to the filler. However, although the hole lined up, it did not allow enough room to get one's fingers in to undo the filler cap. Back to the lathe and the mill for more machining. The result was the making of a raised



"... and although I say it myself it came out very well"

filler cap that would be tall enough to remove easily yet not foul the top box. This was then bonded on to the original cap and though I say so myself it came out very well.

While all this was going on, the long winded and very hard process of making the body panels was progressing. After a lot of kerfuffle, we eventually had a full set of new CT125 look-alike panels primed and painted satin white. Now all I had to do was make them look like a zebra. Hmm. My original plan was to paint the panels, but this had to be scrapped as we simply ran out of time. There was also a budget issue. Luckily a chance conversation with my nieces threw me a lifeline: turns out that they own a vinyl cutting machine and they were sure that they could produce the effect I wanted. So, the stripes were done in satin black vinyl. Again, a lot of work, but it has come out looking pretty much as I had hoped.

I bought a set of new wheels and these were sent off for black powder coating and re-spoking with stainless spokes. The frame and a lot other fabricated parts went off for the same treatment, while another bunch of parts went off for zinc plating. Among the new parts fabricated were: the twin headlight mount with rack above, carb manifold, crash bars, rear rack, and all body parts, including mudguards.

The bike was finished in time for the Bike Shed Show in June this year, although at the time it did not have a wiring loom, a proper throttle or the uprated front brake disc. So, after the show it was back to the workshop while we sourced the various bits that we needed to finish the build. OO Racing here in Kent provided the wiring loom, while literally on the other side of the world, Moto Ga, in



Amongst the new parts fabricated was the twin headlight mount with rack above

the Philippines, no less, provided the 300mm front disc that fitted straight on to the wheel. We measured the throttle cable and worked out where it needed to have a bend, and a drawing was then sent to Venhill, who made a custom item that fits perfectly.

The only thing left to do now is road and trail test it. Watch this space...



This is exactly what dining rooms are for...



The view down Calverly Road. There is no 'bus lane' sign on this side of the road. The only sign is on the other side of the road. Is this legal?

Busted



This is the only sign - which is on the wrong side of the road and is frequently hidden

You simply won't believe this... No, sorry, of course you'll believe it, because it's a true story about a stupid, incompetent, vindictive, mercenary town council doing something that is also possibly illegal. The council in question is Tunbridge Wells Borough Council.

Imagine two people, both with incredible laser-like vision, riding down a road that they know intimately. These same two people have been trained by the KAMG to achieve Olympian standards of road and traffic eyeballing. They scan hither and they scan yon, they scan far and they scan wide. They see and are alert to everything and anything that will have an effect on their motorised passage to their respective destinations. What's more, both of these keen-sighted paragons of motoring magnificence and virtue are riding a down street that they have ridden hundreds of times before. To say that they both know the road in question like the backs of their respective hands is to hugely understate the case. In fact, the backs of their hands are unexplored wildernesses compared to their intimate stone-by-stone, inch-by-inch knowledge of Calverly Road in Tunbridge bloody Wells.

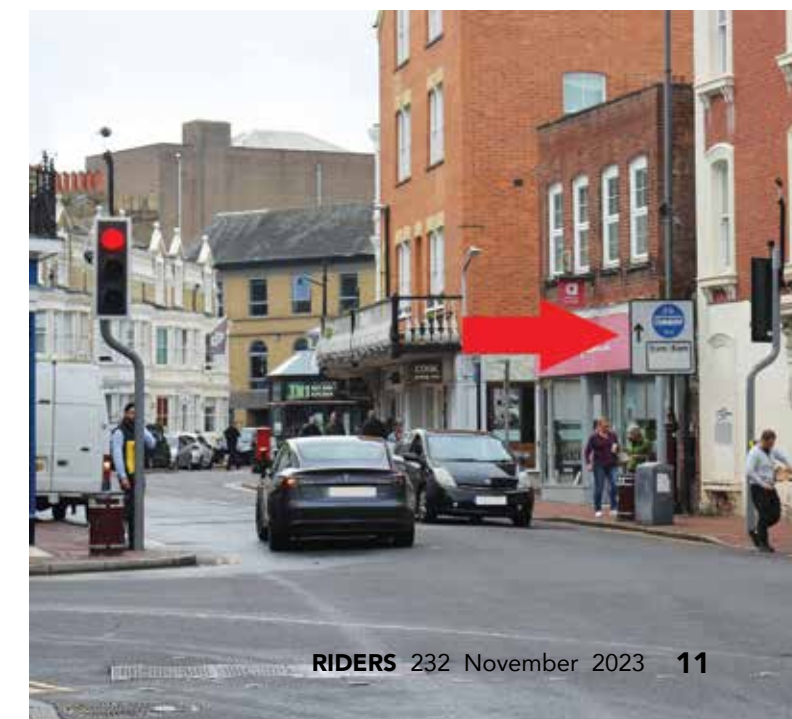
Got the picture?

OK. So how is it then, that both of these superhumans got 'done' for riding in a bus lane? In fact, in the very same bus lane. £70 each. (Or £35 if you pay NOW.) I'll tell you how that happened, and it's very simple: **there's no sign to say that there is a bus lane**, that's how. This bus

... however, when you unwittingly turn left into Monson Rd, there is a sign on the other side of the road that (if you see it) tells you that you shouldn't have done that. These two drivers will each be giving the council £70 very shortly.

lane literally sprang from nowhere, un-signposted and unannounced. It leapt from nothing and was suddenly under their wheels demanding seventy vindictive quid. And the reason that I have intimate and comprehensive knowledge of this scenario is because I was one of those two keen-eyed saps who got caught; the other was the conductor and compiler of the magnificent KAMG website, Niels Reynolds, a man who was on a Blood Bike mission when he was 'caught'.

Come, come, I hear you say; the honest, upright council of **Royal** Tunbridge Wells wouldn't stoop to the dastardly practice of luring a chap into an unsigned bus lane and then fine him for being in that unsigned bus lane, would they? Well, yes, actually they would. That's exactly what they did, and they are still doing it!



What rubbish, you say. There must be a sign, you say. Why did neither of you see it? That is a good question. Well, let me ask you this: would you expect the sign that announces an imminent bus lane, to be on the same side of the road that you are travelling on, and would you expect it to be on the same side of the road that the bus lane is on? And, most importantly, would you expect the sign to be visible? I think you might. However, this is not the case in Calverley Road, T Wells.

Furthermore, let me ask you this: at a traffic light junction, if you were not permitted to turn left, would you expect there to be a 'no left turn' signal to be visible on the traffic light or attached to some obvious pole sticking out of the pavement? Yes, I think you would. However, there's no such sign where Calverley Road meets Monson Road. And so it was that we, Niels and I, innocently and unwarned, quite independently and on different days, blithely turned left and were photographed in a 'bus street', and were charged £70 for our trouble. I understand that many others have made exactly the same mistake at exactly the same place too. It must be a nice little earner for the Royal Borough.

