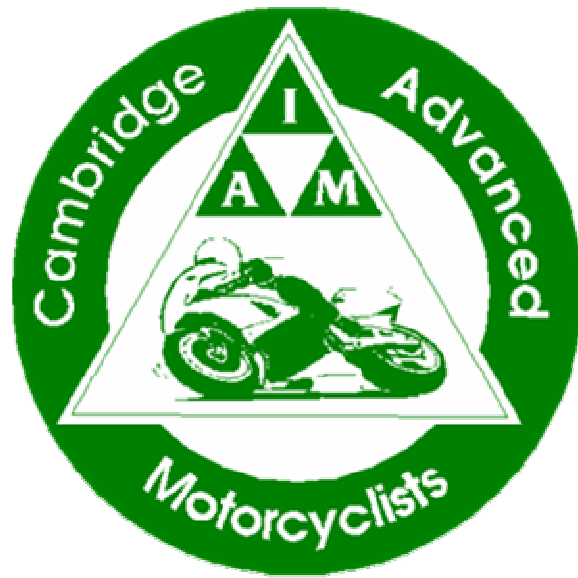


# CAMunicate



The Newsletter  
of  
Cambridge Advanced Motorcyclists

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

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### Editorial

Club activities are now getting into full swing and we can look forward to our increasingly busy club calendar. The all-day rides start next month and conversations on the various Sunday rides indicate that there are lots of privately organised events going on as well. All in all there are lots of reasons to be out and about on your bike.

For all those Associates and Members who have not yet attended one of the Skills Day this is a big reminder to put the 8<sup>th</sup> June into your diary and to get your name down on the list of participants (contact Chris Curryer). The skills-day is a key part of the CAM offering and it enables the development of the skills that are difficult to practice on the public road, e.g. emergency braking, slow speed manoeuvring and obstacle avoidance. All these and other activities are undertaken in a safe environment with plenty of help and support. Be there !!

To assist in the organisation of events outside the formal club calendar a description of the web-site is included and members are encouraged to use the forum facility if they want to set-up ride-outs or to generally communicate within the club.

With so much potentially going on I once again would like to remind recipients that this is their newsletter and that its content relies on their input. So if you are having interesting experiences this summer take a moment to write them up to entertain and perhaps inspire others.

The theme of 'Bikes we Ride' is continued in this issue with a Deauville. Keep the stories coming – as everyone's reasons for ownership are different all the stories are of interest. For some guidelines on writing up one of these articles refer to the last issue.

As the weather over the last few months has not been ideal for biking there has been time for reading and accordingly two book reviews are included. One of our members, Roy Turner, has however been wintering in southern Portugal and has sent an account of his 'dash to the sun' that he did directly after Easter.

Unfortunately it was decided to cancel the maintenance day as very little interest had been shown in attending; paradoxically the Committee has put this down to the success of the 2007 event which was so well subscribed that most of the membership didn't feel the need to attend a similar event this year. So that's a positive spin on that.

The AGM was held at the Orwell Pavilion on the evening of the 28<sup>th</sup> April and minutes of that event will be circulated. In summary our finances are in good shape, we have some new Committee members to assist in the management of the club and we have an enthusiastic membership engaged in lots of interesting activities. A key issue is of course the recruitment of new associates whom we can then assist in developing their riding skill – this is our ‘raison d’etre’ and is what differentiates us from a general bike club. So you can all do your part in helping with this; the club has a range of leaflets, business cards etc that can be circulated and if you do meet riders who might benefit then point them in the club’s direction.

During March and early April the weather has been less than ideal and this has impacted on the Sunday rides and the ride scheduled on the 6<sup>th</sup> April was cancelled due to snow and bitter temperatures. This was personally disappointing as I had been anticipating leading on that day. The full story of my preparation for this event is included as a separate article.

Regarding Sunday Rides there has been a recent shift of emphasis; previously these were seen as purely social events that gave club members the opportunity to mix together and to have a local ride but it was noted during 2007 that the standard of group riding was declining and the general pace was reducing. This was not consistent with our group ethos so the Sunday rides have been modified to better support those who may be new to the club. The mechanism for this has been the ‘buddy system’ that interleaves Observers / experienced riders with Associates / visitors so good cornering lines and road behaviour can be demonstrated. Staggered riding along the larger roads to compact the group whilst still maintaining a safe separation of following riders is also being encouraged. The result of these changes is that the Sunday rides have become more enjoyable for all and the appearance of the group on the road is more appropriate to the IAM.

