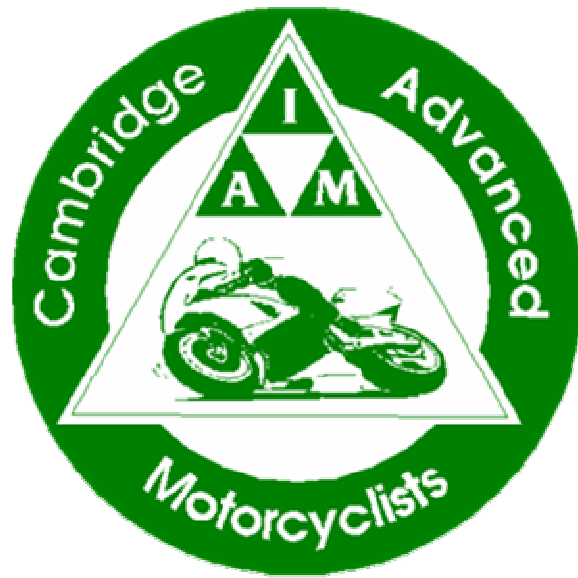


CAMunicate



The Newsletter
of
Cambridge Advanced Motorcyclists

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Editorial

It’s Spring and the weather is improving; the roads are OK and with winter behind us we should now be able to look forward to the increasingly busy club calendar.

As with most clubs there is a steady circulation of members as new ones join, some drift away and a core of enthusiasts maintain the continuity. For the benefit of those newer members who may not be familiar with all our activities and as such may not appreciate the programme of events contained within the calendar I thought I would give a brief summary of each.

Also it would be most helpful if as you review the calendar and decide on the events that you would like to participate in that you contact the organiser to get your name on the list as some of the events such as all-day rides will have a maximum number of riders.

This issue also contains an article outlining the club approach to group riding as maintaining a disciplined and safe style contributes to everyone’s enjoyment. So, it’s apologies to the longer standing members for the restating of what they already know and an expectation that the newer members will find it useful.

Included in this issue is an article from Paul Norman, one of our members, describing a run he is planning in June to include Bosnia and Herzegovina. He is doing this to raise funds and awareness for the children’s cancer unit at Addenbrooks and is requesting sponsorship. The article includes a web-link to the sponsorship page and also Paul’s contact e-mail should you want more information or be able to assist him in his endeavours.

The club Annual General Meeting will be held on the 28th April at Orwell Village Hall and all members and associates are encouraged to attend. It is your opportunity to be involved in the organisation of our club and to speak out on any issues or make suggestions for the future. It will also include the election of the committee and a review of the finances.

Whilst on the matter of membership the IAM has recently announced that it has increased the price for its Skills for Life course from the previous level of £85 to £109 as of the 1st February – still good value though.

Communication is always a key issue and CAM uses a mixture of e-mail, post and web-access to maintain contact with its membership. The preferred method is to encourage the 'self-service' of information from the website with a notifying e-mail being sent out when any significant new item is on the site, e.g. the latest edition of CAMunicate. An under-used resource is the forum that enables users to communicate with other club members and thereby arrange ride-outs, attendance at events, ask questions, sell things etc. So for example if you fancy going to a race meeting and would like to get a group together then the forum is a means of doing so. In a future issue of CAMunicate it is intended to provide some guidance notes on the structure and use of the web-site – but it's all fairly intuitive.

The club has decided to investigate the use of two-way radio communications between Observers and Associates on some observed rides. Radios are being increasingly used by training organisations and there are reports that they can increase the efficacy of the process; the approach that CAM will take is to make limited use of the radios in situations where both the Observer and Associate agree to do so. It should be borne in mind that radios are not used in the IAM test.

Once again I appeal to all the readers to consider any articles that they can contribute to future CAMunicates. To get things started it is planned to run a regular feature on the bikes we ride and in this issue Victoria provides an account of her fascination with Italian bikes, currently Ducati. It is hoped that this will be an inspiration for others to write in about their bikes as unless they were all unsolicited presents there must be many and varied rationales for the different bikes we see on the social rides.

Calendar Events – what's involved ?

The calendar and web-site give the latest information on the various club activities; the following brief descriptions give a little bit more information about what to expect from each.

Events from previous years have often been written up as articles in CAMunicate and can be found on the web-site.

Sunday Group Rides.



Every first and third Sunday of the month a ride is organised to explore the local area. It is open to all members & associates and meets up at 09.20H in the car-park of Tesco at Milton and generally gets back to Cambridge around 13.30H having covered approximately 100 miles and taken in a café for a coffee and snack. The ride leader will outline the route and will organise the group – more details on group riding can be found in a separate article in this issue.

