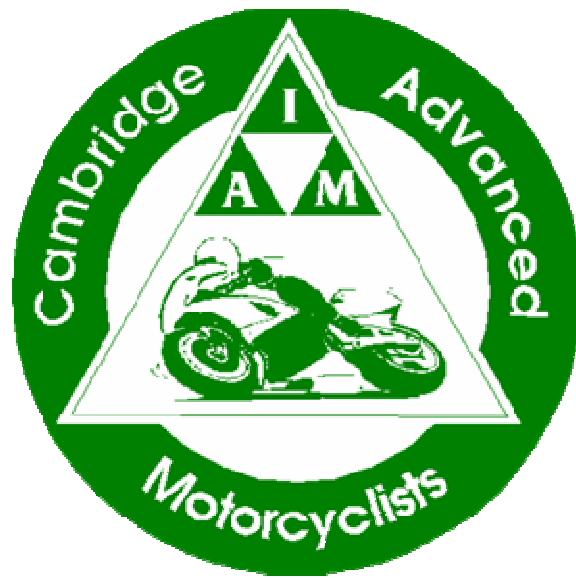


# CAMunicate



The Newsletter  
of  
Cambridge Advanced Motorcyclists

[www.camsiam.org.uk](http://www.camsiam.org.uk)

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### Editorial

Well that's 2009 behind us and 2010 now stretches out ahead of us.

Six editions of CAMunicate have been delivered to you during the year to keep you informed as to what CAM, your local IAM Group, and the larger IAM organisation have been doing, to inspire you through reports on the trips of members and to provide a forum for debate on issues that impact on the wider world of motorcycling. Many thanks to those of you who have contributed material.

The 2010 calendar is included at the back of this issue so you can start planning the events that interest you into your diary and in the CAMunicate prior to the dates there will be a brief description and reminder.

It is important to thank PC Simon Burgin, our IAM examiner, for all the help and support he has provided during 2009. As a group we have developed a significant number of riders to IAM advanced standard and Simon Burgin has tested them all. He also attended our recent 'meet the examiner' evening and provided useful insight into what he looks for when testing for the IAM. Also thanks to Steve Merritt of Cambridgeshire CC who is actively involved in motorcycle road-safety and provides great support to our group. The bike-safety caravan that attends our assessment days is provided by Steve and he was also presenting at the 'meet the examiner' evening.

This edition features an article from Trevor Murton on his trip to Norway – perhaps you can build some of his thoughts and experiences into your 2010 tour.

It is intended that the three Observer teams will each in turn provide an article on some aspect of riding – this issue contains a note from David Parnell's group on road positioning. It is an opportunity for the observer community to provide general advice to the associates and members – the topics will be sorted out by the three Senior Observers.

Also included is the rather worrying, though perhaps over-hyped, story of a group ride-leader penalised for the speeding behaviour of those within his group – to ensure that our group rides don't encounter similar situations a copy of our group riding briefing is provided.

Other articles include a review of bike fuel economy and some developments to protect riders from impacts with street furniture. Issues often have several facets and inevitably what is written reflects the opinions of the author – if you have a different 'take on things' then write a counter-piece.

It remains an ongoing concern as to the limited number of CAMunicate readers who submit stories for inclusion in our club magazine. If you have done something of interest associated with your bike then why not share it with others – you only need to provide text and pictures as I will pull it together and format etc. If the membership don't provide material then there will be very little to read in CAMunicate and that will be a loss to all of us.

Best wishes for your biking during 2010.

*DN - editor*

### **From the Chairman's Bike**

My first job for this edition of CAMunicate is to extend a warm welcome to Andy Stone who has recently joined the CAM committee. Andy is finding his feet within the group and has already 'given' us a very good venue, in Ely, which we will use for our 2010 AGM. We will, of course, exploit his talents fully, for your benefit, as the year goes on.

The Christmas spirit was rife on 16 December when thirty or so CAM members descended on The Green Man at Thriplow for Christmas dinner. Thanks to Lynn/Adrian Peters and Meg Morris for sorting out all the details for this wonderful event. I know that these things take much more organisation and input than we all think so I'm very grateful.

If you missed it then I'm very sorry.

The company and the food were excellent and the beer was not an inconsiderable ingredient for those of us with drivers. I am very hopeful that we will stage this event next year because I really enjoyed getting to talk with some of the members and their partners that I don't see on a regular basis. It was great.

But; Christmas is over, just, and we can now look forward to longer hours of daylight and, hopefully, much better weather. The recent period of snow and ice have conspired to foil every attempt I've made to get out on my bike for the last ten days or so and I'm starting to feel slightly irritated by the circumstances. I go out every day to check the Optimate, not used that often, just to make sure that, when the roads do clear, I will not be left pushing a 230kg sports tourer up and down the road to get the engine started!

Eight days off work, loads of decorating to do, bike sitting there, beckoning to me but the weather is definitely not yet fit for riding although it is eminently suitable for painting and decorating!

I just can't think of an excuse that I haven't used before.

Anyway, looking back I think that 2009 has been a great year for Cambridge Advanced Motorcyclists given that we have moved forward a fair way since this time last year and are slowly making progress towards shaping the group into the sort of club that we think you all want. The problem is; we don't really know unless you tell us.

Advanced Test passes have been really encouraging this year.

We have had 26 test passes in the last 6 months which is absolutely brilliant and will help immeasurably in our efforts to make riders, and other road users, much safer on the roads.

This stunning performance is due to the fantastic efforts and the dedication of our Observer team. Thanks to you all for your efforts, we really do appreciate what you do for the group.

The 2010 calendar is now complete, thanks to David Schindler, and just glancing through it makes you aware of just how many activities there are for you to get involved with and the work that goes into sorting out a busy biking year for us all.

Right from the off we are running the usual Sunday group rides every first and third Sunday of the month, rain or shine. Thanks to all group run leaders and tailenders for their continued support and thanks to Julie D'Alessandro for coordinating these runs and her reminder notes to run leaders/tailenders throughout the year.

January will see the running of a short training session for new group run leaders and tailenders.

In February there are training sessions for new Observers, a Bad Weather Riding training evening and the first Associate theory evening of 2010.

March brings one of our popular CAM Social Evenings, organised by Lynn Peters and in April you have the chance to get closely involved with the running of your group at the Annual General Meeting. This year we are holding the AGM at the Highfield Special School, Ely, thanks to Andy Stone, which will provide us with ample room so please come along and have your say. Remember, if you're not there you can't vote.

May is one of our busiest months and boasts the CAM Free Assessment Day, CAM Observer Coordination Evening, CAM Skills Day, the second Associate Theory Evening and the first of five All Day Rides.

I won't go through the whole calendar here but, I guess, the point is that there are many people working very hard to stage training events, group rides and all the fun stuff that we all want as a group. These events can only be a success if you, the membership, either attend or encourage others to attend. Let us know if you have an idea for an event that you would like to see on the calendar and we'll try to include it if it's possible.

That's about it for this edition but don't forget to drop me a line or give me a call if you wish to comment, have any ideas that you think would be good for us to try or if you would like to suggest anything concerning the group or our activities.

[chairman@camsiam.org.uk](mailto:chairman@camsiam.org.uk) or 07802 651319.

Wishing you all a Happy & Peaceful New Year for 2010.  
Hope to see you very soon.

*Steve Bradshaw, CAM Chairman*

## **Meet the Examiner – 12<sup>th</sup> November 2009**

Over 60 Members, Associates, Observers and Friends of Cambridge Advanced Motorcyclists attended an evening talk given by Simon Burgin, our local IAM examiner, and Steve Merrett from the Cambridgeshire Safety Partnership.