I know that it will seem like common sense to all of you to ensure that if you wanted people to see a sign telling them not to do something, you would put that sign where they could see it, but that is not the way in Tunbridge Wells; oh, dear me, no. There's no profit in that. No, you make far more money by putting the sign where no one can see it and then creaming off £70 from everyone who was unable to see it. I deliberately say who was 'unable' to see it rather than who 'didn't' see it, because there is a big difference. If they 'didn't' see the sign, it implies negligence on their part, but if they were 'unable' to see the sign because it was in the wrong place and was hidden from view, they could not be expected to obey it. And on that point, I think the pictures on this page speak for themselves.

According to the council, and I quote: **"the PR2 bus gate/lane restriction, which applies daily between**

9am and 6pm, is a joint initiative between Tunbridge Wells Borough Council and Kent County Council. The restriction supports sustainable transport and reduces air and noise pollution in the town centre. It also makes the town centre safer for pedestrians and more attractive to shoppers and other visitors." Oh, that's all right then, it **"supports sustainable transport"**, I missed that point. Sorry. That makes it OK. Forgive me. Of course. Sustainable transport. Yeh, I forgot that. I'm not sure what **sustainable** transport is, but if it's **sustainable** it's obviously a good thing.

T Wells Council's Parking Manager John Strachan says: **"Our thanks go to motorists who are observing the restriction. We have noticed fewer cars now pass through this area."** (By 'this area' he means the middle of town; you know, the important bit where the shops are.) **"I hope it is becoming more pleasant for pedestrians and cyclists,"** he says. Well thank you for thanking us, John, that explains why Tunbridge Wells is deserted these days, it's because we are all sustaining our transport by not using it to ride or drive to your virtue-signalling haven of stupidity and economic blindness. As has been mentioned before in these columns, towns are meant to be busy; that's exactly what they are for; that's their role in life; that's why they are there; towns are busy precisely because lots of people need to be in one place doing things, and perhaps those people incidentally, inadvertently and unavoidably make a bit of noise and generate a bit of dirt while they're doing it. It's called making the world go round. But never mind, John, I don't want to disturb the peace and quiet of your ghost town. However, you should know that on the day that you and your mates took my £70 photograph, I had spent £127.30 in your town. But, now, as I can't sustainably walk or cycle the 30 odd miles to Tunbridge Wells, and I obviously can't go on my disgusting, unsustainable, polluting motorbike or in my revolting and offensive car either, my next £127.30 will be spent buying stuff from Amazon, sustainably or otherwise. Your loss is their gain. Good luck mate, and mind you don't trip over the cobwebs in the High Street. NF

The 'bus lane' sign on the wrong side of Calverley Road, is here completely hidden by a bus! Oh, the irony.



A Transit van will hide it too.



Alleycat Races

"I'm a cyclist. A perspiring mass of arrogance hurtling towards you... I can do whatever I want, whenever I want."

"The rules of the road are meaningless to me... I stop for nothing, for no one... because I have no brakes, just one singular gear that is virtually impossible to slow. I can't stop. I won't stop... Move."

This is a quote from a cyclist who takes part in so-called 'alleycat races'. Some of you may already be aware of 'alleycat races'; if not, I urge you to search on YouTube for film of these bicycle events. The object of an 'alleycat race' is to ride non-stop – I mean literally non-stop – from A to B in big, busy cities. You do not stop for anyone or anything, in fact, you absolutely must not stop. Traffic lights, other traffic and pedestrians are completely ignored. It is the deliberate and stated intent of the participants to create danger for, and anger among, other road users. Pedestrians have been killed by 'alleycat' racers. These 'races' are happening in broad daylight in big cities all over the world, including London, which, apparently, is one of the world centres of this activity. And they seem to happen without the police trying to stop them. Why is this? Why is it allowed to happen?

One of the main reasons, I suggest, is because of the relaxed attitude to cycling and cyclists that has hitherto been taken by the lawmakers and law enforcers in this country. I am not suggesting that all cyclists take

part in these races; obviously they don't. However, I am definitely suggesting that the law's traditional light touch with cyclists and the almost non-existent laws relating to cycling, despite the enormous recent increase in the number of cyclists, creates the environment that makes this activity possible. Remember that it was only comparatively recently – perhaps just twenty or so years ago – that cycling in busy UK cities was difficult and was for the very few. Driving to and fro to work in London each day I really didn't see many cyclists. Since then, there has been a cycling revolution. Cycling has been encouraged by successive governments and has also become a very 'cool' activity. Cycling has changed from being simply a cheap transport means to an end, to being an end in itself: just riding a bicycle is good fun for a lot of people. (Motorcycling underwent a similar 'positional' and attitudinal change in the sixties.) However, the law has not kept pace with this fundamental and massive change in the cycling environment, and that is why cyclists still do not have to be registered and identifiable, and that, in turn, is why they can break even the few laws that do (in theory) apply to them. These 'alleycat races' are an extreme expression of that immunity from the law. No other category of road user could behave in this way, because all other road users are identifiable and can be tracked and made to pay for any law-breaking.

So, why are these obviously illegal 'alleycat races' allowed? Well,



obviously they aren't allowed, but they do seem to be ignored by the authorities, and as far as I can see, that's precisely because none of the riders is identifiable. I feel very sorry for the police: they have virtually no chance of catching and stopping any of these riders, who, being on manoeuvrable bicycles in dense traffic, have a huge advantage over police in cars or on motorbikes. And even if the police did actually catch someone, what would they charge him with? Being extremely naughty on a bicycle, perhaps? In court the naughty cyclist would then get three points on his non-existent driving licence.



If the laws that apply to all other road users applied equally to cyclists there could be no 'alleycat' races. At the moment some of the traffic laws do (in theory) govern cyclists too, but if the cyclists can't be identified, then the laws cannot actually be applied to them, so in the real world those laws do not actually exist. **And that is the real point: when is the law going to catch up with the reality of 21st century cycling and make all cyclists identifiable and accountable?**

NF



The Scott Trust Project Summer Fete Paul Jessop reports

KAMG members have long enjoyed rides at Easter and Christmas to various local charities to deliver gifts, and recently our visits have been to the Scotts Project Trust in Tonbridge, which supports young adults with learning disabilities. This year we were invited to display three bikes at their summer fete, which took place on a glorious sunny Saturday in August. We took our place in their garden alongside a police car and an enormous vintage Cadillac, and the day was a great success.

We took with us a few copies of the May edition of *Riders*, which caused a lot of excitement as it included an article on our Easter visit and so

everyone at Scotts was able to see themselves in print.