London Early AM Tour



This is a new type of event being tried out in 2008 and it will take advantage of the limited traffic on an early Sunday morning to tour around the sights of central London. By definition it is an early start and participants need to meet up at 07.00H at the Comfort Café just off the FourWentWays roundabout near Linton to the south-east of Cambridge

These rides are being organised by Stephen Bradshaw and are scheduled for 27th April, 22nd June and 24th August so if you are interested in joining send a note to Steve at sbofnewport@btinternet.com so he can put you on the list

The itinerary will vary but typical sights to be visited could include; Tower of London, Tower Bridge, HMS Belfast, Buckingham Palace, St Paul's Cathedral, Royal Albert Hall, St James's Palace, Millennium Wheel, Houses of Parliament, St Stephens Tower, Trafalgar Square, The Mall, The Serpentine, Battersea Power Station, Millennium Dome, Thames Flood Barrier, St James's Park, Horse Guards Parade etc.

All-Day Rides



These longer distance rides travel out of the local area and have previously included Wales, Yorkshire, Cumbria and the South Coast. To cover the distances involves an early start and often a fairly late finish covering frequently well in excess of 300 miles. As such it is restricted to full members and the group size is kept to a manageable number.

The current plan is as follows;

Date	Organiser	Contact
18 th May	Peter Alder	pallder.eiwhs@staveley.co.uk
15 th June	Steve Alsops	steve@alsops.wanadoo.co.uk
20 th July	David Parnell	dgpoforwell@btinternet.com
17 th August	Stephen Bradshaw	sbofnewport@btinternet.com
21 st September	Chris Curryer	chris.curryer@bt.com

If you are interested in joining the all-day rides you should contact the organiser to get your name on their list. The meeting point and time will vary according to the destination and the organiser, with up to date information presented via the web-site.

Headway Charity Ride



CAM has over the last few years established the tradition of a charity ride where the proceeds are donated to a local charity, currently Headway the brain injury organisation. The format is based on closely following the Cambridgeshire county boundary and visiting a number of 'check points' giving a mileage of between 150 and 300 miles according to route. The ride for 2008 will take place on the 28th September and joining instructions etc will be circulated later in the year

An entry fee is charged and riders are also encouraged to get sponsorship if possible. A dedicated email address has been set up to handle the administration of this event, this is; headwayride@btinternet.com

Aldeburgh Ride



Aldeburgh on the Suffolk coast is the annual destination for this all-day ride and it takes in the lovely lanes of Suffolk as well as allowing a fish lunch on the sea front. This ride is scheduled for the 8th August and will be organised by Martin & Janet Pinion who will provide information via the web-site nearer the date

Generally this ride sets off from Tesco in Ely

Ladies Ride

This is a variant of the all-day rides organised by several of the female members and restricted to ladies only. As I am barred from attending these events I cannot offer any guidance as to what is involved – but it must be great fun as it is a regular event within the calendar. This ride is organised by Janet Pinion who will provide information via the web-site nearer the date

Assessment Days

These are public open-days where the club provides free-of-charge assessments, via an observed ride, to any bikers who turn-up. It is hoped that some of those who undergo an assessment will appreciate the training benefits available from the group and will join. Of course any members who wish to have their riding reviewed are also welcome to take an assessed ride.

Theory Sessions

These class-room sessions are run periodically during the year and are intended to complement the observed rides in the preparation for the IAM test. All Associates should attend one of these sessions.

Skills Day

This action-packed day provides the chance to improve your bike handling skills in a safe and controlled environment. Skills covered include slow speed riding, emergency braking, counter-steering and controlled swerving. The day takes place off the public roads, a corner of an airbase has been previously used, and a team of advisors and assistants provide guidance and support. Numbers that can attend are limited and a nominal charge is made to cover associated expenses.

This event is scheduled for the 8th June and will take place at the Wyton Air-base near St.Ives. If you are interested then please contact Steve Alsops, steve@alsops.wanadoo.co.uk , to get your name on the list

First Aid & Accident Management Course



Whilst not a formal first aid course, this session aims to increase awareness of the measures that can be taken should you encounter a road accident. It covers the basics of making the situation as safe as possible and 'buying time' for any casualties so they can subsequently be cared for by the emergency services.

Maintenance Day

This consists of a series of demonstrations and practical advice on some of the basic tasks that can help to keep a bike in good condition and set up to suit you. In previous years subjects covered have included tyres, sprockets & chains, brakes, wheel bearings, batteries, suspension adjustment, pre-ride checks and keeping the bike clean. Awareness of the basic mechanics of the bike could help in spotting the potential problems that might have you stranded by the side of the road.

This will be on the 13th April at the Copley Business Park on the Babraham Road; numbers that can attend are limited so contact Stephen Bradshaw, sbofnewport@btinternet.com , to get your name on the list. A nominal charge is made to cover associated expenses.

