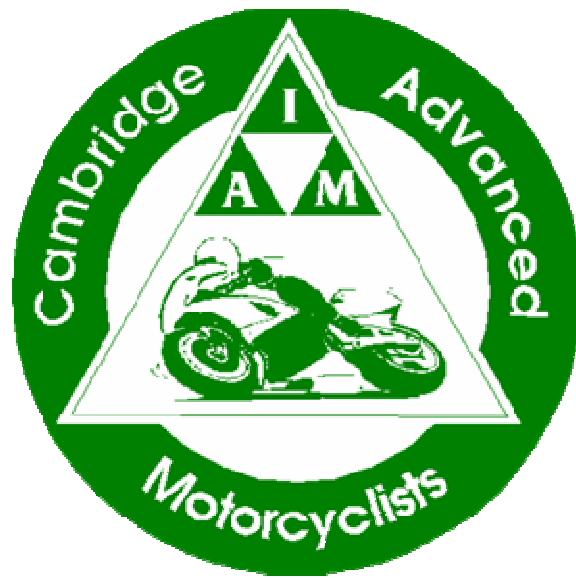


# CAMunicate



The Newsletter  
of  
Cambridge Advanced Motorcyclists

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

Registered Charity Nos. 1085377

IAM Group No. 7221

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### Editorial

This is rather a sombre issue of CAMunicate as during February we lost one of our members, Peter Cox, to a fatal road traffic accident. This followed the death of Ashley Martin of Wheelfit in January, also to a road accident. Some words on both of these enthusiastic motorcyclists are included within this issue and our thoughts must go to the families of both these men.

It's now March and spring seems to have arrived which is a big relief. Since the release of the last CAMunicate on January 1<sup>st</sup> the weather has been pretty terrible; first we had the bitter cold for the first couple of weeks of January and then the Siberian snow of early February. The result has been very little biking activity and as a result no input from the membership on any interesting activities that they have been up to.

So this CAMunicate is a bit introspective, though it does have an account of an intrepid expedition to Mallory Park on Boxing Day and a rather disappointing visit to the London MCN Bike Show at Excel. The balance of this edition is given over to CAM club matters.

On April 27<sup>th</sup> the club will be having its Annual General Meeting to be held at the Orwell Pavilion. The AGM is a key event for any organisation and CAM is no exception. As a charity CAM needs to abide by various guidelines and these are contained within the constitution that first established the club and as we are affiliated to the IAM their procedures feed down to us as well.

But most importantly the club is for the benefit of its members, both as Associates who join to improve their riding skills and the full members who remain with the club to enjoy the camaraderie, events and for some to become an Observer or part of the Committee. The AGM is an opportunity for the membership to have its say about how the club is run and to elect the Committee to run it. It's your club, it's your democratic right and it's your responsibility to be involved so please read the AGM sections in this CAMunicate and turn-up for the AGM.

The ongoing attrition of UK liberty continues and the motorcycling and car driving community is a prime target. The government has an obsession about introducing congestion charging and to 'prime the pump' has put up several billion pounds into the 'Transport Initiative Fund'. The deal is that if a local authority introduces transport improvements of which congestion charging is a part then they get 'the King's shilling'. Cambridgeshire are drooling at the thought of £500M and despite their electorate indicating that they don't want congestion charging have set up yet another 'research group' to ask the question again and presumably again and again and again until they get the answer they want. Edinburgh said no, Manchester said no, Cambridge said no – what is ambiguous about this.

But in terms of good news some of the London bus-lanes are now open to motorcycles and this edition includes an article on that. It is only an 18 month trial so it's important that it is seen as a success and a 'charter' has been drawn up to minimise the likely causes of complaint

Fortuitously, considering the weather, CAM ran a theory course on the 18<sup>th</sup> February based on helping members cope with the hazardous riding conditions associated with this time of year. Twenty eight members turned up to the Orwell Pavilion and participated in an entertaining and informative evening hosted by David Parnell.

So a bit of a thin issue of CAMunicate this time – but if you want more in it you need to send in your stories and ideas. It's your club and your magazine – my role as editor is to encourage your input, marshal the content and to produce the resultant newsletter.

### **Peter Cox – CAM Member**

Peter Cox, a member of Cambridge Advanced Motorcyclists, was fatally injured in a road accident on Wednesday 11<sup>th</sup> February. He was en route to Newbury when he was in collision with a lorry on the A421 Bedford Road between Brogborough and the Beancroft Roundabout in Marston Moretaine.

Peter was an enthusiastic motorcyclists and involved with several biking related organizations including; Motorcycle Action Group, Royal British Legion Riders Branch (RBLR), Service by Emergency Rider Volunteers (SERV), "Bloodrunners", British Motorcycling Federation (BMF), Oakley Motorcycle Club and of course also Cambridge Advanced Motorcyclists (CAM). He assisted the CAM Committee with the Database project and was helping to sort out a venue for the 2009 Skills-Day.



