

CAMunicate



The Newsletter
of
Cambridge Advanced Motorcyclists

www.cambsiam.org.uk

Registered Charity Nos. 1085377

IAM Group No. 7221

Volume 11 Issue 2

Mar' / Apr' 2010

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Editorial

It's been a tough start to 2010 and the weather has seriously curtailed the amount of bike riding that has been going on; CAM have cancelled far more of the group rides during the last few months than in similar periods previously. But 'things can only get better' – or is that another story.

The roads are bearing the scars of the 'frost – thaw' cycle with some significant potholes having developed. In fairness the most serious ones have been periodically filled by the Council but it is a 'make do and mend' approach. Large stretches of road now need serious resurfacing. To help us all handle the current road surfaces Meg has provided an article on 'potholes' and most specifically the need for focused observation.

It may be a reflection of the weather that a number of CAMunicate readers are finding that they are reminiscing of previous trips and perhaps planning those of 2010. Roy Turner has provided an account of the 'Free North Wales' event of 2009 and David Schindler an account of his trip to Slovenia.

Now the weather is brightening up I look forward to some articles on current club activities.

Careful! Don't ride into thatTHUD... (oops too late)

If you are anything like me, you won't have been riding much over the last few weeks. I would never describe myself as a fair weather rider (a week in the Pyrenees in October is proof of that!) but I do draw the line at snow and ice.

Again, if you are like me, you will be starting to look out of the window and getting the urge to rush out there again and feel the absolute delight of the first ride of 2010. And what are we likely to face? What dangers lurk for the advanced rider? The pothole. Vicious, dark and currently spreading across the roads of Cambridgeshire at an alarming rate. So how to deal with them? Or any hazardous road surface?

As Roadcraft so eloquently puts it: "A thinking rider is always aware of the surroundings and how they might affect the road surface"

Whatever your bike, whatever your experience, those of us on two wheels are at the mercy of the surface. Diesel, tar strips, white paint, gravel, sand, mud, dead animals, drain covers, frost or wet in micro climates, horse manure. The list goes on and on.

And the answer? Simple really. Two old friends for the advanced rider: Observation and planning.

Observation

The advanced rider is always looking well ahead at the whole picture. Roadcraft says: "The best way to build this picture is to use your eyes in a scanning motion which sweeps the whole environment; the distance, the mid-ground, the foreground, the sides and rear. Riders who scan the environment looking for different kinds of hazards have a lower risk of accidents than riders who concentrate only on one area".

Observation means using sight, hearing and smell to gain as much information as possible. The earlier you spot a pothole, the more time you have to deal with it. Your 'active attention' is needed at all times.

Planning

So you've seen the pothole. Now what? Now you form a plan:

- Anticipate the hazards
- Order the hazards in importance
- Decide what to do

The reason for the plan is to make sure you are in the right position, at an appropriate speed and a flexible gear. Sound familiar? Yep, the PSG part of the system.

But can you anticipate where a pothole is going to be? Roadwork signs, general poor road surface, the car in front suddenly bumping up and down. Can you think of any others? The more information you pick up and the earlier you pick it up will give you more time to plan and deal with the pothole safely. Again, straight from the good book "Skilful riders anticipate in order to make their plans more effective".

Now you need to prioritise. There is no point deftly negotiating your way round a dodgy bit of road into the path of an oncoming car! (sounds obvious, but I've seen it many times). It is vital to remember that the order of hazards may change and you may need to change your mind. Flexibility is the key here. The priority you give hazards depends directly on the greatness of the danger.

And finally, you must decide what to do. This must take into account your safety AND the safety of other road users. Your plan will take into account the following:

- What can be seen
- What cannot be seen
- What might reasonably be expected to happen
- Which hazards represent the greatest threat
- What to do if things turn out differently

So, for your next ride of 2010, take some time to practise these techniques specifically in terms of road surface and see how smoothly you can negotiate those nasty potholes without falling into them! Don't hold your breath for them to be mended either, because then they will just be another sort of difficult road surface – all that new tar and loose chippings!

Remember - a good rider can be seen to avoid potholes. An excellent rider avoids them without you noticing.

Meg Morris.