Whilst it is generally accepted that, regardless of training and experience, there are risks associated with motorcycling, it is most worrying that Government agencies responsible for designing safety into the road system may be neglecting to consider motorcycles in their thinking. A letter from one of our members is replicated in this issue and it illustrates how some might think we are being let down in our own geographical area.

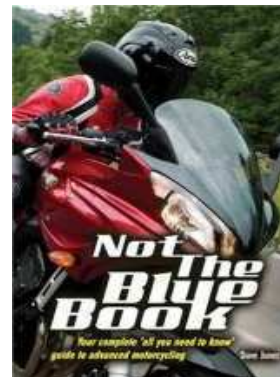
Don’t forget about the trip to Bosnia & Herzegovina that Paul Norman, one of our group members, is embarking on to raise funds for the Addenbrooks cancer ward project; he is still collecting sponsorship. Further details and contact information is available in the previous edition of CAMunicate.

I hope you enjoy this edition of CAMunicate – thought is already going into the summer issue which should include accounts a couple of the ‘All-Day Rides and the Skills Day. I will be looking for volunteers to write these up.

### **Not the Blue Book - critique**

When you appreciate the title of the book you can start to understand its contents. Dave Jones was one of the authors of the blue book with which we are all so familiar – Roadcraft. This latest book is designed to fill a gap. It doesn’t seek to duplicate any of the prescriptive material about road positioning for bends or straight-lining of roundabouts (under the right conditions), it assumes you know that. What it does tell you is what you need to think about when you approach situations, what you do and what you don’t need to do. It is a small 60 page book now in its second edition costing a modest £7.99. It is full of tips and practical suggestions.

It is laid out to cover each important activity (as it calls them) so you can deal with whatever situation you experience. It starts with Observation which is followed by STUDD (Sense, Think about what you have just received from your senses, Understand what it means, Decide what all those involved are likely to do, including yourself, Do what you decided was the best plan. This doesn’t obviate the



Roadcraft IPSCA (Information, Position, Speed, Gear, Acceleration) system; rather it is about gathering the Information and what you do about it.

The next two chapters deal with Positioning in which he emphasises positioning for Safety, Stability and View, in that priority order, and Signalling in which he gives many helpful recommendations on when and when not to signal. Chapters on Speed, Gears and Overtaking come next. The latter includes comment on filtering. It examines the situations where filtering might be done and in so doing goes much further than any other book I've seen.

The final three very brief chapters cover Parking, Things You Didn't Know You Didn't Know (I think this pre-dates Rumsfeld and examines the mechanics of following too closely to establish when a crash is inevitable no-matter how acute your reactions) and finally Continental Riding. The latter is a most useful reminder or indeed summary for the would-be continental rider of some of the practical as well as legal issues to be borne in mind. Whilst filtering in France is almost 'de rigueur' in Germany it is 'verboden'. Of course you knew that anyway – didn't you?

[www.notthebluebook.co.uk](http://www.notthebluebook.co.uk)

David Parnell

### **Leading a Sunday Ride**

Since joining CAM I have been a regular attendee on the Sunday rides and have enjoyed the events both in the depths of winter and in the warmth of the summer. The rides have taken me along roads and lanes that I would probably not have found on my own; I have been to Hunstanton several times, Woburn Abbey, various towns and villages in Cambridgeshire, Norfolk, Suffolk, Bedfordshire and Hertfordshire and had innumerable coffees in the various cafés around the region.

In late 2007 the Committee was looking for some additional volunteers to lead & tail the Sunday rides in 2008 and I put my hand-up – how difficult could it be? When the schedule was issued I had been allocated to lead a ride in early April and the fairly imminent task was both motivating and worrying. I thought it would be useful to document the experience perhaps to encourage others to become involved and also as appreciation of those members who have been leading & tailing rides for several years.