Observer Activities

The various Observer rides and training sessions have not been included in these descriptions as it is expected that participants are already aware of what is planned.

Other Activities

It is likely that members will also organise additional activities during the year and there has been discussion of a European Tour, visit to an overseas bike show, a weekend trip within the UK and track-days. As new events become finalised they will be listed on the web-site and, if the timing is appropriate, also included within CAMunicate.

New Ideas

All members are invited to make suggestions as to events and activities that might be of interest to the group and to contribute to their organisation. If you have any ideas then please note them on an e-mail and send to David Parnell (dgpoforwell@btinternet.com) so that they can be considered at one of the Committee meetings. Also the forum on the CAM website can be used to set up informal ride-outs amongst members.

Charity Ride to Mostar Bridge, Bosnia & Herzegovina

A Teenage Cancer Trust Unit is to be built at Addenbrookes Hospital that will have ten beds for treating young cancer patients from East Anglia and the surrounding area. The cost will be around £2 million, work is due to start by April 2008 and the community is required to contribute £1 million.

Paul Norman, one of our group members who some of you may have met on our Sunday rides, blue Honda VFR vtec, is embarking on a ride to the Mostar Bridge in Bosnia & Herzegovina with the intention of raising funds for this Addenbrookes project via sponsorship. If any of the CAMunicate readers are inspired by what Paul is planning to do then the sponsorship forms and process can be accessed via the weblink given at the end of the article.

Paul has established a 'Blog' describing the planned event, which will hopefully be updated during the trip, and the following notes are an extract from that;

Motorcycle trip to Mostar Bridge, Bosnia and Herzegovina to be undertaken by Paul Norman from the 8th -21st June 2008.



I shall be travelling in a group (organised and guided by "British Bike Tours") through 9 countries covering 3000 miles over some of the best mountain passes in the world.

The trip will take us through France into Switzerland via the German Black forest and then across the Dolomites into Northern Italy, onto Slovenia and then following the coast down to southern Croatia. From

Croatia we cross over into Bosnia and Herzegovina and arrive at my personal goal, Mostar Bridge which was famously destroyed in the Bosnian war in 1993 and rebuilt in 2004. After Bosnia we ride back into Croatia and head up the eastern side of Slovenia into Austria and then return to the UK via Germany and France.

I hope by doing this trip I will be able to bring attention to the work of the Teenage Cancer Trust at Addenbrookes Hospital and their £1million appeal to open a new unit. I also expect it will be a personally 'life changing experience'

If there are family, friends, business associates, work colleagues, likeminded motorcyclists and others who I come into contact with who feel they would like to donate to help improve the quality of life for these young people then any donation would be gratefully appreciated.



About the TCT Appeal for Addenbrookes Hospital.

The Teenage Cancer Trust Unit to be built at Addenbrookes Hospital will admit patients between the ages of 13 and 22 and will be developed within an existing ward. The facility will be of an innovative world standard design to include a mixture of in-patient and out-patient beds as well as day care facilities based around an open-plan recreational area with a kitchen where patients can prepare their own food. The intention is to create a pleasant

social environment for both patients and visitors to the unit and the latest technologies such as digitally controlled lighting, computers, game consoles and interactive systems will be included.

This will be the only unit of its kind in East Anglia and the local community has been asked to help raise £1 million towards its cost.

The Teenage Cancer Trust has set up a sponsor page where you can donate on line.

<https://www.teenagecancertrust.org/sponsor/vfrman>

You can also donate by cheque made payable to “Teenage Cancer Trust Appeal” and sent to the address shown below;

Paul Norman

Paul can also be contacted on;

Bikes We Ride

At any bike meet, dealer car-park, exhibition or similar there will invariably be a wide range of motorbikes represented and each owner will have his own rationale why he is attached to a particular machine. It might be an emotional attachment to a particular manufacturer, a strong belief in a particular engine configuration, image or just the results of circumstances. Whatever the reason, the owner often seems happy with the arrangement as if he were not then a change would be easily achieved in the fairly dynamic bike market.

Looking across our own CAM group most manufacturers are represented and on many of the Sunday rides bike styles will range through from American style cruisers to full-on sportsbikes. We do seem to have a strong preference for BMWs of various types but certainly not to the exclusion of others and many of the group seem to have more than one bike.

In future issues of CAMunicate it would be interesting to feature brief profiles of the bikes we ride, not in the comparison review type of way that the commercial magazines favour but rather along the lines of how it is that you and your bike happen to be together and what's involved in the 'relationship'. For some it may be a 'torrid love-affair', for others a 'marriage of convenience' but whatever it is there must be a story in there somewhere.



