

Message from the Chair

Elaine looks to expand group social activities

View from the Dashboard

Jennie takes a gentle stroll down auto memory lane

View from the Saddle

Colin considers Bike Skills Days and their benefits

News from the Committee

All the latest news from your committee members

Spring 2023



Driving

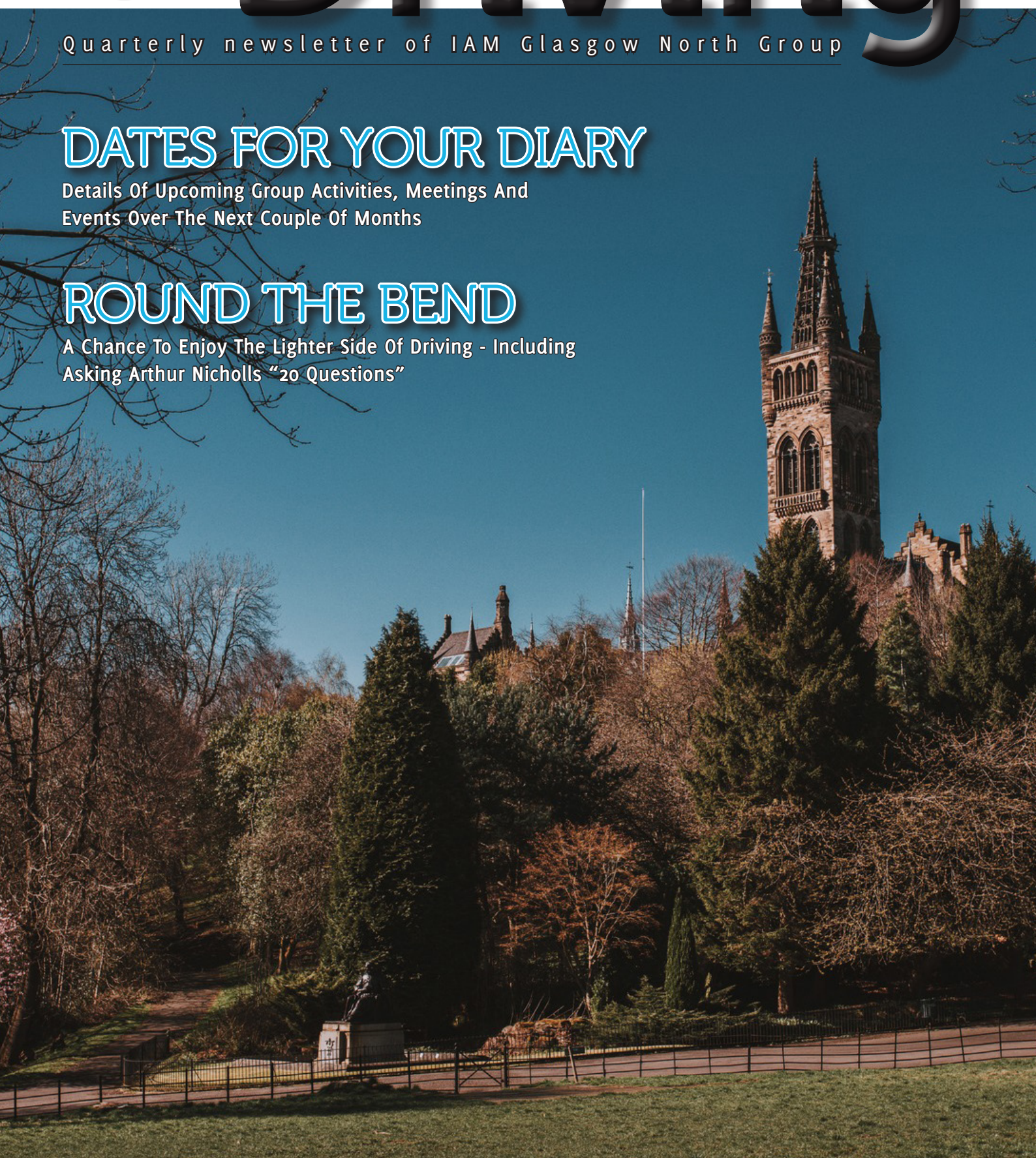
Quarterly newsletter of IAM Glasgow North Group

DATES FOR YOUR DIARY

Details Of Upcoming Group Activities, Meetings And Events Over The Next Couple Of Months

ROUND THE BEND

A Chance To Enjoy The Lighter Side Of Driving - Including Asking Arthur Nicholls "20 Questions"





3.
[Message from the Chair](#)

Elaine looks forward to meeting members at Wednesday group social evenings, and seeks ideas for social activities and events for the group.

