RIDERS

. . . magazine of the KAMG

ISSUE 240 • November 2025 • Registered Charity No. 1060837

SCAN ME

KENT ADVANCED MOTORCYCLISTS GROUP

THIS EDITION INCLUDES . . .

REGULAR FEATURES:

NEW FEATURES:

Christmas is Toy Time!

Vulture in The Picos, page 16

Page 24

FORTHCOMING EVENTS

November
Sun 30th Group ride Teston Country Park to Hamstreet

December
Sun 14th Christmas Ride to Scotts Trust
Sun 28th Round ride to from Lullingstone Country Park

January
Thurs 29 Group Night

February
Thurs 26th Group Night

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

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

EDITORIAL

Milking It

Do you remember when milk was delivered silently very early in the morning by Express Dairy and the CO-OP? 'Silently', is the key word there. The milk was delivered on electric 'milk floats', and the electricity-ness of the operation was all to do with being quiet; it was nothing to do with saving whales and polar bears and such, because the 'climate' hadn't been invented then.

Although those 'milk floats' were very slow, and the roads at five o'clock in the morning were empty, the milkmen who drove them were deemed to be such a driving hazard that they had to have proper, full, grown-up driving licences, and the floats had proper number plates so that the DVLA knew that each one actually existed, and they were insured too, just like everything else on the road. Doesn't that seem delightfully quaint and old-fashioned today?

If, somewhere, there is still a superannuated milkman with an electric 'float' delivering milk at dawn's crack, he will still need to have a driving licence, his boss will still pay road tax and he will also have to be insured. ***BUT*** – and it's definitely a very big ***BUT*** – if instead he were today whizzing around London at the height of the hectic rush hour on a four-wheel – repeat, four-wheel – electric bicycle-cum-van, he wouldn't need a licence at all, and he wouldn't need insurance and he wouldn't need to tell the DVLA that he and his 'bike' even existed. Nor would he need to tell the Sad Iq, and nor would he need to pay Sad's congestion or ULEZ charges either, and as a bonus he *would* be able to use all the pretty cycle lanes too. Isn't that cool? And if you don't believe me, Google VOK U and be frightened, and perhaps be just a little, tiny bit cross too. I am.

Weighty Matters

I have been wondering what has happened to motorbikes recently, and by 'recently' I mean what I think of as 'recently', which is actually not very recent I admit. Never mind, the point I want to make is still valid and it is that motorbikes have (sort of 'recently') become huge and heavy things. Manufacturers seem to chuck everything at them now and the enormous engines that we have become accustomed to, just take it all in their stride. Let's not worry about being manoeuvrable when parking or pushing round in the garage, let's instead give the behemoth a reverse gear. I blame the electric starter for all this: in the days when you had to hold the bike up as you kick-started the thing, low weight was important. On the other hand, if it were not for the wonderful electric foot I wouldn't be able to ride at all now.

There was a time when a 650 twin was considered a huge bike, whereas today 600cc bikes are considered nippy little throwable fun lightweights. And then there's the loudspeakers and the radio gear: why are we carrying that completely unnecessary stuff around? How can you listen to music at high speed on the motorway? And why annoy everyone with your awful music as you ride slowly through traffic? And, of course, there's always the idiot magazine test rider who says ". . . you don't notice the size and the weight when you're moving." Well, obviously you don't, because various physical laws take care of that, but try calling on physics at the next uphill, cambered traffic light stop. Anyway, encouraged by Martin Brown's articles on reviving Little Zed and his Honder Daktari, I am going to spend the winter reviving my 1970 250cc Montesa Scorpion enduro bike. It weighs nothing and should go like the wind.

Merry Christmas.

VIEW FROM THE CHAIR

It's been a very busy few months at KAMG and the committee have been working hard to finalise our transition to CIO and we are very close to completing it as you can see from the report on page 10.

We attended the group regional meeting and feel that we are achieving great results in our mission to interact with other local groups this year. This year's Peterborough training weekends have been a great success and next year's plans are well under way with some exciting changes. [See page 26]

2025 has seen some interesting group night presentations, but we are always on the lookout for new speakers. KAMG is a successful and proactive group and we always welcome new suggestions for events. We have some great ideas in the pipeline for the future events and would welcome any members to join the team.

The weather this month is due to change and the temperature will drop considerably, so keep your eyes on tracker and Facebook etc. for any changes this might cause to any of the planned events.

Wishing you all a very happy Christmas and all of us a great 2026.

Tina

Hannah Perry receiving her Advanced Rider F1RST qualification from her observer Nic Walker

Chris Tutte receiving his Advanced Rider qualification from his observer Bob Phillips

Martin Adams receiving his Advanced Rider qualification from his observer Nico Van Vuuren

TEST PASSES

Since the last edition

Adrian Scarsbrook receiving his Advanced Rider F1RST qualification from his observer Ian Broughton

Derek Jones receiving his Advanced Rider qualification from Tina Underwood on behalf of his observer Keith Burlace

Paul Geeson receiving his Advanced Rider qualification from his observer Martin Ford

Helen Mitchell receiving her Advanced Rider qualification from her observer Tina Underwood

Nigel Clibbens receiving his Masters qualification from mentor Colin Underwood

Radu Jipa receiving his Advanced Rider qualification from Tina Underwood on behalf of his observer Joe Mair

David Leigh receiving his Advanced Rider qualification from Steve Riches on behalf of his observer Mark Brewster

HARLEY MAC DAVIDSON

Sandra Rutherford discovers that an all-American icon is actually quite Scottish

Most of you who know me probably know that I'm originally from Aberdeen in the North East of Scotland, and when I was up there visiting family one day, my dad happened to mention that he had seen an article about an old cottage fairly nearby that was, believe it or not, the *home of Harley-Davidson!* I didn't know that Harley-Davidson had any links to Scotland and I don't think many people do. Dad couldn't remember where he had seen the article, but it would certainly have been in a newspaper or a book, not on the internet. Therefore, the next time I was in Aberdeen I decided to find out where this cottage was and see what it was all about.

I had a look on-line and found that Davidson Cottage was in the village of Aberlemno, near Brechin in Angus, about 55 miles South of Aberdeen. So Dad and I went to visit it, and were shown round by a Harley owning volunteer who was also a keen cyclist.

The small stone-built cottage has a really interesting history, and well over 150 years ago, it was the home of the Davidson family before they emigrated to America. Sandy Davidson was a wheelwright, and he and his wife Margaret lived in this small cottage until 1857, when with their six children they decided to emigrate to America. One of those children was their son William who had been born in the cottage and was 11 years old when the family set sail. Sadly, another son, Alexander Davidson, died of typhus shortly after arrival in America, but with the remaining five children the family settled in Milwaukee, Wisconsin.

Young William grew up in Milwaukee and eventually married another Scottish emigrant, Margaret McFarlane. They had three sons, and William built those three sons their very first workshop. It was only a small 10'x 15' workshop, affectionately referred to as 'The Shed', but it was to be the foundation of the Harley-Davidson Motor Company. It was these three young Davidson boys, Walter, William and Arthur, who with their close friend, English emigrant Bill Harley, went on

The cottage as it was when it was discovered

The restored cottage as it is today

to create the Harley-Davidson Motor Company; a company that changed the world of motorcycling and at the same time created one of the most famous and enduring 'brands' in any product field. And although there were three Davidsons and only one Harley involved, the Davidson brothers generously agreed that Bill Harley's name should come first as it was his idea originally to build a motorbike.

