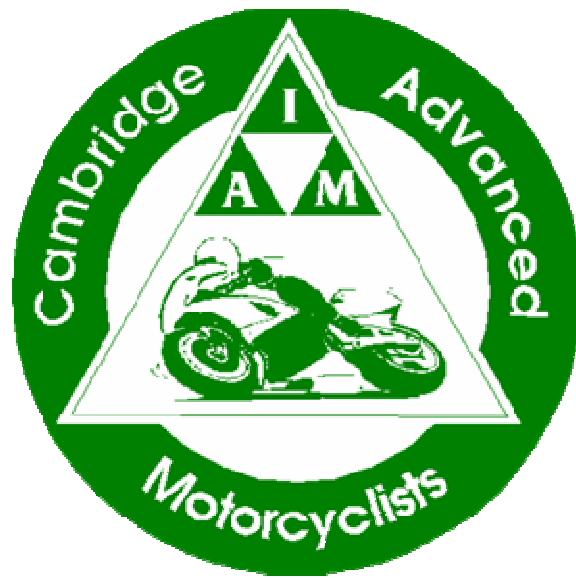


CAMunicate



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Editorial

2009 has been a dreadful year for accidents affecting members of Cambridge Advanced Motorcyclists and it is with huge sadness that I report that Juliette Potten, one of our long term members, died in a road traffic accident in early June. More details are contained within an article contained in this issue.

We all know and accept the dangers associated with motorcycling and as an organization we actively seek to assist our members and associates to ride more safely. As part of this we provide a variety of courses, both theoretical and practical, and the Skill-Day held on the 31st May was dedicated to Juliette with significant donations from the proceeds going to MAGPAS and the East Anglian Air-Ambulance.

Training and the raising of awareness does work but it is a continual battle as situations change and riders drift imperceptibly away from full focus on safe riding issues. Accordingly CAM will maintain and strengthen its programme of courses, observed rides and stimulating articles to encourages members, both old and new, to be actively thinking about and improving their riding skills.

CAMunicate, as the bi-monthly club magazine, provides a useful medium for the exchange and discussion of experiences, ideas, views and advice. As editor I will assemble, marshal and present the material provided but I do rely on you, the membership and readership, for input.

In the spirit of the previous remarks I am pleased to include an article from Jim Roberts within which he describes a trip to Aberystwyth and how he dealt with a road situation on his return journey. It is most rewarding that Jim cites an article from an earlier CAMunicate that described our First Aid & Accident Awareness as being an inspiration and I have included a short resume of this to remind others. Jim’s article describes how he managed traffic flow on

a busy intersection and I am sure that his thoughts and actions must precipitate opinion from other CAMunicate readers.

For those of you who may have been following the Isle of Man TT will I'm sure find the account provided by David Parnell of his visit to the island most interesting.

The new Committee as elected at the AGM in April is busy getting on with running the club and the Skills Day was the first major event held under the new administration. Improvements have been made to the club data-base so we can more easily understand the membership statistics and through that ensure we maintain appropriate ratios of Senior Observers : Observers : Associates. We are also tightening up the procedures around annual fees so that members know what is due when, are encouraged to pay and will receive an annual membership card. Various improvements have also been made within the Treasury function and there will be active management of our funds so investments in training and support equipment are optimized and sufficient reserves are maintained for unforeseen circumstances. Initiatives currently being investigated include automated payment of subscriptions and the recovery of tax via the GiftAid scheme.

Cambridge Advanced Motorcyclists, as the local IAM Group, can gain significant benefit through liaison with the IAM HQ and also the other groups within the IAM Region 7 of which we are a part. Representatives of the Committee attended a Region 7 Forum in Northampton during May and met others in similar roles from the neighboring clubs and also executive members of the IAM Board. This forum provides a means of exchanging ideas and CAM will be an active participant in the coming period. It was clear from listening to Simon Best, MD IAM Membership & Corporate Services that he sees the local clubs as a key resource in the overall IAM drive for membership and he pledged to make resources, both cash & services, available to clubs who demonstrate innovative thinking. CAM will be pursuing these funds.

Region 7 Forum

The Institute of Advanced Motorists (IAM) structures itself as a HQ Group based in Chiswick London that comprises 80 employees concerned with central office functions of executive, membership, treasury, policy and commercial operations. Field operations are arranged into eight regions with each region comprising both car and motorcycle groups.

Region 7 includes Lincolnshire, Cambridgeshire, Norfolk, Essex, Suffolk, Hertfordshire, Bedfordshire, Buckinghamshire and Northamptonshire.



Region 7, of which CAM is a part, includes thirty eight local groups and has several regional IAM staff to help it to function. The region includes a Forum which is managed via a Committee of volunteers drawn from the various involved groups and the function of the Forum is to enable communications and information exchange between all. The local groups are individual charities run by volunteers.