4.
[View from the Dashboard](#)

Jennie takes a gentle stroll down auto memory lane, forgetting about electric cars and modern driving aids, to a simpler, more sedate time.

6.
[View from the Saddle](#)

Colin considers Bike Skills Days and the benefits they bring, allowing riders to hone their advanced skills in a safe controlled environment.

9.
[News from the Committee](#)

All the latest news from your committee members, including contact details for the committee.

10.
[Round the Bend](#)

Our regular contributor, "Spokes", takes a lighter look at driving, including asking Arthur Nicholls "20 questions".

11.
[Off the Rim](#)

Off the Rim is about getting drivers and riders to think about the great places Scotland has to offer.

12.
[Dates for your Diary](#)

Details of upcoming group activities, meetings and events over the next couple of months.

Driving

IAM Glasgow North Group

The Glasgow North Group of Advanced Motorists is a road safety charitable organisation registered with The Scottish Charity Regulator (OSCR) SC018356 and is affiliated with the Institute of Advanced Motorists (IAM).

The group was formed in 1978, is one of the oldest and largest in Scotland having in excess of 260 Members, is manned by volunteers who enthusiastically work to improve road safety by encouraging drivers and riders to improve their skills through coaching and critique.

At Glasgow North Group we recognise that our Members all have differing skills and that no matter how experienced a road user that we all have something to learn. We endeavour to make our Members safer drivers and riders in a fun and enjoyable way.

OFFICE BEARERS/TRUSTEES

Elaine Irvine *Chair*
<currently vacant> *Vice Chair*
Colin Cowan *Secretary*
Trevor Herrington *Treasurer*

CAR REPRESENTATIVES

Jennie Lee *Chief Car Observer*
Jim Bowles
Douglas Macallister

MOTORCYCLE REPRESENTATIVES

Colin Cowan *Chief Bike Observer*
David Coia
Tom Duncan
Tom Hatrick
Craig McCallum
Eric Ross
John Simpson

Driving EDITORIAL TEAM

Elaine Irvine
Jennie Lee
Colin Cowan
Tom Hatrick

CONTACT DETAILS

committee@iamglasgow.org

© 2023 Glasgow North Group



MESSAGE FROM THE CHAIR

ELAINE LOOKS FORWARD TO MEETING MEMBERS AT WEDNESDAY GROUP SOCIAL EVENINGS, AND SEEKS IDEAS FOR SOCIAL ACTIVITIES AND EVENTS FOR THE GROUP.



ELAINE IRVINE
Chair

Hi and welcome to the Spring edition of our newsletter.

We seem to have survived the winter without being deluged with snow or even bad weather. I'm almost afraid to speak too soon as it wouldn't be the first time we've had snow in Spring! I'm hoping that having read Jennie's View from the Dashboard in the last edition, we all have our vehicles prepared and ready for any eventuality.

Now that the evenings are getting lighter, I'm looking forward to getting out and meeting more of our Members at the group social evenings which are held on the second Wednesday of each month.

We occasionally have guest speakers or maybe a quiz but it's good to just come along and meet with other advanced riders and drivers from the group. It's good to talk! These meetings will be driving or group related and details will be posted in the newsletter and also on [Facebook](#). We also text details of these meetings in advance so please make sure we have your correct mobile number so you don't miss out! Our meeting place is The War Memorial Hall, Balmuildy Road in Bishopbriggs and parking is available.

Other news is that the Car Section will be hosting a road safety event in Helensburgh on Sunday 23rd April in partnership with Police Scotland. Our MDU will be in attendance as will the Scottish Fire

and Rescue Service.

Glasgow North and Observers from other groups will be conducting Drive & Ride Scot Free sessions for local drivers and riders who attend the event. There will be some theory presentations if you don't want to go out on the road, as well as lots of advice freely available from all of the services present!

As a Member of Glasgow North, you are able to check your driving or riding standards at any time within the group. If you feel that you need a check-up on your skills, contact either of our Chief Observers, our secretary or myself for more information. There is currently a waiting list but we will endeavour to get back to you as quickly as possible and arrange a Check Drive. IAM Roadsmart also offers further testing in the form of Fellowship membership. This is a higher cost than the standard membership fee but the increased fee pays for an advanced driver or rider retest every three years so you can be assured your standards haven't slipped. Details are available on the IAM Roadsmart [website](#).