For those of you who did not know Peter personally you may remember the distinctive three wheeler Piaggio MP3 400ie scooter he occasionally rode when not using his Honda Pan European ST1300t

CAM extends its condolences to Peter's family.

### **Ashley (Wheelfit – Cambridge)**

Many of you will have known Ashley Martin, probably without realizing you did. He was the co-owner of Wheelfit with his brother Garry and was the tall guy who did the MOTs and oversaw the activities in the workshop. I only ever knew him as 'Ash' and he only ever knew me by my bikes – but he was a 'good bloke' always up for a chat and willing to share his knowledge and experience freely.

Very sadly on the morning of Saturday 17<sup>th</sup> January he was involved in a fatal road accident on the A1198 at Papworth when the bike he was riding was in a collision with a car.

Only a week or so previously the Wheelfit operation had moved from its premises in Chesterton to a new site in Waterbeach and everything was set for building the business in this new location. [www.wheel-fit.co.uk](http://www.wheel-fit.co.uk)

## Driving Licence Renewals

In July 1998 the government introduced the new style credit card sized photo driving licence and now a decade later the first of those that were issued have passed their renewal date. Interestingly according to official DVLA figures 16,136 expired in the summer of 2008 but only 11,566 drivers renewed, leaving 4,570 outstanding. Some of these may well have stopped driving for medical reasons, moved abroad or similar but one might expect that a proportion of them had just either forgotten or not got around to it

In total 25 million new-style licences have been issued and approximately 300,000 photo card licences will expire over the coming year so if the 2008 proportions apply then a significant number of drivers may find this year that they are driving around without a valid driving document.

Those who fail to renew their licences in time are allowed to continue driving but the DVLA says they could be charged with 'failing to surrender their licence', an offence carrying a £1,000 fine.



To confirm the validity of your own licence you need to check the small print in section 4b on the face of the card. Despite the entitlement to drive extending through automatically to the age of 70 the document itself expires every 10 years.

The justification for this is that as it's a photo-licence the image needs to be periodically updated; the galling bit is the associated £17.50 charge. This is of course additional to the £50 paid for the initial issue of the photo-card. Cynically one might categorise this as yet another stealth tax being levied on the British public to drop £437 million into the Treasury coffers over a 25 year period.

One might have hoped that with such bounty the DVLA would be adept at issuing accurate licences but there are many stories of replacement licences not showing the same entitlements as before – most worrying for motorcyclists. If you do need to replace then it would be advisable to take photocopies of your entitlements so should any disappear you can prove they were there before and get them re-instated

The DVLA will apparently issue postal reminders to the recorded address so if you have moved and not told them the reminder may not reach you.

Have a quick check as to the expiry date of your licence, whilst £17.50 feels like robbery a £1000 fine is sure to feel a lot worst.

## Annual General Meeting

The CAM Annual General Meeting will be held on;

Date	27th April 2009
Time	19.30H
Location	Orwell Pavilion, Orwell

Directions as follows;

*From Cambridge take A603 south west.*

*After passing the Wheatsheaf at Eversden cross roads, go over hill take first left into Fishers lane, first right Town Green Road, pass Chequers and Pavilion is on right at bottom of hill.*

*Postcode SG8 5QX or SG8 5QL*

The following pages contain the two formal documents associated with this event; the 'Formal AGM Notice' that provides you with the required information and the 'Committee Nomination Form' that is used as part of the election of the Committee.

# Cambridge Advanced Motorcyclists



1<sup>st</sup> March 2009

Mr. Ian Beeby  
CAM – Club Secretary  
55 Station Rd  
Whittlesford  
Cambs, CB2 4NL  
Group No: 7221

## AGM Notice

Would all members of Cambridge Advanced Motorcyclists please note that the Annual General Meeting of the club will be held at;

**7.30pm on Monday 27<sup>th</sup> April 2009 at the Pavilion, Orwell.**

The AGM enables the Trustees of the Group (Reg Charity No 1085377) to present their annual report and accounts for the year ended 31<sup>st</sup> March 2009 for approval by the Group Members and to conduct an election.

All Members and Associates are invited to attend but only Fully Paid Up Members of the IAM and of the Group may vote.

A Member entitled to vote at the General Meeting may appoint a proxy to vote in his stead. A proxy need not be a full member of the Group but please note any proxy should provide written evidence of their mandate to vote on behalf of the Member.

### Current Officers

All Officers retire annually and may offer themselves for re-election.

David Parnell, Chairman	Not standing for re-election
Stephen Bradshaw, Vice Chairman	Offering to stand for re-election
Ian Beeby, Secretary & Treasurer	Offering to stand for re-election

### Committee Members

It is the practise in the Group for all committee members to seek re-election annually.