In 2008 the Davidson cottage in Scotland was derelict; the roof had fallen in and there were trees growing inside. However, some Harley-Davidson enthusiasts knew of its history and decided to make an offer for it. The offer was accepted and so this important piece of motorbike history was saved.

When Mike Sinclair, Maggie Sherrit and Keith Mackintosh found the cottage, it was a crumbling ruin, about to be demolished. They decided to try to save it and restore it to how it would have been in the 1850s when the Davidson family still lived and worked there. After many years of battling with the local planning department, and by raising funds and getting the backing of Harley-Davidson they succeeded. In 2021 the Davidson Legacy Preservation Group [DPLG] was formed to secure the future of the cottage, and after more than a decade of planning, getting funding, fixing, repairing and replacing, they have restored the cottage to how it would have been when the Davidson wheelwright family left there 168 years ago. It now acts as a living memorial to the Davidson family's journey and enterprise, and is a notable piece of social history. People from all over the world now come to visit the tiny cottage, and some treat it like a pilgrimage. In 2021 Harley-Davidson actually launched the new Sportster S at the cottage: the first time ever that a Harley-Davidson model had been launched outside of the US.

Thanks to the continued efforts of the DPLG volunteers, coupled with the unwavering support of the local community, plus vital funding from the UK Government's Community Ownership Fund, and a significant contribution from the Harley-Davidson Motor Company, the SCIO [Scottish Charitable Incorporated Organisation] number SC052174 successfully secured ownership of the cottage in March 2025. The aim now is to keep the cottage open and *free* to visitors, celebrating motorcycle and social history. Davidson Cottage is open to all – to bikers, to heritage enthusiasts and to families. Whether you want to visit to honour the roots of Harley-Davidson or simply explore a bit of Scottish history, you will find a warm welcome and an interesting story.

Always check opening times if you want to visit as it is run by volunteers. They sell a small selection of souvenirs and also you can get a tea, coffee and biscuits for a donation. https://thedavidsonlegacy.com/

The interior restored to how it would have been when the Davidsons lived there in the 1850s

The three enthusiasts who saved the cottage. L to R Mike Sinclair, Maggie Skerrit and Keith Mackintosh

MEMBER UPDATE – KAMG TRANSITION TO CIO

You may recall back in March 2024 at the AGM, it was agreed that KAMG would change its structure from being a straightforward simple Charity to being a Charitable Incorporated Organisation (CIO).

This change solves several challenges that we currently have:

- We cannot enter a contract in the name of KAMG; instead, individual committee members are having to enter contracts in their own name on KAMG's behalf
- It is more difficult to get a bank account and electronic banking with dual authority as required by IAM
- KAMG Trustees (all committee members) have unlimited personal liability

Helpfully, moving to a CIO does not incur any material additional ongoing cost.

Following the 2024 AGM we wrote to the IAM to seek their approval for the change. They liked the idea so much that they agreed to instruct and pay their lawyers to draw up a pro-forma CIO constitution that all IAM Groups could use. This exercise includes getting the Charity Commission's approval to the new CIO Constitution that the IAM has written.

The process has taken a while, but we now have formal IAM sign off and are just waiting for the Charity Commission to formally approve the pro-forma CIO Constitution (the Charity Commission have already said they are happy with the final draft.)

Now Matt Pounds and I are working at full throttle to get ready for the transition ideally before the new membership fees start coming in from March next year.

What needs to happen?

The existing KAMG Charity

This needs to be wound down and closed once the new CIO is up and running, probably in the first quarter of 2026. We will need to hold an EGM, most likely in February, to gain Member approval to dissolve the Charity, which will include closing the existing bank account and moving all our remaining funds and assets to the IAM.

The new KAMG CIO

We will look to establish this towards the end of this year or early next. The new CIO will need to appoint three Trustees who cannot be Trustees (Committee Members) of the current Charity. We have identified past Committee members who are willing to take on this role. They will need to open a new bank account for the CIO and formally ask the IAM to transfer the old Charity's funds and assets to it (don't worry we will get this all agreed with the IAM before sending them any money). Other tasks include registering with HMRC for Gift Aid, and some other admin tasks. Once this is done the new CIO can hold its first AGM at which the three temporary Trustees will resign, and the Members will appoint the first Group Committee. Then it's business as usual.

What do you need to do?

Once the new CIO is established the Trustees will write to all current members of the existing charity and ask you:

- If you object to your Tracker and other personal data records being moved to the new CIO – if you do object your personal records will be deleted.
- If you pay your annual membership by Standing Order you will need to change the bank to which the funds are sent. If you pay by Direct Debit via GoCardless we hope you won't have to do anything as we can make the changes behind the scenes
- Sign a Gift Aid declaration for new CIO – hopefully this can be done via Tracker.

If you have any questions, please do not hesitate to contact Matt Pounds or myself.

Kind regards
Nigel Clibbens - Treasurer
October 2025

"HAVE YOU GOT TOO MUCH TORSION ON YOUR NUTS?"

Asks Jon Freeman

LET'S TALK TORQUE

Says Bob Phillips

Why are some fasteners on your bike tightened to a specific torque setting? It is to ensure that they are tight enough to do the required job without being over-tightened. If they are over tightened so that they are stretched, they are liable to fail. Bolts, set screws and screws are made from different grades of steel according to the job they are required to do and these grades are denoted on the head of bolts; for example, on metric fasteners you might see the numbers 8.8 or 12.9, and in the case of stainless-steel bolts, you might see A2 and A4. Each of these grades has a specific elastic limit – that is the point at which the thread will deform and the fastener will exceed its yield point, resulting in failure. It is a common misconception that stainless steel has a greater strength than carbon steel, but this is not the case. Although stainless is harder to cut and drill, it does not have the same tensile strength of a thread of the same size in carbon steel. Applying the correct torque to a fastener, ensures the maximum tightness, without over stretching the thread. It is also important to follow the instruction on whether the fastener is fitted dry or lightly oiled, as this can affect how the bolt is tightened. Oil reduces friction, so the torque setting could be lower than required on a dry thread. Reduce the torque setting by 10/15% for oiled threads.

Torque charts are available on the internet. In the following small example table, you can see that an 8mm bolt of 8.8 grade carbon steel requires torquing to 20nm (newton-meter is the measuring unit of torque.) Grades range from 3.6 to 12.9. Grade 8.8 bolts and above are the high strength bolts likely to be found in the automotive industry.

Next time you are fitting load bearing or critical fasteners and don't have the torque setting to hand, look it up and apply it, it may save you some grief later. And remember before putting your torque wrench away, turn the adjuster back to the minimum setting. This will prevent the spring from losing its force, and giving false readings.

Diameter	Grade	Grade	Grade
mm	8.8	10.9	12.9
8	20nm	25nm	30nm
10	40nm	50nm	60nm
12	70nm	85nm	100nm

I wholeheartedly agree with the article 'Let's Talk Torque' by Bob Phillips in the August issue of Riders. It also brought back memories of an exclamation by our 4th year metalwork and engineering teacher: "There's too much torsion on your nuts, Edwards," he said, and although not technically accurate, the teacher's outburst was highly amusing and stuck in my mind. Actually, it wasn't too far out either, as Edwards was a large lad and a future county level prop forward.