Another way to keep your riding and driving sharp is to become a group Observer. Don't worry if it's been some time since you passed your test, we have comprehensive training available for cars and bikes to help you become an Observer and maintain your standards.

Being a group Observer is immensely rewarding – not just when

your Associate passes their test, but by being part of a dedicated group of people whose passion and focus is to improve road safety.

You'll see from the [Dates for your Diary](#) that there are a few events already organised, and it is obvious that most are for the Bike Section.

I'd love to have some events for the Car Section so if you have any ideas of what you'd like to do, drop me a message. It could be a Treasure Hunt, some peer-to-peer training to refresh skills, or maybe a manoeuvres course! There are some fantastic roads out there to drive so maybe we can organise a meet somewhere and stop for lunch and some chat? As I said, it's good to talk!

Too often our cars are seen as 'beasts of burden' or a commodity to get to work and back, or do the shopping. We should be looking to make the most of our vehicles and our skills to have some amazing driving experiences. We have the most beautiful and spectacular scenery right here in Scotland... let's get out there and see it!

If you are interested in participating in events like these, then get in touch with Jennie or me.

I do hope you enjoy the brighter evenings and I'm looking forward to meeting you at our group meetings.

Safe driving and riding to you all.

Elaine

Elaine Irvine | 07979 370 904

VIEW FROM THE DASHBOARD

JENNIE TAKES A GENTLE STROLL DOWN AUTO MEMORY LANE, FORGETTING ABOUT ELECTRIC CARS AND MODERN DRIVING AIDS, TO A SIMPLER, MORE SEDATE TIME.

Although they are very much a hot topic just now, I am getting more than a little fed-up with hearing about electric cars.

Car design has changed over the years and vehicles seem to have lost a lot of the character and charisma that made each model unique and identifiable.

Just for fun, I thought I'd take a stroll down memory lane and tell you about one of my old favorites...



...the Citroën 2CV.

The Citroën 2CV was developed in the late 1930s jointly by Michelin (as the largest creditor) and the bankrupt Citroën company.

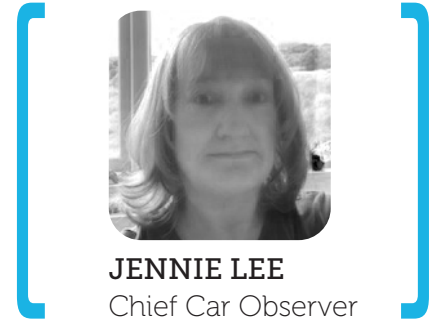
The brief was for a low-priced, rugged “umbrella on four wheels” that would carry up to four people and 50kg of farm goods to market, with a top speed of 30mph and fuel economy of 95mpg.

Because France had mainly muddy unpaved roads at that time, one design parameter required that owners would “be able to transport eggs across a freshly-ploughed field without breakage”.

Some 250 prototypes were made prior to mid-1939 and the car was due to be launched at the Paris Motor Show in October of that year.

However, the launch was abandoned at the outbreak of war and all but 4 of the prototypes were destroyed to avoid them falling into German hands.

Pierre-Jules Boulanger, the president of Citroën, personally refused to collaborate with German authorities to the point where the Gestapo



One of the prototype 2CVs
Note the single headlight, as required by French law at the time

listed him as an “enemy of the Reich”.

The 2CV was eventually launched in Paris in 1948. The motoring press were very critical and the car was the butt of many jokes for a short while, but Citroën was flooded with orders following the show and within months there was a five-year waiting list for delivery.

The 2CV was a commercial success, but the introduction of the 2CV Fourgonnette panel van in 1951 secured the 2CV's place in the history books.



THE INTERNATIONAL
“AMIS DE LA 2CV” EVENT IS
HELD EVERY TWO YEARS ON A
60-HECTARE SITE IN FRANCE
AND ATTRACTS EUROPE'S
LEADING 2CV OWNERS' CLUBS.

The car and van had a massive impact on the people of low-income rural France and owners were smitten with the combination of low cost and low maintenance motoring on a shoe-string budget.

The press even grudgingly declared them “highly interesting”.

Over 3.8 million 2CVs were produced, making it the world’s first front-wheel car to become a million seller.

By the time production ceased in 1990 Citroën had manufactured over 9 million of the 2CV and its derivative models.

More than 6,000 examples took part in what was described as a “record breaking global gathering”.