Mark Aldridge	Offering to stand for re-election
Stephen Alsop	Offering to stand for re-election
Teresa Bradshaw	Offering to stand for re-election
Julie D'Alesandro	Offering to stand for re-election
Mac Lewis	Offering to stand for re-election
David Nobel	Offering to stand for re-election
David Schindler	Offering to stand for re-election
Phil Pearson	Offering to stand for re-election
Adrian Peters	Offering to stand for re-election

All Full Members are invited to submit nominations to the Committee on the Nominations Form provided.

The Nominations Form should be submitted to the Secretary so that the Secretary receives it no less than 7 days prior to the AGM i.e. by 20/4/09. Nominations can be made at the meeting but written nominations, received prior to the deadline, will take precedence over those received at the meeting.

*The Club Secretary*

# Cambridge Advanced Motorcyclists



## Committee Nomination Form

The AGM is being held on **27<sup>th</sup> April 2009**. Nominations are invited from Full Members to stand for Committee. The nominee must be willing to stand for the Committee and sign the Nomination Form. By signing the Nomination Form the nominee is affirming their ability and intention, if elected, to attend committee meetings regularly.

Please note – you may not stand for the Committee if the law debars you from being a Charity Trustee.

Only fully paid up members of the IAM and of the Group may nominate Committee Members or be nominated as Committee Members.

This Nomination Form must be returned to the Group Secretary at least 7 days before the election i.e. 20/4/09.

All Officers and one third of all other Committee members must retire annually by rotation and may offer themselves for re-election by Group Full Members. Note it has been the practise of the Group that all Committee Members retire annually and may offer themselves for re-election. Note also those elected become Charity Trustees of the Group.

### Officers

Name	Position	Nominated by	Seconded by	Signature of Nominee
	Chairman			
	Vice-Chairman			
	Secretary			
	Treasurer			

### Committee Members

Name	Nominated by	Seconded by	Signature of Nominee

## Motorcycles & Bus Lanes



The recent changes regarding the use by motorcycles of bus-lanes in London should have a very positive impact on the ease of movement of bikes around the capital. At the moment this is only an eighteen month trial and only applies to the red-route bus lanes as operated by Transport for London. As there are readers of CAMunicate who regularly commute on their bikes into parts of London I thought it might be useful to include an article on this issue.



Additionally we can hope that as London demonstrates the sense of allowing motorbikes into bus-lanes then local authorities may follow their lead. In fact there are already some councils which do permit it, Hull is an example.

How helpful it would be if motorbikes could for example use the bus-lanes on Newmarket Road which effectively reduce a congested two lane road to a very congested one lane road that forces buses to periodically rejoin the main flow of traffic

As could be expected the relaxation of restrictions was not a straight-forward process and it was only the commitment to this cause of Boris Johnson, the new London Mayor that has enabled things to change. The most vociferous objectors seemed to

be cyclists who used a range of arguments including the fear of motorbikes knocking them off and the increased pollution. These arguments are somewhat hard to believe as they are familiar with sharing the lane with a diesel-fume creating bus occupying the full width of the lane.

A significant amount of negative feeling to the plan comes from the public transport enthusiasts who want to discourage any form of transport that doesn't involve unhealthy overcrowding, high voyage costs, unreliable timetables and significant public subsidies. TfL really just wants to keep the lanes exclusively for their own use.

All kinds of shenanigans went on during the lead-up to the decision. A TfL sponsored report that concluded that motorbikes in bus lanes would have a positive impact on congestion and safety; was suppressed as this was 'the wrong conclusion' from the TfL perspective. The research period was extended as they researched wider for alternative 'facts' more palatable to their point of view. Fortunately Boris intervened and put an end to this nonsense.

The report is believed to have provided overwhelming evidence of the safety benefits to cyclists and pedestrians, as well as motorcyclists, yet despite this the full report remains a

secret. According to the report's executive summary based on the three trial routes on which powered two-wheelers (P2Ws) were allowed to use bus lanes there was a net reduction in collisions involving P2Ws and pedestrians (46%) or cyclists (44%), plus a 45% cent reduction in P2W casualties.

The report summary also showed that large numbers of motorcyclists changed their routes into London to take advantage of the trial bus lanes, with motorbike traffic increasing on the experimental routes by between 25% and 40%. A key safety threshold is reached where other road users expect motorbikes to be in the bus-lanes and behave accordingly.

But it's not a 'done deal' – the current relaxation is only a trial and only the TfL red-routes are involved – though these do constitute 44% of the Capital's bus-lanes (180 miles). The remainder of the bus-lanes are controlled by the various London Boroughs and each has their own policy on the matter. These Boroughs, and the various local authorities around the UK, need to see that motorbikes in bus-lanes work.