My concerns were various: would the route be interesting, not too long, not too short; where could we stop for a snack; would the weather be wet; would no-one turn-up; would I mess up the drop-off system; would the group split; would the ride become a memorable failure? And then the more morbid thoughts set in. What if there was an accident; what if someone was hurt; would I manage the situation appropriately and so on. The more I thought about it the more I realised that a fair amount of responsibility is associated with organising a Sunday ride.

The CAMunicate released in March 2008 included an overview of the drop-off system and also the key points of the pre-ride briefing and I used this as my template. On the Sunday rides preceding my own I noted the different styles of the various 'leads' and mentally went over all the various points to mention.

And then there was the route – the criteria for a successful Sunday ride is a length of about 100 miles; a duration of between three and four hours; a stop in the middle at a venue offering hot drinks, food and lavatories; interesting roads that allow some spirited riding; enough drop-offs to circulate the group; not too many 30mph zones, limited motorways and finally not the same route as was done recently. Delivering this mix of requirements is challenging as achieving the distance and time parameters limits the area to about a 45 mile radius centred on Cambridge and over the years this has been well explored, though the regular influx of new members allows routes to be re-used. The trick seems to be to weave together the 'classic' roads of the area in an imaginative way and the use of GPS units by many of the 'leads' certainly seems to assist this process.

Given that the start and end points are fairly well defined, the first variable was where to stop for a break. Options are limited as there seem to be fewer and fewer 'transport cafes' and the modern cafes seem prohibitively expensive; the supermarkets do however offer an alternative with the added benefit of a chance to refuel. I particularly like the Suffolk area between Cambridge, Bury St.Edmunds and Haverhill, and Sudbury seemed like a good destination. The outward route would take us up towards Fordham and then cross-country to Horringer to pick up the B1066 towards Long Melford and Sudbury. The return would track westwards to then finish at FourWentWays to the south of Cambridge. According to the map this would be about 100 miles.

In the weeks prior to my ride I checked out the different sections of the route, memorising key junctions and considering where I would position markers. Riding the route provided an opportunity to check out alternative roads and to avoid a couple of really quite dangerous junctions to mark. I popped into Tesco Sudbury to make sure there was no problem with a group arriving en-masse and most importantly made sure the café was open.

On Sunday 23<sup>rd</sup> March a training session was scheduled for all the new entrant 'leads' to ensure that everyone was familiar with the way the club organises the Sunday rides. It was a miserably cold and snowy few days so the practise ride we had planned was cancelled and the few hours concentrated on theory. The morning has been written up by David Schindler in another article but I would like to thank Stephen Bradshaw, Teresa Bradshaw, David Schindler, Steve Alsop and Peter Allder for providing the course which was both informative and confidence-building.



In response to the impending responsibility of guiding 'my group' through the lanes of Cambridgeshire and Suffolk, I decided to invest in a GPS unit and, having talked to others, came to the conclusion that a Garmin Zumo was the thing to have. Mark Aldridge gave me a link to a good internet supplier and I placed an order. The Zumo arrived a few days later and once a customised bracket was fabricated from some 3mm aluminium sheet I was off on my final practice ride. This tested out my pre-programmed route and confirmed that the installation worked under field conditions.

I was ready.

As my Sunday approached I kept a close watch on the weather forecast – fervently hoping for a bright dry morning. Whilst riding in the rain is something I do when the need arises it's not something I go out of my way for. On other Sundays if it is tipping down I would probably not bother going out but on this special day come rain or shine I would need to be at Tesco Milton at 09.20 in the morning.

When I got up in eager anticipation early on the morning of Sunday 6<sup>th</sup> April the garden was draped in a moderate covering of snow – and it was still falling. The various web weather forecasting sites suggested that it would either stay the same or get worse and that the temperature would fall as the day progressed. To compound matters, the weather system was moving slowly across East Anglia so there was little chance of riding out of it. A quick call to the 'tail' of the day and it was agreed that this was a 'no go' so an e-mail was sent out and the club web-site updated. Apologies to all those of you who were looking forward to the ride, as I was, and especially to Paul and Graham who turned up in Milton.

So I have done the classroom training, read the manual, bought the gear, practised alone but not yet done the deed; a similar set of circumstances have not coincided since I was a teenager.