The gathering took place on a 60-hectare site near Salbris in central France, as part of the 19th International “Amis de la 2CV” event.

The *Amis de la 2CV* event is held every two years and attracts Europe’s leading 2CV owners’ clubs.

Four of the remaining pre-war cars were on display at the 19th “Amis de la 2CV”; three of which were carefully hidden during the war to stop them falling into enemy hands, while the fourth was stored by Michelin.

On display alongside the classic 2CVs was Citroën’s Revolte concept car, plus visitors enjoyed other attractions such as the 2CV “disassemble-reassemble” competition, a bring-and-buy sale, and the delights of exploring the local region on a number of suggested road routes.

With over 5 million examples sold between its debut at the 1948 Paris motor show and its demise in 1990, the 2CV is a car many will have experience of, whether it’s from behind the wheel, in the passenger seat, or sitting on the removable rear bench and enjoying a picnic.

For those who needed reminding

of the “deux chevaux’s” considerable charms (its roly-poly handling, aircooled engine and quirky gear-box spring to mind) there were a small number of examples available to test drive.

The van version of the 2CV also became the great French classic commercial, seen all over towns and cities as well as being the great workhorse of thousands of rural businesses.

As always, safe driving.

Jennie

Jennie Lee | 07429 322 692



A 2CV Fourgonnette



Who could forget that interior?



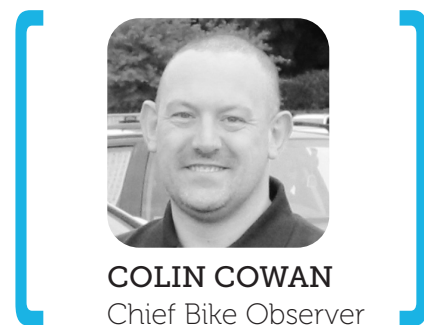
Available in a range of “desirable” colours



A cubist version, inspired by Picasso’s “Portrait of Dora Maar”

VIEW FROM THE SADDLE

COLIN CONSIDERS BIKE SKILLS DAYS AND THE BENEFITS THEY BRING, ALLOWING RIDERS TO HONE THEIR ADVANCED SKILLS IN A SAFE CONTROLLED ENVIRONMENT.



In the last newsletter I offered some ways to keep you riding over the winter months, and for those of you who didn't fancy going off-road or on a foreign trip to get some winter riding in the sun I offered some key reading material to keep you going while the bike is safely tucked away.

If you made it all the way to the end of my ramblings you will have seen me mention a Skills Day or a Skills Development Day at the Croft Race Circuit.

These days are very similar in nature with the biggest difference this year being the price – the IAM RoadSmart Bike Skills Day (scheduled on Wednesday 5th July) will cost £215 while MKDRD Skills Development Day (taking place on Monday 19th June) will cost £155 – so which one you ultimately decide to chose will most likely depend on your availability.

My first encounter with a Skills Day was back in 2013 at Knockhill Racing Circuit where I had to part with £75 of my own money for a half day, and looking back it was a worthwhile investment.

Since then I took the opportunity to train as a Skills Day instructor at the Croft circuit, and the rest as they say is history.

If I've still got your attention you are perhaps wondering what a skills day is and what is it all about?

It concentrates on all the same skills you learn during your advanced course with the added benefit of being in a closed circuit environment, meaning you'll have the best tarmac, no potholes, no debris, no oil, paint or manhole covers, and of course no oncoming vehicles or street furniture (if anything were to go wrong).

It's like your favourite twisty road you get to ride again and again.

This of course means that you can make changes during each session to figure out the best combination of **INFORMATION** (where is the bend, follow the cones), **POSITION** (join the dots with the cones and get as close as you can and keep it consistent), **SPEED** (are you going too fast, can we just roll off the gas or do we need some brakes, when and how to apply and when and how to release), **GEAR** (are you in the correct gear for your new lower speed), and **ACCELERATION** (when and how to add gas, what could go wrong and what can you do to correct it before it goes wrong if you add too much too soon) to be at one with your bike (or car if that's what you signed up for).

If you have been out on the road for an observed session and want another attempt at the same bend/hazard, it doesn't matter how many times you go back and forth as you will never have the opportunity to try it exactly the same way again as something always changes.