The lobby groups which oppose the inclusion of motorbikes into bus lanes may have lost this round of the discussion but they will now try to prove that the scheme is both unworkable and dangerous to try to discourage the Boroughs from joining in and then to get a reversal of the TfL policy.

It is therefore imperative that motorcyclists use the bus lanes responsibly and a Code of Conduct has been devised.

**The Code of Conduct in brief:**

1. We share bus lanes with other vulnerable road users, take extra care around them.
2. Be aware of pedestrians walking through traffic queues and at bus stops.
3. Look out for pedal cycles and give them a wide berth, they may suddenly change direction or position.
4. Pass cyclists on the offside only – never undertake.
5. Always assume cyclists cannot hear or see you behind them.
6. Do not use excessive speed when using bus lanes or overtaking cyclists.
7. Do not overtake each other.
8. Watch out for other vehicles at junctions and side roads.
9. Take extra care when riding alongside congested pavement areas.
10. We are ambassadors for motorcycling; riding in a bus lane is a privilege that needs to be respected.

## Mallory Park – December 26<sup>th</sup>

The weather forecast indicated high pressure moving in from northern Europe to bring a spell of clear, bright but cold weather for the final week of December and as such things boded well for the realization of the tentative plans to attend the Plum Pudding Yuletide races at Mallory Park. David Schindler, Garry Elwood and I had decided that a day watching motor-sport was an ideal way to pass a Boxing Day but when we met up at Tesco Milton at around 8.30 in the morning it was cold enough to consider the sense of it all.



A promotional poster for the Christmas Motorcycle and Car Races at Mallory Park. The poster features the 'INTERNATIONAL BIKESPORT NEWS' logo at the top left and the 'OFFICIAL PROGRAMME' logo at the top right. The main text reads 'Boxing Day 2008 the 35th ANNUAL PLUM PUDDING HANDICAP'. Below this is a cartoon illustration of a snowman wearing a racing helmet and holding a candy cane. To the right of the snowman, the text says 'YOUR FAVOURITE CHRISTMAS HELPING OF MOTORCYCLE AND CAR RACES'. At the bottom, it states 'organised by: CLUBMANS RACING E.M. with NEW ERA &amp; B.A.R.C.' and 'Programme Price: £2.00'. The Mallory Park logo, 'THE FRIENDLY CIRCUIT', is also present.

As the sun slowly rose the day brightened and we set off. There was an option to use some of the smaller roads to get across towards Leicester but in view of the cold and potential poor road surfaces it was decided to head up the A14 to Peterborough and then across to Leicester on the A47. The initial part of the journey was as boring as the A14 always is but the A47 proved to be most appropriate for the day with its curves laid over the gentle undulations of the frosty landscape. Generally the traffic was fairly light with the exception of Leicester city centre which was quite busy and we arrived at the circuit a little before 10.30.

Racing proper was due to start at 11.00 but practice had been ongoing since 09.00 so there was a reasonable crowd already in place and more arriving all the time. Having parked the bikes and sorted out all the paraphernalia that seems to be associated with cold weather biking we headed off for the ticket kiosk. Having paid our entrance fee we made a bee-line for the refreshment stall for a quick coffee and bacon sandwich in order to warm up.



Mallory Park has a long and interesting history and is located in the ancient 200 acre Mallory estate. In the 1940s a pony trotting track was established by draining some marshy land and clearing nearby woods; when the pony racing club eventually went bankrupt the circuit was expanded for motorbike scrambling and in 1951 it held the National Grass Track Racing

Championships. In 1955 a tarmac track was laid down and in 1956 the first car and motorcycle races were held; several famous racers including John Surtees, Bob McIntyre, Mike Hailwood, Giacomo Agostini and John Cooper competed here. After passing through various owners it was bought by the British Automobile Racing Club Limited (BARC) in 2005 and it was this organisation that was running the Plum Pudding Event.



The circuit itself is a large oval laid out over a natural amphitheatre with a small lake in the centre. An extension of the track climbs up a modest hill to a tight hair-pin bend before descending again to the start – finish line and a chicane can be inserted on the back straight. The paddock and race control buildings are within the track and adjacent to the lake. The consequence of this layout is that the crowds can either occupy the banks that overlook the circuit and get a fairly complete view of the whole track or can get right amongst it in the paddock area.

The racing programme included both bikes and cars with a handicap system in place to enable vehicles of different capabilities to be raced together. The bike racing included both solo and sidecar and the solo bikes were divided across two races; 70cc up to 600cc and Pro-Bike Open. The car racing was an open saloon class and a Caterham challenge race.



The up to 600cc bike racing included a wide variety of machines including two stroke modified scooters, hypermotards and various capacity race bikes; the Pro-Bike Open was more akin to regular track racing with faired race bikes in the 600cc to 1000cc range and the sidecars all seemed to be of the same basic design and engine capacity. Whilst the car-racing wasn't what I had specifically gone to see it turned out to be most interesting; the single class Caterhams provided a great spectacle of speed and agility around the corners; the saloon car racing presented a range of vehicles including an XJS and a Ford Anglia.