The purpose of the evening was to provide Associates with an opportunity to meet our examiner and to hear directly the aspects of riding that he will be looking for on the test. It was also a means of 'putting a face to the name' and discharging some of the nervousness that may accompany the test. For all it was an occasion to socialize and the club ran a raffle for various items contributed by local motorcycling related companies.

Our other guest speaker was Steve Merrett who explained how the Police and the County Council interact to deliver increased road safety in the area, the measures they were taking and the associated results. Steve is a great supporter of advanced training and he has for several years supported us on our free Assessment Days by providing the Road Safety mobile caravan.

The early part of Simon's presentation outlined his career, experience and background – through-out it was clear that he is an enthusiastic motorcyclists and passionate about helping others to enjoy motorcycling safely. As a serving police officer on the specialist team that investigates serious traffic accidents he sees first-hand the consequences of driving or riding that goes wrong.



His view was that the small proportion of riders who take an advanced riding course, either IAM or RoSPA, are to be congratulated as they are prepared to put their riding up to scrutiny by others and to take any feedback on board. To use a cliché 'it's a journey and not a destination' – the process of engaging in advanced training has a beneficial effect from day one and should be continuous.

There is no 'perfect ride' so there is always the opportunity to improve.

**Q.** What does the examiner look for ?

**A** A good, safe, systematic ride with purpose as appropriate.

A good ride will contain the following factors;

<b>Accuracy</b>	Positioning of the bike appropriately on the road to take into account all the factors of the moment.
<b>Smooth</b>	Control of the machine in a competent and mechanically sympathetic way including steering, brakes clutch, gears etc
<b>Composure</b>	The temperament of the rider and how they relate to other road users and situations. Indicators of this are courtesy, objectivity and the avoidance of anger or 'red mist'.
<b>Balance</b>	The skills that enable a smooth and progressive ride. Key to this is accurate observation and acceleration sense.

Most important is to give the impression of a safe and in-control ride and the measure of safety could be summarized as 'always being able to stop safely on your side of the road in the space that can be seen to be clear'. This statement embodies the factors of observation, positioning, machine control and personal attitude.

Speed needs to be appropriate and the examiner noted that there is a tendency with some riders on test to reduce their pace below that of reasonable and progressive riding. The logic for this is quite straightforward as the rider on test is concentrating on making sure that everything is done as accurately as possible and slowing provides more 'thinking time' for this process. However it then ceases to be advanced riding as it is important that good methods and attitudes are delivered within the real circumstances of road riding. The message was don't speed but don't 'go slow' either. Good safe progress is what is required.

The RoadCraft manual outlines the riding technique that is expected – it is a proven approach used by the Police and as the examiner is police trained it's what he rides to. It is also the basis for advanced riding training and the systematic approach that it promotes is what the examiner will be looking for.

The system is summarized by **IPSGA**

<b>Information</b>	The collection and assimilation of information from all sources and its ongoing use and review. This means advanced observation with eyes on 'main beam' looking up the road for emerging hazards whilst also maintaining a more localized view for immediate road surface conditions and similar.
<b>Position</b>	Equalize dangers. There are general rules about ideal road positioning but these are for guidance; the advanced rider will weigh up the entire situation and adopt the safest position for that particular set of circumstances.
<b>Speed</b>	Safe progress in accord with the prevailing road conditions, hazards and limits.
<b>Gear</b>	Balance the vehicle on the throttle and through observation and planning make smooth and safe progress. 'Gears are for going, brakes are for slowing'
<b>Acceleration</b>	Needs to be smooth and deliberate so the bike remains in balance and achieves an appropriate speed for the road conditions and prevailing circumstances

During the discussion that followed the presentation there was a discussion about appropriate speed and it was recognized that as well as on occasion being the cause of problems it can also be a useful tool. Overtaking was identified as a situation that potentially puts the rider in a 'danger zone' and the less time spent there the better. Consider T.E.D. (Time Exposed to Danger) and aim to minimize it.

Whilst it may be admirable to use 'short-changing' through the gears as a means of eco-driving and getting maximum miles per gallon it is not appropriate on an advanced riding test as too high a gear reduces the responsiveness of the engine and delays the effective manoeuvring of the bike away from risk situations. Avoid 'Dieselitis' – i.e. making your bike as responsive as a traditional diesel engined car.

Knowledge of the Highway Code and Roadcraft is expected but not as a test of memory rather as an indication that the principles are understood. Of course the fundamentals of road signs and traffic regulations must be known.

The final message was that the test is just a part of the training process – by the time the test is reached the rider should already have been prepared by their Observer to pass. On the day it's a matter of controlling nerves and delivering a safe, planned and progressive ride. The examiner wants people to reach the required standard and to pass.



Following Simon's presentation there was a break for refreshments and then Steve Merrett talked through the 'safety environment' that has been created within Cambridgeshire.

The co-coordinating organization is The Cambridge & Peterborough Road Safety Partnership which primarily includes Cambridgeshire Constabulary, and Cambridgeshire County Council.

The approach comprises several themes;

- Education
- Training
- Enforcement
- Publicity

In all cases decisions are 'data-lead'. If it works do more, if it doesn't do something else and over the last few years Cambridgeshire has seen a decline in motorcyclists 'killed or seriously injured' on the County's roads.

Initiatives that are underway include the regular BikeSafe courses that provide a 'bridge' between the standard 'bike test' and 'advanced training' and it was noticeable how many of the CAM members attending the evening had previously followed a BikeSafe course.

In the area of publicity and awareness the acquisition by Cambridgeshire Police of two 'stealth' Honda Fireblades has been a significant success. They are a great talking point at the exhibitions such as Meldreth Manor, BMF etc as they both attract sports-bike riders to visit the stand and deter the 'extreme riders' from very high speed riding on the County's roads

The initiatives will develop and change to match the actions necessary to maintain the generally downward trend in motorcycling casualties and the activities of the IAM is appreciated as an important part of this.

The evening concluded with the drawing of the raffle.

All attendees were most appreciative of the presentations given by both Simon Burgin and Steve Merrett and as an IAM group we are fortunate to have this support.

*DN*

## **First Aid Course**

The morning dawned bright and clear on Saturday the 7th of November. This was the day when everyone, all 16 of us, got up early ready for a 9am start at Newport village hall for our annual first aid and accident management training day.

As before Vic Smith who used to be a traffic officer and the police road safety officer came to do the training. As usual we had a mixture of those who were complete novices and those who had completed a five day works program. Of those who had done a course before many considered themselves to be a bit rusty.

Vic handed out the guide that everyone could take home with them as it was included in the course payment. Now only registered and qualified trainers can give training but everyone at the end then receives a certificate of attendance.

The morning started off with the usual what to do first at an incident and how to keep yourself safe and how not to make things worse. Try to protect the scene if possible and after an initial assessment if no one has a mobile then send someone to call for any necessary services with precise details of how many casualties, types of injuries, exactly where the incident has happened and a contact number. With emergency calls (999 or 112 from a mobile) now being answered at only four locations nationwide they don't have a clue where you are let alone the name of the village or local landmarks. They will ask for a road number, if it has one, but who remembers all the C roads numbers?