MCN "Reclaim North Wales" Trip

Slouched on the bed in a Portuguese hotel after yet another exhausting 12 hour day in the MiniSom offices, I was watching the umpteenth repeat of Sky News ("in fifteen minutes every fifteen minutes"), I idly clicked the "Send/Receive" button on my Email (WIFI is a wonderful thing) and was rewarded with the ding dong of an incoming Email. The PECAM Sunday Ride on 13th September will be to Dunstable Downs and will be lead by Colin using a map.

Apparently a "Map" is a sheet of parchment on which lines and hieroglyphics are inscribed for the purpose of navigation, or so some advocates would have you believe. Despite thousands of years of development this early form of GPS has failed to catch on and is now superseded by the "Sat-Nav" invented by Pythagoras at a similar time although being somewhat less "marketing-aware", he called it "Triangulation" which is rather less catchy.

So that was the following weekend organised. Then another bing bong announced another incoming Email. This was from Balderston, the Peterborough BMW Motorcycle agency announcing the MCN "Reclaim North Wales" protest ride which they intended to join and asking if any of their clients would like to join them.

I was not aware that Wales had been invaded in recent centuries, but an accompanying link to the MCN Website explained that the Welsh Police were fed up with scraping bikers' blood off their roads and were randomly stopping large numbers of bikers every weekend to check the condition and legality of the bikes which were coming on to their patch. The figure quoted was 400 bikes per weekend. The MCN ride was designed to "show them exactly whose roads they were policing".

Not being a reader of MCN, I was completely unaware of the issues, but given the choice of a ride around Dunstable or the delights of the Welsh roads, this was a no-brainer except for the potential of Welsh rain. Either way, the weekend was sorted.



Peterborough Services

The great day arrived. The arrangement was to meet up at Peterborough Service on the A1 for a 07:30 departure. There were about a dozen bikes there when I arrived at 07:25 and lots of people milling around chatting and drinking coffee. Eventually Michelle handed out some maps taken from Multi-map on which the "Swallow Falls Hotel" had been incorrectly marked where it should have shown the Ponderosa Café on the Horseshoe Pass.

Suddenly TJ (Balderston's lead salesman) put on his helmet. Several of us followed suit but were surprised when he pulled away without any announcement or waiting for the others to get kitted up. Two of us were quick off the mark and followed him on to the A1 but there was nobody else in sight. When we peeled off at Stamford, we waited for a few to catch up but

eventually only seven of us formed a group. I later heard that others had taken the Oundle road and then turned back, some continued using that route.

Our group made steady progress via Melton Mowbray and the A50 around Stoke before crossing the M6 where we suddenly encountered a blanket of thick fog. This cleared after a few miles revealing a bright sunny day which remained for the rest of the trip.

As we entered Wales, the number of motorcycles started to increase and we soon realised we were part of something big. Arriving at the Ponderosa café before 11.00, well ahead of the 12.00 "meet time", we were able to park without too much trouble. At this point there were probably only around 2000 bikes there. This also meant that we could get some food with only a minor queue. The service was excellent churning out full blown English breakfast in the same time it took to pour a coffee.

The remainder of the Balderston crowd drifted in but there was no bonding of the group. At 12:00 nothing happened. Although there had not been any notification, people seemed to expect an announcement. I read later that the "legal bods" had advised the MCN organisers to keep their heads down. As the police helicopter and another one (probably the local TV) were circling, this was probably a wise move.

Rumours abound of various accidents. From the West we heard that there were at least four including somebody riding his brand new Ducati into a brick wall. There were reports of four accidents amongst those arriving from the East.

Around 12:30 the four Balderston staff decided to return to Peterborough. However with the gorgeous weather, I was not going to forego this opportunity of riding dry Welsh roads. Many riders were hanging back because the traffic passing the Ponderosa was moving at a snail's pace. I watched a coach take at least half an hour to negotiate the half mile down the hill to the café.

When I set off, I was moving half a bike length at a time, but from my "CAM - Ten Welsh Castles Ride" a four years ago, I knew that there was a little back road immediately opposite the café and taking this, I was suddenly on my own and after a couple of miles joined the A5104 to Bala.



Pondersosa Cafe

Soon I had to join the A5 for a short stretch and the traffic lights were causing a tremendous queue for some cars and hundreds of bikes. It was good to see that a paramedic had positioned his vehicle off the road at the junction, but there was no sign of a Police car.