## Run Leader Training

Sunday 23<sup>rd</sup> March saw a cold snowy Easter Sunday with a hardy collection of IAM bikers joining Stephen Bradshaw on a training day for new Sunday Ride Leaders.

Assisting Stephen was Steve Alsop, Peter Alder, Teresa Bradshaw and David Schindler.

New leaders were Juliette Potten, Mark Aldridge, Graham Pryke, David Nobel and Ian Glenn.

It was planned to have a couple of hours in the class room and then a practice ride from the best of the four planned runs. Due to the weather conditions of high winds and settling snow Stephen decided not to run the practical.



Many subjects were discussed including; pre-ride instruction, route planning the 'Buddy System', staggered riding and stopping in parallel at traffic lights. Much of the advise regarding Sunday Run protocol can be seen on our Web pages. [www.cambisiam.org.uk](http://www.cambisiam.org.uk)

After Stephen's presentation and a question and answer session we looked at the four planned runs and considered alternative options on each of them.

After an early start of 08.30 we finished at 11.00

David Schindler

## The Long and the Short of It

Working in Portugal, renting a villa which is one and a half miles from the office and walking for twenty five minutes each way every day was getting me down. The solution appeared to be "buy a bike" (or Moto as they call them down here). However the parking situation is ridiculous and second-hand bikes tend to be expensive due to the punitive import duties on new machines.

Eventually I compromised on a "Push" bike. However this is not an ideal solution. The "engine" is 58 years old and tends to start wheezing badly at the slightest hill and there are lots of hills, being 600 feet above sea level.

The frustration really kicked in after Christmas. My daughter gave me the "Long Way Down" and lying in bed each night reading the exploits of Ewan and Charlie was not helping. Couple this with the fact that my villa is within earshot of the road to Faro ("Motorcycle Capital of Portugal") where all the locals bikers just love to pin the throttle and get their loud pipes howling. I was at my wits end.

Something had to be done. A plan started to emerge. Fly home for Easter and come back on the bike. Result!! Problems!! Bike Insurance only provides cover for 90 days. Ask them for longer, "No way", they say. Check out Portuguese Insurance. Back comes the answer 750 Euros. Hmm! That is about £600 which is three times more than my UK cover.

If this thing is going to happen it looks like a short trip. Ninety days or less.

So, out comes the Mapping Software and GPS. Cambridge to Loule in the Algarve is 1500 miles. A round trip is 3000 miles. Petrol £300 (at 50 miles per gallon, 60 gallons at £5 per gallon). Tyre Wear? Not sure. I used to reckon 10,000 miles per set on my R1150RT, but the K1200GT is heavier and more powerful. Even so, use a light throttle and allowing £200 for a set will cost out at 2p per mile. So add another £60. This is getting expensive. Say the trip takes 3 days each way that is 2 nights in a hotel each way, another £150 plus food and drink and then a ferry across the channel. Hmm!

The long way down is an expensive proposition. OK, get on the Internet and look for other options. Ferry directly to Spain and then ride down in one day. The choice is between

Plymouth to Santander or Portsmouth to Bilbao. Portsmouth is nearer to Cambridge than Plymouth and Santander is not so far from Bilbao. Bilbao to Loule can be as little as 620 miles depending on the route. Go for it.

### **The Plan**

The time available for the out and back journeys is limited due to the need to keep "her-indoors" happy, by not cutting my UK visit too short, whilst keeping the Portuguese work contract going.

The final decision was to use P&O, leaving Portsmouth late on Friday evening, having a day and two nights on the ferry arriving in Bilbao on Sunday morning. That leaves about 12 hours to get to the Algarve at a reasonable time on Sunday evening.

The return ferry leaves on Sunday at 13:15. This means travelling back up through Portugal and Spain on the Saturday and finding somewhere to sleep on Saturday evening, arriving back in the UK on Monday evening with enough time to make it back to Cambridgeshire in daylight.

David Schindler gave me some valuable information about tying the bike down on the ferry because the P&O Terms and Conditions indicate that this is a do-it-yourself job.