After a small break so that people could stand in the sun to warm up we then got more involved into CPR and the recovery position. First look and listen for at least 10 seconds to decide whether the body is breathing or not. CPR has now changed to just putting your hands in the middle of the chest at the base of the sternum rather than measuring it and thirty compressions to two breaths. And to continue as long as you can. Unless blood is pumped around a defibrillator won't work. After dokey with a quick check on CPR they then went on to other treatments like bandaging and treatment for strokes and burns.

Vic then sent about six people out of the room and set up a casualty scene. They all came in one at a time to assess the casualty and all got made into casualties themselves by their actions.

All in all everyone had a good day of entertainment and learnt some very useful first aid as well, some will have to listen more carefully to Vic's jokes. Next year the plan is to have 2 days with one day of training for those new to first aid or done it a long time ago and another day as a refresher.

*Ian Beeby*

## **Two Up to Norway by Light Truck**

With the arrival of the darker, colder winter months, I was recently tempted to look back through some photos and revisited our very enjoyable summer tour in Norway

Following several attempts at packing and re-packing, lunch time on Wednesday 10th June saw Joan and I leaving home in the rain to catch the evening ferry from Harwich to Esbjerg in Denmark en-route to Norway.

The bike felt all of its ½ ton weight as we teetered around a few wet roundabouts trying to get used to the top heavy feeling of the bike with luggage and pillion. Meanwhile Joan was testing the Autocom, by asking "had we locked the front door", "unplugged the TV" etc. Whilst I was trying to think if anything on the recent 'Skills Day' had adequately prepared me for this!!

Once on the A428/A14, things settled down to a brisk but damp cruise, with everything more or less under control. As we approached the outskirts of Harwich a couple on a stationary GS waved enthusiastically as we took a roundabout. It was Ray and Rebecca a couple we had met last year on a European tour, they had recognised us and the bike. They were however with new bike, new gear and only one helmet remaining from last year to recognise them by ---- but we did!!

After refuelling we arrived at the ferry terminal in a very welcome dry spell and, as instructed, waited over on the left with a bunch of other bikes who were obviously under similar instructions. It soon transpired that we were indeed all part of the 'World of BMW' tour of Norway, identified by our newly applied stickers.

Richard and Jane, another couple from last year's tour, arrived and we caught up with 12 months of news before boarding the ferry.

Once aboard, having lashed the bike down (no crew to do this), we found our cabin, changed into civies and made our way to the bar and restaurant to meet the rest of the group.

There were 18 bikes in the group, two from Ireland, six solo riders, the rest as couples; one of the Irish bikes was a dad, Tony, with Lauren his 13 year old daughter on the pillion. Absolutely brilliant to see them both, and at last we had a young brain to help sort out the Sat Navs!!

A mature Danish rider, returning from a slow ride to the Isle of Man on a diesel powered Indian Enfield Bullet boarded with our group. He was an interesting character, who warned us that it was going to be very wet during our trip through Denmark.

A group dinner, a couple of beers and following a good night's sleep we arrive in Denmark in steady rain (the Enfield rider was so right). Here we met up with Juan our nineteenth bike who had joined the tour from his home in Luxembourg. We set off for a three hour ride to our first Hotel in Aarlberg in Northern Denmark. Ray was riding his company GS but had recently bought a Harley Road King, so after booking into the hotel we rode the few miles to the local Harley dealer for essential supplies.

The owner of Aarlberg Harley was very informative and explained that in Denmark all vehicles are subject to 180% purchase tax, this made a new Road King £51,000 in

Denmark, against the UK price of about £14,500. This was our first introduction to the high cost of living in most of the Scandinavian countries.

In the morning a short wet ride took us to the three hour ferry crossing to Kristiansand and our arrival in Norway.

You may well think this is a long way round to get to Norway, but truth is, there are currently no direct ferry crossings from UK to Norway.

Heading North off the ferry on a minor road, one of the solo riders picked up a rear puncture in his GS, which was repaired at the roadside with a plug and ultraseal. Within a few miles the weather brightened, the sun came out, the scenery changed from the East Anglian like agricultural landscape of Denmark to an altogether more hilly perspective, the roads began to weave around the hills, the scenery improved – hey this is better!!

The owner of our overnight hotel in Bykle produced not only an excellent evening meal but a very welcome three day weather forecast for our proposed route. This promised, and delivered, dry weather and warm sunshine. Fortunately this excellent weather lasted for most of the rest of the tour.



Over the next nine or ten days in Norway, the weather and the tour routes conspired to provide what can only be described as a brilliant riding experience; stunning scenery, fabulous and challenging roads and continually smiling faces beneath each helmet.

The tour route took us to Bykle, Geilo, Sogndal, Molde, Lom, Oslo and Kristiansand before the return ferry to Denmark and onward to Harwich.

Each day of the tour brought new delights and challenges, wonderful scenery, frozen lakes, stunning waterfalls, wooden buildings with grass roofs, the largest glacier in Europe, bone dry roads with 12ft high snow banks on either side, high plateau snow fields. More hairpin bends, climbs and descents than you can shake a stick at. These ranged from smooth and wide, to narrow, bumpy, steep and torturous, all joined by generally well surfaced undulating sweeping bends, alongside picturesque fjords, terminating in a ferry to take you to the next wonderful road on the other side.

Norwegian road tunnels come in all shapes and sizes, many of the rural ones are very poorly lit, poorly surfaced and with 'S' bends in the middle (what's that all about). One particular traffic light controlled tunnel did at least 360 degrees, and dropped steeply in what can best be described as a subterranean corkscrew!!

I discovered that self darkening glasses are not the best tool for tackling such tunnels, as they darken quickly in the sun, but take a while to lighten up, making the first mile in a poorly lit tunnel quite interesting. Norway also does well lit modern tunnels, the longest we encountered was 11.5 km, but they also boast the longest road tunnel in the world at 24.5km.

Emerging from each tunnel was often a pleasant surprise, revealing perhaps completely different scenery and sometimes even different weather.

During the trip we experienced daytime temperatures ranging from zero on one high altitude snowfield to 22°C in the sunny sheltered valleys.

There is little traffic in rural Norway and few coffee stop opportunities, but the chocolate cake is usually very good when you find one. Flawless English is spoken everywhere, the country is clean and the natives extremely friendly and helpful.

The national speed limits are 80k (50mph) on single carriageways and 90k on Motorways, speeding fines are reputed to be punitive at around £900 a pop, but apart from a few well

marked forward facing cameras on the main roads, speed enforcement was low key and I only recall seeing one traffic cop in Oslo during the whole trip.

To be fair none of the tour group felt hampered by the speed limits after the first day of settling in. Mostly the twisty roads and scenery were sufficient to keep interest levels high and speeds down to reasonable levels.

True to its reputation, Norway is very expensive, tea and buns for two is about £15/£20, whilst a pub meal around £20 to £30 per head, a dinner with wine in a reasonable restaurant is around £50 to £80 a head while a beer is about £6 to £8 a glass.

It's certainly not a cheap location, and coupled with low speed limits it would not be the first choice for a scratching boozy tour. But for the scenic 'wow' factor and an excellent biking experience it certainly takes some beating. Ideal for summer 'Skiing' holidays (Spending the Kids Inheritance). However we did actually see people skiing on the high snow fields in mid June.

Our experiences and memories are many and varied. Dropping the bike twice in two days being high on the list.