Part of the attraction of the day was the ease and openness of the paddock area as it was possible to wander around having a good look at the bikes and cars and to talk with the people involved. During the Pro-Bike racing one particular bike caught my attention; in part because of the rumble coming out of the twin Honda SP2 exhausts and also due to the lack of pace it was exhibiting. After the race I drifted across to where the SP2 was parked to have a nose-around a bike that I have always fancied and to find out why it seemed to be so significantly outperformed. The rider was honest about it and said that this was the first time he had raced in eight years and was just getting back into it. He also said something about ratios but really he just wasn't opening the bike up – the exhaust tone had said it all.



By two in the afternoon we began thinking about heading for home as the cold had persisted all day and we had no desire to make the entire return journey in the dark. After half an hour of sorting out bikes and getting encased in winter kit we exited the venue and followed directions for the Leicester ring-road so as to avoid the city centre. Once passed Leicester we retraced our outward route along the A47 and onto the AIM and A14. By the time we got to Peterborough it had got dark and increasingly cold with dampness rising up from the road to coat the visor in an almost sticky salty encrustation. I tried wiping it clear with my glove but the lack of moisture just ended up in streaking and when I subsequently cleaned my visor properly at home I realized the scratch damage I had caused with my glove.

Overall it was a good day; interesting racing, good company and some reasonable riding. Would I do it again?; well yes probably but whether I will get my day-pass for the 2009 Plum Pudding races remains to be seen.

### **London Bike Show – Excel**

It's great when you get value for money and I certainly felt that the London Bike Show was worth what I paid for the ticket – the thing is I got the ticket for nothing and that just about sums up the show itself.

Of course visiting the show did cost me something in terms of the £10 parking fee and the petrol getting to and from Cambridge - perhaps £20 in all. But as I had obtained a complimentary ticket I was spared the additional £15 entrance fee. Having visited the NEC show in November I had thought that the London show would be at least equivalent and the hype in MCN, main sponsors, was of new bike launches and lots of razzmatazz.

The Excel venue is fairly impressive and as I chose Saturday morning to make the visit the trip into the Docklands area and to the parking facilities below the exhibition centre was remarkably easy. On entering the show my hand was stamped with a blue star and as per my usual approach I started my walk around the edge of the hall to get a feel for the layout and what was there. Whereas in the NEC this was a fairly significant activity it was disappointing to realise that the entire London show was contained in a single exhibition hall and the periphery walk was a 15 minute job – I was so surprised that I asked one of the door attendants where the rest of the show was – but there was no more.

There were some notable manufacturers absent including Suzuki, Moto Guzzi and Aprilia and those that did attend had just lined up their existing bike range on the stand – there was very little 'dream potential'. I talked to one of the guys on the Honda stand and asked him about the Blackbird replacement and whether it would be based on a V4 engine – 'watch this space' he said; which is much the same reply as I had got in the NEC exhibition in 2007. One manufacturer that did make an impression was Bimota who had three technically interesting bikes on their stand with an entry price to the range of £28,000. Fascinating from a technical point of view was their Tesi with its hub-centre steering and I spent some time scrabbling around on the floor trying to work out how it functioned and where the various bearings were.



What else grabbed my attention? There was a display of classic bike restorations and it is truly amazing the quality that is achieved – the bikes looked factory fresh. Another stand had an un-restored vintage bike with a vertical four cylinder engine aligned with the frame. There was also a stand with six or so race bikes from different eras – again fascinating. Santa Pod raceway was represented and they were showing a couple of drag bikes – interesting mechanics but not really inspiring.

For the rest it was the usual mixture of insurers, clothing retailers, spare parts merchants and holiday companies.

Once I had completed my walk around the edge of the show I commenced a logical course of 'up one lane and back down the next' in a North – South direction and then the same again for East – West. This way I was sure to see everything – and the whole process took three hours. I would have stopped for a coffee and snack but there was only one outlet in the hall and it was over-priced and busy.

So what was missing? In my opinion the event lacked excitement. The people on the stands seemed downbeat; the manufacturers didn't have many bikes that they seemed genuinely enthused about (the one exception was the BMW S1000RR) and the various accessory stands were primarily interested in selling stuff. If you weren't buying then you were just taking up space around their stall. There was no motorcycle sports involvement – I would have liked to see Rossi's M1, a big screen showing the racing highlights of 2008, perhaps an award ceremony.

Nick Sanders' Yamaha R1 that he had used for his recent global epic was there un-cleaned and carrying the dust and scars of thousands of miles of hard use in far away places. People stood around it and dreamed – not about beat-up R1s but about whether they could do something similar. Most won't but one or two might be inspired to take their bike that little bit further than they might otherwise have done.