We plan to have a KAMG ride to visit Scotts again in December and, as always, we know we shall be well looked after there, with coffee and cake in their café. We will be organising a collection to provide a gift voucher for each of the Scott

residents, and for some this will be the only present they receive at Christmas. The residents love our visits, and their website has two pages featuring our previous visits last Easter and Christmas. This year's Christmas visit will be on Sunday 17th December. Full details can be found on Tracker. Please come along and join in.



Scooters, Super Sport, Adventure, Sports Tourer, Sports Heritage. MOTs, Servicing, New & Used Sales.
We've got it covered.



19-20 Wellington Parade, Blackfen Road, Sidcup DA15 9NB
020 8303 1811 sondelyamaha.com
sales@sondelyamaha.com

Sondel Sport - Premier Exclusive Yamaha Dealer, full range with demonstrators



RIDE SAFER WITH HELITE



- Airbag Vests and Jackets
- Electronic and original lanyard connection for Turtle2 and GPAir
- 4 year guarantee
- Try before you buy
- 0% finance* over 3 months
- Free UK shipping



Protect your tank with a lanyard cover

- colour co-ordinate
- red/blue/yellow/orange

Discounts for KAMG Members - quote KAMG23

HELITE
airbag technology expert

lovelifeandride.com

email info@lovelifeandride.com

call 0118 328 0338

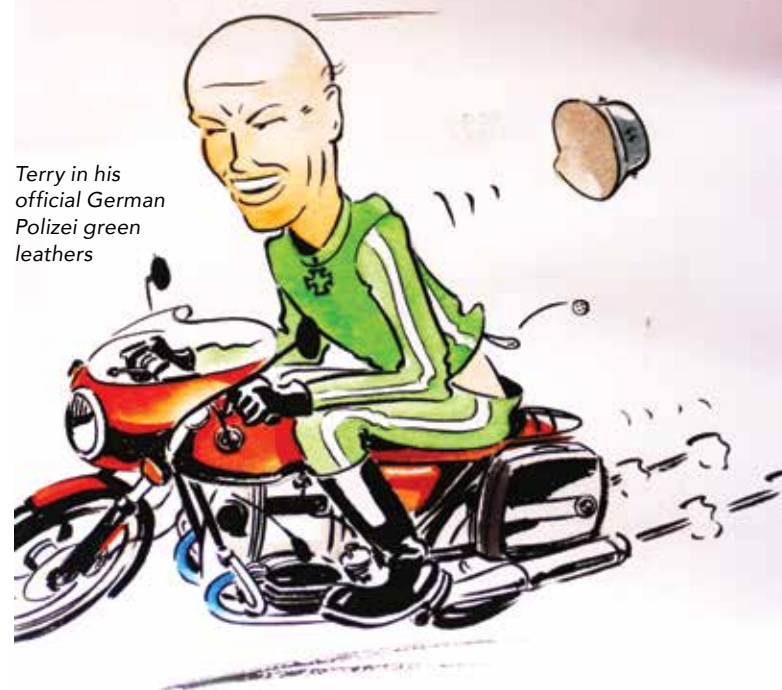
*Subject to status

FRIDAY'S MONDAY

On Monday October 2nd KAMG founder Terry Friday was given a 'Presidential' send-off at Headcorn Aerodrome

Terry Friday's funeral was a private family affair, but on this beautiful, misty, autumnal Monday morning, his wider motorcycle family paid its farewell tribute to him by escorting his ashes from a rendezvous point at Bluebell Hill to Headcorn Aerodrome. There, those ashes were scattered from a light plane over the airfield in accordance with his wishes. The very long escort column was truly impressive and was led – appropriately, for Police Instructor Sergeant Friday – by a Kent Police bike and two Kent Fire and Rescue bikes, followed by a magnificent cavalcade of 56 gleaming KAMG bikes, plus a number of cars, all suitably decorated with special Terry Friday Screaming Skull rosettes in KAMG colours. It was an unusual and wonderful sight in the Kent countryside that morning, and it attracted a good deal of interested and sympathetic attention from people as it passed by. At the airfield the thick mist and low cloud at first prevented the aircraft from flying, but eventually it was airborne and the ashes were scattered. It was a poignant moment, and for those of us who were able to be there it is a moment that will stay long in the memory.

The column enters Headcorn village



Terry in his official German Polizei green leathers



The 56 full throttle salute as the ashes are brought into the airfield



The escort column enters Headcorn Aerodrome



Everyone including Terry's wife, sisters and his son Ryan gather on the airfield

Fog it!

Colin Billings has a clear view of what to do about it



"Between the greyness of Thurrock and the warmth of a Peterborough hotel there was a lot of water to be crossed, and water to be absorbed too. Truly biblical amounts of water, actually. Water that came down, water that rose up, and deep water that flowed across... across everything. Water that found completely new directions from which to assault us, continuously, torrentially and, above all, coldly."

That's how the weather on the morning of March 23rd, the first morning of the Peterborough Training Weekend, was described in the May issue of *Riders*, and this short article has been put together following that appalling wet weather, when a number of riders were complaining about their lack of vision due to fogged visors.

The following hints and tips are not intended to teach anyone to 'suck eggs', but to help inform everyone of some of the things that some of the more experienced (long in the tooth) riders have learnt over the years to help keep visors fog free during 'inclement' weather conditions. You will be glad to know that rubbing tobacco on the inside of the visor isn't one of them. That was, believe it or not, an age-old remedy.

In the same way that we perform a POWDERS check on our motorcycles, it is well worth checking our helmets on a regular basis too. Keeping the lining clean not only makes the helmet more pleasant to wear, but a dirty lining will also attract moisture, which is best avoided. Using a proprietary cleaner on the outer shell will give you an opportunity for a close inspection of the surface and also help provide a water repellent surface (I use a silicone-based furniture polish). The less water that sits on the helmet the less chance of the inner lining getting wet. When you buy a new helmet, with most

of the better brands you also get a small bottle of silicone (which I'm sure you all use!). It's provided to help maintain the condition of the rubber seal around the front aperture, and this in turn helps to ensure a good seal. Where is your silicone?

Cleaning and maintaining the visor is no different from looking after a pair of spectacles or the windscreen of a car. We need to look after the cleanliness of the visor both inside and out because moisture is attracted to dirt and grime. And while visors are generally manufactured from a fairly durable plastic, the more care we take when cleaning them the longer will be their useful life. Incidentally, how often do you change the visor on your helmet? Using a microfibre cloth and water to clean the visor is ideal; the water helping to loosen and lift the dirt to avoid scratching the surface. Personally,



I use a proprietary rain dispersant on the outside of my visor most of the time, I feel that it helps build a protective layer and if there is a light shower it will cause no problem.