Extensive research on Garmin MapSource and the Internet indicated that doing most of the journey on Portuguese roads would incur high toll charges (bikes are charged the same rate as cars). Spain is building motorways at a phenomenal rate, but the newer ones are all tolled. Economically, travelling down through Spain via Madrid then heading South and West via Cordoba and Seville, is slightly longer in distance and time, but a large proportion of the journey can be accomplished without tolls.

Travelling 700+ miles on motorways through Spain seems an awful waste of some spectacular roads and scenery, but the time constraints dictate that this as the only viable approach.

Obviously, in order to undertake the journey in absolute safety, I will need sponsorship and a complete support team, two 4x4 off-road vehicles, an on-board Medic, two Project Planners, a fixer for each of the border crossings and a security expert. Can anybody put me in touch with the BMW marketing people so they can kit me out with a new bike and clothing.....?

### **The Journey**

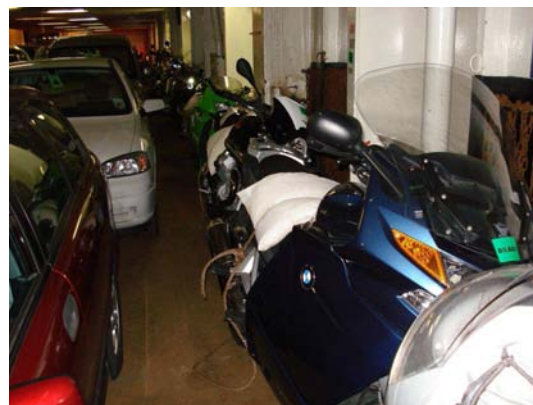


The GPS reckoned 2.5 hours to Portsmouth using A1, M25 and A3. So leaving at 15:00 for a 21:15 sailing looked easy. However, the whole motoring population of the South of England had decided to park on the M25. This required some spirited filtering and eventually I bailed out on the A30. Here the problem was traffic lights. At Farnborough, I decided to head for the M3 and then the M27. This worked out very well as the traffic was moving at a steady 90 mph in all 3 lanes.

I was not pleased with the way bikes were secured on the P&O Pride of Bilbao. They had to be on the side-stand very close to the side of the ship and the crew passed a rope over the bike and attached it to the swinging arm. I did not think this was very secure and I did not like the idea of the bike having all the weight on the side-stand for a day and a half.



Waiting for the Ferry at Portsmouth



Close Packing on the Pride of Bilbao

Still the sea was calm and the trip passed uneventfully, as did the organised whale and dolphin viewing. The food was good, if a little expensive. A group of 3 guys, one of whom had a beautiful Motto Guzzi, had a major problem as his gear change lever snapped on arrival at Portsmouth. They were allowed on the car deck during the crossing to fix it, but on arrival, at the first press, it dropped on to the floor again. With my tight schedule, I left them to sort it out themselves.

Arriving in Bilbao at 7:00 I was off the ship by 7:30 and set off into a cold, grey, damp day. Fortunately the forecasted rain did not materialise. Opting for the AP68 toll motorway to get through the mountains seemed a good idea. Just outside Bilbao the houses were just like Swiss Chalets. The road climbs rapidly through steep sided valleys reminiscent of Cheddar Gorge. I passed through 2000 feet where the temperature dropped to 2 degrees C. Continuing to climb through 3000 feet the motorway finally topped out at 4700 feet (the height of Ben Nevis). I was riding above 3000 feet (the height of Snowden) for one and a half hours.

At Burgos, I left the AP68 after paying the 16.70 Euro toll and headed for Madrid on the A1. This is free and goes right into the centre of Madrid. This city is a revelation. It is full of Motorways, often all parallel and adjacent to each other. I counted 18 lanes at one point. The traffic flowed at around 80 mph and I transferred easily on to the A4 heading for Cordoba without missing a beat or dropping pace.

The latest road numbering system in Spain is "interesting" and I can provide information, or an article if required, for those who need to know.

The next part of the journey passed through the Region of La Mancha and this raised many quixotic questions.



- Do I need to contact The Man from La Mancha and get permission to proceed?
- Is tilting at windmills mandatory?
- Is it customary to tilt at them all? The book says there are 40!
- Will three or four be sufficient as a token gesture?
- At what angle can you tilt a K1200GT at a windmill before the pegs touch down?
- Would parking it on its side-stand in close proximity to each windmill suffice?