Llyn Celyn

Again the traffic slowed to a crawl and rounding a corner I found a yellow Triumph Speed Triple with no front wheel embedded under the back of a farmer's utility vehicle and a red CBR on its side in the hedge. I pulled in and asked if anyone need any first aid assistance but was told it was all in hand so I continued on my way. Within minutes, an ambulance, then a police car and then a police Landrover sped towards me, no doubt consuming vast amounts of Welsh resources which is why the police are trying to limit the amount of reckless riding on their roads.

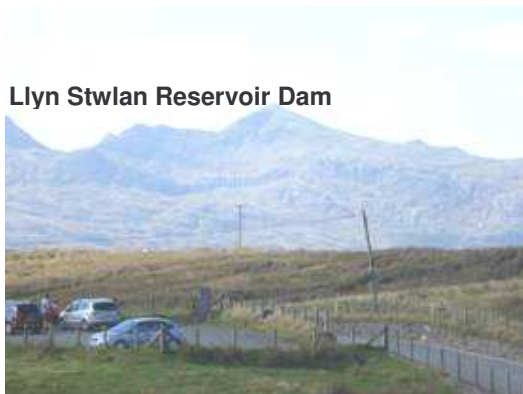
I was getting low on fuel and the GPS indicated a petrol station in Bala. There were just two petrol pumps at the side of the road. I pulled up at the kerb near a pump and was immediately chastised by a car driver. Apparently there was a queue stretching around the corner and he has been waiting for twenty minutes. I apologised, checked out the queue and decided to risk riding over the mountains to Porthmadog using the A4212 and the B4391 passed Llyn Celyn.

By now I was in photographic mode and kept stopping every few miles to take pictures of the stunning scenery. At Llyn Celyn I met a fellow BMW K1200GT owner who wanted to compare notes about the effect of using the brake servo which he reckoned dimmed his headlights. I said I had not observed the problem.

Dropping down through Ffestiniog I could clearly see the Llyn Stwlan Dam high on the opposite mountainside. This is the site of the world's first Pump Storage Scheme which uses off peak electricity to pump water up to the top reservoir and then lets it come cascading down through the turbines to provide an instant boost to the National Grid whenever the TV commercial break triggers people to put their kettles on. The road up to the dam is open to the public and features a series of 11 hairpin bends which were used in one of the early Bond Movies.



The 'open road'



Llyn Stwlan Reservoir Dam

Using the A496 and the A487, I eventually fuelled up at Penrhyndeudraeth before crossing the Britannia Terrace Viaduct which is shared with the Ffestiniog Narrow Gauge Railway. Then it was on to Tremadog bringing back many memories of my old rock climbing days. The road up to Beddgelert winds up the Aberglaslyn valley affording more photo opportunities and then after crossing the narrow bridge in front of the Prince Llewelyn, the road opens out into a wide valley with views directly up to the summit of Snowdon where the new café is clearly visible.

As the turrets of Caernafon castle came into view in the distance, with most of Anglesey visible across the Straights, I turn right for Llanberis, past the "Electric Mountain" (the latest Pump Storage Scheme) and then the Snowdon Mountain Railway terminus before heading up through the spectacular Llanberis Pass to join the A4086 to Capel Curig and the A5 to Betwys-y-Coed.

The Swallow Falls Hotel just outside Betwys-y-Coed was the final meeting place for the MCN event. The hotel car park was jammed solid with bikes and for the next mile they were parked sideways down both sides of the road like sardines. Reports say there were 10,000 bikes here. I can believe it. Stopping seemed pointless, never the less it took me half an hour to pass though the village because there was so much congestion. After crossing the River Conwy the A5 and A470 cross each other and the Police were there doing their best to control the traffic. Even so there were queues for miles in all four directions.



Llyn Padarn & Llanberis Pass

Once on the A5 I thought I was home and dry. However, leaving the traffic lights where the A494 turns off, I was riding

second in a string of motorcycles and rounding the corner as we entered the 30 limit at Corwen a policeman stepped into the road, held up his hand and indicated that the first bike and mine must pull into a factory yard.

We were then each "interviewed" separately, asked if I was there for the MCN protest, I answered Yes and No as I was using the opportunity to retrace my roots having lived in Wales for 8 years. My number plate was radioed in for a check and as all was in order I was given a slip to say I had been checked and that if I was stopped again it would ensure that I did not need checking again. After explaining the reasons for the police actions, I was wished a pleasant journey back to Peterborough.