Have you ever wondered why an open-ended spanner for an M6 nut/bolt is shorter than the spanner for an M16 bolt? Leverage is the answer. Perhaps it's a crude attempt by tool manufacturers to try to control the tightening torque that can be applied to those nuts. However, most of us use socket sets where the single ratchet handle is a standard length and is used for all the different socket sizes. So, by using one lever length for all socket sizes, what can we expect? Well, there is a strong likelihood that small diameter fasteners will be over torqued and, as Bob pointed out, this might result in the bolt being loaded beyond its yield point and failing . . . especially if we use the 'two grunt' method, of tightening, and we are all guilty of using the 'two grunt method' – we tighten once, and then just for good measure we just do that little bit more. One grunt, two grunt. Stop, don't do it!

It was either Stuttgart or Darmstadt University that undertook a simple experiment with first year engineering students to see how they approached setting a fastener with a socket and a ratchet handle for sizes ranging from M6 through to M20. The conclusion was that M12 bolts were torqued about right (safe), but smaller diameter fasteners were over stressed and the larger bolts under tightened. Both situations are potentially dangerous in construction and engineering.

Bob also said in his article that oiling nuts and bolts reduces friction and that the applied torque needs to be adjusted downwards. The same can be said of bolts that are frequently re-used and re-tightened as the plating or thread form will become smoother and therefore offer less friction resistance. So for a given specified torque the stress or tension within an oiled or re-used bolt could be higher than the designer had intended.

Commonly available stainless steel bolts have the level of corrosion resistance designated by a letter: A2 or higher corrosion resistance A4. There are even higher levels of corrosion resistance, but A2 and A4 are the grades most likely to be encountered. These grades of stainless steel are available in strength classes 50/70/80, where 80 is roughly equivalent to a high tensile 8.8 grade carbon steel bolt. Bolts designated 8.8 have 800 N/mm² ultimate tensile strength and a yield point of 640N/mm². The numbers 8.8 on the bolt indicate that it has a nominal tensile strength of 800 mpa (mega pascals) or 800 Newtons per square mm (N/mm²) and a yield strength of 80% of that, which is 640 N/mm².

Lesson: it is important to use a torque wrench for virtually all tightening applications, and it is especially critical to follow the vehicle manufacturer's recommendations for the correct torque as detailed in the specification manual. Yes, you're just going to have to read the instructions.

THE GERMAN 'JEEP'?
POSSIBLY NOT, BUT . . .

Then two came along together after 60 years of waiting

The well-known World War II Volkswagen Kubelwagen is usually reckoned to be the German army's 'Jeep'. However, a realistic claim for that title could also be made by a virtually unknown vehicle called simply the KS750. And the KS750 wasn't even a four-wheeler – it was a motorbike. In fact, it was actually a sidecar. And when I say 'sidecar' don't raise your eyebrows and groan as you picture a rickety old box nailed as a semi-engineered afterthought to the side of any old pre-war motorbike. Think instead of something specifically designed from the ground up to be a single unit. Think of something that was never a motorbike ***and*** sidecar. The KS750 was only ever meant to be seen as a whole. It was definitely not two quite separate bits of kit expediently and inelegantly bolted together. It was a ground-breaking new concept incorporating the latest technology. And it bore not even the faintest resemblance to anything we Brits called a sidecar back then, or ever.

The Germans used all kinds of solo motorcycles in the war and used them to carry out similar jobs to The Allies, however they saw the role of the sidecar very differently from us. Estimates vary, but Germany built between 38,000 and 40,000 sidecars in the war, which was far more than The Allies, and the fact that they built that many, compared to about 50,000 VW Kubelwagens, gives some idea of their importance to the German army. The German 'sidecars' were true military combat vehicles and they were used in large numbers in every theatre of the war.

When, in 1937, the German army issued its specification for a military sidecar, two companies competed for the contract: one was obviously BMW, which is no surprise, yet the other one was Zündapp. Who the hell was Zündapp? Well, to anyone like me who was reading the motorcycle mags in the 1950s and 1960s, Zündapp was a funny-sounding company who made a scooter called the 'Bella'. It's bad enough that they built a scooter, but to call it a 'Bella' . . . well! So imagine my surprise when I later discovered that this post war scooter manufacturer had not only beaten the might of BMW in the contest to produce Germany's wartime sidecar battle-wagon, but in doing so it produced a bike that was a technical marvel and was only just south of the Forth Bridge in size, weight and general ball-breaking magnificence. That machine was the KS750. And what a great name that is. Unlike 'Jeep' there's nothing Hollywood about it. KS750' is just a straightforward serial number, and it's perfect for this no-nonsense machine.

Over the years I have read much about the KS750, but I had not, until very recently, actually seen one in the metallic flesh, and I've always wondered, when finally I did see one, whether I would be disappointed.

If you have never seen a KS750 or even read about them, and if your immediate reaction when I first mentioned the word 'sidecar' was to picture some lumbering old British banger leaning drunkenly towards a vast 'double-adult' sidecar as it dribbled along at a steady 35mph on the roads of the nineteen fifties leading a queue of Morris bloody Minors, think again. The mighty military KS750 is cut from different cloth. It is in every sense a majestic thing and as you stand beside it you are aware that you are in the presence of motorcycle royalty. You instinctively bend the knee.

Towing hitch arrowed

Lest all BMW fans get a bit peeved at being beaten by a manufacturer that made 'Bella' scooters after the war, let me put the record straight. After exhaustive testing, Zündapp's superior design won the contract, and – ignominy of ignominies – poor old BMW was asked to produce the Zündapp KS750 under licence. Imagine that: BMW being asked to build someone else's motorbike!

The sidecar wheel driveshaft

Of course, BMW quickly told the German army officials to get stuffed. There was absolutely no chance of their building someone else's bike. No chance at all.

Never mind; a compromise was worked out whereby BMW would build its own sidecar battle-wagon called the R75, and the two companies agreed that there would be many interchangeable common parts on the KS750 and the R75, which would make supplying spares in the stressed war zones much easier. In the end there were roughly the same number of Zündapps and BMWs built during the war, adding up to the 40,000-ish total.

The German Government's specification for its sidecar 'Jeep' was demanding – hugely demanding. This was not to be a prissy lightweight sidecar used for running messages back and forth between the front line and HQ some miles in the rear; no, this was to be a fully-fledged, military combat vehicle. The 'bike' had to have a payload of half a ton, and when fully loaded with half a ton of

Bristling with equipment

stuff it had to be capable of sustaining 50mph (80kmh) on the Autobahn (remember Germany had proper roads before the war) and it had to have a top speed of 60mph while hauling that half a ton too. It had to be capable of carrying three fully equipped soldiers and it had to have a tow bar for pulling stuff that needed pulling. It was also required to have considerable off-road capability including being able to forge water, climb steep slopes and to be usable with snow chains. And remember that Zündapp built the whole damn thing – the pressed steel frame, the engine, the brakes (hydraulic, no less, and the first hydraulic motorcycle brakes anywhere, ever) and the transmission. And when I say 'transmission', I am saying it with a big fat upper-case T.