I don't know what the visitor figures will be and perhaps there was a real buzz about the place on some of the other days – but I doubt it. My feeling having been to both the NEC and Excel events is that there is insufficient interest for multiple shows – add in the G-Mex show in Manchester, the Edinburgh show and then the Ally-Pally in March and it must be that the population of interested attendees is being spread too thin. Perhaps it would be better to concentrate the activity to one major event with an additional regional show in Scotland.

If there is one thing that a bike show needs its bikes.

## **CAM Training Processes**

The following document was produced to describe the various training processes that are used by Cambridge Advanced Motorcyclists. The responsibility for ensuring that the training provided is of a high and consistent quality rests with the Senior Observers and this is their document

It is likely that the various processes described will evolve and as they do an updated version will be loaded onto the public part of the CAM website.

### **Associate, Observer & Senior Observer Training Process**

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## **Introduction**

The primary objective of Cambridge Advanced Motorcyclists is to assist riders to reach a level of competence such that they pass the IAM Motorcyclists test and are safer as a result.

This document sets out the processes and methodology by which Associates, Trainee Observers, Group Observers and Senior Observers will be trained by CAM.

The Committee of CAM delegates responsibility for training and the maintenance of training standards to the Senior Observer Team. This brief covers Associates, Trainee Observers, Observers and the in-house training and monitoring of any future Senior Observers.

The Committee of CAM will periodically review the outputs of the training activities, e.g. pass-rates and comments from examiners to ensure the process is working to the benefit of CAM and the Committee will resolve any disputes arising between the Senior Observer Group and a CAM member or associate.

### **Categories of Observers**

The club has three classes of Observer;

- Trainee Observer
- Group Qualified Observers (known as Observers)
- Senior Observer

To ensure that standards are maintained Observer training is structured, controlled and subject to periodic review by Senior Observers

### **Trainee Observers**

The Trainee Observers have been selected to follow the observer training programme with the intention that they qualify as Observers. They are recorded locally by CAM.

Their roles include;

- Learning 'Observer' skills
- Training Associates under the supervision of a Senior Observer.
- Directed training with an Observer at the discretion of their Senior Observer.
- Participating in training runs, training courses and coordination meetings

### **Observers**

The Observers have completed local CAM training and are considered to be fully competent to develop Associates up to IAM test standard. They are recorded locally by CAM.

Their roles include;

- Training Associates and recording their progress.
- Mentoring Trainee Observers and recording their progress if requested to do so by a Senior Observer.
- Participating in training runs, training courses and coordination meetings
- Running training courses for Associates.

### **Senior Observers**

The Senior Observers will have completed both local CAM and central IAM training including the IAM Senior Observer Practical test. They are considered to have reached the highest standard of riding and of providing feedback to other riders. They are recorded centrally by the IAM.

The Senior Observers are responsible for maintaining the standard of riding within the group with the support of the Observers and Trainee Observers.

Their roles include;

- Training new Observers
- Maintaining the quality of 'observing' and riding within the club
- Training Associates
- Conducting pre-tests for Associates
- Running training courses for Associates and Observers
- Advising on techniques
- Providing feedback to the Committee on the club's training activities.

### **Associate Training**

When a rider joins they do so as an Associate and are allocated an Observer who assists them develop the necessary skills. This process is based on 'one-to-one' rides with ongoing feedback, example and suggestions.

The Observer allocated to an Associate may be from any of the classes of Observer listed previously.

If a Trainee Observer is allocated to the Associate then the Senior Observer responsible for the Trainee Observer ensures that the Associate receives a service consistent with that available from a qualified Observer.

An Observer with their Associate may occasionally be accompanied by a Trainee Observer. (Subject to agreement by the Observer)

Observers will advise the Associate to contact a Senior Observer when it is considered that they have completed the entire training program and are 'test ready'. The Associate will then be observed by a Senior Observer who will give an opinion about the level of riding demonstrated by the Associate and their readiness for the IAM test. The Senior Observer will provide feedback based on the assessment ride to both the Associate and their Observer.

This is of benefit to the Associate and provides a monitoring function for the Observer.

### **The Observer Training Programme**

The Observer training programme has several stages and modules and the Trainee Observer needs to complete all in order to become a Group Qualified Observer (Observer).

CAM members who are potentially interested in becoming Observers are invited to contact one of the Senior Observers or a Committee Member to make their interest known.

It is expected that a member volunteering to become a Trainee Observer would;

- Have accumulated at least 12 months continuous post IAM test riding experience. (This may be reduced by agreement with the Senior Observer team)

- Display a reasonable level of practical skill and theoretical knowledge of advanced riding techniques and be aware of the basic content of Roadcraft & the IAM manual 'How to be an Advanced Motorcyclist' (HTBAAMC).