To get things going the following paragraphs provide some ideas on what might be included, but they are only suggestions; if you have an alternative perspective on the 'bikes you ride' then anything goes as long as it's interesting.

What bike have you got, manufacturer, model, year, colour? How did you arrive at the decision to buy / acquire this particular machine; perhaps it was the realization of a long term dream, a rational decision based on a spreadsheet of running costs, depreciation and

servicing intervals or maybe it was some unusual twist of fate.

When did you buy it and the buying process you went through, was it fresh out of the crate from an approved dealer, second-hand or perhaps a 'fingers crossed' purchase off e-bay. Have you left it standard, added accessories, upped the performance or changed its livery?

Living with it – is it a temperamental beast that despite being coddled in a heated garage only starts if talked to gently and coaxed expertly into life or does it live in the garden and

burst into eager running at the merest touch of the start button. Does it require a comprehensive fettling following a Sunday ride; does it have an oil habit; is it a rampant dipsomaniac at the pumps; does it rot as you watch unless doused in WD40?

Keeping it maintained: is the service something that goes in the diary so you don't miss it each year or something that preys on your mind each time it's used? Can it be home serviced or does it need the frequent attention of a specialist? Is it heavy on tyres, brake parts, chains and other consumables?

What kind of riding do you use it for and what experiences have you shared: track-days, tours around Europe, commuting to work, training, running around the local lanes?

Whatever bike you have there is a story to tell as to why you and that particular machine are together. A compromise has been reached between all the various factors and every time it's filled with petrol, serviced, repaired, added to and of course ridden the decision is validated. If it wasn't then the bike would be sold or abandoned to the back of the garage.

So please send in your stories to entertain and perhaps inspire the other CAMunicate readers.

Mine's a Ducati

About thirty years ago I finally graduated from my lumpy, primitive and deeply loved Honda CB250 G5 via a test-passing Yamaha 100 to my Moto Morini 500 Sport.



That was it. My love of the Italian V-twin throb was born. The exoticism of the names I heard from my father, the erstwhile owner of a Vincent Black Shadow, was enthralling: Laverda, Benelli, Moto Guzzi and, the supreme Ducati all sounded delicious. Hearing the beasts themselves just made the eventual ownership of one inevitable.

Of course, life got in the way. Work, marriage, babies and more work meant the Mo had to go. My husband was never a fan of bikes and it wasn't until after I finally got my priorities right after twenty years of deprivation

that I replaced him with my current love, my Monster 695.

I bought the first privately, wrote it off within a couple of months, learning a huge amount about wet-riding and insurance companies and bought an exact replica with only 43 miles on the clock. I found her at Midland Superbikes in Market Harborough, through the Internet, and bought her over the 'phone from the staffroom at work. I was hugely proud of having done that all by myself. Despite great nervousness, I rode back to Haverhill grinning and blinking back tears of pure joy all the way. In black livery with red frame, she looked too much like her immediate predecessor and so I added a tank cover, bar end mirrors and am saving for some loud Giannelli cans, to be fed via an open airbox, from our local genius, when he can fit in the work.



She has her quirks, like taking an inordinate amount of time to warm up and pretending she's ill when I top up the oil. The original mirrors were risible in their view of my elbows and they vibrated so much that one was perpetually swinging loose no matter how hard I threatened that thread, and it made me feel sick to use them. The new ones aren't really a great deal more practical but they are pretty! The alarm isn't strictly a part of the bike but it's still a feature designed to rob one of one's sanity, flashing and screaming at

the slightest provocation and taking apparent joy in any moment of forgetfulness to announce my incompetence to the neighbours.

I have been very fortunate, first in being encouraged to feed that early appetite and then to buy my Ducati. Over the course of last summer I discovered the real joy of my machine, beginning to push both of us towards our mutual limits; gaining confidence in bends and inclines, at speed and in close formation in town.

At only 5'4½" tall I like the security of getting both feet flat down in case of stopping on awkward cambers or above a dip in the road so the 695 is perfect. This one has always sounded unaccountably gutsier than the first and I love the streetfighter stance as well as trusting her to take care of me every bit as well as I take care of her – cleaning, lubing, running-in and adoring... I make no apologies either for referring to Dixie (registration DXE) as female: she's an unconditional friend who always feels just as I do but gives me confidence and poise as well as a fantastic amount of freedom.

And now, in order to preserve her and keep her safe from salt and trackdays, I've bought a 2002 FZS600...

Victoria

GPS Guys Stick Together

(...although we do not need to as we can find our own way....)