The bends might be in the same

THESE OFF-ROAD SKILLS WILL
ACTUALLY GO A LONG WAY TO
IMPROVING YOUR OVERALL
BIKE CONTROL AND CONFIDENCE ON TWO WHEELS



place but the other traffic has changed, maybe a lorry has removed your view, or a cyclist has caused a slower approach, or it might have started raining.

On the circuit you get the same bend lap after lap. Yes, it might rain just like it would on the road, but now you'll get a few laps at the same bend in the wet to try a new approach to see what each input can do.

So what happens on the day? Well, your instructors will arrive nice and early to get signed in and have a briefing (most likely getting a breakfast roll with a tea/coffee) before registration starts at 07:45 where the customers sign in and shows their licence and hand in their declarations.

Depending on who is hosting the day you may get a number for your bike as there may be a photographer onsite.

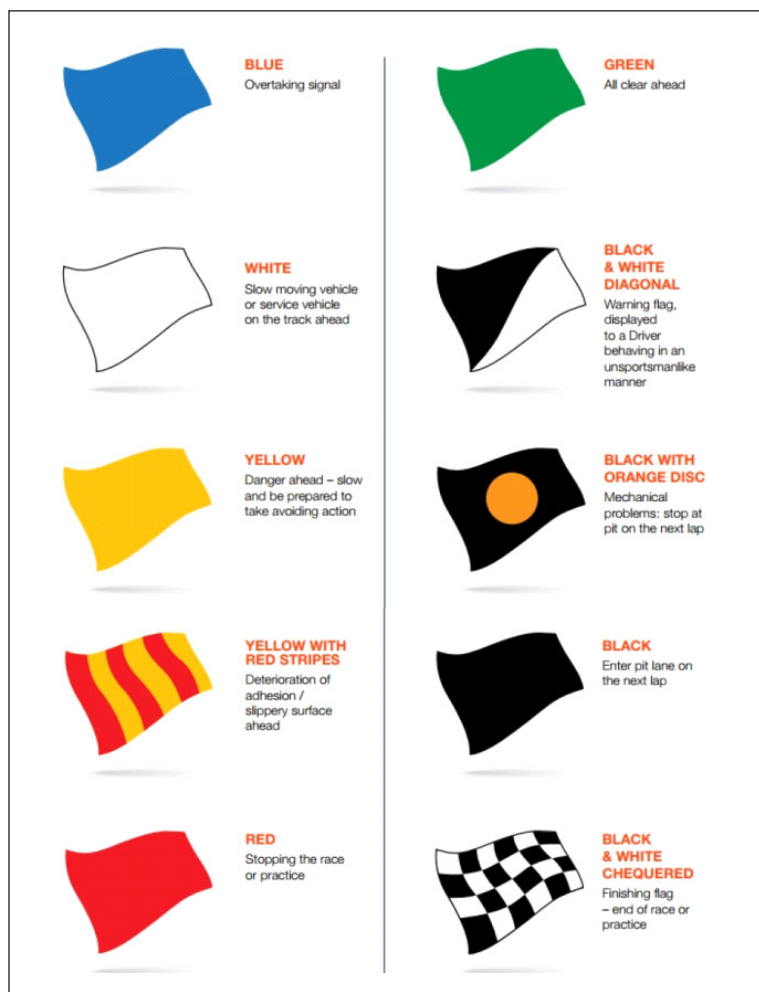
Next follows the safety briefing at 08:45 which will cover the circuit flags and what they mean, and what to do if something goes wrong. Note that not all flags are used and there isn't a quiz, you'll figure it out.

Event host dependent you will either be able to self-select your group on the day, or you will be pre-grouped based on your responses when signing up.

Groupings as a guide range from A-C:

- A (those with most experience, either previous track, or Masters level rider)
- B (intermediate group, maybe some previous track, or Full Member level)
- C (those with least experience, never been on track, or Associate level)

You drive or ride your own vehicle which must be fully road legal (no daytime MOT, and number



plate(s) and mirrors need to be fitted).

It's also highly recommended you check with your insurer that your insurance will cover you on track. This will most likely be by way of an added extra as most insurance policies exclude use on circuits.

As for what to wear it's a personal choice of either textiles or leathers, and if they zip together then all the better. You also need boots, gloves, and UK/EU road legal helmet which needn't carry an ACU Gold sticker.

If your bike has removable exhaust baffles then they will need to be fitted as Croft circuit has a static noise limit of 95dB(A) and an average 70dB over any given hour.

There should be no issues if you are still riding with an OEM exhaust system.

Now that all the formalities are over and we are grouped into A, B and C, the timings are revealed for when each group will be in the classroom or on the circuit.