The Region 7 AGM was held on 23rd May 09 at The Obelisk Centre in Northampton and was attended by 20 out the total of 38 clubs. Attending from CAM was Stephen Bradshaw and David Nobel.

It is not intended to provide detailed minutes of the meeting, though if any member would like to have these then they can be provided though at the time of writing the minutes had not yet been released by the Region 7 Committee.

The meeting included discussions around the following themes.

As an organization the IAM has over the past few years clearly identified that it needs to attract more members. This is based on the need for membership derived revenue to adequately cover central costs and also the fact that the IAM is an ageing organization with more members leaving due to old age than joining as young drivers / riders. It has been recognized by IAM HQ that the acquisition of new members is a task that needs the active involvement of the local groups and has identified a number of initiatives, both cash and services based.

The IAM is not alone in its commitment to improving the safety of riders and drivers and some of the groups have struck up relationships with their County Police and Casualty Reduction Partnership. The assistance received has varied and included both cash subsidies as well as promotional support. CAM regularly attends the BikeSafe evening sessions to encourage continuation of this training into the IAM Skills for Life programme and the Cambridge Casualty Reduction display unit is made available for the CAM Assessment Day. CAM will however be exploring additional involvement with these organizations.

What became clear from discussion with the other Region 7 motorcycle groups was that there are as many ways of doing the same function as there are groups. Different groups have different approaches to Observer : Associate allocations, Group Rides and social activities. Whilst in CAM we believe we have good and appropriate processes in place we also recognize that there may be alternative and perhaps better approaches. Through the Region 7 forum we will actively meet up with our neighboring groups and exchange information and any good ideas we pick-up will be incorporated into CAM.

It was also clear that some of the groups are more commercially orientated than others and for example include advertising within their group magazine and recover GiftAid from the Government. The CAM approach has been to not include advertising in CAMunicate as it is not possible to guarantee advertisers the circulation or frequency of issues – this is however continually open to review. The GiftAid question is however being actively investigated and if possible CAM will try to recover some of the GiftAid not claimed over the last six years – we will need the co-operation of the membership to achieve this.

CAM extends its thanks to the Forum 7 Committee for organizing the May meeting, finding a suitable venue and laying on a very acceptable lunch. When the time comes CAM will reciprocate.

The key message was that CAM is part of a larger IAM community and that there needs to be active involvement of the local clubs with the Region and the HQ. Each part has a role to play and can both provide and receive benefits to and from the others.

Juliette Potton – fatal accident

Juliette Potton, a member of Cambridge Advanced Motorcyclists, was fatally injured in a road accident on Tuesday 12th May. She was on the small road that links Six-Mile-Bottom to Stow-cum-Quy and became involved in a collision that included a Citroen van and a Toyota Yaris.

Juliette was an enthusiastic motorcyclists, ran a red Ducati and had been a member of CAM since 2003; it is believed that on the day she was out planning a route for one of our Sunday rides that she was due to lead for us.

A thanksgiving service was held at St James's church in Stretham on Wednesday 27th May and a number of CAM club members attended. The Skills Day that the club organised on the 31st May was dedicated to Juliette and the proceeds were donated to MAGPAS and the East-Anglian Air Ambulance in accord with the wishes of her family.

CAM extends its condolences to Juliette's family.

Shelford Feast's Comedy Night – 8th July 2009



There are periodic calls for CAM to organise social events for the membership to complement the bike orientated activities that we generally undertake so in response the Committee is proposing a social get-together at the Shelford Feast being held on the 8th July.

CAM has decided to book some tables as a social event and we hope you will join us for the evening. We are able to offer you a reduced group booking price over the standard ticket price. All members and associates are welcome with a guest but please be aware it is for over 18's only.

The poster tells you about the event and should you wish to come along, please contact Adrian Peters, Club Secretary, and he will be able to advise on availability etc.

This will be a great opportunity to meet other members of the Group.

Tale of the Unexpected

"Weather on Sunday is to be best so far this year– do you fancy a ride out to Wales?" I said to my mate over a pint in our Local last Monday evening. "Yes, we will go to Aberystwyth and call in on friends near Newtown on the way back". And so it was fixed.

With the route programmed into my Garmin sat nav off we went. Brilliant ride and weather but we experienced very heavy traffic on the country roads in Wales. We arrived in Aberystwyth around one'ish and lunched on the sea front surrounded by bikes parked three deep on the pavement. Bikers were coming and going all the time during our lunch break. There were lots of holiday makers on the beach sunning themselves and bathing – fabulous spot!

We left Aberystwyth and headed off to meet our friends on the way back. Getting out of the town was a nightmare. I followed my mate through the town and according to my Garmin was going in the wrong direction. I stopped next to him, and said that the sat nav would get us out and on the right road. So I led off only to see him take a right behind me only a few meters further on and that was that. I carried on knowing we would meet up at our friends. In actual fact we both pulled into a service station near our friends literally seconds apart. We had refreshments with our friends and then left for home. Just passed Worcester we stopped for an evening meal before making the final leg of our journey home. Thus far so good.