The rest of the journey was uneventful. I used the M54 to Junction 1 and then the cut-through to the M6 Toll road. This is somewhat expensive, at £2.50 for the off-peak rate, compared with free passage on the Dartford Bridge but it does avoid the hassle around Birmingham. I fuelled up and continued to Peterborough via the A14 and A1 thereby sticking to roads which were more easily negotiated in the dark.

Distance travelled: 452 miles. Journey time including stops: 14 hours 15 minutes. Enjoyment: Priceless.

Conclusion

If there was one occasion when everybody should have been exhibiting exemplary riding skills then this was it. Instead, a significant number of idiots managed to drag down the reputation of the whole motorcycling community. I saw enough examples of bad and discourteous riding to realise that the Welsh Police have a point and they are doing their best to minimise the toll of dead and injured riders and reduce the heavy burden on Welsh resources.

While banning motorcycles from national parks is probably a step too far, some form of restraint is necessary so that we can all live in harmony with tourists, walkers, climbers and local residents. In the wide valleys, a loud pipe can be heard 10 miles away. Taking Pi into account this means that at any one instant in time an area of 314 square miles of countryside can be blighted by one inconsiderate, self indulgent motorcyclist.

As I was leaving the random check site I told the policeman that some of the riding I had witnessed during the day meant that my sympathy lay with the views of the Assistant Chief Constable.

Roy Turner

Winter Thoughts of Holidays

A bit more snow than normal this winter made me think of what holidays I will go on this year. So thinking back to where I had been before reminded me of a trip to Slovenia.

That was quite an interesting holiday going through seven countries plus England.

France, Belgium, Luxemburg, Germany, Austria, Italy, and Slovenia. It sounds a lot but it was all on route.

Paul rode an Aprilia Futura and I rode a BMW K1200RS

My mate Paul wanted to work the first day so we rode down to Dover in the evening and got a late ferry to Calais and stayed the first night in Dunkerque. This would give us a full day ride into Germany for our second night stay. The ride through Luxemburg was very good, coffee stop on the N10.

We crossed the Luxemburg/German border and arrived at the second hotel in Trier just off the 52. Next day used the motorway E422 via Saarbrucken, Landau, |Karlsruhe, Stuttgart, Ulm, Kempten. Through the Fern pass down to Landeck for the third night at Klaus's place Hotel Enzian, www.hotel-enzain.com This is a great bikers hotel and highly recommended.



We stayed here for three nights to look around the Tirol and relax a little. We had a day walking around Landeck followed by a rideout around the Reschen and Stelvio passes. Had a coffee on top of the Stelvio great views of the road we had come up. The road to the top was smooth, a little too smooth. I had parked my bike on the centre stand and it had slide backward about three feet, luckily into the kerb. Dinner that evening and the DVD of the days ride in the bar was interesting as Klaus the hotel owner had videoed it all from his KTM camera in one hand and steering with the other.

Next was the journey to Dravograde in Slovenia. We thought we would take the "scenic route". Oh dear. This turned out to be quite a long day. Thirteen hours in fact. The planned route would take us

over the Timmeljoch and Jaufen passes in Italy, expect the unexpected, I parked my K12 so I could take a photo from the top of the Timeljoch but soon found out my K12 would not start.

The alarm kept going off every time I touched the bike. After some thinking I changed the batteries in the remotes. Didn't work so I reprogrammed the remotes, and that didn't work either. What had happened could affect any of us. The Datatool security unit was being armed by radio signals being transmitted along the valleys to get around the mountains. By just moving the bike 100 meters sorted out the problem. I had thoughts of rolling back down the mountain back to a local hotel. Fortunately we carried on our planned route. Then onto Brundeck back into Austria to Lienz, Villach, Klagenfurt, Volkermarkt Crossing the Austrian - Slovenia boarder at Vic and riding down to the hotel Hesper in Dravograde arriving at 21.00hrs. A cold beer never tasted better. Dinner was good too once we had established what was on the menu. Every thing was off but the beef and chips and fruit pie and custard. Sounded good to me.