You'll have ample time to speak with your instructor. Depending on the starting order you may have a short time before the first classroom session or a bit more, as the classroom sessions are generally 20 minutes to the hour, on the hour, or 20 minutes past the hour.

The day is split into six 20 minute sessions on the circuit following each classroom session to explain the on-track exercise.

The first session is about information; getting used to the track, finding where the marshal posts (flags) are, and getting a feel for the circuit layout (especially if it's your first time on track, it helps settle the nerves of the unknown).

You'll get a slow warm up to get some heat into the tyres, and a chance to learn where the cones are – the more consistent you can ride to the cones the better you can assess your other inputs from the day (you'll hear this an awful lot!)

After each classroom session you'll have time to talk with your instructor who can answer any questions you may have.

Once back at the bike it's helmets and gloves on, and get the bikes lined up in the pit lane.

The first time you're in the pit lane is when the static noise check takes place; you'll be asked what your engine capacity is and told what RPM to hold it at so the level can be recorded.

Now it's time to wait your turn to be released onto the circuit. The circuit is big enough to cope with all the groups but you'll have to listen carefully to your instructor on managing the spacing, otherwise you'll all end up bunched up using the same patch of track rather than spreading out and getting to ride your own lines.

Hopefully you'll manage to pick this idea up quickly otherwise you'll not have nearly as much fun.

First session out you'll all get to have a lap directly behind the instructor, so follow their lines as

closely as you can.

That reminds me; you can throw the 2-second gap out the window as we are all travelling the same way. The tarmac is good, you can see by the cones where the braking zones are, and the instructor will guide you with this – so look out for their brake lights going on and off (even if going slowly, it'll all be explained).

You'll rotate order behind the instructor just after the hairpin so each member of the group gets their shot following the instructor on the correct line.

From track session 2 onwards you'll do the same, starting behind the instructor but after the hairpin the bike immediately behind the instructor moves in front, and at the next change-over the lead bike drops to the back of the group and the next rider moves to the front, always keeping the instructor as second rider.

It sounds complicated on paper but you'll walk through it in the briefings and classroom so you see what's going to happen.

When the chequered flag comes out at the end of your circuit time, your instructor will indicate left and you'll leave the track after the start/finish line at turn 1.

Now it's time to line the bikes

back up in the pit garage and have your debrief with your instructor.

Wash – Rinse – Repeat. Now it's a case of going back to the classroom session, rehydrate and toilet stop (if needed), then back to the bike, speak to your instructor and ask any questions you may have about the new learning exercise.

You'll have three track sessions before lunch. The marshals and track staff have an hour for lunch, and there is a van on-site for catering. You'll have another three sessions after lunch before the day finishes.

20-minute sessions might not sound like much time on track, but when you are working hard on each exercise you'll be surprised how much focus it takes.

I've had one or two riders over the years reach their limit before the very last session, and it's always the right call to say when it's time – everyone wants to head home at the end of the day so safety is paramount, as you'd expect.

I hope if you've made it this far you are interested and keen to get on track and give it a go for yourself.

I've included website links below where you can get more information about signing up for days like these:

[IAM RoadSmart Skills Days](#)

[Motorcycle Skills Development](#)

I've also linked directly to some Skills Day videos.

[IAM RoadSmart YouTube link](#)

[Onboard Skills Day video](#)

Safe riding.

Colin

Colin Cowan | 07766 530 346



NEWS FROM THE COMMITTEE



Welcome. We hope you enjoy reading this, the latest edition of our group newsletter.

We are at the start of our new season, with lots of events planned or in final preparation, and several dates already placed in the [diary](#).

The group is delighted to be hosting a Road Safety event in Helensburgh. This takes place on Sunday 23rd April and is hosted in partnership with Police Scotland.

The group will be providing general information on the IAM as well as details of group activities and training, and offering Drive & Ride Scot Free sessions for local drivers and riders who attend the event.

The committee is also seeking suggestions to enhance the social events calendar.

We would be interested in offers or suggestions for guest speakers at our monthly group meetings, or ideas for places to visit.

Past group visits have included Police Scotland College, and Traffic Scotland's National Control Centre.

We are also interested in expanding the number of opportunities for Car Section members, to help them get a little more "mileage" from their membership.

Suggestions so far have included:

- Treasure Hunt
- Slo-Mo Skills Day
- Organised Runs/Outings

If you have any comments on the suggestions above, or any further ideas that you think we should consider then please get in touch with any committee member – our contact details are listed above.