As Consuegra (famous from the Dom Quixote story) is very close to the A4, I detoured to view the windmills and the castle. To commemorate the 400<sup>th</sup> anniversary in 2006, the windmills have been renovated as part of the Dom Quixote Trail.

The temperature had now risen to 25.5 Degrees C and there was a strong crosswind which made overtaking lorries “entertaining” as you hit their bow wave. My speed was increasing. From a sedate 80 mph when leaving Bilbao, I was now riding near 100 mph.

Just North of Cordoba, the two lanes of the A4 separate. I was obviously on the older section which wound around the edge of a spectacular ravine for several miles. The other carriageway was new and stayed at the bottom of ravine using newly drilled tunnels to straighten the route. It looked as though new tunnels were being drilled to replace my carriageway in the near future.

Approaching Sevilla, I made my only mistake. Although I knew I needed to pass Huelva heading for Portugal, I ignored the GPS and followed signs for “Portugal” on to the A66 a two lane motorway. The GPS immediately started demanding U-Turns and after a couple of miles I realised I was heading North instead of West. Pulling off at the next interchange, I apologised to the GPS and asked it to get me back on track which it promptly did.

From Sevilla to the bridge over the River Guardinia, I hardly dropped below 100 mph. The river forms the Spanish/Portuguese border (with no Passport or Customs Control), Continuing at the same speed, I past Faro on the A22 and arrived in Loule at exactly 18:00.

From Bilbao, I had covered 738 miles in 10.5 hours with four stops for fuel and food and a 40 minute detour to the windmills.



Journey’s End. Warm sun at Quarteira

Petrol in Spain is very cheap at around 1.11 Euros per litre. In Portugal it is very expensive at around 1.40 Euros per litre which is more than we are paying in the UK.

Roy Turner

## Using the CAM web-site



The club website needs to fulfil two roles; to inform the external world what is on offer and thereby to encourage prospective members to make contact and also to provide a means for the club membership to communicate.

Our web-site at [www.cambsiam.org.uk](http://www.cambsiam.org.uk) is core to the club communications and this article describes its structure and facilities.

To get the best from it, CAM members should complete the registration process as this provides access to a ‘private’ part of the site within which they can participate in the various forums, gain access to club information and download the CAMunicate newsletter. The registration process is described later on in this article.

The website operates on two levels: public and members.

### **The Public Area**

The top-page is **'Home'** with its overview of what the club is about and to the right of this page a list of the events due in the next few months. Each event is a link to the relevant part of the main calendar – see below.

**'What We Offer'** expands on some of the club activities and introduces the IAM 'skills for life' programme with its associated costs and benefits

**'Advanced Riding'** contains several sub-pages; a more detailed explanation of the 'skills for life' programme, associated 'frequently asked questions', information on the IAM test and guide-lines on 'group riding'. This section is a repository for information and advice associated with good riding practice.

**'Events Calendar'** provides information on all forthcoming events and includes details of eligibility, meeting times and locations, organisers' contacts etc. This is where the most up to date information on events is presented and any changes etc will be notified via this part of the website.

**'Contact Us'** is a page to enable non-members to make enquiries about the club to the club secretary.

**'Meeting Points'** describes the various rendezvous points the club uses to start & finish rides, hold meetings and similar.

**'Links'** contains web-links that will take you to the websites of local organisations involved with motorcycling. These include neighbouring IAM groups, dealers and bike mechanics etc.

### **The Members' Area**

This section is password controlled and contains the discussion forum, access to the CAMunicate newsletters and contacts for the Observers and the Committee. Registration to use this part of the site is very straightforward and is described later in this article.

**'Discussion Forum'** is a facility where members can interact on a variety of subjects.



Within the forum any member can add comments or initiate a subject (make postings) and the various postings build up into a discussion thread. Be aware that once a posting is made it is visible to all those who have access to the forum.