We rode around Coventry and picked up the M6 for the short ride to junction 1 and then onto the A14. However, we didn't quite make the A14.

Lots of traffic was coming off the slip road from the M6 so we obediently entered this line of traffic shuffling and waiting whilst the traffic filtered into the one lane to enter the M1 underpass. Finally we accelerated with the traffic to enter the underpass and then the vehicle (car towing caravan) in front of my mate did an emergency stop as it had been cut up by a small bus making a final dash to get to the head of the queue. My mate braked hard but regrettably just bumped into the back of the caravan. The bike, with his pillion, toppled over and the traffic in our lane came to a stop. "I was a few cars back and saw nothing Officer - honestly!"

I parked up near the pavement as I didn't want to get clobbered by anyone trying to get past. By the time I had put the stand down and got off the bike the people were out of their cars helping my mate and his pillion to their feet. No traffic was passing us as our lane was blocked. The M1 underpass has three lanes two heading towards the M6 and our single lane heading towards the A14 separated by double white lines. The accident site, located at the start of our single lane, was therefore safe by default.

I quickly got to them and saw he had cut his forehead through an impact with the screen on his bike and his pillion was attending to him together with those who had stopped. There was a woman from the car in front of me making calls to the emergency services and as I passed to get to my mate she asked me where exactly we were. She then passed the location information onto the services.

So, I was at the site of an accident the first one ever for me in about 40 years of driving.

I then remembered an article recently in our CAMunicate magazine about accident management which listed a number of acronyms which can help you navigate through the process of organising matters. I thought at the time how useful this stuff was but now couldn't remember any of them.

So, working from first principles I knew the casualty was being made stable, the emergency services had been informed and we were all safe in our location as the traffic behind us was stopped in this single lane. Oncoming traffic was moving normally, slowly and safely through the underpass.

Many moons ago I bought a yellow high-vis vest which fits over my biking jacket and this was stowed under the bike seat. I put this on and then walked further on into the underpass to observe the traffic situation. Two oncoming streams of traffic were passing through the underpass nose to tail whilst the traffic on our lane was stopped as to move on would have meant crossing over the two solid white lines to get round the accident and risk a possible head on with oncoming traffic.

I believed there was an urgent need to restore traffic flows in both directions as I was not sure from which direction the emergency services would approach.

So, knowing what the objective was I reasoned if the oncoming traffic coming through the underpass on their off side could be directed to merge with the stream on their near side this would free the middle lane so that traffic could pass the scene of the accident (cross the double white lines) and then return to their own single lane and thus traffic flows would be re-established, although slowed.

However, to be successful this entailed directing the two continuous streams of oncoming traffic from their off side lane to their near side. The good news was that traffic density had naturally reduced vehicle speeds through the underpass to no more than 15 mph and drivers were well focussed.

I considered my proposed intervention was an acceptable risk to take.

Big deep breath and positioned halfway through the underpass I approached the two solid white lines gesturing for the traffic to move over and gradually got the traffic to merge into the single oncoming nearside lane to the point where I was standing boldly in the middle of the central lane in the middle of the underpass facing traffic coming off the roundabout. And they were merging successfully and safely – credit to the drivers. The middle lane was now

my lane; when the oncoming traffic flow settled down I turned and directed the traffic queuing behind the accident to move forward and cross the double whites and pass the accident scene; the traffic flows were thus re-established. Oncoming merged traffic and traffic past the accident scene was moving at between 5mph – 10mph.

After about 10 minutes or so a lorry driver coming towards me off the A14 stopped and with his side window open grinned and said there were three heavy lorries behind him with concrete bridge beams on their way through; I think I grinned back and thanked him for this information and sure enough the nose of the first one poked its way into the tunnel. Having already stopped the traffic moving past the accident site the lorries had the whole of the underpass to get through. The bad news was the two lanes behind the last lorry had once more filled up with traffic. So, the 'shuffling of vehicles into one lane' activity started all over again and traffic flows were once more re-established in both direction.

Interestingly, another bridge beam came through shortly after and once again a lorry driver stopped and warned me it was on its way. Credit to them. About 20ish minutes later the emergency services arrived and used one of their vehicles to block the central lane off by the roundabout. The central lane was then coned off to allow the traffic once more to pass the scene of the accident safely.

The reason I have written this article is that I have learnt a great deal from this experience and feel I should share my observations with fellow members. I think the main points for me, with no prior experience in traffic management, are. (in my order of importance):

1. Eventually you will arrive at the site of an accident.
2. Tuck away on your bike a high visibility yellow jacket that's fits over your riding gear. (I got my oversize vest for a few pounds from a hardware shop 'just in case' knowing that in all probability I would never need it so what a waste of money that was!!).
3. Park safely out of the way. (I don't want my bike pranged – and take your time parking it because there is a temptation in the rush to get to your mate that you will drop your bike – accident then goes from bad to worse!!)
4. Make sure none of the people at the scene are at risk from passing traffic
5. Make sure the casualty(s) are being stabilised
6. Make sure the emergency services are being called - only then consider if you need to modify the traffic flows.