Pinlocks provide a double-glazing effect and are a wonderful invention, although I've sometimes heard complaints that they don't work. In truth if it's not working correctly, it's most likely that it's not fitted correctly. When fitted, the silicone seal on the pinlock should be in full contact with the visor all the way around, if this is not the case the pins need to be adjusted. The pins are not round at the point of contact with the pinlock; they are cams, and rotating them will increase or decrease the pressure on the pinlock to provide the best level of seal, see pinlock.com/support for video guides.

Apart from keeping our kit clean and well maintained, how else can we avoid fogging? First, the dryer we can keep the inside of the helmet the better. The problem is often that we get a bit of fogging at the start of the trip and we then lift the visor to help clear it. Unfortunately, that is a very short-term solution, as then the inside of the helmet becomes wet and causes even more fogging. Therefore, if it's raining when you are about to start the journey, first get fully dressed, including putting on your helmet, *inside* in the dry, before venturing out into the wet. And also allow a few extra minutes for the temperature inside your helmet to balance. Likewise, if you are having a long stop while on the journey, avoid removing your helmet unless you are inside, and be sure to dry it off as soon as possible to minimise any wetting of the lining. When stopping for just a few minutes, say for fuel, and if your visor is fog free, keep your helmet on to help avoid any wetting of the inside. If, like me, you wear spectacles, ensure that these too are clean, avoid exposing them to the wet, and allow a few extra minutes for temperatures to equalise.

Ventilation is key to keeping a visor fog-free, as the fogging is simply condensation formed by the variance between the inside and outside temperatures. Open the vents so that air flows through your helmet. Most helmets have a visor position that is just an opening of a few millimetres that is ideal for keeping the air flowing without getting the inside wet in light showers; however, it usually breaks the seal at the top of the visor allowing water to enter from above and run down the inside of the visor (a good reason for discouraging water to sit on the outside of the helmet).

Was your helmet supplied with an anti-mist nose cover thingy? It's probably in the same 'safe place' as the bottle of silicone. It's designed to deflect the moisture of your breath away from the visor and up towards the exhaust vents. Pulling a scarf or neck tube up over your nose and mouth also helps achieve the same thing (unless you wear spectacles). Most helmets now have a wind protector under the chin that, in extreme cases, you might try removing. It might not be so warm and cosy if you do, but the increased air flow could make a big difference. Also, if you have an adjustable screen on your motorcycle, fiddle about with its positioning to establish the best position for that much needed air flow.



I'm not suggesting this is a definitive guide to keeping your visor fog free, and I'm sure many will have other tips, but I hope it might help. More important than any of the above, be sure that if your visor does fog, you stop somewhere safe and deal with it. No one will think the worse of you for doing so.

SIDE BAR

It is really useful to carry a small bag containing the following to help your visor to stay fog free:

- Microfibre towel kept in a plastic Ziplock bag so that when it's wet it doesn't contaminate the dry items.
- A small spray bottle with very dilute soapy water.
- A bottle of rain dispersant spray.
- Two soft dry buffing clothes (one is not enough for a holiday trip).
- A bottle of silicone.
- Spare 'Pinlock' pins.
- As a spectacle wearer I also carry:
- A spray bottle of lens cleaner.
- Two lens clothes.
- A spare pair of glasses (they don't help with fogging, but they sure help with seeing if you break or lose your main pair).



A Lakes Trip

Sandra Rutherford, with a little help from Brendan Burke, takes us on a tea room crawl of T' North



This wonderful trip was organised and led by Simon Adamson, and was his farewell to KAMG before he returns home to his native Preston. The scheduled start was to be on Saturday Sept 30th from the OK Diner near Peterborough, which is a familiar stopping point on KAMG trips. But for me and a few others it started a day earlier, as we had arranged to go up to Peterborough on Friday. Colin (Billings) led the way from Thurrock Services up to the Travelodge at Alwalton near Peterborough, and we had a lovely meal on Friday evening at The Cuckoo pub in Alwalton village.

On Saturday morning we met the rest of the party at the OK Diner, all raring to go, and after a quick catch-up with everyone, we were off. There were twelve bikes in total plus three pillion passengers. First stop was the Edensor Tea Cottage, on the Chatsworth Estate in the Peak District. This tea room is in the oldest building in the village and was originally a farmhouse. The roads in the Peak District were lovely, while the scenery consisted mainly of sheep. After Edensor the next, and rather macabre, stop-off point was Todmorden in West Yorkshire, where serial killer Harold Shipman's first known victim lived. Finally, and after yet another refreshment stop, we arrived at the oddly named Guy's Thatched Hamlet Hotel in Bilsborrow. This was indeed a thatched cottage hotel, as the name implies, right by the Lancaster Canal, and it was to be our home for the next three nights, and it was where Colin (Underwood) was very pleased to find a jacuzzi *in his room!* After getting checked in and finding our less well-equipped rooms, we had a lovely meal in the Italian restaurant on site, which has its very own train going round on tracks. (*What??? Ed*) This was where Ian Broughton managed to polish off a monstrous seafood sharing-platter all by himself. (Actually, it wasn't a sharing-platter, but could easily have been). Eating very quickly became a theme for this trip, as plates of food up North seem to have a lot more on them than they do in the South East.

It was a bit of a drizzly start to the next day and as most people were still full up from the night before many skipped breakfast. I was out early to check my bike,

and good job I did, as I couldn't get the disc lock off. However, one of the Colins and Simon came to the rescue and managed to hack away at it so that the key did eventually go in. We had all got the message that we would meet at the petrol station a mile down the road to fill up and we would start the day from there. Well, it was not quite all, it was actually all-except-Brendan; he joined us 10 minutes later. Brendan's timekeeping became another theme of the trip and so Simon would give us an accurate wheels-rolling start time and give Brendan a time 15 minutes earlier.

I recognised a lot of the route that day having previously cycled it on the Coast-to-Coast route; it's definitely a lot easier on a motorbike. We stopped at Broughton-in-Furness for what was now, in effect, our breakfast stop. Or perhaps it was elevenses or maybe it was second breakfast. I can't really remember.

After breakfast in Broughton-in-Furness we travelled along the bank of Westwater, a glacial lake over three miles long and the deepest lake in England. The road was a gnarly single track, and perfect if you owned a GS. We regrouped at the foot of Scafell and here Simon explained how he met his wife and why he moved south to London, and he pointed at Scafell and he said, "My son's up there." We were a bit confused by this: was he a sheep farmer, a camper, a walker? "I scattered his ashes on Scafell, and I have come to visit," he said. It was a poignant moment and time for reflection – this was obviously a special place for Simon. After Scafell it was off to Honister Slate Mine and the Sky Hi Café for yet more refreshment.

That night we had a meal in the pub restaurant at the hotel, where once again meals of gigantic proportions were brought out. When I say 'gigantic' that is not a joke: John and Sue Gardiner did a cracking job sharing an ice cream, but they still had to get Ian to help out in the end. This dish had 21 scoops of ice cream in it! They did very well to get through as much as they did.