For convenience the forum has been divided into five sections;

- |                              |  |
|------------------------------|--|
| <b>General</b>               | Announcements, events, ride-outs and general chat                  |
| <b>Advanced Riding</b>       | Questions, answers and discussion about advanced riding techniques |
| <b>For Sale &amp; Wanted</b> | Buy and sell bikes, bike paraphernalia and anything else           |
| <b>Workshop</b>              | Technical questions and answers                                    |
| <b>Suggestions</b>           | Suggestions for improvements and changes to the site.              |

Across the top third of the discussion forum page there is a horizontal menu with the following options;

<b>Exit Forum</b>	Takes you out of the forum and returns you to the home page
<b>FAQ</b>	Provides a comprehensive help file to assist in getting the best from the forum pages.
<b>Search</b>	Enables you to look for particular topics or words within all the forum postings.
<b>Members List</b>	Gives you a list of all the usernames with associated real names and, if they have enabled the facility, the ability to contact members via e-mail or to visit any website that they might have.
<b>Profile</b>	Contains your personal information as provided during registration and enables your password to be changed and various preferences set. These include the ability to enable other members to send you e-mails etc. If you make any changes then they only take effect when the 'submit' button at the bottom is pressed.
<b>Personal Message</b>	The forum also allows personal messages to be sent between members within the website. The personal message area contains an 'inbox'. 'sent-box', 'outbox' and 'save-box' so it operates much like any mail service.
<b>Log-Out</b>	Enables you to leave the members' area.

**'CAM-unicate'** is the section of the website that contains the bi-monthly club newsletter. By clicking on the issue of interest to you it will be downloaded to your computer where it can be read, saved or printed.

CAMunicate is saved in pdf format so will require an Adobe reader in order to be viewed. Adobe reader is bundled on to most current PCs but if you do not have it then it can be downloaded for free from;

[http://www.adobe.com/products/acrobat/readstep2.html?ogn=EN\\_US-gntray\\_dl\\_get\\_reader](http://www.adobe.com/products/acrobat/readstep2.html?ogn=EN_US-gntray_dl_get_reader)

**'Observers' Contacts'** provides the telephone numbers of the club Observers

**'The Committee'** provides the telephone numbers and e-mail addresses of the club Committee members.

**'Log in' & Log out'** enable you to enter and leave the members' area

**'Register'** takes you through the registration process as described below

**'Lost Password'** enables you to request the site administrator to send you a new password if you have forgotten the one you originally set up. All you need to provide is the user-name that you chose and your e-mail.

### Registering to use the Members' Area of the Web-Site



From the home page click on the 'Members' Area' item in the menu to the left of the page. This will cause the 'Members' Area' sub-menu to expand, click on 'Register' and fill in the various boxes. The user name that you choose will identify you on the forum and the user name in conjunction with your chosen password is all that you need to gain access to the members' area of the site.

To prevent the site being inundated with 'uninvited guests' once you have filled in the various boxes the site administrator will confirm that you really are a member of CAM and will then activate your account. This may take a couple of days.

Once within the members' area you can access the various forums, post messages, download CAMunicate, see the members list and contact details for the Observers and Committee.

## Effective web-site use

Should you wish to use the website to obtain club information and to communicate with other members then there are a few actions that will make it all work well;

- Register so you can access the members' area
- Check the box which says 'log-me in automatically' so that each time you visit you have full access.
- Keep a note of your username and password somewhere safe – just in case.
- Maintain your profile up to date – particularly if you change your e-mail address.
- Check the box within your profile that enables other members to send you e-mails from within the web-site
- Visit periodically to check out events, review the forum, obtain information, download CAMunicate and to send messages to other club members.

The screen shots shown in this article are only provided to illustrate the process; legible and functional screens can be experienced on the site itself.

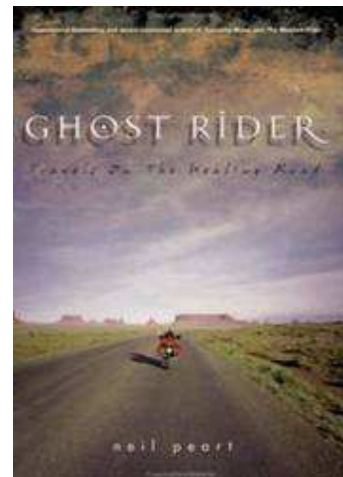
If you have any views on how the website can be improved, would like to submit content or correct any errors then please notify Jeremy Thomson who is our web master. He can be contacted via e-mail from the members list as described above; he is number two on page one.