I discussed with myself various points in those few moments before I made the decision to modify the traffic flows:

- Is there a problem with the resultant traffic flows?
if "yes" what is the solution?
- This will become your objective
is this objective (benefit) worth the risk to your self and other road users?
- Can you achieve your objective with out becoming a casualty?
- Are you appropriately dressed to take this action?
- Is there an exit strategy at all times for you should the risk to you become too high as your intervention progresses towards achieving your objective?

Only then, if you are satisfied on each of these considerations, decide if you wish to get involved or not. It's your decision!

As regards the point about being appropriately dressed, I would not have got involved if I had not got my high-vis vest. Also, I would not have got involved if I was in casual clothes. For all intents and purposes I looked to the oncoming traffic in that underpass, stood in the middle of their offside lane, dressed in my black leather bottoms, black boots plus black gortex jacket with high vis vest to be in very similar in dress to a police rider – significant advantage)

And finally if you do decide to put yourself in a position of risk – BE BOLD. People only respond if your 'directions' are understandable, bold and assertive.

I hope you find my observations in my “tale of the unexpected” interesting. Food for thought if nothing else. They are not text book but just how it transpired in practice. I will now find that CAMunicate article that I mentioned earlier to see how the comparison stands up.

Take care out there but buy that high vis vest and stick it in the bike somewhere because as sure as eggs do break you will need it one day.

At the end of the day including the detour to Coventry Hospital the ride out was 462 miles arriving home at 2.15 am. My mates recovering just fine!

Foot note

As my mate was doing his emergency stop he felt as though the ABS system was preventing him from braking as quickly as he was expecting to therefore the bike was covering more distance to come to a stop. I wonder if any members have experienced this? Perhaps CAMunicate could include a future article on the “impact of ABS on rapid braking” as understanding this phenomena (if it exists) may help riders to reconsider their road positioning accordingly.

Jim Roberts

First Aid and Accident Awareness – Refresher

The main report on the First Aid event that took place in November 2008 was contained within the January 2009 issue of CAMunicate. As Jim Roberts referenced it in the preceding article I thought it would be useful to just include some of the acronyms as ‘aide memoirs’.

The primary activity on arriving at an accident scene is to prevent it becoming more severe by assessing the danger and working to minimise it.

SETUP (used to protect the incident scene)

| | | |
|----------|--------------------|---|
| S | Stop | Think and assess the situation before taking action |
| E | Environment | Consider all the limitations and factors |
| T | Traffic | Remain alert |
| U | Unknowns | Non-obvious hazards such as gas, electricity, fire |
| P | Protect | Yourself, the injured and the community |

It’s all a set of judgement calls

Ideally whilst one person is protecting the scene another is assessing the casualties and a very pragmatic approach is required; not breathing is fatal quickly, bleeding is fatal more slowly and broken bones are probably not going to kill.

D R A B (priorities whilst dealing with the injured)

| | | |
|----------|------------------|---|
| D | Danger | Stay aware of situational danger. |
| R | Response | Look for a response – if any then generally a good sign |
| A | Airway | Check they are clear. |
| B | Breathing | Check for normal breathing, otherwise apply CPR |

Once these two very basic tasks have been completed the emergency services should be summoned using 999 or 112 from a mobile.

L I O N E L (used to convey basic information to the emergency services)

| | | |
|----------|-----------------|---|
| L | Location | As a road number, direction, notable building etc |
| I | Incident | Description of the incident. |
| O | Other | Other services required, police, fire, ambulance |
| N | Number | Number of injured (determines quantity of ambulances) |
| E | Extent | Extent of injuries |
| L | Location | Confirm the location again |

With the situation stabilised and the emergency services on the way more detailed attention can be focused on the injured.

D O T S (To assess other injuries)

| | | |
|----------|----------------------|--|
| D | Deformity | Limbs clearly broken and misaligned |
| O | Open injuries | Cuts, abrasions, puncture wounds and similar |
| T | Tenderness | Indications of internal damage |
| S | Swelling | Signalling location of damage |

Once the paramedics arrive the most valuable service the first-aider can provide is information so no unnecessary time is lost. A quick summary on the casualty describing who they are and what has been done plus drawing attention to any medical alert bracelets can warn the paramedic of conditions that they may need to take heed of.