On Monday October 2nd Colin (Underwood) supplied us all with rosettes and stickers to wear in remembrance of Terry Friday, who founded KAMG 43 years



ago and whose ashes were being scattered over Headcorn aerodrome on that same morning accompanied by nearly 60 KAMG bikes. For our part we rode to the Ribblesdale viaduct, where we lined up for a photo and revved engines in our own tribute to Terry. We then made our way to Hawes, where we split up and found different cafés. Hawes is a lovely little town, and is home to the Wensleydale Creamery, where they make Wensleydale cheese, and it is a favourite KAMG stopover. It's also becoming well-known for a group of seven ladies called the Hawes Yarnbombers* who this year have knitted larger than life-sized characters from

Wallace and Grommit that they are using to raise money for the Yorkshire Air Ambulance.

After a slightly delayed getaway from Hawes – it wasn't Brendan this time, it was John Lemon getting a selfie with Shaun the knitted sheep courtesy of the Yarnbombers – we made our way to the Wharfe View Tea Rooms at Burnsall in the Yorkshire Dales National Park, before riding back to the hotel. A ride to see the Blackpool Illuminations was planned for the evening, but many opted out and chose to sit instead by a log fire while the hardy, slightly barmy ones, like Trevor, Dawn and Colin U expertly led by Ian, had a very wet ride into Blackpool for fish and chips.

Tuesday was home day, but Simon was no longer to be our leader; he was leaving his bike at his Mum's and getting the train back. He is moving back to Preston with his family soon and will be very much missed in KAMG. Instead, Colin B led us on a lovely route back through Matlock, skirting round Nottingham, and eventually to the OK Diner, where we topped up with petrol and more food before making our way home.

All in all, it was a great trip with some lovely scenery. Thanks to Simon it will, hopefully, become a regular KAMG event. Guy's Thatched Cottage Hotel is an ideal venue and I'm already looking forward to next year.

**Yarnbombers, for those of you who, like me, didn't know, are people who knit graffiti. Ed.*



An Alp in the Sahara

Tim Bolton tells how he and Vernon Whitney went to Morocco



Inspired by the *Harry's Garage* YouTube videos, Vernon decided to buy and rebuild a 30-year-old Honda Africa Twin and then ride it to the Sahara Desert. I joined him for the journey. The Africa Twin rebuild took about a year and the expectation is that the story of that rebuild will be the subject of a separate magazine article in due course.

As first-time travellers to Morocco we elected to join an organised tour run by 'Overland Motorcycle Tours', as their itinerary looked to be comprehensive and would provide us with the opportunity to travel the length of the country. As well as the convenience of having the routes mapped out and the accommodation booked, the company also provided a support vehicle and trailer. This was driven by Jay, the owner of Overland Tours, who was good company and had an obvious passion for Morocco.

Vernon and I travelled by ferry from Plymouth to Santander in northern Spain, and it was at Plymouth that we met up with Del and Raz, who were to travel with us. Del was the only other tour member that, like us, was riding down through Spain, and Raz was our one-legged tour leader, who was making his way down to Morocco to lead our tour and a subsequent one. So, there we were, Vernon on his 30-year-old Africa Twin, Delon on his custom painted T120 Triumph Bonneville, Raz on a Suzuki V Strom and me on the Multistrada. Not the most likely collection of tour bikes for a 3,200 mile round trip to the desert, yet all of them completed the trip unscathed and without any major issues.

The Dadès Gorge



The first part of the tour was self-guided through Spain with two overnight stops, and was well planned. It avoided most dual carriageways and major towns, and provided some good roads and a real flavour of rural Spain. Eventually, we met up with the rest of our tour group at the port of Tarifa, at the southernmost tip of Spain. In total there were 16 bikes, the other riders having flown in and hired a varied cross section of machines ranging from a couple of Royal Enfield Himalayans through to mid-size adventure bikes including GS750s, Ténères, Trans Alps and a KTM Adventure. From Tarifa we caught the ferry to Tangier, where we completed the Moroccan immigration and import documentation and arranged third party insurance cover for our bikes. Our route was to take us on a big loop from Tangier to Tetouan, then Fes, the Gorges du Ziz, Merzouga – the Sahara Desert – followed by the Dadès Gorge, The High Atlas Mountains, Meknes and finally back to Tangier.

Riding in Tangier, when we disembarked gave us our first flavour of riding in a city in Africa. This required a heightened sense of self-preservation on our part as we acclimatised ourselves to the ways of the local drivers, but once out of the city the roads opened up and the traffic became very light. The major roads in Morocco



The view from the hotel at the Dadès Gorge

are tarmacked to a good standard, although they are occasionally interspersed with small sections of unmade road. But the only real bit of unmade road that we faced was a 2km section leading to our Kasbah accommodation on the edge of the Sahara. This comprised a rock/shale track with some patches of soft sand, and whilst it was manageable, we discovered that it made the bikes easier to control if we rode 'Paris Dakar' style – standing up and with our weight forward. Soft sand presented a bigger challenge, but with the ABS and traction control switched off I was able to stop the Ducati from getting stuck when it hit sandy patches. Vernon was less lucky: despite having knobbly tyres, he admitted that he got carried away while riding 'off road', and the Africa Twin ended up gently on its side having hit a large patch of soft sand.

What became immediately apparent, was how much there was to see as we rode along, ranging from the Moroccan people through to the ever-changing scenery and everything else in-between, including perhaps the most 'Moroccan thing' we saw: this was when we had dropped down from the High Atlas Mountains to an area where the local farmers all seemed to be driving 40-year-old Transit vans with large metal cages secured to the roof in which they transported live sheep! There were so many possible photo opportunities, but to stop for them all would have added days to the trip.

Altogether we were in Morocco for nine nights and we saw and experienced so much, and we stayed in such a diversity of places that it is difficult to choose a favourite. Every day was different, and each had its own highlights. Whilst our stays in the cities in the North were interesting, it was once we moved south and away from the more built-up, busier and more commercial northern end of the country that we got to see what I would call the real Morocco. The southern part of the country was a lot less developed and had a natural beauty with its dramatic landscapes and ever-changing scenery. Our most enjoyable moment off the bikes was when we stayed two nights in the Sahara, and after watching the sun rise one morning, 14 of us took the opportunity to go quad-biking in the sand dunes. If you ever get the opportunity to go quad-biking in the dunes, do it. It was brilliant fun.