On the first occasion I had parked in an unpaved lay-by to admire the view, the bike was on the centre stand facing slightly downhill, but a shake confirmed it was stable. On my return the bike had obviously settled and as I threw my leg over, I touched the bike, it rolled forward off the stand and on to its side. The following day we were on one of the many fjord ferries, both of us sitting on the bike with the engine running, ready to ride off when the ramp was lowered. Unfortunately the ferry nudged the side of the dock and lurched to the right, I just about coped with that, when it hit the other side and tipped us both off!! Most of the bikes on board came close to disaster, I suspect the ferry captain was bored and fancied a game of motorcycle skittles. Fortunately he only managed to get one down!!



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I've always wondered how I would manage picking up ½ ton of bike and luggage. Turned out to be a doddle, as on both occasions Ray was nearby and came to the rescue.

I put this experience down to 'School fees' it costs to learn. What I learned was, leave the bike on the stand until the ferry has completely docked, even if those behind have to wait a short while. I also learned that BMW LTs fall beautifully; they come to rest on the plastic covered protrusions provided for the purpose, with no sign of damage, apart from slight scratches on the unseen underside of the plastic covers. I also learned to travel with a helpful bloke called Ray!!

Patrick, a solo rider from Ireland, experienced overheating problems from day two, and a visit to a Joint Harley and BMW dealer confirmed a U/S fan motor, but lack of spares for a K1100 prevented a repair being affected. However Patrick, aided by the tour leader and fellow riders made it all round Norway and back to Ireland by switching off at standstill, enjoying long cooling coffee stops and leaving his bike at a Hotel outside Oslo to avoid heavy city traffic, whilst hitching a lift and distributing his luggage among the other solo riders for our two night stopover in the Capital. This is but one example of the camaraderie generated within the group. Someone in the group can always be relied upon to provide engine oil, headache pills, or a needle and thread when required.

The BMW tours are informal and well organised. Each participant receives a map with a suggested route marked out for each day's 150 to 300 mile trip. Individuals or self selecting groups set off and arrive at the next location when ready. There is no pressure to keep up, and there are plenty of opportunities to stop for breaks, photo opportunities, of go 'off piste' to explore, or to take an interesting twisty road up the mountain and back.

If you set off alone, inevitably you will come across fellow travellers at lunch/coffee stops, or at significant photo opportunities and like minded small groups tend to develop en-route.

A couple of 'two night stopovers' were included, to provide the opportunity to explore locally and/or rest the bum. The tours are not restricted to BMW bikes, a Harley and a KTM joined this tour and a Guzzi last year. Participant ages ranged from 20/30s to 70ish and everyone gets on so very well. Many of the riders are IAM members or have undertaken similar training, evidenced by the lines taken and the staggered riding patterns that developed when groups meet up on the road.

If you have always had a hankering for an overseas trip and would prefer a hassle free introduction, give an organised tour a try, it's probably no more expensive than a DIY version. You are guaranteed to meet like minded people, never be without a riding buddy or someone to talk bikes with till the wee small hours, and someone else takes all the organisational stress. It's a 'no brainer' Give it a try.



Norway certainly lived up to its reputation as one of the most spectacular biking locations in the world. One couple were on their third Norway trip, and we would certainly like to return again.

The 2010 tour brochure is out now, where is it to be next year, Spain? Morocco? Latvia and Estonia via Sweden and Finland? Bosnia? South Africa looks tempting, or perhaps the near continent and Alpine region. Decisions, decisions.

You may well be asking why 'Light Truck' in the title. Whilst researching the internet prior to purchase, some US guy suggested it was the most appropriate explanation for the LT in BMW K1200 LT. Having owned and enjoyed one for a couple of years, I wholeheartedly agree.

*Trevor Murton*

## **Road Positioning – or when not to position for view.**

The Observers spend a lot of time showing Associates where they should be on the road when positioning for view. They do this because it is not 'natural' for riders to take an extreme position and indeed initially it feels strange being close to the white line on a left hander (assuming we are driving in Britain) or close to the verge when on a right hander. The former leaves you feeling exposed while the latter takes you close to the roadside and all the nasty things that lurk there. However, after a while the Associate will develop the concept and realise the benefit so that soon it becomes the 'norm'.

The next step is to try to identify where it is undesirable and unnecessary to position for view.

Before starting to describe these scenarios I must emphasise that positioning for view is always sacrificed for safety and herein lies the clue to the first scenario.

If there are other hazards around, for example a junction on a bend, then how you deal with it depends upon whether it is totally open so you can see if it presents any hazard or not. If it is completely open and there are no visible hazards (have you checked the road surface to see if there is gravel kicked up by vehicles coming from/to the side road?) then it may be OK to disregard it but if not then this is probably the biggest hazard and you need to take a safer line and if that means you don't have as good a view then you must slow down.

The second scenario is when you don't need the view. Taking an extreme position puts you in a location which is not as safe as towards the middle of the lane provided there is no debris or diesel which traffic might have left there. So, if you are in a situation such as a fast A road where the bends are so shallow that positioning for view doesn't allow you to go any faster - maybe because you are already safely riding at the national speed limit while

positioned in the middle of the lane, then an extreme position will deliver no benefit, indeed it may expose you to more danger. For example on a left hand bend, a car coming the other way will not have to veer very far off course before you are on a collision path.

I believe that a 30 MPH area is another situation where positioning for view is generally unnecessary.

The third scenario is when you are on a road where the bends are so tight that if you are taking an extreme position and happen to meet an oncoming vehicle that is cutting the bend you simply don't have time to get out of the way. The enhanced view will be of no benefit.

In summary, position for view where:

- consideration of other hazards doesn't override the benefit of the enhanced view
- having the view is of benefit to you
- you have the ability and time to react to the enhanced view

The official word on this topic is given in Roadcraft – see P 117 Positioning for advantage.

*David Parnell*

### **Incitement to Speed**

When an article appeared in MCN in November describing how a group ride-leader (not IAM) had been penalised for an offence committed by one of the motorcyclists he was leading there was a flurry of activity on the various forums and a note was also sent out to the CAM group ride leaders.

As ever these stories have various facets; both directly related to the event itself and also reflecting the types of decisions that seem to be made by those in positions of authority within British society.

It would be easy to build this story into a tirade about injustice, inappropriate court decisions and similar but CAMunicate is not a magazine to discuss legal process or social trends. You may conclude that this was just an unfortunate judgment made in isolation or you might consider it in conjunction with the recent re-employment of 'Joint Enterprise' legislation (*see note two*) and perceive a theme. Whatever you decide you certainly need to be aware.

We are all interested in motorcycling and there are aspects of this story that just feel 'wrong' and you may feel inclined to do something about it. If so then there are various petitions and campaigns that you can support.

For those who are not familiar with the story the article from MCN is replicated below and shown in inset italic type-face.

#### ***Fined for other rider's offence (MCN Wednesday 18<sup>th</sup> November 2009)***

*Motorcyclists at the head of a group of riders will face stiffer penalties for speeding under a crown court ruling.*

*Being the lead rider in a group is an aggravating factor making you partly responsible for speeding offences of those behind you according to the decision.*

*The ruling can be applied in any future cases where two or more motorcyclists riding together are accused of speeding. The lead rider might be only a few mph over the limit but could be given the same penalty as the worst offender behind.*

*It gives a new weapon to police forces keen to clamp down on summer ride-outs and raises concerns for trainers who ride with students in groups.*

*Road traffic solicitor Robert Dobson said:*

*"Any crown court decision can be stated in future cases. This is potentially a very dangerous judgement for motorcyclists. Riders in a group change position frequently. If you are riding at the front any group at excess speed, then the very fact you're at the front is an aggravating factor." (See note one on precedent)*

*Ken Clark, 49, reached 85mph on his Yamaha R1 while leading a group of three riders on the 60mph A272 near Rogate, Sussex, last June. The speed is within the usual threshold for a*

fixed penalty of three points and a £60 fine. But Chichester Crown Court ruled he should receive the same penalty as a following rider accused of going 103mph.