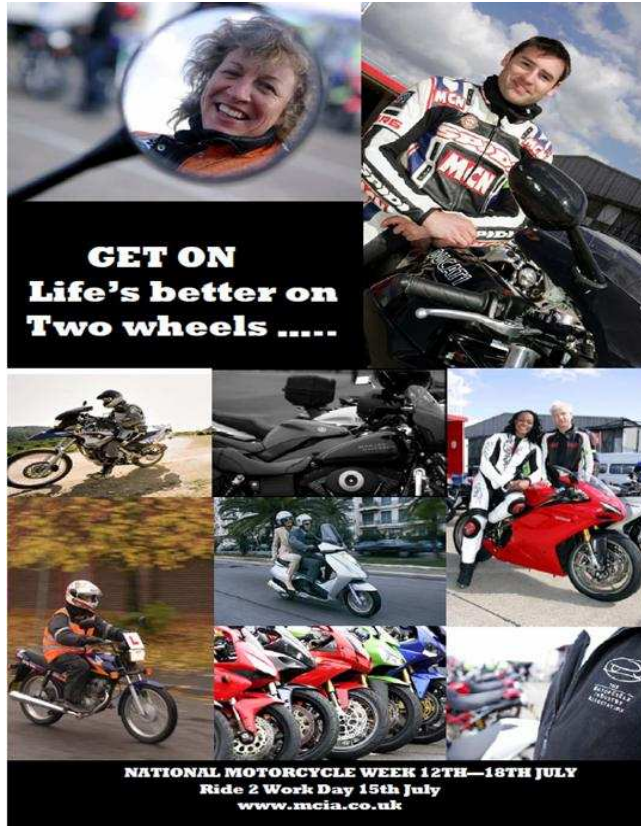
S A M P L E (To collect casualty information)

| | | |
|----------|---------------------|--|
| S | Symptoms | Minor signs can indicate an underlying issue |
| A | Allergies | Can prevent the administration of some drugs |
| M | Medication | Existing medication may react with drugs |
| P | Past history | May need to be taken into account in treatment |
| L | Last meal | Determines the approach to anaesthesia |
| E | Event | In case of contact with noxious substances |

Ride to Work Day

National Motorcycle Week is a series of events organized by the general motorcycle industry to encourage the use of bikes and to reinforce the message that as well as being great fun they are also a very effective form of transport for the daily commute

National Motorcycle Week takes place between the 12th and 18th July 2009 with the 15th July 2009 nominated as 'Ride to Work Day'.



The general campaign aims are;

1. To demonstrate to a wide audience the number of motorcyclists in the UK
2. Emphasise that riders are from all walks of life and are all ages
3. That riding has social, environmental and economic benefits.

So on the 15th July choose your bike rather than your car for the trip into the office; you are bound to enjoy your commute more if you do!

Locally Cambridgeshire Bikesafe (Cambs' Police) will be organizing a 'ride-in' from the Lazy Days Café on the A603 at Wimpole into the centre of Cambridge and it is hoped that the Mayor of Cambridge and the press will be in attendance. If you can support BikeSafe by joining their ride-in on the 15th then please do.

More information will be circulated as it appears but also keep a look out for notices in the local press, leaflets etc.

SkillsDay June 2009

The CAM SkillsDay is the premier event in our training calendar and it was most disappointing that in 2008 difficulties with a venue had required the day to be cancelled. Not so for 2009 and on the 31st May over twenty five CAM members assembled at the VOSA

site in Royston for a day designed to develop various riding skills.



Activities included weaving between a line of cones, holding the bike momentarily stationary with feet on the pegs before once again moving on, counter-steering around imaginary trucks, controlled emergency stops and lots more. Many of the exercises sounded fairly straightforward when described but were often challenging to implement. By the end of the day at Royston all participants had certainly increased their slow and medium speed riding skills and seemed to have had a worthwhile day

The Vehicle Testing Station in Royston was the venue for the day and this venue has been secured for two years in the expectation that similar events can be held in the future.

Proceedings started with an initial briefing from Steve Alsops within which he described the format for the day, outlined the various exercises and dedicated the event to Juliette Potton who had tragically been killed in a recent road accident.

Some of his key messages were;

‘Whatever speed you do on the roads you really should be able to do a controlled emergency stop from that speed – don’t let your real emergency stop on the road be the first time you have felt how your bike behaves’

‘Learn and practice slow speed bike control as you never know when you will need it and it will make you safer, appear smoother and more controlled’

‘Counter-steering and being able to positively swerve away from a hazard can be a real life-saver’

Back brake was king during the morning and the participants weaved between sets of cones set increasingly close together. Engine revs between 1500 and 2000 rpm, clutch just biting and a skilfully modulated brake pedal was the technique; easy to say but requiring significant practice to master. Even over a relatively short period most people were recognising improvements with speeds decreasing and stability improving.



The slowness theme extended to an exercise involving bringing the bike to a momentary complete standstill between two cones and then moving off again – all without putting either foot on the ground.