As a GPS aficionado, I appreciate the sentiment expressed in the following quotation:

"Last night had been great, meeting Francine and Walther and sharing GPS Coordinates. It was like a new kind of culture; travellers meeting up and sharing the coordinates of places they'd been, places that other people could go. All you had to do was punch in the details and you'd get there. Not like a map where you fuff around and miss the turning or maybe take the wrong directions down. How many times has somebody told you about a place you must see and you never get there because you don't write it down properly or can't find it on the map?"

"I love it, it's great. I'm a gadget guy anyway, but this is about sharing experiences; the beauty of the world witnessed through the GPS"

*Charley Boorman – Long Way Down - Chapter 7.
(Published by Sphere in 2007)*

People say to me that if you start using a GPS, you will lose the ability to navigate or to use a map. Almost the opposite is true.

If you buy a Garmin GPS with routing capability, you also receive a program and an extremely detailed set of electronic road maps which you can use on your computer to plan your routes. There are also routing programs available on the Internet.

With routing programs, you can put in your start point, intermediate places and your destination. It will then calculate a route. Now you can zoom in and find even the smallest, twistiest roads, hotels, restaurants, petrol stations, etc. Using your mouse, you can drag the line which shows your route and drop it on to any other roads or places of interest that take your fancy and they are instantly added into the route. This is much more useful than a paper map.

If you want, with the Garmin software, you can click on a link to Google Earth and it will display your route on the satellite images. This allows you to see the terrain you are heading through.

Once you have created your route, or a series of routes, you can download them into your GPS. Creating a set of alternative routes can be useful so that if you are running out of time or the weather changes and want to switch to a faster, lower or shorter road, you just select it and away you go.

When you are using a GPS to guide you on your way, you can bring your personal navigation skills into play. Before you get to any junction, it pops up with instructions. This alerts you to start looking for road signs, points of interest, etc. You might decide to take in

a riverside picnic spot, a wayside café, or a local beauty spot. The GPS is un-phased and will give you directions back on to your route once you are ready to move on.

If, due to a lack of concentration, you miss a turning (despite the GPS talking in your ear), it will immediately (within 50 or 60 feet) tell you that you are off route and it will try its best to get you back on track. It may not pick a perfect correction; how it does it depends on the options you have selected (like “no U-Turns”), but it will get you back on track.

Some of you on the Weekend Trip to the Lakes will recall me leading you down a short road where the tarmac had almost disappeared due to a lack of maintenance. Some of you probably thought the GPS had chosen this route. In fact I had missed a turning a couple of hundred yards previously and it had determined that the quickest way to resolve the problem was to use the poor quality road. Although I hesitated at first, I did at least know that it was not going to be a dead-end and sure enough, in a very short time, we were back on track.

There are other ways in which a GPS can increase your enjoyment of your motorcycle. You can just set off down any roads that look interesting and just follow your nose. You do not have to worry about getting lost. Just press the “take me home” button and it points you in the right direction. Let it take you all the way home, or switch on to a favourite route once you are back on familiar ground.

If, when you set off from home, you tell it you want to go home, it will continuously monitor the distance and time it will take you to get home from wherever you are on your ride. It can even display the predicted arrival time. If you have to be home for Sunday lunch at 1:00 p.m., you can keep riding until you see this displayed as the arrival time and then start following its instructions, to get you back in time to carve the meat for your loving family.

The predicted arrival time is amazingly accurate. On occasions, with some friends I visit, I phone them with the arrival time and they come out and open the front gate knowing I will arrive at that precise minute.

Finally, some GPS devices will also keep a log of your trip. This can be downloaded into your computer for future reference. You can see on the computer map, or on Google Earth, exactly where you went. You can also send it to other people so they can go and enjoy the same set of exciting corners. If you were riding a planned route, you will be able to see any places where you digressed from your plan. The log includes the speed you were travelling on each short stretch of road, the time, the distance and the height above sea level so you can also check out how you tackled each bend, junction, straight, etc.

Garmin have released an update set of European Maps for 2008, the disc is available free from their website (www.garmin.com) but does require you to set-up a ‘MyGarmin’ account. Once you get the disc it will cost you \$75 to unlock it for your device.

Roy Turner (Our foreign correspondent).

Group Riding

The 2008 calendar contains numerous opportunities for riding together as a group and this article aims to present the various guidelines that have been developed by CAM to ensure that the activity is both safe and enjoyable. Apologies to all club members for whom this is a reiteration of a procedure with which they are already fully familiar – however, if it assists a new member of the group then it has served its purpose.

The group rides are primarily social events that enable club members to meet up and share the pleasure of riding together. However it is important that the safe riding practices promoted by the IAM are upheld and that CAM represents itself appropriately on the roads.

Inevitably any group will comprise riders of differing training, confidence and experience using bikes of differing style, power and capability. Despite the variations of ‘man & machine’ the group needs to operate as a single unit where people are responsible both for their own actions and also for the group as a whole. To assist in this ‘group co-ordination’ the rides operate using a set of straightforward guidelines.