Barrister notes on the ruling given to Clark after the hearing state:

*"Although his was the lesser speed, [the bench] found it an aggravating feature that he was the lead motorcyclist, was setting the pace and he knew that the other two motorcyclists would want to catch him up and would be speeding to do so"*

The court rejected Clark's appeal against six points, a £100 fine and £250 court costs.

Clark said:

*"This should have been three points and a £60 fine but so far it's cost me £2,500 including solicitors' bills and I have six points on a licence which has been clean for the last 24 years."*

Clark's solicitor, Philip Somarakis, said

*"103mph was the speed reached by a police officer on an unmarked bike while tailing Clark's two friends, but the prosecution accepted it was not possible to prove from video evidence that Clark himself had exceeded 85mph. The gist of the ruling is that to be a lead motorcyclist makes you somehow responsible for the actions of those behind you,"*

Gary Baldwin, former police motorcyclist and co-director of advanced riding school Rapid Training, said:

*"It's a dangerous precedent to suggest you are now responsible for someone who's in control of another vehicle. How do I control what they do? If someone is following me and I get in an overtake that they don't, they may go faster to catch up but that is their choice."*

The story according to Ken in his own words from one of the Bike Forums



*This story starts way back last year when I was out riding between Bury Hill and Petersfield.*

*Without going into all the details which will be very boring, I along with two others were tracked and videoed by the infamous silver R1. This is what happened (leaving out the tedious bits).*

*Silver R1 tracks us and two others and then by own admission later in a court of law requests police motorcycle that was and had been in front of me for the last*

*10 miles to pull off the road. Thereafter I exceeded the 60 mph limit (which I always pleaded guilty to) and reached a speed of about 85 mph. Then quite safely overtook a car at about 70 mph and then was out of the video evidence and could not be seen for maybe 10 secs.*

*Now the other two motorcycles that were behind me and the surveillance R1 could not do so at the same time due to on coming traffic. When it was safe to do so they overtook and reached 103mph and caught up with me very quickly.*

*The unmarked R1 radios his marked officers and says "Two females one male speeds of 103" So now we have no distinction as to who was doing what speed. Now here I give the nice officer credit as five and a half months later he phones me to say that he has reviewed the evidence and I will only be charged with 85mph. 85mph in a 60mph carries 3 points and a £60 fine following a guilty plea.*

*Summons arrive for myself and the other two and the offence is only listed as speeding, and no actual speed is given, a little lazy in my view. Court date arrives in January. One of the other motorcyclists pleads guilty by post so just leaving myself and one other in the magistrate's court. The other gets called in first and claims to believe that she/he was not exceeding 100mph. Court decides to set this aside for a Newton Trial.*

*I get called in and I am not even given the chance to say anything and it is assumed that I will say the same so I too get summoned for trial.*

*Trial arrives in April and both I and the other are sentenced exactly the same for reaching speeds of 103. £100 fine 6 points £250 court costs and £15 for some victim support thing.*

*Ok so not happy with this outcome as I was only charged with 85 and convicted with 103. I decide to appeal and get solicitors involved. The appeal is against the severity of the sentence which after six months of the CPS keeping quiet, they eventually admit they made a mistake. They say I was sentenced on 103 and should have been sentenced at 85.*

*Crown Court last Monday should have been a formality as CPS have admitted their error but oh no.*

*The judge views the DVD evidence and after agreeing that I was wrongly convicted decides that the appeal will not be upheld.*

*Now here is her reason why; and these were her words.*

*"As team leader I was responsible for the other two motorcycles behind me and by my actions of safely overtaking a car, I would have known that my other team members would have to exceed the speed limit to catch me up".*

*Strange how I can be in control of two adults that are travelling behind me. Strange too that I am solely responsible for all on that road and in no way responsibility was ever in the hands of the police officer that radioed his colleague and told him to get off the road.*

*This is the justice system and society that we live in.*

*Now just to sum up; a £60 fine and 3 points has so far cost me £2500 and 6 points on my licence.*

*I got convicted for a crime that I did not commit. I pleaded guilty to the charge of 85mph but the court cocked up by not properly identifying me and I was convicted of a far more serious offence so I do feel hard done by.*

*I will and am taking this further as I feel I have to just to stop anyone else falling foul of this stupid ruling. I have applied to the High Court now to have it heard there.*

*I have ridden bikes for many many years and have had advanced training by both Leicestershire Police and Hampshire Police so I am not someone who just got a bike yesterday. I love the sport and will continue to do so.*

*The whole point of doing so is because I somehow became responsible for other riders who were travelling at a faster speed than I was as even the CPS agreed. I will fight this to the bitter end for everyone that rides bikes.*

Some thoughts gleaned from various articles, forums and similar on this matter are replicated below.

These have been summarised

- It is contrary to the basic rights of the individual that they can be punished for a crime that they have not committed, or to receive a punishment with a tariff higher than that applicable for their own offence. Ignorance of the law is never an excuse but the law needs to be comprehensible to those expected to abide by it. Once law ceases to be respected then anarchy ensues.
- The offence considered here seems to be 'lack of foresight' in that the lead rider did not foresee how other adults would react to his overtake of a vehicle. He could not have known, or be held responsible, for the subsequent speeds of the following motorcycles. If the lead rider can be held responsible for the speed behaviors of following riders then what about other aspects such as insurance, drunk driving etc
- It is entirely possible for the leader to be within the limit at all times whilst those following are speeding. In fact it is a known behavior within a group to hang back and then 'have a blast' to catch up. Who is responsible for this.
- The leader could inadvertently wonder over the limit by a couple of mph rendering a £60 fixed penalty and three points but if another rider within the group is exceeding 100mph then to follow the logic the leader could potentially end up banned. Worst still what if there is an accident resulting in a fatality?.
- To make somebody responsible for the offences of another person in the group is ridiculous. It could be said that even if the lead rider hadn't been speeding at all but "must have known" somebody behind would get held up by traffic and would therefore have to break the speed limit to catch up.

- What about motorcyclists not riding in a group. If another motorcyclist, who you don't know, closes in on you at a high rate of speed do the courts then automatically make the assumption the two of you are together?
- You need to admit riding in a group to be charged with leading it
- What constitutes 'a group' – is it the full complement or is it the smaller collections of riders that develop within the group. In such a situation it might not be the leader of the twenty but the front rider of a sub-group that is prosecuted.

### **Want to do something ?**

If you disagree with the ruling then a petition has been set up at;  
[petitions.number10.gov.uk/Lead-Biker-Fined/](http://petitions.number10.gov.uk/Lead-Biker-Fined/)

A campaign to fight the court ruling has been set up at;  
<http://www.speed-trap.co.uk/Home/Menu1.htm>

### **Some thoughts on how to protect yourself;**

- Never admit to being part of a group; you always ride alone, sometimes sharing a stretch of road with other riders !
- If a member of the group is stopped continue riding, do not become involved. You can meet up again later once the stopped rider has been 'dealt with'
- If you are the rearward rider who is stopped 'just take it on the chin' and do not implicate others. It won't help your cause and will just drag others into the mire

### **Note one – Legal Precedent**

The following paragraph is not intended to be some legal definition but rather to illustrate why this particular ruling has implications on other motorcyclists

Precedent means a lower court must honour the findings of law made by a higher court that is within the appeals path of cases the court hears.