The KS750 had a four-speed box plus a reverse (of course) and a high and low range giving it eight forward gears with the ability literally to crawl along with marching troops at 2½mph with the clutch fully engaged, or speed three blokes and a gun along at 60mph when required. The final drive was by shaft, obviously, but the star turn was the driven sidecar wheel with a lockable differential to help with rough terrain navigation. So you see what I mean when I say that this machine truly was motorcycle royalty. And although BMW enthusiasts will say that the R75 also had a driven sidecar wheel and hydraulic brakes, it only had those advanced features because the German army told BMW to adopt the superior Zündapp designs, or else! (It is also worth noting that on the home front at that time, we were worshipping George Brough for assembling his 'superior' bikes from a motley collection of bits and pieces that he bought in from other people.)

I've been waiting a long time to see a real KS750 since I first found out about them about sixty years ago, and then, blow me, two came along together. They were at the Classic Bike Show at Ardingly back in October. Look at the pictures of these passive monsters sitting quietly in the showground calm of Ardingly, but as you look at them, don't see them just as vintage exhibits, rather picture yourself riding one in combat, fully loaded, with two other men on board, plus guns and equipment. Imagine that it's 80 years ago, and you're somewhere on the bleak, bitterly cold Eastern Front ploughing through snow or perhaps riding at high speed in scorching heat across the desert landscape of North Africa. On your KS750 you would feel that you could do anything and go anywhere, it will never let you down.

For me, the incredible KS750 is like the Spitfire; it's not an inanimate machine, it's much more than that. It's one of those very rare machines that seems to transcend its mechanical form and actually to have a real personality. I'm glad that I have at last met one face to face. I wasn't disappointed.

NF

To see just what these machines can do Google this video:

BMW R75 Zundapp KS750 Off-road in the Pyrenees.

Virtually all of the bikes in this great video are KS750s, which you can easily and obviously distinguish from the odd BMW by their pressed steel frames. It looks like a great holiday.

PILLION AND POOLSIDE IN THE PICOS

Sue Gardiner rides behind husband John in the mountains of North West Spain

This year we, that is husband John and I, decided not to go on Dave Murphy's Vianden trip in May. Vianden is an amazing place to visit with plenty of history, but we have been there a few times now, and so it was suggested that perhaps we should be brave and venture a bit further afield; and somewhere in our conversation, the Picos de Europa mountain range in north west Spain was suggested as a destination. We met at Dave's one evening and he showed us some videos he had of the Picos and the surrounding area, and it looked amazing. We all jumped at this suggestion for a new destination. And Dave, being the trip planning brain, was asked, very nicely, to look at possible ferry crossings, hotels and road routes, something which he had no problem doing. There were a few meetings to clarify minor details, including, for example, obtaining an 'air quality certificate' for each bike. *[Most European countries require such a certificate now, and it is better to organise it in advance rather than 'on the hoof' when you travel. You can do it on-line, and it takes just few days to arrive.]* But finally John and I were booked in a four-berth cabin on Brittany Ferries leaving Portsmouth at 9.30 in the evening on Friday September 5th, returning on September 15th.

Thursday 4th September came; the bike was all checked and had been fitted with two new tyres; the panniers were packed, and passports had been checked (20 times!). Getting excited now; only one more sleep. John had planned a route from home to Pedham Golf Club, where we were going to meet fellow travellers, Dave, Elaine and John Lemon. Then, from Pedham we planned a leisurely ride to Sky Farm Park near Petersfield, West Sussex, where we had a table booked for 5.30. After a lovely meal around their outside fire-pit we set off for Portsmouth, which was about an hour away. Dave led this part of the trip as he'd done it before. Through passport control with no problems, although all three bikes were swabbed before embarking; and of course all three were clear. Then, after the lorries were loaded, it was our turn to board. The bikes were parked in neat rows, but were very close together, and although the crew strapped them down, they didn't look very safe to me.

We found our 'four-berth' cabin, and it was very 'compact'. I'm not sure how four people would manage. We used the top two bunks for our motorbike gear. After unpacking and getting changed we set off to find Dave, Elaine and John L. Our cabin was on the same deck as all the ferry facilities so we didn't have far to walk, and by the time we had got our bearings and found where the restaurants and bars were, we had set sail. As we had already eaten before boarding, we were not really hungry, so we found ourselves a table and got the snacks out that we had brought with us to share – some ginger nuts and some peanuts, which went down well with the beers and wine. It had been a long day, so by 10 o'clock we were all heading off to bed: Dave, Elaine and us to our cabins and John L to his reclining chair, although we did have John's bike gear in our cabin with his overnight bag, and it wasn't a bad night's sleep with the gentle side to side rolling of the ship.

At 8.30 on Saturday morning it was time to find some breakfast, which we thought would be a nightmare because of the amount of people on board, but it was surprisingly simple and easy. We had bought a meal-deal

Santander welcomes you at 05.30 in the morning . . .

Dave and John Lemon putting the world to rights on deck

with our booking, which meant that our breakfast worked out to be free, and there was a good choice on the menu. After breakfast there was plenty to keep us busy during the day on board if we wanted to join in with the scheduled activities, which ranged from bingo through wine tasting to orca watching. Or we could simply read, do crosswords and chit chat to the other passengers. And the Women's Rugby World Cup was on the big screens, so I was able to keep up to date with the England score. Elaine did most of the activities, while I did the bingo, watched the rugby with John L and took lots of walks around the ferry, inside and out.

Our evening meal at 8.45 was in the à la carte restaurant where there was a well presented buffet. It was a bit late but it was worth the wait; the food was delicious and we also still had credit on our meal deal. After that it was a relatively early night making sure everything was re-packed ready for our arrival in Santander the following morning. At 5:30am an alarm goes off in the cabins an hour before docking to make sure that everyone is ready to return to their vehicles in time for disembarking.

While waiting for the bike decks to be opened we went outside at the back of the ferry and what an amazing view we had. The sun was just coming up and the sky was a deep blue with a red horizon. When the decks were opened, we went down the many stairs to the bikes, which thankfully were still in one piece. Disembarking took a while due to the number of lorries, cars and loads of bikes, but we eventually got through passport control and met up with the others. It was still early in the morning, but it was quite warm.

Then the fun began on Spanish roads that were narrow and full of twists, bends and cobbles. From Santander (**1**) in the early morning sun, we headed west to Playa de Comillas (**2**), which was our breakfast stop and then we went on to another lovely beach for coffee. On the way to our final destination we stopped in a town called Poo – ha!ha! – (**3**), which had a lovely views of the mountains, and from there, the road leading up to our hotel was mind blowing: it was narrow and steep and we just kept going up and up into the mountains until finally we arrived at the Hotel Cerro La Niña in Beceña (**4**) in the late afternoon with the sun shining. The whole place had a real wow factor: the reception area, the breathtaking views across the mountains, the apartment layout, the covered verandah, the amazing swimming pool area – everything!

Our bikes were securely parked in the underground car park, and as we were checking in four more bikes arrived

Brittany Ferry food didn't disappoint

The hotel and some of its many views

with five more of our friends, who had ridden down from Calais having had two stopovers on the way and including Chris Powter, who had met up with them on the way down. Then, having found our room, which was amazing, with picturesque views from the balcony, it was time for beers, laughs and a catch-up about our different experiences travelling to the hotel.