Glasgow North Group of Advanced Motorists

OFFICE BEARERS/TRUSTEES

Chair Elaine Irvine | 07979 370 904

Vice Chair <currently vacant>

Group Secretary Colin Cowan | 07766 530 346

Group Treasurer Trevor Herrington | 07874 110 360

CAR REPRESENTATIVES

Jennie Lee | 07429 322 692 *Chief Car Observer*

Jim Bowles | 07704 911 947

Douglas Macallister | 07434 694 991

MOTORCYCLE REPRESENTATIVES

Colin Cowan | 07766 530 346 *Chief Bike Observer*

David Coia | 07831 249 270

Tom Duncan | 07887 835 321

Tom Hatrick | 07931 959 307

Craig McCallum | 07740 587 174

Eric Ross | 07789 811 630

John Simpson | 07974 961 350

ACCOUNT DETAILS

Account name: GNIAM Group

Sort code: 80-91-27 Account number: 00485454

Reference should be membership number then initial & surname, eg
123456 A SMITH

We are very much looking forward to the upcoming season, and are eagerly anticipating your ideas, recommendations, suggestions and proposals for group activities.

All that remains is for us to wish you safe driving and riding for the season ahead.

The Committee
committee@iamglasgow.org

How to get in touch



www.iamglasgow.org



Glasgow North I.A.M



committee@iamglasgow.org

ROUND THE BEND

OUR REGULAR CONTRIBUTOR, "SPOKES", TAKES A LIGHTER LOOK AT DRIVING, INCLUDING ASKING ARTHUR NICHOLLS "20 QUESTIONS".

Arthur Nicholls has been a Member of Glasgow North bike section since 2012, and became a Local Observer in 2015 and National Observer in 2018. He is happily married, with two children who live in different countries, and works as a Civil Engineer.

Arthur very kindly agreed to answer my 20 questions.

Who is your favourite actor?

Humphrey Bogart, Morgan Freeman and Sean Connery.

What was your first job?

Petrol forecourt attendant, then I went to University and qualified as a Civil Engineer.

What's the most exciting moment in your life?

The birth of my son and daughter.

What is your favourite film?

Casablanca.

If you could be a car what make would you be?

Something stylish; Italian; an Alfa Romeo.

What's your favourite pastime?

Motorcycling, and dancing the Tango with my wife.

What's your favourite food?

Italian cooking.

What got you into motoring?

I loved the idea of biking and bought my first bike at 17 – a BSA Bantam 175 (Arthur on the right).



Where were you born?

Paisley.

What are your hobbies?

Motorcycling, dancing with my wife, and learning Spanish and French.

What makes you laugh?

Silly questions!

Who is the most inspiring person in your life?

Easy – my wife! Her strength to carry on, she's very grounded.

What 3 things would you take on a desert island?

A telescope to look at the stars, a portable radio, and a Swiss army knife.

What's the worst place you have been?

Grimsby!



Do you have any brothers or sisters?

Just one brother.

What's your most annoying habit?

Not listening or paying attention!

What school did you attend?

Johnstone High School.

Who is your favourite politician?

Tom Johnstone, Keir Hardy, Nicola Sturgeon.

If you could travel through space, where would you go?

Mars.

What's your favourite sport?

Formula One racing.

Bonus Question

Do you have a favourite place?

Yes, three of them actually. Australia (where my son lives), Ireland (where my daughter lives), and Spain.



A recent picture of Arthur

Off the Rim

Off the Rim is about getting drivers and riders to think about the great places Scotland has to offer.

In this edition I take a trip to Chatelherault Country Park.



Chatelherault Country Park is a real gem to visit during the spring and summer, indeed at any time of the year, so be sure to keep the location saved on your computers and SatNavs.

Chatelherault Country Park is a vast estate located just south of Glasgow, run by South Lanarkshire Council since 1987.

There is a lot of history to Chatelherault. Once owned by the Dukes of Hamilton, its history is too rich to take up space in this edition so I will direct you to some further reading on [Wikipedia](#), South Lanarkshire Council's [website](#), and the Visit Scotland [website](#), all of which will give you further information.

In 1591, Hamilton Palace became the main residence of the Dukes of Hamilton, and was the largest Country House in Scotland.

Rebuilding began in 1684 with an imposing Palladian South front. The Palace was further extended in 1822 for an art collection but sadly due to debts, that art collection had to be sold off in 1882.