Every group ride has a nominated 'leader' who is responsible for organising the event and a 'tail' who assists the leader and brings up the rear of the group.

At the assembly point the leader will provide the pre-ride briefing and will separate out from the group the observers and nominated experienced riders and then interleave these into the ride-order so that when the ride commences there is an alternation of observer and associates / members. The purpose of this is to encourage, by example, good pace and road positioning so that the group stays together.

The key messages of the pre-ride briefing include;

1. An outline of the destination, route to be followed, stopping points and a note of any prevailing or anticipated weather and road conditions along the way.
2. Each rider is personally responsible and should ride within his abilities and those of his machine. Speed limits, traffic signs and other road legislation should be appropriately considered.
3. An explanation of the 'drop-off' system with comments about safe marking and re-joining the group.
4. Staggered riding on the larger straight roads to both keep the group together and to allow safe braking distances between directly following bikes.

The Drop-Off System

The purpose of the 'drop-off' system is to enable the group as a whole to make good progress along a route whilst at the same time allowing for individual variations in pace between the different participants. The 'leader' is always at the front and the 'tail' always brings up the rear with the group members circulating between them.

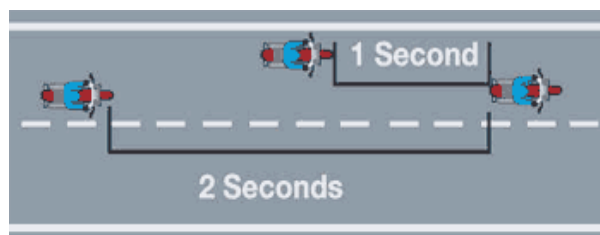
When the leader reaches a junction he will indicate to the rider directly behind him to stop and 'mark' the direction; the leader will point to the location where he suggests the person marking the junction stops. Once the rest of the group has passed the 'marker' rejoins in the position directly ahead of the 'tail'.

The 'marker' needs to stop at a position at the junction which does not put himself in danger, allows him to be seen by approaching group members and to give them unambiguous directions as to the route to follow. As the 'tail' approaches the marker pulls safely and considerably into the space directly ahead of him.

The marker should remain at the junction until the 'tail' arrives. Generally following riders appear within minutes but if a problem has occurred then it can take some time to sort out and it is advisable to remain marking the junction for a reasonable period. As each person marking a junction stays in position the delay will eventually reach the leader who will then, after a waiting period, double back to investigate. If after the reasonable time the 'tail' does not arrive and the leader hasn't doubled back then it can be assumed that for some reason the group has separated and the marker should retrace the route in the anticipation of meeting up with the delayed portion of the group. Should the previously following riders not be encountered by the time the preceding junction is reached then the choice is to head independently to any designated stopping point or to abandon involvement in the ride.

Properly implemented drop-offs should make this type of separation a rarity.

Staggered Riding



To maintain a compact group without compromising safe braking distances it is advisable to adopt a staggered formation when riding on larger straight roads; this gives the minimum two second separation between bikes directly following each other.

Road positioning for safety takes precedence over staggered formation and as the road becomes twistier or conditions deteriorate then the group should space out into single file so each can achieve the optimum visibility of the road ahead

Overtaking

There should be no overtaking of other members of the group; overtaking of other road users is an individual decision

Other thoughts

Ensure your motorcycles are mechanically sound and that you have plenty of fuel in the tank.

Avoid fixating on the motorcycle in front of you; look well ahead and through the turns to plan your own route.

The drop-off system is designed so that you don't need to keep the rider in front in sight and therefore should never be riding faster than you feel safe with. If the group pace is faster than you are comfortable riding at then pull over where it is safe to do so and allow the following riders to pass you. When the 'tail' arrives indicate that you are dropping out of the group to ride at your own pace; you may choose to meet up with the group at their next stop and to discuss with the ride leader how you might rejoin the group.

In the event of an accident within the group the primary key message is 'don't make a bad situation worse' so warn other drivers of the accident so they don't inadvertently become involved and avoid becoming a casualty yourself by entering a dangerous situation. Secondly 'buy time' for any casualties by applying any first aid skills you are trained to administer and by summoning the emergency services in a manner that enables them to deal with the situation quickly and fully informed. We recommend you attend one of the First Aid Awareness courses and Incident Management training sessions which cover the above points more fully.

On the motorways and the larger dual-carriageway 'A' roads it may be both illegal and inadvisable to stop on the hard-shoulder or slip-roads to mark directions. In these situations each rider should keep the person following in view to ensure they see the direction being taken.

More detailed notes on group riding can be found on the CAM web-site.