On our first day we rode to Santa Maria Beach for coffee. It was another stunning place and it wasn't too far away as we were all still getting over our long journey of the day before. On the second day we went to Potes (**5**) stopping off at the delightful little town of Suances on our way to the cable car in Fuente Dé (**6**). I stayed at the bottom while John and co went up. It actually only had supports at the bottom and top, none in the middle – scary.

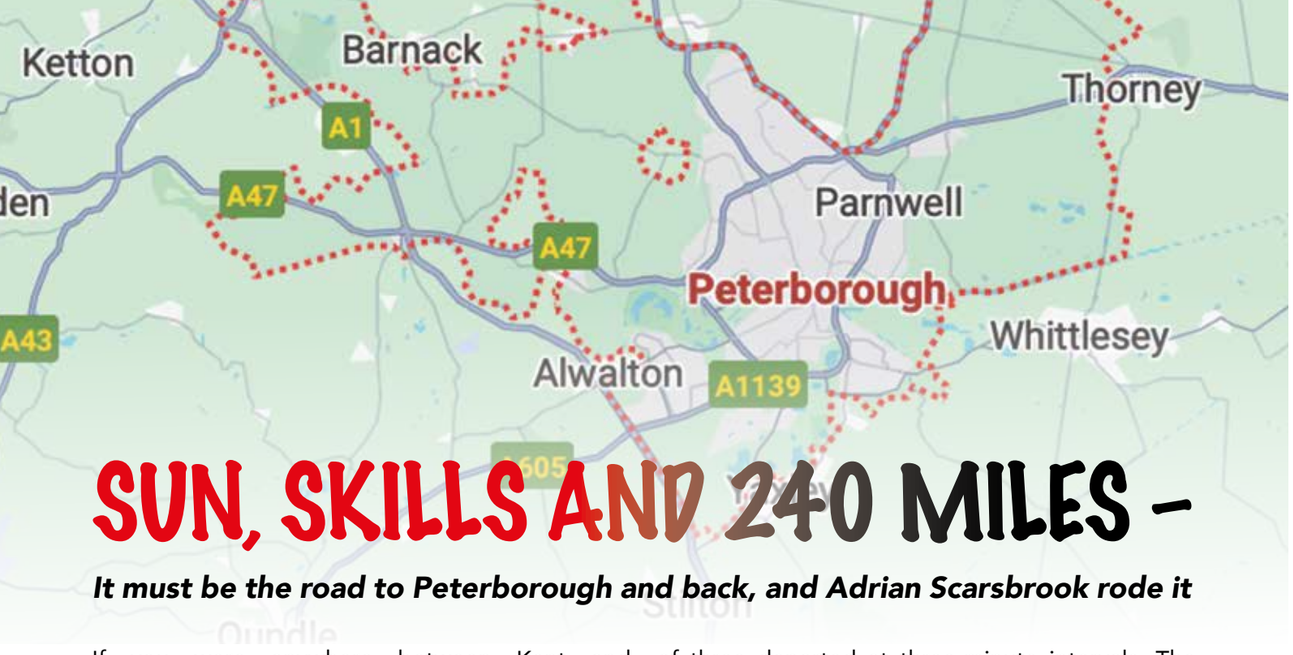
By day three, it was time for Elaine and me to stay at the hotel to enjoy the lovely weather, the beautiful scenery and the pool, while John and a couple of the others went off for a few hours. However, on Thursday, we were all back in the saddle and heading to Riaño (**7**), a beautiful place, and reputedly Spain's most picturesque town. Then on Friday, the fifth day, our friends, who had ridden down through France, had to begin their long return journey, although Chris stayed with us, and when the others had departed we all went off to Ribadesella (**8**), a quaint little fishing town with lots of history, and on our way while riding through Llanes (**9**), we came across a herd of beautiful cows walking in the road. They took their time to move and made us feel that we were the ones who shouldn't be using the road. After walking around Ribadesella and its harbour and seeing mullet in the sea, we stopped for a coffee. John L went off for a walk to see the Catholic church on top of the hill and we found an amazing fish restaurant close to the river, where I had scallops and even tried anchovies from the hors d'œuvres dish, and I also tried some of Dave's razor clams. Husband John is still in shock!

On our last full day Elaine and I stayed at the hotel again to enjoy the pool and soak up the sun, while John, Dave, John L and Chris went off on the bikes to enjoy the twisting, winding roads, and during their travels they came across an unusual sighting of a group of vultures overhead.

Sadly though, it was time for us to go. We said our farewells to Dave and Elaine, who were continuing their travels down to Portugal, and we were now three bikes and four people heading back to Santander on our last ride on Spanish roads. Arriving in plenty of time at the port we went through passport control with no problems . . . well, apart from leaving our passports at the kiosk, that is. But after a few choice words between John and me, Chris pulled up and asked if we'd lost anything. Fortunately, the kind lady in the kiosk had passed them to Chris to return to us.

Boarding seemed to take a while, with lorries obviously being loaded first, but we didn't mind standing around in Spanish sunshine. The only problem we had was that we were parked in the hold at the very bottom of the ferry, and as we left our bikes the lovely young lady advised us that when we were called for disembarkation at Portsmouth we would not need to rush as we would be the last off.

Next morning, the alarm went off telling us that we were nearly back in Portsmouth and it was time to leave our cabins. We were all packed and ready to descend the many flights of stairs to the lowest hold and meeting up with John L and Chris. We decided that once we were through customs and passport control, we would just head home separately, which we did, waving our farewells to each other as we passed. It was the end of a very successful trip: all bikes back safely, and from home to home we had covered a group total of 1100 miles. We'd stayed at a beautiful hotel. We'd been with great friends, found great roads and had amazing scenery wherever we went, and we had had so many laughs.



SUN, SKILLS AND 240 MILES –

It must be the road to Peterborough and back, and Adrian Scarsbrook rode it

If you were anywhere between Kent and Peterborough on the weekend of the 9th and 10th of August, you might have noticed an unusually high concentration of well-polished motorcycles, high-vis vests, and riders wearing the satisfied grin of people who know they're in for a great couple of days. That's because the Kent Advanced Motorcycle Group was on another Peterborough Training Weekend: two days of expert coaching, perfect weather and just the right balance of focus and fun. I only joined KAMG at the beginning of July and had completed just two observed rides before the Peterborough weekend, but not knowing many people wasn't an issue at all – the group were welcoming, friendly, and eager to make sure that I felt included from the very start. The gathering point was Thurrock Services at 8am on Saturday morning. Despite the early hour, the place was soon alive with the familiar rumble of engines and the quiet rustle of riders going through their pre-ride routines. The first order of business was the all-important POWDERRESS check, ensuring machines were in top form. This was swiftly followed by eyesight and ICE card checks; both reminders that while the weekend promised enjoyment, safety was always the top priority. With two riders teamed with each observer, the 28 riders were divided into nine groups, organised by riding ability rather than status. This ensured that each participant could be challenged at the right level, whether leading a ride and being observed or following directly behind the observer to watch, learn and absorb best practice. The focus throughout was on applying the core principles of advanced riding – sharpening observation, anticipation and planning on every stretch of road, and making every corner an exercise in safety, stability and view. Once everyone was ready and the safety briefing had been delivered, the groups of three departed at three-minute intervals. The staggered start avoided any temptation to keep up with the group in front and allowed each team to settle into its own rhythm.