The Palace suffered from subsidence in the early 20th century due to coal mining and open cast quarrying for sand which was halted in the 1970s following the death of the 14th Duke.

The High and Low Parks were

handed to the Nation in lieu of death duties and Historic Scotland began renovation works, taking 10 years before opening to the public in 1987.

Apart from the Palace (or Hunting Lodge as it was originally built), there are 500 acres and 10 miles of woodland walks to explore.

So take a picnic if you want your own food or make use of the cafeteria and gift shop.

There is much to see and read about Chatelherault Country Park, so make a date with yourselves in the spring and visit this beautiful estate with its 10 miles of woodland walks and vast grounds on which to lay a blanket and have a picnic.

Be well, stay safe and ride/drive carefully.

Spokes

editor@iamglasgow.org



Chatelherault Country Park.

The Hunting Lodge and Summer House, built in 1732 for the Dukes of Hamilton.

DATES FOR YOUR DIARY

DETAILS OF UPCOMING GROUP ACTIVITIES, MEETINGS AND EVENTS. FURTHER INFORMATION IS AVAILABLE ON THE GROUP WEBSITE AND FACEBOOK PAGE.



We have an exciting programme of online meetings and events planned for this season. See below for a slice of activities over the next few months.

The Committee

committee@iamglasgow.org

March 2023

Friday 17th–Saturday 18th

Bike Training event

Training event being held in the Scottish Borders.

Venue *tbc*, Melrose

Wednesday 22nd

Bike Associates Pre-Season Meet

This event is subject to confirmation. Details will be published once confirmed.

Venue *tbc*

April 2023

Saturday 1st

Saturday Bike Meets commence

This marks the start of Saturday morning bike meetings.

Robroyston Retail Park

09.15 for 09.30 start

Wednesday 12th

Wednesday Bike Meets commence

This marks the start of Wednesday evening bike meetings.

Crow Road Retail Park

18.15 for 18.30 start

Wednesday 12th

Group night - tbc

This event is subject to confirmation. Details will be published once confirmed.

Venue *tbc*

Sunday 23rd

Road Safety event

Road Safety event in Helensburgh hosted by Glasgow North group in partnership with Police Scotland.

Venue *tbc*, Helensburgh

May 2023

Wednesday 10th

Group night - tbc

This event is subject to confirmation. Details will be published once confirmed.

Venue *tbc*

Sunday 28th

Glasgow North Bike Slo-Mo Day

This event is a fantastic chance to practise your slow machine control over a progressive series of challenges in a safe controlled environment.

Venue *tbc*

Jun 2023

Wednesday 14th

Group night - tbc

This event is subject to confirmation.

Venue *tbc*

Monday 19th

Bike Skills Development Trackday

This event is designed for riders to develop riding skills in a safe environment. Click [here](#) for further details.

Croft Circuit, near Darlington

Jul 2023

Tuesday 4th

IAM RoadSmart Car Skills Day

A chance to develop your Advanced Driving skills in a closed-circuit environment, with IAM RoadSmart tuition. Click [here](#) for further details.

Croft Circuit, near Darlington

Wednesday 5th

IAM RoadSmart Bike Skills Day

A chance to develop your Advanced Riding skills in a closed-circuit environment, with IAM RoadSmart tuition. Click [here](#) for further details.

Croft Circuit, near Darlington

ADVERTISEMENT



MKDRD

MICK KINGHORN

DRIVER & RIDER DEVELOPMENT

2023 MOTORCYCLE SKILLS DEVELOPMENT TRACKDAY

These days are designed for riders to develop riding skills which are transferable to the road, in a safe environment, with a team of highly skilled and experienced instructors made up of serving and retired Police riders, IAM observers/examiners, RoSPA examiners etc.

The emphasis is on skills development rather than outright lap speed. The primary aim is to learn cornering skills which will improve road riding safety and enjoyment.

Twenty minute sessions on track, each preceded by a short classroom input.

Three separate groups with a maximum of 20 riders on track at any time, plus instructors. Usual ratio is four riders per instructor.

Bookings are now being taken for the following confirmed event:

Monday 19th June, 2023 – Croft Circuit near Darlington, DL2 2PL

Full day event

6 x 20 minute sessions per rider

3 sessions AM, 3 sessions PM

£155 per rider

For further details email enquiries@mkdrd.co.uk

Bookings now accepted via the website www.mkdrd.co.uk

It is not anticipated a second date will be added in 2023