Enjoy the 2008 group rides; the roads of East Anglia can provide some interesting routes on a Sunday morning and the all-day rides have previously extended out to Wales, Cumbria, Lincolnshire and into the Cotswolds.

Sunday Rides (Jan & Feb 2008)

The first Sunday ride of 2008 was scheduled for the 6th of January and approximately fifteen hardy riders turned up on what was a very chilly morning. As we milled around in the Tesco car-park talk was about frozen fingers, ice on the road and how tough we all were for getting out of warm houses.

The ride was led by David Parnell and tailed by Chris Curryer and in the pre-ride brief some serious consideration was given to whether the icy roads made the group ride inadvisable. The consensus was that whilst conditions were hazardous they were manageable with care and after all dealing with difficult road surfaces has to be part of the riding experience.

The route taken included the roads and lanes around Suffolk extending down towards Haverhill and then back up towards Newmarket for a coffee and snack at Tesco. After refreshments and a warm we took off northwards and rode the fen road between Soham and St.Ives before heading off towards Potton and then circulating back to finish the ride near Barton to the south-west of Cambridge.

Ice remained on the road surface into late morning and some of the shadowed lanes were very slippery; the low sun did eventually thaw things and the latter part of the ride was on better surfaces.



In hindsight it was an enjoyable ride and good experience but the cold discouraged taking any pictures, hence only text for this event, and on the following Monday I bought some heated gloves.

I was unable to attend the group ride on January 20th as in the interests of domestic harmony I agreed to take my wife to the Interior Design Show at the NEC. My Sunday was however an illustration of dark clouds and silver linings; I am not a big fan of looking at curtains, cushions, room lighting etc but in the face of inevitability I decided to go along with good grace. As we parked the car in one of the NEC car-parks I noticed that the users of the shuttle bus fell into two camps; the pashmina wearing types and those in more bike related clothing. It turned out that there were two exhibitions on in the NEC that Sunday; the Interior Design Show and Motorcycle Trade Expo so having got my wife happily into her exhibition I blagged my way into the other and spent a very pleasant few hours going around the bike trade show.

It would be great to receive observations and accounts of the Sunday rides from other members of the group so if you feel like making a contribution to the CAMunicate newsletter then write a paragraph or two on your thoughts about any Sunday rides attended.



The ride on the 3rd of February was a classic; good distance, unfamiliar roads and weather conditions that though very cold were dry. My heated gloves fully justified the investment and I can only muse why I have suffered so long without them. As usual we met up at Milton, about twelve riders in all with David Schindler the lead and Steve Bradshaw tailing and an outline route to take us down through the lanes of Essex to a stop at Dunmow then back home through the same general area.

The group got a little bit strung out due to traffic through the A14 road works and this resulted in three of us getting separated and having to detour to meet up with the group at the Pemberton Arms in Harston. As it's illegal to stop on the motorways to mark exits and inadvisable to stop on the dual carriageways it is vital that when on such roads each member of the group keeps the rider behind in view so everyone sees the route taken.

The roads down behind Stansted Airport leading from Takeley through to the Rodings were new to me and are certainly worth another visit. We stopped around 12.30 at Tesco in Great Dunmow and benefited from the very reasonably priced café. The return route took us back up through Thaxted, Saffron Walden and on to Fowlmere with the ride ending by the A10/M11 roundabout.

With the garden thermometer showing minus six as I had my breakfast on Sunday 17th February I did question the sanity of going out and joining the Sunday ride but with the alternative being to continue working on my kitchen refurbishment I decided to kit-up and go. About six riders turned up at Tesco Milton and were told that the event had been cancelled due to the icy conditions; the same message had been posted on the web-site but for whatever reason I had not checked it. The decision to call-off a Sunday ride rests with the lead & tail and they need to consider the general safety of proceeding taking into account the types of road to be used and the mix of experience of the expected group – it's their call.

Of the six hardy chaps who had turned up four of us decided to have a ride-out of our own reasoning that if we stayed on the larger roads and exercised caution then we would be able to salvage a ride from the situation. The Triumph dealer in Northampton was identified as a suitable objective on the basis that they offered free coffee, there was generally a burger van in the car-park and some bikes to have a look at. Our route took us from Milton down the A14, A505, A1 to pick up the Kimbolton road on the west side of St. Neots – this is a suitably large B-road and has a sequence of sweeping bends and a good surface. This we followed all the way to Higham Ferrars and then a bit of the A45 brought us to the Triumph dealership – which was closed. So no free hot coffee, no hot-dog and no opportunity to warm-up.