The first day's route wound its way through the Essex and Cambridgeshire countryside, taking in a variety of roads designed to test and improve everyone's skills. The stops provided welcome breaks; first Ongar Garden Centre for coffee and the first debrief, then The Blue Egg Café in Braintree for more substantial refreshments, and finally the Twenty Pence Café for a pause before the final run to the overnight stop. By mid-afternoon, the groups began rolling into the Premier Inn at Peterborough, which was base camp for the night. For some, the day's highlight had been a spirited stretch of sweeping A roads, while for others it was a particularly well-executed overtake or a moment of perfectly timed hazard anticipation, all underpinned by the constant application of IPSGA, OAP (Observation, Anticipation and Planning), and SSV (Safety, Stability and View). Of course, there were also stories of unexpected encounters when the occasional tractor appeared unexpectedly round a bend or when a low-flying bird provided an impromptu test of composure. The formal part of the day closed with final debriefs from observers, each one providing targeted feedback and specific points for us to work on. Then came the social element of the weekend: a well-organised dinner (thanks to Colin and Tina Underwood and their helpers), plenty of conversation, and the sort of light-hearted banter that only fellow riders can get away with.

Day two began early with breakfast being served from seven o'clock, with the hotel's famous 'unlimited' offering making it a test of self-restraint as much as appetite. By 8.20, everyone was gathered for the traditional group photo, followed by a short safety briefing to set the tone for the day. Engines then rumbled into life from 8.40 as the groups once again left at staggered three-minute intervals, just as they had the day before. The morning's route took in the Woodview Farm Shop and Pearce's Farm Shop Café, both offering a welcome mix of caffeine and countryside calm. The weekend's finale was a full group ride to the Weald Country Park, where the pace slowed, helmets came off, and riders gathered for one last chat over ice creams. It was here, amid the easy laughter and the last-minute "see you at the next one" promises, that the value of the weekend was most obvious.

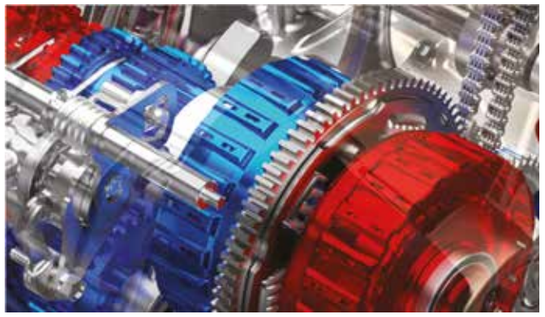
Safety, Stability, Success Over the course of the weekend, 18 candidates each completed three rides of around an hour being followed and assessed by their observer, and three rides following directly behind the observer to see advanced riding being demonstrated. That's a total of 54 observed rides and another 54 demonstrated rides, making for an intense and highly productive training programme. Observers and Masters also took the opportunity to ride together, refreshing their own techniques, checking their standards, and sharing best practice. The peer-to-peer feedback was just as valuable as the formal sessions, keeping the group's most experienced riders sharp. Add to this the 240+ miles of carefully planned, scenic and varied roads, multiplied by the 28 riders (the observed plus the observers), and the group collectively notched up well over 6,700 miles of safe, advanced riding. The weekend ran like clockwork. Groups were well matched, safety briefings were thorough, and the presence of two safety officers plus a safety observer kept everyone riding confidently. I'd like to thank my weekend observers, Colin Billings, Colin Underwood and Steve Riches, who also had the coolest bike on the trip, albeit one with an identity crisis – a GS sprayed KTM orange. Thanks also to Ian Broughton for the earlier observed rides that ensured that I was appropriately assigned for the weekend. With perfect weather and the camaraderie of shared achievement, the Peterborough Training Weekend delivered a combination of focused skill development, mutual support and the sheer joy of riding well – all underpinned by IPSGA, OAP, SSV and CCIC (coffee, cake, and ice cream) to keep spirits high.

TO DEE-CEE-TEE, OR NOT TO DEE-CEE-TEE? THAT IS THE QUESTION

And John Gardiner has the answer

Having made the change to the world of automatic bike riding, my thoughts were, why did I do this and have I got any advice for fellow riders who are thinking of making the leap from normal manual transmission to automatic?

Before I start explaining my own path to DCT (Dual Clutch Transmission) I think that a little bit of explanation about what it is and its development history is necessary. So, after using the knowledge gained from searching the internet here are a few facts and figures. First, I must make it clear that DCT is fundamentally different from the 'torque converter' type of automatic usually used by cars. DCT, as its name implies, has *two* clutches and actually operates more like a normal gearbox, except that it has two clutches rather than one. Don't panic though; the rider doesn't have to operate either clutch – they work automatically, which is the whole point. The principle, put very simply, is that there are two clutches:



one for the odd-numbered gears and one for the even-numbered gears. If, for example, you are riding along in third gear, the gearbox anticipates that the next gear you will need is fourth, and so fourth gear is selected in advance, *but* its clutch is not engaged until fourth gear *is* actually needed. When the electronics judge that fourth *is* needed, that clutch automatically engages and the gear change happens seamlessly, and you continue in fourth gear. However, life isn't quite like that: just because you are in third gear, it doesn't necessarily follow that you will next change up to fourth, you might go down to second, and the degree of programming necessary to cope with simple things like that is, as you can imagine, absolutely colossal. The principle is simple, but the execution is mind-bendingly difficult.

The story began in the 1930s when a French engineer called Adolphe Kégresse invented the concept of DCT, but he was not able to build a working example before the outbreak of WW II, and it wasn't until 1961 that the first production DCT of sorts, called 'Easidrive', was installed in a Hillman Minx car and, surprisingly, thereafter in a variety of Eastern European tractors.

In the early 1980s Porsche entered the fray when they built their PDK 962 (Porsche Doppelkupplungsgetriebe - DCT) for racing in the IMSA series in America and which also won twice at Le Mans. Then, in 2002, Volkswagen entered the market with the first modern mass produced DCT with the all new Golf R32.

Honda entered the market after a lot of development work by Dai Arai, Honda's Chief DCT Engineer, who joined Honda in 1999. His intention was to get away from the traditional automatic gearbox that relied on a torque converter to transmit power, such as the Human Friendly Transmission that appeared in the DN01. His idea was to make a gearbox that reduced the power losses of previous systems, and to create a much sportier feeling that would give a motorcycle a much more enjoyable ride. His ultimate aim was to fit the DCT into a bike for the Dakar Rally to alleviate the need for worrying about using the clutch while standing up on the pegs for such a long time in gruelling conditions.

After struggling with the development of the first DCT, Arai learned that some electronics were needed to control the two clutches, and they also had to develop the hardware – the crankcase and gearbox – that could be used both for DCT and manual transmission engines, so that manual clutch and DCT variants could be used in

the same frames. So, to keep the package compact, he used two mainshafts in the gearbox, *with one inside the other*. Giving that small package the required strength and durability was a big challenge. This idea was initially transferred from the system developed in Honda's F1 racing technology for automating the clutch and gear selections.

Another issue was the need for the rider to be able to switch from automatic mode to manual change mode, thus giving the rider the flexibility required. This took a lot of software programming and many hours of development to create a smooth but usable package.