The afternoon practised skills in the mid-speed area of 20 – 40 mph – which it was noted are the speeds prevailing in the urban areas. The course consisted of about 10 cones each several metres apart and the challenge was to weave between them at about 20mph. The spacing of the cones and the required bike speed made counter-steering vital and it was most reassuring to see the various large bikes swerving between the cones in a controlled skiing slalom sort of way.





Avoiding the imaginary truck involved passing between a pair of cones and then quickly changing direction by about 2metres and then pulling back onto the original line of travel. This represented a potential 'real world' activity of having to take sudden avoiding action of a large hazard directly in the road ahead.

By 15.30 the day was brought to a close. The parting message was that regardless of the individual skills on arrival practising low and medium speed skills can only contribute to the overall bike control ability and every little bit helps.

Thank-you to the CAM Observers and members who organised and co-ordinated the day.

Isle of Man - TT 2009

I'd been to the North West 200 and been impressed by the road racers but I had never been to the TT; so when the opportunity arose to go with fellow bikers David Draper our organiser, Terry McKenna a veteran like David of many TTs and Peter Alder a fellow TT newbie I seized the opportunity. We met at Peterborough where under penalty of death David had told us to be ready, replete and refuelled by 1pm. Thankfully it was a glorious day as we sunbathed waiting for the arrival of our tour leader. To be fair this was the only occasion on which the planning was anything other than spot on.



Our ferry, the Sea Cat from Liverpool, did not leave until early the next day and so we could make our way to our overnight stop in Congleton via the more interesting roads of Derbyshire and the Cat and Fiddle into Cheshire. Speed restrictions now apply to this twisted sinew of a road but I can't say that I found many (any?) of them on the drop down onto the Cheshire Plain to destroy the challenge.

An early start saw us under the watchful eye of the Liver Birds atop the famous Liver Building on the Liverpool dockside at 7.30am. The hold was already well stocked with bikes for the 9.15 sailing. The crewman found a place on the bike to tie a rope and attached the other end to the stanchion. I hoped it would not be a rough crossing. I was pleased we had opted for an upgrade to the faster Sea Cat because even that seemed to take us ages as we plied our way through marine wind farms, gas fields marked by many platforms and then the open sea which looked strangely empty to the eyes of one whose normal ferry passage is limited to crossing the Channel.

Why won't this thing start? I was starting to feel my temperature rise and the approbation of those stuck behind me when I remembered that in addition to putting the kill switch back to normal (done) I had to take it out of gear. I never normally leave it in gear. We were soon off the ferry and went all of about 100 metres to the Tourist Office to enquire about accommodation. David's advice that this was the best way proved



spot-on. In no time flat we were ensconced in self-catering accommodation on the sea-front in Douglas. We could not have planned it better (of course it was as David had planned all along. We removed the luggage and were out on the course!

For those familiar with the Isle of Man my observations will be old-hat but for those who have never been before I found it a stunning place. Firstly there are bikers and bikes everywhere. The countryside is lovely; but then we were blessed with all but one day of glorious weather and on that day we learned just how cold and wet Douglas can be. There is ample opportunity to stick with the crowds and to get away from them to remote and isolated spots. The familiar end of speed limit sign means just that – no speed limit! Now you are talking I thought. I understand that much more of the course which runs through towns, passed garden gates and schools, through traffic lights as well as round hairpins and on up onto the mountain is now more restricted than it was but I found the areas where there were restrictions to be entirely appropriate and generally not any more limiting than the terrain called for and on the totally unrestricted roads the sky was the limit.



Until the roads are closed for racing the only concession to the many bikers visiting the course is to make the majority of the unrestricted mountain section one way. That said there were still junctions and all sorts of other potential hazards but there should not be anyone coming the other way. Apparently there is some idiot each year who does risk everyone's life and limb

by doing just that – going the 'wrong' way. You do have to remember that on the whole course, even in the unrestricted areas there can be all sorts of traffic. I met a road sweeper and a double-decker bus to say nothing of the postman and delivery drivers. You must also contend with the more 'exuberant' riders who tend to ignore any and all speed limits but they are to some extent culled by natural forces and police with radar guns. If there is one thing the Isle of Man teaches it is to use your mirrors.

The TT takes place over a fortnight – a week of practise and a week of racing plus practise. The schedule is adjusted according to the weather and so nearly everyone can be found with a radio mounted on, inserted in or attached to an ear. The island also holds many events such as the Ramsey Sprint, vintage bike shows, agricultural shows and other attractions during the fortnight. Each ferry disgorges more bikers onto the island and even some of the white vans coming off the ferry are merely convenient ways for bringing whole stables of bikes onto the island. In previous years some of the entertainment has been provided impromptu and late at night by the less inhibited members of the community.



For whatever reason this was less in evidence this year but I did feel that the chap in the Alice in Wonderland costume and fish-net tights together with his compatriots might well have succumbed to pneumonia before they had the opportunity to perform too many feats.