We now had four days around Eastern Slovenia first day was a walk around Dravograd. It is not the most interesting place to go but the people were friendly and they all spoke English and my credit card worked. Paul's bike would not start, flat battery (V twins) so we went off and bought a pair of jump leads and used my bike's battery to start the Aprilia then we rode to Celje the old capital of Slovenia. This is a University town with plenty of students and café's. There's quite a lot of old buildings but not as attractive as Cambridge. Back at the hotel a couple of beers and dinner (every thing on the menu tonight).

Next we left Dravograd and rode to Kranjska Gora, part of the Julian Mountains. This is a popular ski resort in the winter and is a lot cheaper than the Italian Alps. It's much more mountainous than the east of Slovenia. On the way we rode via Ljubljana and a motorcycle museum at Vransko www.muzej-motorciklov.com . Unbelievably the owner was an motorcycle engineer and had a lot to do with the development of the early KTMs. Austria had taken over territory from Slovenia and it is now part of Austria and this took in the KTM factory. We had lunch here but sadly the owner would not let me take photos.



The hotel in Kranjska Gora was good and very clean . From here we went to Lake Bled and off into the mountains to Bovec. Poor old Paul got stopped for speeding and was escorted to the nearest cash point to pay the fine. The roads in Slovenia are super. Last day in Kranjska is a day off the bike because of the long trip home. It rains all day so I walk around the town and go for a swim in the hotel pool. Paul and I decide if the weather is still rain we will return by the motorways in Austria. If the rain stops then go back via the A23 through Italy and the Dolomites.

It is still raining but we go via the Dolomites anyway. You cannot see the Dolomites as visibility is down to about 20 meters. Cold cloudy and wet, not fun. I need to return to the Dolomites some day.

We arrive in Cortina in time for lunch. Just as well as the Italians stop for a 2 hour lunch break and the petrol stations are all closed.

After lunch we continue on to the Brenner Pass for the next hotel in Gries am Brenner 'The Rose', www.hotelrose.at Again very comfortable. The owner gave me the remote to go and park the bikes in the barn. The barn looked a bit rough but I pressed the remote and the double doors started opening and the lights and music came on so we rode in did a u-turn and parked up. All but one hotel had secure covered parking for bikes.

Next day we rode off to the hotel in Trier for the last night abroad. An early start was planned so we could get the ferry from Calais to Dover and home to Cambridge. Trier is very rural and forested. With such an early start the mist had not burnt off and as we rode along a valley parallel to a river we cut our speed down to cope with the traffic conditions. By 10am the mist had cleared so we stopped for a warm drink. Then picked the pace up to meet the ferry on time.

Overall mileage: 2700 miles, average mpg 42, fuel used 64 gallons, 14 petrol stops. Half litre of oil. Tyres still OK. One pair of jump leads for the Aprilia, (only needed once)

Northern Spain and Portugal I think 2010

David Schindler

Christmas Party 2009

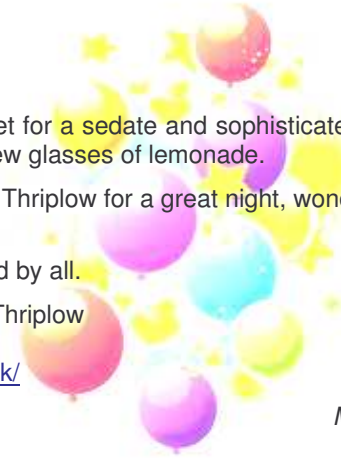


On 16th December 2009 CAM met for a sedate and sophisticated evening of Turkey, motorbike chat and a few glasses of lemonade.

Many thanks to the Green Man at Thriplow for a great night, wonderful food and a very warm welcome.

Another great social event enjoyed by all.

The Green Man, 2 Lower Street, Thriplow
Telephone 01763 208855
<http://www.greenmanthriplow.co.uk/>



Meg Morris

The New Recruit

I'd like to introduce myself to all members, quite a few of whom (after nearly three years) I've still not met. I'm Andrew Stone from Little Downham near Ely and in October 2009 I volunteered to join the committee, WHY? I'm not really certain but I think I just want to get to know club members better. I'm fifty eight so if I want to make new friends I perhaps can't afford to hang around.

Many of you will recognise my bikes rather than me as I used to turn up on a shiny, Kawasaki VN with all the chrome that goes with it. I'm now on a red Pan European, so that I can ride more often and not fear for the chrome!