So, the history of the Honda DCT box goes something like this:

2010 – the idea was introduced into the new VFR1200 sports-tourer.

2012 – DCT was included into the NC700S, NC700X and the Integra models and it was also included in the Honda Crosstourer1200X.

2015 – DCT was available on the new Africa Twin CRF1000L to demonstrate its adventure bike capabilities

2016, 2017 – The Africa Twin, the NC750X and the flagship tourer, the Gold Wing, and the new X-ADV were all made available with DCT

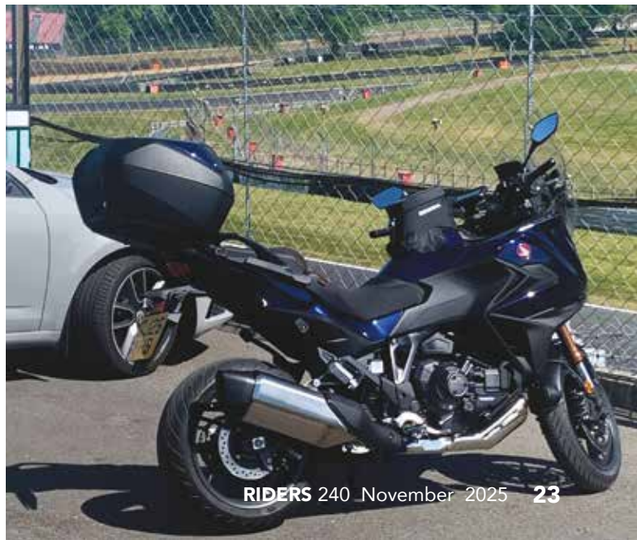
2020 – a smoother and quieter version was developed for the latest DCT models and an IMU-based system (Inertial Measurement Unit for measuring the bikes velocity and orientation) for attitude control was incorporated.

Now, in **2025**, my version is the NT1100DCT with Electronic Suspension, but as this article is about the DCT, I will avoid going into lots of details about the touring extras, electronic suspension control and all-round versatility for long comfortable trips, but it works.

And after all that, what do I think of the automatic transformation? Well, it's obviously different in quite a few ways from a normal clutch/gearshift machine, which I and most people have grown up with. But things have changed and, I think, changed for the better. After trading my Triumph 1200 Tiger Explorer, which was perfectly adequate, the new direction was a leap of faith and that faith was fostered by a very knowledgeable friend, one who has serviced and looked after all my Honda machines for over 30 years. He tempted me – in fact, he dared me – to try out the new version of the NT1100 DCT, because I should say at this point that back in 2010, when I traded in my very capable and fast Blackbird for the new (manual) VFR1200, I was offered a chance to take the VFR1200DCT version, which was then very new and experimental, and my first impressions were not favourable. I didn't like it. It was clunky, noisy and didn't float my boat, at all.

My experience now is quite different. The DCT takes a little getting used to, but the latest electronic package incorporated into the working of the gearbox is very clever and is a vast improvement on the first version on the VFR1200 that I tried in 2010. The development changes are quite considerable with adjustable engine braking, power designation is controllable, traction control is also versatile, and having five modes including touring, rain and urban, plus two programmable user modes, all help you set the bike up for all types of riding and for the way you want to ride. I love it . . . and

. . . a little addendum to my first try of the new NT1100DCT(ES) was that I 'forgot' to inform my long-suffering wife and kept it quiet for a few weeks until I made the decision after the test ride to change the Explorer for the new NT. There was the usual comment of "I knew you were up to something," but after I took her out as a pillion she was in complete agreement and we went to The Picos on page 16.



BOOT'S BOOTS

It does what it says on the van.

It's absolutely hissing down as I write this, it's really hammering down, it's biblical stuff, and yet . . . and . . . yet, I really, really want to go out on the bike. Why? Well, it's obvious; it's because I've just got two new tyres. Literally, just a few minutes ago, and seeing the deep, luscious, virginal, new tread on the fat rear tyre staring temptingly back at me as I look at it, is too much . . . well, almost too much. Fortunately, common sense finally struggles to the top of the enfeebled brain and I settle for just looking, not riding. Let it rain. It will stop eventually and me and the tyres will still be here.

But that's what new tyres do to you, don't they? They scream 'come and ride me, fast boy'. . . well, actually mine say 'ride me old man', but the spirit of the message is the same, and it's undeniable and irresistible.

This morning I had a visit from the Boot's Tyres mobile service van to replace my 'square' old Michelin Pilot 5s with glorious new Pilot 6s, and what a great service it was. It's not often you can say that about any service these days, is it? From the dickhead 'baristas' who turn every straightforward request for a black coffee into some ludicrous question-and-answer game, to the hospital that asks an old bloke if he's pregnant, when I'm obviously way past the menopause, the world has become blind to the meaning of the words 'good service'. (And, while we're at it, when exactly did an ordinary coffee become an Americano?) So, if I'm honest, I wasn't expecting Boot's Tyres to be any different. I thought I would have to endure the usual appearance of 'service' without the actual fact of good service. But no; enter stage right the stars of the show, Cameron and his mighty Boot's van.

Now remember, it's November 10th and it is chucking down vast quantities of rainwater, but Cameron is clad in shorts (of course, he is – what else would you wear in the rain in winter?) He springs out of the van in his half-dressed state, eager to change tyres. He's relieved that he is going to be able to work in the garage, but says that he would have worked outside in the rain, if outside-in-the-rain was all that was on offer. The actual tyre changing obviously takes place inside the van-of-many-parts, but removing the wheels would have taken place in the open if necessary, and Cameron would have got very wet.

The whole business seemed to take no time at all: wheels were removed; tyres were changed, wheels were balanced and then refitted to the bike. The van-of-many-parts literally has everything you'd see in a tyre workshop. There are various bits of equipment in the van that blow, lever, spin and balance, and before you know it the job's done. And while chatting to Cameron I learnt a lot about carp fishing that I didn't know. Carp can live for 40 years or more. I didn't know that. All round, it was an hour very well spent.

Half-dressed Cameron in his van-of-many-parts

Despite the calamitous rain the irresistible new tyres beckon to the thin-brained

Boot's advertises in this magazine, but I would not have written this recommendation if Cameron had asked me the motorcycle tyre equivalent of whether I was pregnant or whether I would like my tyres Americano, but he didn't. He did exactly what it says on the van. He fitted tyres. It was great service and I strongly recommend it. Boot's will come to you or you can go to them at Unit 8, Blue Chalet Industrial Estate, West Kingsdown, TN15 6BQ. See their ad on page 5.

NF

RIDE 'THE GREAT PETERBOROUGH TRENCH'

If you are of a geological frame of mind, you will know about the Mariana Trench, which Wikipedia tells me is seven miles deep and 1500 miles long and is somewhere in the Pacific Ocean. However, when I asked Wikipedia for some info on the admittedly less well-known 'Great Peterborough Trench', it came up short, so let me fill in this knowledge gap. 'The Great Peterborough Trench' is a remarkable physical feature carved out of the raw East Anglian landscape that has baffled geologists in recent years. It wasn't even there ten years ago, but since its discovery it has grown deeper and is now a significant influence on traffic and even, some say, on the climate. It is not yet visible from the moon, but sources tell me that it soon will be.