- Be potentially capable of providing constructive detailed written and oral feedback, based on Roadcraft or HTBAAMC, which could be used by the Associate to improve their riding.

- Possess the determination and have the time available to complete and pass the Observer training programme.

### **Stage One – Suitability Assessment**

All volunteers and nominations for Observer training are reviewed by the Senior Observer Team on the basis of skills, experience and aptitude. The Senior Observer team will make recommendations to the CAM Committee, based on their experience and knowledge, concerning the suitability or otherwise of any particular person. If for any reason the member is not considered suitable to enter the Observer training programme then a Committee Member or Senior Observer will debrief the member on the decision, the reasons and any actions that need to be undertaken prior to the request being reconsidered.

The Senior Observer Team will guide the CAM Committee in all matters relating to the acceptance or otherwise of any member into the Trainee Observer program.

### **Stage Two – Competence Assessment**

If it is decided that, following committee approval, the member is a suitable candidate, then the member will be invited to complete two assessment rides with different Senior Observers. The Senior Observers will confer and will advise the CAM Committee regarding the standard of the member's riding and their suitability for the Trainee Observer training program. The aim is to select the highest quality riders with the ability to provide good quality written and oral feedback which will help the Associate to improve their riding and to pass the IAM Advanced Riders test.

The CAM Committee will, based on the advice of the Senior Observer team, either endorse or refuse the application; the Group Chairman will send a written communication to the member outlining the decision. If accepted the Trainee Observer will be informed of their allocated Senior Observer Mentor; if declined then the reasons and any actions that need to be undertaken prior to the request being reconsidered.

### **Stage Three – Training**

The Senior Observer Mentor will work with the Trainee Observer to develop the necessary riding and communication skills as necessary to become a qualified group observer (Observer). The exact approach may vary according to the style of the mentor and the needs of the trainee.

The Senior Observer and the Trainee Observer will jointly develop Associates; initially as fully accompanied rides and as the Trainee Observer develops through more remote monitoring and tutoring.

The Senior Observer mentor will decide when it is appropriate to allocate an associate directly to the Trainee Observer. At this stage the Senior Observer mentor will maintain contact and will occasionally join the Trainee Observer during training rides so that progress and style can be monitored effectively.

The Senior Observer mentor may, at their discretion; request an Observer to allow the Trainee Observer to accompany them during training rides with Associates on a temporary basis. The reason for this will be discussed with the selected Observer and the Senior Observer mentor will resume the training and the development of the Trainee Observer following any temporary attachment to an Observer.

The process of the Trainee Observer developing associates to IAM test level under the supervision of a Senior Observer mentor will continue until the Trainee Observer has reached Observer standard. As a minimum the trainee observer needs to take an associate through to an IAM test pass.

The Senior Observer mentor remains responsible for the standard of training and feedback delivered by their Trainee Observer(s) and has overall responsibility for the decisions which are taken concerning any Associates who are allocated to the Trainee Observer. This will remain the case until the Trainee Observer moves into the Qualified Group Observer category.

During the training programme the Trainee Observer needs to attend and complete the observer theory training course and to pass the multiple choice test.

When the Senior Observer mentor is fully satisfied that the Trainee Observer has completed all parts of the programme and is fully trained to be an Observer then this will be reported to the Committee who will confirm that the trainee observer is now a Qualified Observer.

A letter from the Chairman of the Committee will be sent to the member acknowledging the achievement and the new Observer will be placed on the CAM Observer register.

### **The Senior Observer Training Programme**

The Senior Observer training programme involves stages and modules run by both the local CAM club and also by the central IAM organisation.

CAM Observers who are potentially interested in becoming Senior Observers are invited to contact one of the Senior Observers or a Committee Member and to make their interest known. It is expected that an Observer volunteering to become a Senior Observer would have accumulated significant experience as an Observer, assisted many associates to achieve IAM pass standard and be comfortable giving detailed written and oral feedback to Associates.

All nominations for Senior Observer training are reviewed by the committee on the basis of the current club requirements. The decision to proceed or otherwise will be communicated to

them by the Chairman of the CAM Committee with a full explanation of the reasons should the application be declined.

Following Committee approval the candidate is encouraged to attend IAM HQ training programmes as available. If no such programmes are available then current Senior Observers will assist the candidate to prepare for the IAM HQ test. The fee for the test will be borne by the Group

The Senior Observer practical test covers all aspects of riding and communication between the Associate and Senior Observer and includes general riding, feedback, slow riding, introductions and cautions. The Senior Observer practical test is taken with an Associate and will last for up to 2.5 hours.

The test can be broken into four parts;

Introduction and pre ride briefing given to the Associate.

An observed ride with an Associate over mixed roads, including a stop to debrief and ending with a slow riding session.