The racing is spectacular, impressive, spine-chilling. OK so the traffic lights were against me in Ramsey and as a result I went round in about an hour. They switch them off for the racing and they went round in just under 18 minutes averaging 130 mph! I don't think I can attribute the entire difference to that set of lights or the multiple give-way junctions which impeded my



progress. What those guys do is astounding! I believe that when Rossi came and did his Lap of the Gods with Agostini he described the riders on the winners podium not as winners but as gladiators. Not for Rossi the run-off area which is the 6 inches between the kerb and the pub wall or the opportunity for taking flight off some of the bends on the mountain section.

As well as watching the racing and practise – solos as well as sidecar combinations, there is the spectacle of the public attempting the course too. This is especially ‘spectacular’ on Mad Sunday when most of the public have arrived and as a consequence the course is quite crowded. Some have a sense/skill imbalance but all have a keen desire to emulate their heroes and of course there is Auntie Masie in her Fiesta returning from her normal Sunday afternoon tea with friends and Ethel and Bert, or more normal these days, Heidi and Kurt out in their motor caravan mixing it with the best of them. What there definitely isn’t is a two second gap between vehicles!

The Isle of Man is a beautiful island; it poses a challenge to those who want to ride a bike and provides spectacle galore for those interested in racing and things related to biking. The atmosphere is amazingly friendly (though were I to be resident I think my temper would be sorely tested at times by some visitors) and cosmopolitan. If you haven’t been before I can recommend you give it a go.

David Parnell.

AGM Questionnaire Results

Those of you who attended the AGM on the 27th April in Orwell may well recall being asked to fill in a brief questionnaire. Twenty two completed forms were returned and when consolidated these give a brief snap-shot of how parts of the CAM membership feels about the things the club does.

So first may I thank all those of you who attended the AGM – a club without an active membership would have little purpose and the role of the Committee is to run the club such that it attracts and trains new Associates and also delivers interesting activities for the members who have passed their IAM test.

| Question | Rating | | | | |
|---|--------|----|------|----------|------|
| | Yes | No | Good | Adequate | Poor |
| Do you read CAMunicate, the bi-monthly newsletter, and if so how do you rate it. | 17 | 2 | 19 | | |
| Do you attend the Sunday Rides and if so how do you rate them. | 18 | 1 | 14 | 5 | 1 |
| How do you find the way the club communicates with you. (Website, CAMunicate, E-Mails, etc) | | | 16 | 5 | 1 |
| Do you intend to renew your IAM membership? | 20 | | | | |
| How do you rate this AGM, consider notification information and the meeting itself. | | | 18 | 3 | |
| Are you interested in helping with club activities | 16 | 3 | | | |
| Which club events do you rate most highly and which do you think should not be repeated | | | | | |

The intention of the questionnaire was to get some feedback on the issues of communication and events and most importantly to take action on areas of dissatisfaction.

The table below replicates the questions asked and the numbers of response in each category. (based on the 22 returned forms)

The various comments have been consolidated into the two categories of 'communications' and 'events'.

Communications

- Incorrect e-mails being used so communications not reaching some people
- CAMunicate generally considered to have good content but requested that circulation could be by e-mail.

Events

- Sunday Rides are a popular event and were appreciated as providing a good riding experience and the opportunity to experience new roads and areas. On the negative side they were sometimes considered to be a bit slow and sometimes boring. Occasional members only Sunday rides were suggested
- The All-Day rides were well liked
- Skills Day was the event most appreciated and this received almost universal praise
- The 'Riding in Hazardous Conditions', First-Aid and Theory Evenings were all mentioned as being worthwhile.
- Summer evening rides were suggested.

Other

- It was noted that there was some resentment of the IAM fees
- It was felt that the opinions of the IAM representative on the subject of the Peterborough Show was not particularly meaningful

When interpreting surveys it is important to consider the 'sample population' addressed and in this case all those who completed the forms were those who had already decided to attend the AGM and there was therefore some pre-selection to members with a higher than average commitment to the club. This could be expected to skew the results more towards the positive than had that which might be obtained from the club membership as a whole.

Actions

- The approach to the Sunday Rides is being reviewed and it may be appropriate to modify the techniques on a particular day according to the riders that turn up. There are a number of 'tools in the bag' including 'drop-off' on junctions, 'buddy system', assessed rides for new people and perhaps allowing overtaking within the group. Whether this can be achieved in all Sunday turn-outs or if the Club should consider some 'members only' runs is up for discussion.
- The Club data-base that contains the membership information has been improved so that accurate mailing lists can be generated. This, in conjunction with regular updates to the web-site should make club communications more efficient. It will remain the general policy to communicate with the membership electronically with 'self service' download of documents such as CAMunicate directly from the website. In recognition that some members do not have web access we will continue to send some information out by post – but this does carry an additional cost.
- Skills Day was cancelled in 2008 due to venue problems – this has been resolved for 2009 and 2010 and a very successful event was held at the end of May/09. Subject to ongoing membership demand these events will occur regularly.
- All events will seek feedback from the attendees, probably via a questionnaire, and events which are well received will be repeated – those that are poorly attended or get negative feedback will be dropped. Each event will have an 'event owner' drawn from the Committee who will be responsible for organising the event, achieving a budget and

assessing the success. The co-operation of the membership is vital in order to get useful feedback. Ideas are also sought from the membership on activities they would like to participate in.