"Watching the sun rise one morning, 14 of us took the opportunity to go quad-biking in the sand dunes"



"... and the Africa Twin ended up gently on its side"

We returned to Tangier for our final night just as heavy storms started and at one point while queuing in traffic, we were hit by a strong gust of wind that actually blew two bikes and riders over. This weather meant that our ferry to Spain was delayed, and with no clear news about whether or not we would sail that day, Vernon, Del and I managed to book the last three available tickets with another ferry company on a boat that was leaving imminently and which would get us to Spain in time to ensure that we could complete the ride north in time to catch the ferry from Santander back to England.

The return ride north through Spain followed a slightly different route from the one we had taken south at the start of the trip. This time we made three overnight



The Picos “...even more great scenery”

stops ending with a night in the Picos mountains, which offered the opportunity to ride some good twisty roads and to see even more great scenery; and it also provided our scariest moment of the trip, when we came across a herd of goats on a twisty road in the Picos mountains that were being protected by two very large mountain dogs, and these both went into what could only be described as defensive/attack mode as we approached them.

This was an amazing tour: over the course of 16 nights and 17 days, we had travelled a total of 3,200 miles of which 1,200 were in Morocco, and it was apparent from everywhere we went, that Morocco is a fascinating country with so much to see and take in. The roads and infrastructure are good, if a little basic in places; the people are friendly; the scenery is dramatic, and most

The Sahara at Merzouga



The Rif mountains in north Morocco

days offered the opportunity to ride a mixture of free-flowing and twisty roads in spectacular surroundings. Most importantly though, Vernon achieved his goal of riding the Africa Twin to the Sahara and back.

Some things to think about if you consider a similar tour:

Money: Morocco is a cash-based society and all our purchases were in cash, there were no obvious signs of credit cards being accepted. The official exchange rate is about 11 Moroccan Dirhams to the Euro, but most places will accept Euros at a rate of 10 Dirhams to 1 Euro.

Accommodation: this varied from 3-star hotels to more basic accommodation, particularly in the less developed south of the country. All accommodation was clean, the staff were friendly, the food was good, and Wi-Fi was generally available.

Alcohol: Morocco is a dry country; however, alcohol was available with a bit of advance planning or was just a short taxi ride away.

Petrol: Morocco is still investing in its road infrastructure, but petrol stations were readily available and new ones are obviously being developed across the country. Petrol was the equivalent of about £1.30 per litre.

Bike insurance and recovery: we were not able to identify any UK insurers that would provide cover in Morocco, so we arranged third party insurance cover from an office at the port of entry. In the absence of breakdown cover we had the reassurance of having a recovery van and trailer in support if something went wrong.

Routes: these were well planned and when in Morocco we had the choice of following the tour leader or of making our own way between the overnight stops.

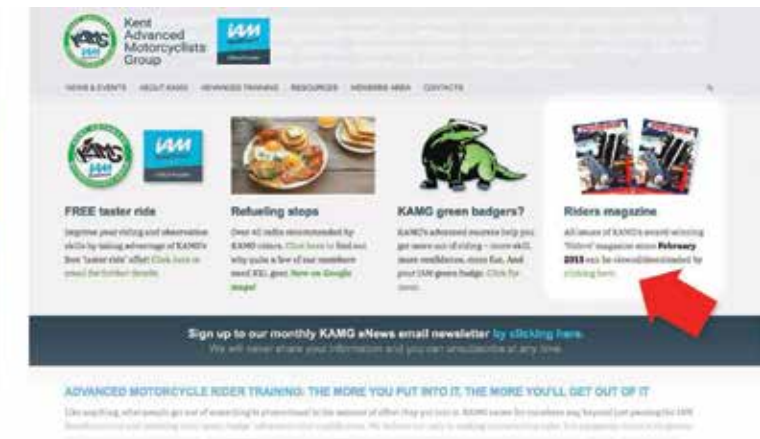
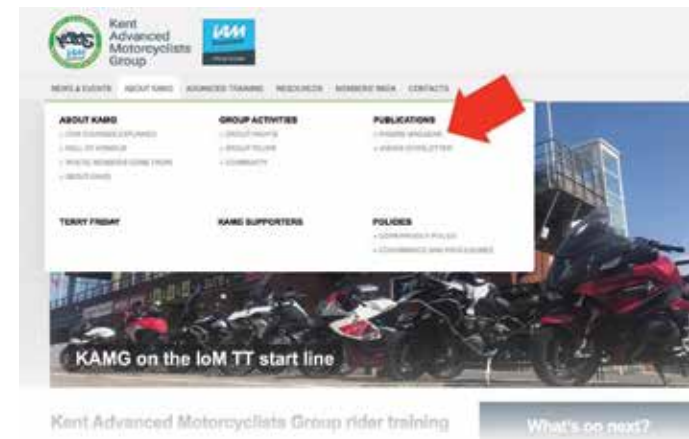
Weather: the trip was dry apart from the final afternoon in The Picos and, of course, on the ride back home from Plymouth. The temperature range across the trip was from a low of 5°C to a high of 37°C.


Clothing: Vernon and I both wore textiles with good venting. Getting the layering right was more of an art in view of the temperature range and is probably the one area that I would consider more carefully in the future, if I anticipated another tour with such a temperature range. It also became clear that the dry climate in Morocco made washing and drying clothes easy, so it would have been possible to pack fewer changes of clothing than we all did.


Riders back numbers

We often refer in the magazine to articles that appeared in back numbers and which may be relevant to a piece in the current magazine. There are three such references in this issue, for example. All back numbers of the magazine from February 2015 are available on the

KAMG website. **There are two ways of finding them:** either navigate to ABOUT KAMG/PUBLICATIONS/RIDERS MAGAZINE, or scroll approximately half way down the ‘Home’ page and click on the green link under the Riders Magazine picture.







FOR THE RIDE

- New and used bike sales in store and online delivery available
- Demonstrators available
- Motorcycle servicing
- Motorcycle MOT testing station
- Motorcycle parts and accessories
- Motorcycle clothing

Sanderstead Station Approach
Sanderstead Road, South Croydon
Surrey CR2 0PL
Tel: 020 8657 0121 www.carlrosner.co.uk

CARL ROSNER MOTORCYCLES
South Croydon

We have a fresh new look!

A2 Motorcycles are a Yamaha Premier Dealership located in Gravesend, Kent.

Selling large quantities of used and new bikes, we are a leading supplier of new Yamaha models, available to view and test ride from our showroom.

Our sales team have over 30 years knowledge within the motorbike industry and will always offer a friendly personal service, finding you what bike will be best suited to you.

Part Exchanges are welcome as well as competitive 'YOU Yamaha Motor Finance'.



MOT'S
£29.65

We also offer repairs, services and MOT's on all motorbike makes and models. Our technicians have many years of experience so you can rest assured that your bike is in the best of hands!

Call 01474 320200 to book, Saturday appointments available.