In simplistic terms this judgement made by a Crown Court is higher up the hierarchy than a judgement made in a Magistrates Court so the precedent is applicable. To correct this the case needs to be taken further up the chain and from the article it would seem Ken Clark (the ride leader) will take things to the European Court.

### **Note two – Joint Enterprise**

"Joint Enterprise" is the name of a 300-year-old English common law that the police have successfully re-employed to fight gang violence. The principle underlying the notion of Joint Enterprise is that when a gang assaults or murders a victim, even those members who do not physically participate or strike the fatal blow, but simply lend encouragement and approval to the crime, are as guilty as the chief perpetrator and will receive similar sentences.

Joint Enterprise is traditionally reserved for crimes of violence but how big a step would it be to include other 'crimes', perhaps corporate embezzlement or other group activities.

The entry in Wikipedia offers a fairly wide legal definition

*In criminal law the doctrine of "common purpose", "common design" or "joint enterprise" refers to the situation where two or more people embark on a project with a common purpose that results in the commission of a crime. In this situation the participants are jointly liable for all that results from the acts and omissions occurring within the scope of their agreement.*

"Something is rotten in the state of Denmark"

Marcellus in Hamlet, Act I, Scene 4 – rather applicable to modern day Britain.

DN

## Green Bikes

It's a popular view that motorbikes are a green alternative method of transport and in the interests of continuing my hobby I am more than happy to promulgate that story far and wide. The proposition is that as motorcycles generally have smaller engines, are lighter and can cut through congestion they must be a greener alternative than cars. Perhaps at one time that was the case and motorbikes have certainly had a role to play in bringing relatively low cost mobility to many.

If you were to take a litre of 'unleaded' and set light to it in the garden then as it went 'woof' it would release in the region of 2300 grams of CO<sup>2</sup>. It's just a fact based on the chemical structure of petrol. Modern engines and exhaust systems can do lots to scrub out the other noxious by-products of combustion such as the nitrous oxides but break-down the complex hydro-carbon molecules to release the energy and you get a defined amount of CO<sup>2</sup>.

If the environmental theorists are to be believed then CO<sup>2</sup> is one of the root causes of climate change and the reasoning behind differential road-tax, air-flight surcharges, carbon trading etc. Other theorists suggest it might be due to the water vapour content of the atmosphere and yet others put it down to natural climatic cycles.



If one litre of petrol equals 2300 grams of CO<sup>2</sup> and my bike averages 42mpg (9.2 miles per litre) it therefore produces  $2300/9.2 = 250$ grams of CO<sup>2</sup> per mile or 155gm per km. If I really push it along I can get my mpg into the low thirties (over 200gm/km). By comparison a 2.0 litre Ford Focus is 147gm/km and a Fiat 500 about 111 gm/km.



The explanation for this is to do with performance and the production of power. Bikes generally have significantly faster acceleration than all but the most exotic sports-cars and achieve this by having a power delivery that stretches right up the higher revs. However an engine is not equally efficient throughout its rev range and if it has the capability to rev to 14,000 rpm then the engine speeds associated with normal driving are probably not in the most efficient part of the curve and when revving out to deliver maximum power air & fuel are getting sucked in, exploded and blown out at a ferocious pace.

As motorcycle engines run on higher rotations (rpm) their cylinder volumes produce more horse-power than a similarly sized car engine and hence consume more fuel.

Motorcycle sales in the developed world are largely driven by performance whilst in the developing world it is more by the need for low-cost transportation. This means much of the engine development is focused towards the race-track and this is quite different to what occurs for mass market car-engine development where fuel efficiency and emission control is a key factor.

There is a whole different scenario when considering the low cost, small capacity engines that use a two-stroke cycle that mixes lubricating oil with its combustion mixture often resulting in a blue-mist of exhaust products with a distinctive (memorable) aroma.

A far lower proportion of motorcycles incorporate the anti-pollution technology of car engines and only a negligible part of the total motorcycle 'population' have catalysts, which are now obligatory for every car in Europe and North America and those that are sold with them as standard often have them removed in the pursuit of extra power.



The conclusion of all this is that we are perhaps on unsafe ground to justify motorcycling on its straight-forward green credentials.

There is an argument to be made regarding reduction in congestion and the more efficient use of the road infrastructure so that every unit of motorcycle travel covers more distance than the corresponding unit of car travel. This is however in part negated by the limited passenger carrying ability.

If you want a green motorbike the most honest thing to do would be to buy a Kawasaki.

DN

### Road Sign Protection for Motorcyclists.

Accident statistics assembled by the Department of Transport show that in the five years between 2003 and 2007 there were two hundred and fifty fatalities caused by motorcyclists colliding with traffic signs, signal poles, lighting columns and telegraph poles and a further eight hundred and eighty serious injuries. Previous articles in CAMunicate have reported on the deadly designs of central reservation barriers, both cable type and steel ribbon.



The technology and products do however exist to mitigate these environmental dangers but as motorcyclists represent a small and decreasing proportion of road user, currently about 1%, the incentive to invest in these measures is small. However the costs of implementation are not high as generally it's some form of padding or cladding and compared to the costs of a road fatality, even in purely financial terms, is a good deal.

The general approach to making roadside structures safer has concentrated on car-users and are based on 'passive safety' which means the structure breaks away in response to the impact with a car. Unfortunately a motorcyclist does not have the mass and structural rigidity of a vehicle so there is no 'break-away' and injury results.

There are however alternatives and various companies are now producing 'crash cushions' for roadside objects made from similar deformable energy absorbing materials as included in car crumple zones. Measuring the effectiveness of such products is always going to be difficult as it will depend on the nature of the impact, what part of the body is involved and the protective clothing / helmet that is worn but objective figures indicate that up to 6000J of energy can be absorbed. As this is equivalent to 100% absorption of a 75Kg person travelling at 45kph then this will represent a significant proportion of the energy associated with an accident.

Of course the best defence would be to avoid sliding down the road and into a piece of street furniture – but if it does happen then if it has some form of cushioning then the pain will be less.

DN

## Group Ride Guidelines

The following notes are those that are issued to the approved CAM group-ride leaders and tails and they outline the points that they are advised to make to participants prior to a CAM group-ride. They have been included in this issue of CAMunicate as it is most important that everyone involved in CAM group-rides are aware of them.

### CAM Pre-Ride Briefing – November 2009

This briefing must be given to all group riders before commencement of the run.

As the ride leader you are in control and are responsible for the safety and the conduct of the ride.

- Remember to consult your tailender and keep him or her informed.
- Exchange mobile phone numbers with your tailender.

#### ***Run leaders should obey all of the speed limits at all times***

Welcome – address all present.

Identify the run lead and the tailender. Hi-Viz clothing is not mandatory.

Check if there are any new attendees or associates – explain the principle of the Buddy System.

Divide the group into Observers and Associates/Visitors. Ask each group to stand in a separate place. This should leave just full members as a third group.

Pair-up each member of the Associate/Visitors group with an Observer. If there are any Associates/ Visitors left, seek the aid of the third group by inviting those you know to be more experienced riders to assist an Associate/Visitor.