- The impression held of the IAM and its activities by the membership is that it is difficult to understand what they do – all members receive the IAM house magazine which explains their activities and views. CAM related IAM activities, e.g. attending ‘forums’ or ‘conferences’ will be reported via CAMunicate. This issue contains a report on the Region 7 forum attended in May.

In conclusion; thank-you to those who attended the AGM and completed the questionnaire. As you can see the input has been reviewed and actions identified. When presented with future ‘event questionnaires’ please complete them in a frank manner so we can fine-tune the club activities to more closely match the expectations of the membership.

Café List

For many of the riders who join the Sunday rides one of the key aspects is the late breakfast stop at a suitable café. For the organisers of the run finding a café that will accommodate 15 or so bikers complete with all the associated tackle, has suitable nearby parking and serves the requisite fry-up is often a challenge

The Sunday morning rides centre on Cambridge and explores Norfolk, Suffolk, Cambridgeshire, Essex, Bedfordshire and Hertfordshire so the area we cover is quite large.

It has been suggested that we assemble a list of suitable ‘stopping points’ and build a list which can be accessed on the website. These can be supermarkets, garden centres, traditional cafes, truck-stops, burger caravans – in fact anywhere that you think would be good for the Sunday group to stop at.

So can I please ask for all readers to think about places they know and also to keep an eye open for new establishments?

The sort of information we ideally need is;

| | |
|---------------------------------|-------------------------------|
| Café Name | |
| Town | Or road if a lay bye cafe |
| Address / Location | |
| PostCode (if known) | |
| Parking | Can 15 bikes be parked safely |
| Affordability | Cheap / OK / Pricey |
| Motorbike friendly | Space inside, toilets etc |
| Other points of interest | |

To start the list off;

- Silver Ball A10, Reed, south of Royston.
- Comfort Café Fourwentways, A11 near Abington
- RedLodge Café B1085, NE of Newmarket
- XXXX Café Downham Market (Graham Pryke found)
- XXXX Café Whittlesey centre, on town square
- Barton Mills A1065, north of roundabout
- Sudbury Tesco
- Great Dunmow Tesco

Please send you ideas to me and I will assemble the list (dn.cam@ntlworld.com)

Committee

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 sbofnewport@btinternet.com

Test Passes

Congratulations for passing the IAM test to David Sansome, Peter Hase, David Lord, Keith Baker and Brian Cracknell.

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 Steve Alsop or Ian Beeby and they will sort things out for you.

CAMunicate Contributions

Please send all contributions for CAMunicate to David Nobel 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 | dn.cam@ntlworld.com | 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
CAMBRIDGE
CB23 7WH
07967 270252 / 01954 211189
adrian@peterstrio.co.uk

or visit the website on;

www.camsiam.org.uk

Diary of Events – 2009

| Date | July Events |
|------------------|-------------------|
| 5 th | Sunday Group Ride |
| 11 th | Ladies Ride |
| 16 th | Theory Session |
| 19 th | Sunday Group Ride |
| 19 th | All Day Ride |
| 27 th | Committee Meeting |

| Date | August Events |
|------------------|-------------------|
| 2 nd | Sunday Group Ride |
| 16 th | Sunday Group Ride |
| 16 th | All Day Ride |
| 24 th | Committee Meeting |
| 30 th | Observers Ride |
| | |

| Date | September Events |
|------------------|-------------------|
| 6 th | Sunday Group Ride |
| 13 th | Assessment Day |
| 20 th | Sunday Group Ride |
| 20 th | All Day Ride |
| 21 ^s | Theory Session |
| 28 th | Committee Meeting |

| Date | October Events |
|------------------|-------------------|
| 4 th | Sunday Group Ride |
| 18 th | Sunday Group Ride |
| 26 th | Committee Meeting |

| Date | November Events |
|------------------|-------------------|
| 1 st | Sunday Group Ride |
| 11 th | Theory Session |
| 15 th | Sunday Group Ride |
| 18 th | Observer Evening |
| 29 th | Observers Ride |
| 30 th | Committee Meeting |

| Date | December Events |
|------------------|-------------------|
| 6 th | Sunday Group Ride |
| 20 th | Sunday Group Ride |

Diary of Events – 2010

| Date | January Events |
|------|----------------|
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| Date | February Events |
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| Date | March Events |
|------|--------------|
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For the latest information see the main calendar on the website at www.cambisiam.org.uk