The Trench was first discovered by two pioneering motorcyclists, Underwood and Riches, when it was nothing more than a very slight groove, just a faint barely perceptible line; in fact, if truth be told, it was invisible to the naked eye. Yet, fortunately for us, these two far-sighted men were able to see it and recognise it for what it was. Since that time, it has become wider, deeper and more open, until in recent years it has become an obvious trench worn by the countless tyres of pilgrims journeying north on the three holy weekends of St Peterborough. On these sacred weekends mystical training programmes are conducted, with the celebrants riding what they call real motorbikes! Yes, it's true: hordes of 'bikers' (as they are sometimes described) ride north in the Trench. Often they are completely invisible so deep has the Trench become as the result of many thousands of 'bikers' in discrete groups of three having ridden the Trench before them. These brashly clad, luminous 'bikers' ride from Lakeside to that ancient Elizabethan motorcycling hotel, The Premier Inn, Peterborough, where ritual photographs are taken and much celebratory food and drink is consumed.

Riding The Great Peterborough Trench has become such a 'thing' with some of these 'bikers' and so great has been the demand for places on these pilgrimages that the Grand Synod of KAMG, who supervise the worship of St. Peterborough, has decreed that in order to save The Trench from excessive wear and tear, there shall be a new destination for one of next year's pilgrimages, and it shall be called St Peterborough at Basingstoke.

If you haven't ridden The Trench before or if you haven't perhaps been anywhere near Basingstoke, now is the time to book your place on one of these uplifting journeys. Don't delay. You won't regret it. Places go very quickly.

NF

2026 KAMG TRAINING WEEKENDS

Peterborough March
Saturday 21st to Sunday 22nd

NEW for 2026
Basingstoke May
Saturday 16th to Sunday 17th

Peterborough August
Saturday 8th to Sunday 9th

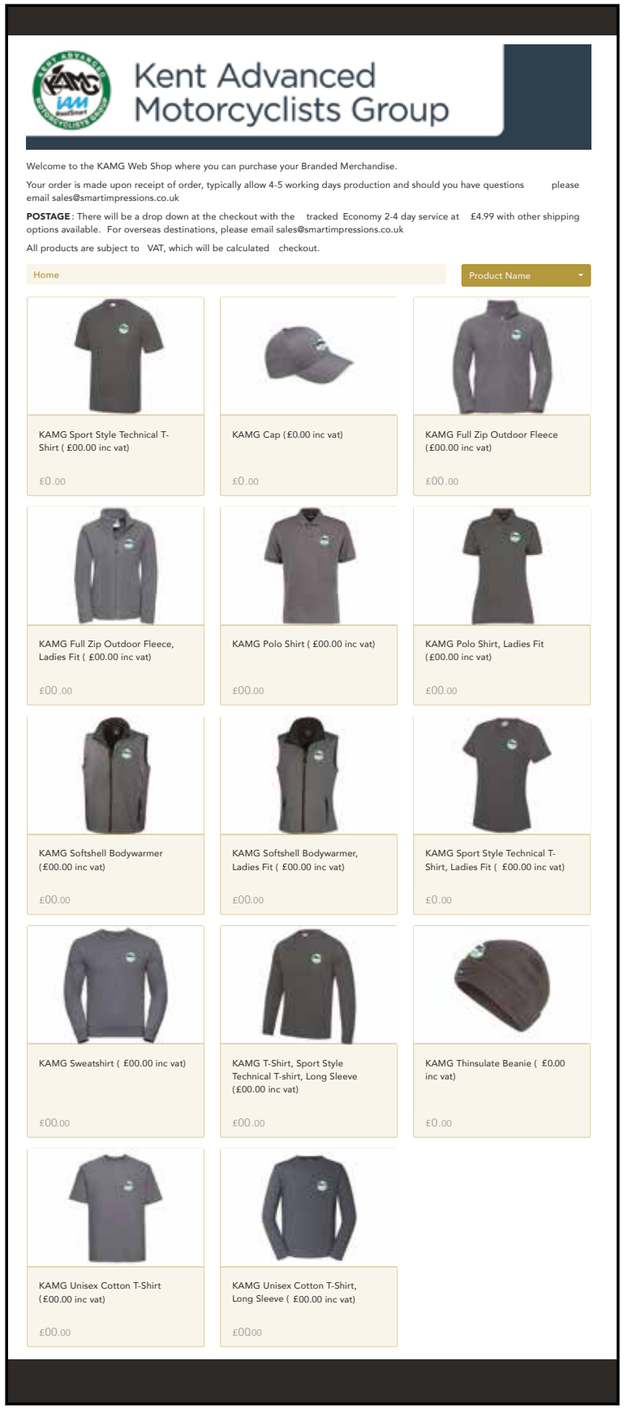
These are overnight training weekends. Open to Associates and Green Badge holders / Observers / Master Candidates

And to anyone who wishes to hone their riding skills SPACES ARE LIMITED

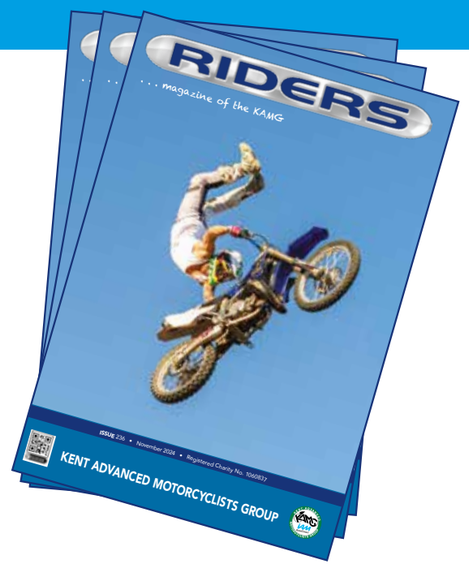
Please note all KAMG and IAMRS membership to be paid up to date

Details on KAMG Tracker

KAMG MERCHANDISE is here now . . .



ADVERTISE HERE FOR JUST £135 A YEAR!



You get *FOUR* advertisements in this magazine

Plus *SIX* ads on our social media

Including *TWO* special promotions

And you will reach at least 400 high mileage affluent riders

Contact Tina Underwood at chairman@kamg.org.uk

There is a big range of excellent stuff including fleeces, bodywarmers, sweat-shirts, polo shirts, beanie hats, caps and, of course, T shirts – including 100% cotton, long sleeve T shirts. How about that? Everything comes in a wide range of sizes ranging from XS to 4XL, and in ladies versions too. And everything is branded with a choice of two KAMG logos. How about that, again!

KAMG EVENTS CALENDAR 2026

Agenda
Committee Meetings
Group Nights
IDCAM
MCD
National Holidays
Observer Meetings
Pillion Workshop
Social Rides
T&S Rides
Training Weekend
TSC Meetings

April

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September

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IDCAM

INTRODUCTORY DAY COURSE IN ADVANCED MOTORCYCLING

2026 Dates

- Feb 21st
- Mar 14th
- Apr 18th
- May 23rd
- June 20th
- July 18th
- Aug 15th
- Sep 19th
- Oct 17th
- Nov 21st

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 David Austen. 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

2026 Dates

Sat 9th May Sat 13th June Sat 11th July
Sat 22nd August Sat 12th Sept

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

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Have a merry Christmas and a happy new year everyone and thank you all for your support! Ride safe!