Ask the Observers (and at the same time, inform the Associate/Visitor group) to assist their partners by:

- riding in front and showing the right lines through bends
- maintaining a high standard of riding throughout
- keeping the buddy in view
- giving constructive comment if invited to do so at the refreshment stop

Remind all Associates and Visitors (and at the same time inform the observers) that:

***They are in control and responsible for everything they do. There is no need to exceed the speed limit to catch up because the use of the drop off system ensures that you will not be left behind or take a wrong turn.***

Any input from the Observer is by way of a suggestion (not an instruction)

Advise everyone that if it is perceived that anyone is not easily integrating with the group (or you yourself feel you are struggling) then we may offer to assist those riders by riding independently of the group.

***Safety of each rider is our paramount concern.***

### Summarise the Safety Points Below

Explain that you will always keep the second rider in view and that this will control the speed of the ride at any given point.

Explain that the ***Run leaders should obey all of the speed limits at all times.***

Explain the importance of observing the posted 30, 40 and 50 mph speed limits. It is their responsibility if they break the speed limits during the course of the ride!!

Explain the importance of the 2-second rule.

Explain that they must be in control of their own vehicle at all times.

Tell them to ride within their own capabilities and not to hang on to faster riders.

Absolutely no overtaking of riders within the group.

No crowding or pressuring. Give the rider in front the room to ride as they please.

Explain the drop off system to anyone who is unfamiliar with our group and emphasise that there is no need to exceed the speed limit to catch up, nor to maintain visual contact with the rider in front.

### **Explain the basics of the run**

<ul style="list-style-type: none"><li>• Outline of the route.</li></ul>	<ul style="list-style-type: none"><li>• Time and distance</li></ul>
<ul style="list-style-type: none"><li>• Stopping points, refreshments and refueling stops</li></ul>	<ul style="list-style-type: none"><li>• Emphasise any particular hazards such as road conditions, weather or difficult sections.</li></ul>
<ul style="list-style-type: none"><li>• Check that everyone is ready – fuel, comfort and invite any further questions.</li></ul>	

### **Stopping**

Stop after approximately 20-30 minutes to check that all riders are OK and check with the tailender. Try not to ride for more than an hour before stopping.

### **Clothing**

Riders wearing inappropriate protective, but nonetheless stout, clothing should be made welcome, but you should tactfully explain the importance of wearing protective motorcycle equipment and inform them that they will be unable to take part in future club events unless dressed appropriate. Riders wearing only T-shirts and/or shorts and/or totally unsuitable footwear should not be allowed to ride with the group.

### **Sunday Ride Buddy System**

The CAM Committee have introduced a 'buddy' system to promote smooth, progressive riding and to assist prospective and less experience members. The aim is to offer an element of training with the, predominantly, social Sunday group rides. It should complement the training of those who already have an Observer and challenge the more experienced riders to maintain a high standard and to assist, where they are able, less experienced riders.

### **Organisation of the Ride**

The run leader is responsible for ensuring that all riders are present at the pre-ride briefing and that all riders are given the full briefing.

Since December 2007 the group runs have been organized so that associates or less experienced, riders are paired with an Observer if available or, where this is not possible, an experienced full member who is know to be a competent and capable rider.

The Observer or competent full member will be responsible for 'taking care' of the associate or new rider and for encouraging his charge to ride the correct lines and to maintain a staggered formation when it is safe to do so. The Observer or competent full member is responsible for coaching the associate or new rider and for helping to ensure that the whole ride makes progress and displays advanced riding techniques during the run.

Associates or new riders that are unable, or do not wish to, ride at the speed of the main group or are not considered safe enough to remain within the group must be detached from the group and led by the nominated Observer or competent member on a separate ride. The destination and length of this 'new ride' will be at the discretion of the Observer or competent full member.

The method negates the need to subject new riders to a check ride before joining the group run but it is vital that those with responsibility for associates or new riders take positive action to protect the main group from less competent or unsafe riders.

### **Briefing Group Riders**

The Leader must ensure that all riders know who is leading and who is tailing the ride. Distribute the "Welcome to the Sunday Ride Out" guidelines to all those attending their first Group ride and give the full Pre Ride Briefing to all present.

### **Choice of Route**

A twisty route using minor as well as classified roads is to be preferred in order to enhance cornering skills and to discourage excessive speed. Thought should be given to the choice of café for refreshments and to other places for stops to re-group.

### **Group Ride Numbers**

The Leader should also decide whether numbers would make a split into two or more groups desirable. Remember that a split of the group must also be led and tailed by approved full members.

### **Speed**

Run speeds should take account of weather, traffic and other conditions. The run Leader should emphasise that riders should ride at a pace with which they are comfortable. There is no need to speed to catch up. However, the Leader may also wish to emphasise that advanced riders are expected to make progress wherever appropriate and safe to do so. Leaders should keep the second rider in sight at all times as this will effectively regulate the safe speed of the ride.

### **Stops**

It is suggested the first short stop should be after a maximum of half an hour riding to check newcomers are OK. Stops should then be at about hourly intervals. More frequent stops may be advisable if the Group includes inexperienced riders. The Leader should brief the whole group on the route and indicate planned stops, refreshment café and names of leader and tail end rider.

### **Lead/Tail Contact**

The Leader should exchange mobile phone numbers with the tailender, so that contact can be made in the event of an incident. The tail end rider is often more visible if a dipped headlight is shown.

### **Adverse Weather Conditions: ice, fog or snow**

It is for the Leader to decide if the weather is suitable for a safe group motorcycle ride. If it is necessary to cancel the ride due to adverse weather conditions, then the Leader should:

- Make the decision to cancel in good time.
- Post a cancellation not on the CAM "general" forum.
- Make every effort to get to Milton and inform any riders attending that the ride has been cancelled.
- Contact the run co-ordinator so they can update the web-site.

### **Conduct of Ride**

Group Rides are social occasions and are not primarily concerned with training. However, in order to maintain a reasonable pace within the group, all new riders and associates must be paired with an Observer or competent full member (see above). If no new riders or associates are present then the run can be treated as an Observer training run.

If any Observer identifies riding which is dangerous to other road users, he should use his discretion when deciding how to draw this to the attention of the rider concerned. Every

effort should be made to avoid criticising a rider in front of others, since such riders are unlikely to continue with the Group.

### **Accidents, Emergencies and Breakdowns**

The Leader should take charge in the event of an incident, if present. If the Lead Rider is not present, the Tail Ender or an Observer should take responsibility in the event of an accident or emergency.

Where the Tail Ender is not an Observer, he or she should be briefed by the Leader on what to do in the event of an accident or emergency.

If he cannot communicate via mobile phone, the Tail Ender should send another rider to the front of the Group to stop the run and advise the Leader. Following an incident, only those with a role such as assisting with traffic control or being a witness, should remain at the site.

Run Leaders and Tail Enders will be encouraged to take accident and First Aid training organized by the Group.

### **Breakdowns**

In the event of a breakdown, the Tail Ender will nominate or seek a volunteer to remain with the affected rider if required. The remainder of the Group should continue with the ride.

### **Feedback**

If there are new or potential associates on the ride, please ask if they have received details of the Group and/or been given the name of an observer. Please try to get names and addresses of new riders to pass to the Secretary.

If you have suggestions regarding the organization of Group Rides, please feed these back to the Group Rides' Coordinator, Julie D'Alessandro on 01954 718888 or email [sunday-rides@cambisiam.org.uk](mailto:sunday-rides@cambisiam.org.uk)

*Julie D'Alessandro*

## **Miscellaneous Notices**

### **Recent Events**

Since the last issue of CAMunicate, which was released in early November, there have been various group activities including 'Bowling and Chinese Meal' and a 'Xmas Dinner'. If any of the participants or organisers of these events want them reported in CAMunicate then please send through a brief story and pictures.