Riders' Rants



In the last issue of *Riders*, we invited readers to let off steam about anything connected with the roads, safety and motorbikes, and I thought there would be a flood of grouses and groans; but no, it seems that the world is a perfect place because just two people responded, and those only briefly. We look forward to a few roaring rants for the next issue, and remember this column is open to everyone, not just people called Jeff or Geoff.

DTOS?

They're 'Delivery Twats On Scooters'

And Jeff Colpus can smell 'em

Why does the law allow these twats (very sorry, that should be t-ts. Ed) to deliver coffee and food or whatever, commercially, while riding on L plates? You don't see a taxi with L plates, or a Tesco lorry delivering with L plates, or a tanker delivering fuel at a petrol station with L plates, do you? Those drivers have to be fully qualified. I'll be surprised too if these DTOS have got the right insurance anyway. I've had a few run-ins with them, with one guy getting so close at a set of lights I could smell him. Suffice to say I told him to go away! They drive me mad as they buzz around you like flies. I'm sure the statistics for motorcycle accidents have gone up because of DTOS.

(I know what he means, but have to point out that various third-party delivery companies such as Uber Eats, Deliveroo, Getir, Just Eat, and Stuart have pledged to keep their motorcycle couriers and other road users safer in London by signing a voluntary charter with Transport for London. This includes ensuring that their vehicles are legally compliant and roadworthy. Ed.)

Pay as you go

Why does Geoff Curtis pay more road tax than his wife?

I understand the goal of trying to achieve cleaner air in cities, but I've been saying for years that charging a road fund licence fee according to a vehicle's characteristics is a typically bureaucratic and inefficient way of achieving it. It is absurd. For example, my wife's car is very efficient and so she pays next to no 'road tax'. For my bike, I pay about five times the amount she pays for her car, and yet, for the same mileage, they – her car and my bike – use about the same amount of fuel. Which one causes more wear and tear to the roads? Bear in mind also that pollution-limiting electric vehicles and hybrids are heavier than 'normal' vehicles. It's high time that 'road tax' was scrapped. Instead, the exchequer could employ the simple device of adding a few more pence to the duty on fuel. Then, the more you burn, the more you pollute, the more you pay. This would be fair. Whether you drive a big comfortable car a 100k miles per year on business, or just have a 'family taxi' for the school run and shopping trips, or a motorcycle for sunny Sundays, you would pay accordingly. Job done. Easy!



You can find us at;
A2 Motorcycles Ltd, 50 Singlewell
Road, Gravesend, Kent, DA11 7PW.

MON, TUE, THU & FRI
8.30am – 5.30pm
SAT: 9am – 5pm
Closed WED

sales@a2motorcycles.co.uk
info@a2motorcycles.co.uk

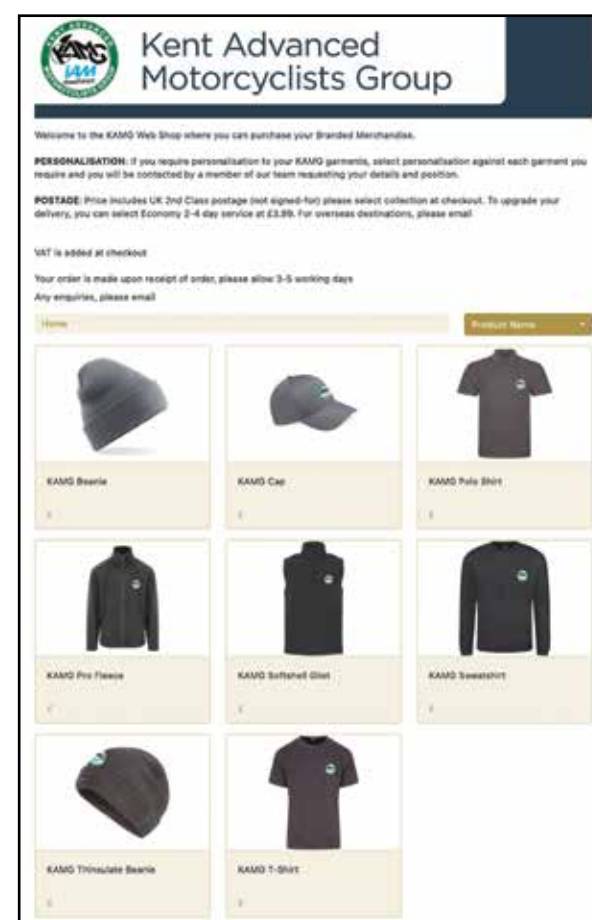
01474 320200
www.a2motorcycles.co.uk

KAMG MERCHANDISE COMING SOON!

We are currently in the process of putting together a new range of branded KAMG merchandise.

Examples of items the Committee are looking at are featured right, although no final decisions have been made.

Please contact me (Catherine Hills) on regalia@kamg.org.uk if you have any specific items for consideration.



Mobile Motorcycle Tyre Service

BOOTS
TYRES

A professional, fully equipped and insured Mobile Motorcycle Tyre Service based in Kent

Motorcycle Tyres, Brakes, Chains, Sprockets and Bearings supplied and fitted at your home or place of work at your convenience

www.bootstyres.co.uk



Rutland Water

May 4th to 6th (Bank Holiday)

Rutland Water is a gentle 3 day tour staying in the same hotel for both nights. It's an easy but still very enjoyable tour for all levels of riders. It's the first one of the year. It's a great first tour, or a relaxed practice.

Rooms £240, 25 rooms only, day 1, 180 miles • day 2, 138 miles • day 3, 180 miles

North Coast 500

May 25th to July 2nd

9-day tour

Hard tour of some of the best places in Scotland. Every day in a different hotel. It's a great tour Over 2000 miles with only 200 on the motorway. A wonderful route with great stops, cafes and coffee stops. The scenery is exceptional. Cost of rooms only, single £1200, double £1250 9 rooms only. Cost of ferry included

Southern Scotland

June 15th to 22nd

8 day tour

A medium level tour around the Southern Scotland and Northern England If you have never been to Southern Scotland its absolutely great 1700 mile tour of which only 200 are on the motorways. Great sweeping roads, empty most of the time, great cafes wonderful views what's not to like. 9 rooms, single £850 double £870, includes access to Beamish Museum

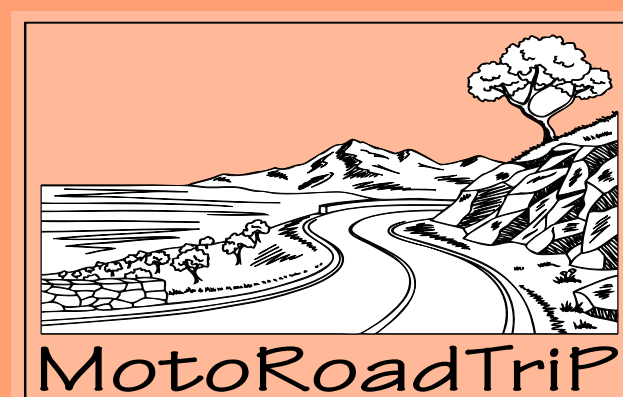
Great sweeping roads, empty most of the time, great cafes wonderful views what's not to like. 9 rooms, single £850 double £870, includes access to Beamish Museum