A demonstration ride given by the Senior Observer candidate to the IAM Examiner..

An IAM Examiners debrief and detailed questioning and feedback to the Senior Observer candidate.

### **Review Process**

CAM recognises the importance of maintaining a cadre of Observers and Senior Observers of the highest standard and accordingly the following process is maintained;

Observers with their Associates are subject to random accompanied rides by Senior Observers to ensure that appropriate standards are being maintained.

During the year Observer only runs will concentrate on the development and practice of techniques and will provide constructive feedback on riding style.

Periodic Observer evenings will provide a forum to discuss both observer techniques and issues arising with the observing process within CAM.

The Senior Observers will be subject to periodic peer review by the other CAM Senior Observers and also to any IAM central assessment.

There is a defined procedure whereby Senior Observers maintain their qualification as Senior Observers – currently:

Review by local IAM examiner after 3 years

Review by IAM HQ examiner after a further 3 years after which the cycle recommences.

### **Committee Feedback**

Since the last issue of CAMunicate a Committee meetings was held on the 26<sup>th</sup> January and 23<sup>rd</sup> February.

Discussions included;

- Preparations for the Annual General Meeting
- Review of the progress of the sub-group considering membership recruitment & retention.
- Progress reports on the organisation of 2009 events including Skills-Day and Assessment Days
- Review of Observer / Associate allocations
- Treasury & Secretary reports

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 David Parnell at [dgpoforwell@btinternet.com](mailto:dgpoforwell@btinternet.com)

## Test Passes

Congratulations for passing the IAM test to Dietmar Burgel and Lynn Peters

## 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	<a href="mailto:dn.cam@ntlworld.com">dn.cam@ntlworld.com</a>	01223 510559

### Group Contact

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

Ian Beeby  
**Secretary and Treasurer**  
55 Station Road Whittlesford CB2 4NL  
01223 833860  
[ian.beeby@btopenworld.com](mailto:ian.beeby@btopenworld.com)

or visit the website on;

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

## Diary of Events – 2009

Date	January Events

Date	February Events

Date	March Events
1 <sup>st</sup>	Sunday Group Ride
6 <sup>th</sup>	Theory Session
15 <sup>th</sup>	Sunday Group Ride
29 <sup>th</sup>	Observers Ride
30 <sup>th</sup>	Committee Meeting

Date	April Events
5 <sup>th</sup>	Sunday Group Ride
17 <sup>th</sup>	Observer Training
19 <sup>th</sup>	Sunday Group Ride
27 <sup>th</sup>	Annual General Meeting

Date	May Events
1 <sup>st</sup>	Theory Session
3 <sup>rd</sup>	Sunday Group Ride
10 <sup>th</sup>	Assessment Day
13 <sup>th</sup>	Observers Evening
17 <sup>th</sup>	Sunday Group Ride
17 <sup>th</sup>	All Day Ride
18 <sup>th</sup>	Committee Meeting
31 <sup>st</sup>	Observers Ride

Date	June Events
7 <sup>th</sup>	Sunday Group Ride
21 <sup>st</sup>	Sunday Group Ride
21 <sup>st</sup>	All Day Ride
25 <sup>th</sup>	Observer Training
28 <sup>th</sup>	London Morning Ride
29 <sup>th</sup>	Committee Meeting

Date	July Events
3 <sup>rd</sup>	Theory Session
5 <sup>th</sup>	Sunday Group Ride
19 <sup>th</sup>	Sunday Group Ride
19 <sup>th</sup>	All Day Ride
26 <sup>th</sup>	Ladies Ride
27 <sup>th</sup>	Committee Meeting

Date	August Events
2 <sup>nd</sup>	Sunday Group Ride
16 <sup>th</sup>	Sunday Group Ride
16 <sup>th</sup>	All Day Ride
24 <sup>th</sup>	Committee Meeting
30 <sup>th</sup>	Observers Ride

Date	September Events
4 <sup>th</sup>	Theory Session
6 <sup>th</sup>	Sunday Group Ride
13 <sup>th</sup>	Assessment Day
20 <sup>th</sup>	Sunday Group Ride
20 <sup>th</sup>	All Day Ride
28 <sup>th</sup>	Committee Meeting

Date	October Events
2 <sup>nd</sup>	Theory Session
4 <sup>th</sup>	Sunday Group Ride
18 <sup>th</sup>	Sunday Group Ride
28 <sup>th</sup>	Committee Meeting

Date	November Events
1 <sup>st</sup>	Sunday Group Ride
15 <sup>th</sup>	Sunday Group Ride
18 <sup>th</sup>	Observer Evening
29 <sup>th</sup>	Observers Ride
30 <sup>th</sup>	Committee Meeting

Date	December Events
6 <sup>th</sup>	Sunday Group Ride
20 <sup>th</sup>	Sunday Group Ride