But this was a resilient little group so looking on the positive side of things we retraced our route to Kimbolton and then detoured off to the café at Grafham Water where there was warmth, toilets, coffee and hot breakfasts. Through-out the morning the temperature did not get above zero but as the roads were dry before the frost had come down there was very little surface ice though there was ice on both Grafham Water and on one of the lakes adjacent to the A45 near Northampton. The return was through St. Ives and then picking up the Gamlingay / Bourn road to come out on the A10 near Barton where we stopped, said our good-byes and went our separate ways.

Sunday afternoon was taken up with washing the salt dust of my bike, giving it a generous covering of protective spray and getting back to my kitchen project.

So those were the Sunday rideouts of January & February; the prevailing theme has been cold weather but with the year progressing we can now start to look forward to some warmer mornings. Many thanks to those members who volunteered to lead & tail for working out the routes, keeping things organised and making the difficult decisions when required.

Committee Feedback

Since the last issue of CAMunicate the Committee has met on the 28th January and the 25th February and the following issues were discussed;

- Radio equipment for use on observed rides has been purchased and will be tested out by the Observers. The radios will only be used where both the Observer and Associate agree to their use.
- Various cards and leaflets are being produced to publicise club events and these will be distributed via bike shops, venues and through the club membership.
- Venues were confirmed for both the Skills Day and the Maintenance Day
- Members need to review the club calendar and notify the various event organisers of their intentions so participant lists can be assembled. The article in this CAMunicate is intended to assist this.
- The Observer training programme is ongoing with the objective of ensuring that there are sufficient Observers to quickly match up with new Associates as they join.
- The AGM will take place on the 28th April at the Orwell Village Hall, the agenda and format of this was discussed.
- Reports from the Treasurer and Secretary were discussed and agreed.

If there are issues that you would like considered by the committee at a future meeting can you please send an outlining e-mail to David Parnell at dgpoforwell@btinternet.com

Test Passes

Congratulations for passing his IAM test to David Cousans.

Diary of Events - 2008

Date	January Events

Date	February Events

Date	March Events
2 nd	Sunday Group Ride
7 th	Theory Session
16 th	Sunday Group Ride
30 th	Observers Ride
31 st	Committee Meeting

Date	April Events
4 th	Theory Session
6 th	Sunday Group Ride
13 th	Maintenance Day
20 th	Sunday Group Ride
18 th	Observer Training
27 th	London Early AM Tour
28 th	Annual General Meeting

Date	May Events
2 nd	Theory Session
4 th	Sunday Group Ride
11 th	Assessment Day
14 th	Observers Evening
18 th	Sunday Group Ride
18 th	All Day Ride
19 th	Committee Meeting

Date	June Events
1 st	Sunday Group Ride
6 th	Theory Session
8 th	Skills Day
15 th	Sunday Group Ride
15 th	All Day Ride
22 nd	London Early AM Tour
27 th	Observer Training
29 th	Observers Ride
30 th	Committee Meeting

Date	July Events
4 th	Theory Session
6 th	Sunday Group Ride
20 th	Sunday Group Ride
20 th	All Day Ride
27 th	Ladies Ride
28 th	Committee Meeting

Date	August Events
3 rd	Sunday Group Ride
10 th	Aldeburgh Ride
17 th	Sunday Group Ride
17 th	All Day Ride
18 th	Committee Meeting
24 th	London Early AM Tour
31 st	Observers Ride

Date	September Events
5 th	Theory Session
7 th	Sunday Group Ride
14 th	Assessment Day
21 st	Sunday Group Ride
21 st	All Day Ride
28 th	Headway Charity Ride
29 th	Committee Meeting

Date	October Events
3 rd	Theory Session
5 th	Sunday Group Ride
15 th	Observers Evening
19 th	Sunday Group Ride
27 th	Committee Meeting

Date	November Events
2 nd	Sunday Group Ride
16 th	Sunday Group Ride
24 th	Committee Meeting
30 th	Observers Ride

Date	December Events
7 th	Sunday Group Ride
21 st	Sunday Group Ride

To obtain the most recent information on club events, times and meeting places please check the web-site.

Useful Information

Observer's Contacts

Name	Location	E-Mail	Telephone
Brian Farrow			
Chris Curryer			
David Bradshaw			
David Heales			
David Parnell			
David Schindler			
Ian Beeby			
Mac Lewis			
Peter Allder			
Stephen Bradshaw			
Steve Alsop			
Teresa Bradshaw			
Terry McKenna			

If an Associate has not heard from his or her Observer then please use the list above 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 either David Nobel or Victoria Clarke at the e-mails shown below.

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

Name	Location	E-Mail	Telephone
David Nobel	Cambridge	david.nobel@ntlworld.com	01223 510559
Victoria Clarke	Haverhill	v.clarke@virgin.net	n/a

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
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ian.beeby@btopenworld.com

or visit the website on;

www.camsiam.org.uk