Wales

July 8th to 12th

Mid week 5 day tour

A medium level tour around the Brecon Beacons and Snowdonia. 2 nights in each hotel, total of 1000 miles, from paddock wood and returning via the M25 through Essex less than 40 miles on motorways. The scenery and stops are great. 9 Rooms £600



Fort William and Highlands of Scotland

August 3rd to 11th

This tour includes bed/ breakfast, evening meal - as all the hotels are remote. A medium level tour around the Highlands, the bottom of Glen Coe is a great place to stay. If you have never been to Scotland its an absolutely great 1900 mile tour of which

only 200 miles are motorway. We have a day to Shieldaig and Applecross, cattle pass, Eilean Donan castle (most photographed castle in Scotland). A day over to the Isle of Mull, my favourite Island, a hotel with a view over Loch Leven. 9 rooms, including breakfast and evening meals. Single £1350 Double £1600

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

www.motoroadtrip.co.uk 07786 592845 steveiches12@gmail.com



Instagram [bowenmoto](https://www.instagram.com/bowenmoto)

Facebook [@bowenmoto](https://www.facebook.com/bowenmoto)

www.bowenmoto.co.uk

01634 811757

All aspects of Motorcycling, including Service and Repairs, MOTs, Parts and Accessories, Clothing, Helmets, New and Used Motorcycle sales



IDCAM

INTRODUCTORY DAY COURSE IN ADVANCED MOTORCYCLING

2024 Dates

- February 17th
- March 16th
- April 20th
- May 18th
- June 22nd
- July 13th
- August 24th
- September 21st
- October 19th
- November 16th



Our IDCAM is held at the Kent Fire and Rescue Road Safety facility in Marconi Way, Rochester, ME1 2XQ. If you wish to attend, please register your interest via the calendar on Tracker. Attendees are asked to arrive at 08.45 for a prompt 09:00 start. The morning session consists of a presentation about IAM RoadSmart, about KAMG and the aims of the course, and how to check that both the rider and motorcycle are fit for the road. This is followed by a coffee break.

The second presentation is all about the system of motorcycle control and, if time permits, a *Highway Code* quiz. The morning session will finish at approximately 12:15.

Please note that lunch is not provided. You may bring along your lunch or, if you wish, your allocated Observer can take you to a local café.



The afternoon session consists of an observed ride with a National Observer, and includes a pre-ride briefing and post ride debrief. The finish point is at a mutually agreed location that is usually closer to home than the start. The afternoon session lasts around two and a half hours.

If you would like to attend as an Associate, please contact associates@kamg.org.uk.

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 D, Ebbsfleet Station,
International Way, Gravesend, Kent DA10 1EB

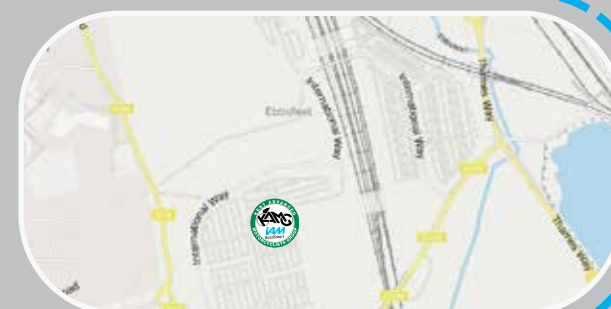
2024 Dates

Sun 19th May Sat 15th June
Sat 20th July Sat 7th 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



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



GROUP SECRETARY
Gerhard Lottering
0844 585 7796
group-secretary@kamg.org.uk



MEMBERSHIP SECRETARY
David Howard
0844 585 7792
membership@kamg.org.uk



GROUP NIGHT EVENT ORGANISER
Sarah Livingstone
07974 235336
groupnights@kamg.org.uk



MERCHANDISE MANAGER
Catherine Hills
0844 585 7795
regalia@kamg.org.uk



DEPUTY CHIEF OBSERVER
John Gardiner
07899 898744
dco@kamg.org.uk



GROUP NIGHT RAFFLE ORGANISER
Sue Aspinall
07751 258377
raffles@kamg.org.uk

CONTACTS



CHAIRMAN AND VICE PRESIDENT
Dave Murphy
0844 585 7781
chairman@kamg.org.uk



TREASURER
Nigel Clibbens
07766 409660
treasurer@kamg.org.uk



MACHINE CONTROL DAY MANAGER
Paul Aspinall
07912 659431
paul.ridekamg@gmail.com



GROUP RUN ORGANISER
Roger Lancaster
07740 779224
runleader@kamg.org.uk



WEBSITE AND E-NEWS EDITOR
Niels Reynolds
0844 585 7785
publicity@kamg.org.uk



COMMITTEE MEMBER
Paul Jessop
0844 802 7093
paul.jessop@fil.com



COMMITTEE MEMBER
Jeff Cockburn
07970 071427
jbladecbr@aol.com



VICE CHAIR
Tina Underwood
0844 802 7091
vicechairman@kamg.org.uk
07718475004
Tunder2122@aol.com



CHIEF OBSERVER
Colin Billings
07770 301675
chiefobserver@kamg.org.uk



ASSOCIATE CO-ORDINATOR
Joe Mair
0844 585 7789
associates@kamg.org.uk



IDCAM ORGANISER
Ian Broughton
07956500887
ian_bruffton@hotmail.com



MAGAZINE EDITOR
Nick Farley
0844 585 7794
nickfarleygazka@gmail.com



COMMITTEE MEMBER
Matt Pounds
07764 514254
mattpounds@hotmail.com



**BMW
MOTORRAD**

VISIT OUR **ONLINE VIRTUAL SHOWROOM.**

**YOU CAN NOW BROWSE AND RESERVE YOUR PERFECT
APPROVED USED BMW BIKE ONLINE FOR JUST £99.**

VISIT: [VINESGROUP.CO.UK/BMW-MOTORRAD/USED-BIKES](https://www.vinesgroup.co.uk/bmw-motorrad/used-bikes)

Your deposit will be adjusted from the price of the vehicle if you wish to complete your transaction.

VINES OF GUILDFORD MOTORRAD

21 Moorfield Road, Slyfield Industrial Estate
Guildford, Surrey, GU1 1RD

01483 207000

[WWW.VINESGROUP.CO.UK/BMW-MOTORRAD](https://www.vinesgroup.co.uk/bmw-motorrad)

MAKE LIFE A RIDE



@VinesBMWBikes