### **Riding in Hazardous Road Conditions, Friday 12<sup>th</sup> February 2010**

This course was introduced in 2009 to increase awareness as to the pitfalls of riding in difficult conditions. David Parnell, Senior Observer, will be presenting this informative evening and will suggest strategies to help you to stay in control when conditions are not ideal. Check the CAM website for details.

### **CAM – Annual General Meeting, Monday 26<sup>th</sup> April 2010**

The CAM Annual General Meeting will be held on Monday 26<sup>th</sup> April at Highfield School, Ely. It will review and report on the activities of the club during 2009 and will elect the Committee for the next period. All members and associates should try to attend the AGM as it is a useful opportunity to let the club know what you want for 2010/2011.

If you are perhaps interested in joining the Committee and assisting in the organisation of the club and its activities then you are advised to contact the Chairman.

## IAM Rider Training at Mallory Park

IAM HQ are running a rider training course at Mallory Park again this year. Outline details are included in the copy of the IAM notice shown below; further details and the application form can be obtained directly from IAM HQ via their website.



### ***IAM Rider Skills Day – Mallory Park – 2010***    **15<sup>th</sup> April and 21<sup>st</sup> October**

Drawing on the experience we have gained to date we are making some adjustments to the Rider Skillsday package for 2010. The aims of everyone involved in the organisation of the events and delivery of the on-circuit instruction remain unchanged – namely:

- To deliver quality instruction aimed at improving the road riding skills of the participants
- To deliver the above in a safe environment and manner
- To make the event enjoyable for all and have some fun

We are now going to adopt the same approach that most track day companies do and split the riders into different levels i.e.

- **Experienced:**-Riders that have been with us before and reached a known standard
- **Intermediate:** - Riders with some experience of other track based events
- **New:** - Riders with little or no experience of this type of training.  
Within those levels we will still put a trainer to each group of 4 riders.

We are doing this because we want to be able to offer progressive training to all no matter what their experience. Past Participants that we have advised to move on to Hotrax can now be catered for on these days and are welcome to enter.

You will be put into a group of 4 and given an instructor that will stay with you all day. We will not be running morning or afternoon sessions, it will be a full day.

The cost to you for this event will be £135 as there will be less bikes on track than before and more free time with your instructor for briefing and de-briefing.

You can book on line at [skillsday@iam.org.uk](mailto:skillsday@iam.org.uk) once it is fully subscribed we will operate a waiting list, if you have paid and someone drops out at short notice we will check that you are still available and then offer you a place. In the event that we are not able to offer you a place we will either refund your money or you can go on to the next Skills Day.

## Committee Communication

If there are issues that you would like to be considered by the committee at a future meeting can you please send an outlining e-mail to Stephen Bradshaw [chairman@camsiam.org.uk](mailto:chairman@camsiam.org.uk)

There were a number of errors in the last edition of CAMunicate – these have been corrected in this edition or have been overtaken by events.

## Test Passes

Congratulations for passing the IAM test to Richard Leney, Chris Hopkins, David Martindale, Mark Nicmanis, Mike Frohock, Rob Howard, Ryan DuPlessis and Chris Barnes

## Useful Information

### Observer's Contacts

As CAMunicate is now accessible from the public pages of the website the contact details of the Observers has been removed. A separate listing will be maintained in the password protected section accessible by members.

If an Associate has not heard from his or her Observer then please use the list to make contact. Any problems then please get in touch with Teresa Bradshaw and she will sort things out for you.

### CAMunicate Contributions

Please send all contributions for CAMunicate to the editor at the e-mail shown below.

Alternatively if you have some ideas that you think would make a good article but would prefer not to write yourself then call me to discuss.

Name	Location	E-Mail	Telephone
David Nobel	Cambridge	<a href="mailto:editor@camsiam.org.uk">editor@camsiam.org.uk</a>	01223 510559

### Group Contact

If you require information for a friend about the Group's activities or have other queries please contact:

Adrian Peters  
**Club Secretary**  
PO BOX 1159  
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or visit the website on;

[www.camsiam.org.uk](http://www.camsiam.org.uk)

## Diary of Events – 2010

Date	January Events
3 <sup>rd</sup>	Sunday Group Ride
17 <sup>th</sup>	Sunday Group Ride
25 <sup>th</sup>	Committee Meeting
31 <sup>st</sup>	Observer only ride

Date	February Events
7 <sup>th</sup>	Sunday Group Ride
12 <sup>th</sup>	Bad Conditions Course
21 <sup>st</sup>	Sunday Group Ride
22 <sup>nd</sup>	Committee Meeting

Date	March Events
7 <sup>th</sup>	Sunday Group Ride
10 <sup>th</sup>	Theory Session
21 <sup>st</sup>	Sunday Group Ride
25 <sup>th</sup>	Social evening
29 <sup>th</sup>	Committee Meeting

Date	April Events
4 <sup>th</sup>	Sunday Group Ride
18 <sup>th</sup>	Sunday Group Ride
26 <sup>th</sup>	Annual General Meeting

Date	May Events
2 <sup>nd</sup>	Theory Session
9 <sup>th</sup>	Assessment Day
12 <sup>th</sup>	Theory Session
13 <sup>th</sup>	Observer evening
16 <sup>th</sup>	Sunday Group Ride
16 <sup>th</sup>	All Day Ride
24 <sup>th</sup>	Committee Meeting
30 <sup>th</sup>	Skills Day

Date	June Events
6 <sup>th</sup>	Sunday Group Ride
14-16	Lake District Trip
16 <sup>th</sup>	Meldreth Manor
20 <sup>th</sup>	Sunday Group Ride
20 <sup>th</sup>	All Day Ride
28 <sup>th</sup>	Committee Meeting

Date	July Events
4 <sup>th</sup>	Sunday Group Ride
4 <sup>th</sup>	All Day Ride
7 <sup>th</sup>	Theory Session
7 <sup>th</sup>	Social evening
10 <sup>th</sup>	Ladies Ride
11 <sup>th</sup>	London Early AM Ride
18 <sup>th</sup>	Sunday Group Ride
26 <sup>th</sup>	Committee Meeting

Date	August Events
1 <sup>st</sup>	Sunday Group Ride
15 <sup>th</sup>	Sunday Group Ride
15 <sup>th</sup>	All Day Ride
23 <sup>rd</sup>	Committee Meeting
29 <sup>th</sup>	Observers Ride

Date	September Events
4 <sup>th</sup>	Maintenance Day
5 <sup>th</sup>	Sunday Group Ride
12 <sup>th</sup>	Assessment Day
19 <sup>th</sup>	Sunday Group Ride
19 <sup>th</sup>	All Day Ride
27 <sup>th</sup>	Committee Meeting

Date	October Events
3 <sup>rd</sup>	Sunday Group Ride
6 <sup>th</sup>	Theory Session
17 <sup>th</sup>	Sunday Group Ride
25 <sup>th</sup>	Committee Meeting
28 <sup>th</sup>	Social Evening
31 <sup>st</sup>	Observer only ride

Date	November Events
6 <sup>th</sup>	First Aid Course
7 <sup>th</sup>	Sunday Group Ride
21 <sup>st</sup>	Sunday Group Ride
29 <sup>th</sup>	Committee Meeting

Date	December Events
5 <sup>th</sup>	Sunday Group Ride
19 <sup>th</sup>	Sunday Group Ride

For the latest information see the main calendar on the website at [www.cambsiam.org.uk](http://www.cambsiam.org.uk)