Originally from Sheffield, I moved down to Ely twenty-three years ago. Yorkshiremen are notoriously known to be tight-fisted (and I'm no different) I shave my head just to save on shampoo!

I first passed my test to ride a bike forty-two years ago, but it is only in the past five years (since I retired from full-time employment) that I have regained my interest in two wheels. Passing my IAM and joining the club has added to my interest in motorbikes and I really enjoy both the rides and the meetings.

The AGM which is on the 26th April 2010 is to be held at Highfield School in Ely where I am the caretaker, a new role I took on in September '09, I hope that you will find this new venue a suitable meeting place, there's plenty of space inside and good parking facilities.

Don't forget you will all have a chance to vote for committee members – my name is Andy Stone and ...

"I will make sure that refreshments are plentiful", Look forward to seeing you all in April!



Andy Stone

Christmas Raffle – Prize Contributors

The following Companies donated prizes for our 2009 Christmas raffle;

Hideout Leather (2001) Ltd
The Stables, Goldstones Farm
Radwinter Road
Ashdon, Essex CB10 2LZ
01799 584828
hideout@btconnect.com
www.hideout-leather.co.uk

Ultimate Bike Gear Ltd
Unit 34 Papworth Business Park
Stirling Way, Papworth Everard
Cambs, CB23 3GY
01480 839150
info@ultimatebikegear.co.uk
www.ultimatebikegear.co.uk



Miscellaneous Notices

CAM – Annual General Meeting, Monday 26th April 2010

The CAM Annual General Meeting will be held on Monday 26th April at Highfield School, Ely. Start time 19.30H

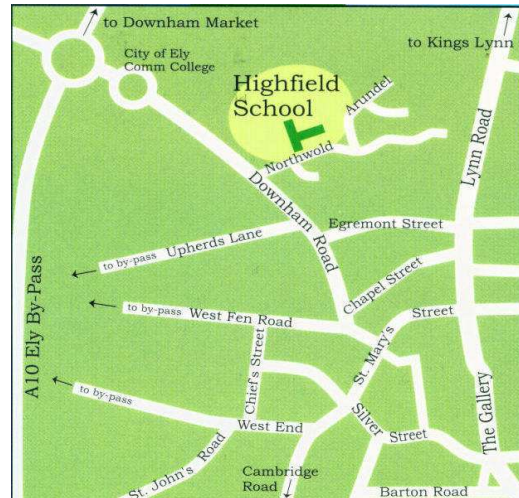
It will review and report on the activities of the club during 2009 and will elect the Committee for the next period.

All members and associates should try to attend the AGM as it is a useful opportunity to let the club know what you want for 2010/2011. If you are perhaps interested in joining the Committee and assisting in the organisation of the club and its activities then you are advised to contact the Chairman.

HighFields School, Downham Road, Ely, CB6 1BD

The Google link is;

<http://maps.google.co.uk/maps/ms?hl=en&ie=UTF8&msa=0&ll=52.40577,0.257363&spn=0.010237,0.025835&z=15&msid=117614931536936665006.00048038d4622c0c94378>



Social Evening – Thursday 25th March

Meet at the Anchor public house on Silver Street, Cambridge at 7.30pm on Thursday 25th March then continue to the Granta and conclude the evening with an Indian meal at **The India House** in Newnham Road (<http://www.india-house.co.uk/11.html>).

Please email to confirm your attendance to secretary@cambsiam.org.uk

Test Passes

David Harding and Christa Harding

Useful Information

Observer's Contacts

If an Associate has not heard from his or her Observer then please use the list in the 'members section' of the CAM website to make contact. Any problems then get in touch with Teresa Bradshaw.

CAMunicate Contributions

Please send all contributions for CAMunicate to the editor at editor@cambsiam.org.uk

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, Comberton
Cambridge, CB23 7WH
07967 270252

secretary@cambsiam.org.uk

Diary of Events – 2010

Date	January Events

Date	February Events

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

Date	April Events
4 th	Sunday Group Ride
18 th	Sunday Group Ride
26 th	Annual General Meeting

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

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

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

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

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

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

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

Date	December Events
5 th	Sunday Group Ride
19 th	Sunday Group Ride

V16

For the latest information see the main calendar on the website at www.cambsiam.org.uk