## Ghost Rider Travels on the Healing Road – a review

Like many others, I have a passion for motorbikes and I find that a book combining the twin themes of biking and travel, provides a great source of relaxation and inspiration. If you have a similar liking for this type of escapism then I would recommend to you 'Ghost Rider' as it combines descriptions of some great journeys (55,000 miles around Alaska, America, Mexico and Belize in two years) with some strong human interest by the rider/author Neil Peart.

In case his name is familiar to you, Neil is the drummer and lyricist in the Canadian band Rush. He is also an enthusiastic motorcyclist and his journey on his BMW R1100GS Adventure, starts as he leaves his home in Canada ready to set out on the road.

*“Out in the driveway, the red motorcycle sat on its centre-stand, beaded with raindrops and gleaming from my careful preparation. The motor was warming on fast idle, a plume of white vapour jetting out behind, its steady hum muffled by my earplugs and helmet .....at that moment before I'd turned a wheel or even pushed off the centre-stand, I reaped the first reward of this journey, when my thoughts contracted and narrowed their focus to riding the machine. My right hand gently rolled on the throttle a little more, left hand wiped away the raindrops already collecting on my clear face-shield, then pulled in the clutch lever. My left foot toed the shifter down into first gear and I moved slowly down the lane between the wet trees. At the top I paused to lock the gate behind me, wiped my face-shield again and rode out onto the muddy gravel road, away from all that”.*



The 'all that' that Neil was leaving behind, was the personal tragedy of losing his daughter in an accident and then his wife through illness – all within eighteen months.

Putting his life on hold and heading off on his bike, he hopes that his epic journey will bring him some peace and perspective. Along the way he describes with striking prose and through the medium of letters to friends, the mountain ranges, tundra, desert, jungle and prairies that he rides through on his quest; and its the people, friends and relatives he meets on his journey and the way that they help the start of the healing process.

The book is inspiring for the picture it paints of his journey and the love he has for riding, across all types of terrain. Through his eyes, you gain a unique insight into parts of North and Central America that seem familiar and those that are well off the beaten track. I also found the book uplifting as undertaking the journey allows Neil to rediscover purpose and meaning in his life.

If you are planning a visit to any of the areas then this may serve to guide or inspire you. If you are not, then you may feel that you have shared some of the journeys from the comfort of your armchair.

*ISBN-10: 1550225480 or ISBN-13: 978-1550225488. Published 2003  
RRP: £14.99 but available 2<sup>nd</sup> hand through Amazon from £5.60*

Paul Raymond

## Why a Honda Deauville?

This is a question I often get asked.

Well, first off, I thought of the Honda Deauville when I was looking for a motorcycle to use in my daily work as a computer support engineer.

Travelling from Ely to Cambridge in my van could be a frustrating journey which often is for a simple job that can be completed on-site with uplifting the computer to the workshop.

So my criteria were a motorcycle with enough storage capacity that could also filter through the traffic without adjusting the door mirrors, or rubbing the paintwork of the cars I was passing!



I looked at the BMW's and other large tourers, but with the panniers they were huge and a top box alone may not be enough on some jobs. So as my search continued I kept finding myself back to the Deauville as there was nothing else like it.

My first thoughts of the Deauville were "Nice bike, shame about the engine." A 650cc twin was not what I really had in mind but the rest of the bike was spot on for the task in hand.

Decision time came, and after spending many a long night on the internet reading reviews, (good and bad) I was almost convinced that the Deauville was the best option, but before I handed over my hard-earned cash I wanted to try one, and not just a quick spin round the block. So I went to Raceway motorcycle rentals of London and hired one for a weekend. I collected it on the Friday morning leaving my much loved FZX750 with them, and headed back for a weekend of thorough test riding. By the time I returned the hired bike back to London I had done over 500 miles of riding on a wide variety of roads and traffic conditions, and was convinced that despite my early concerns about the engine size, the Deauville was the best bike for the job and would also be OK for the weekend riding too.

I eventually bought a second hand Deauville from a bike dealer in Wigan, had my sign writing put on and started using it for work. Instead of dreading the trips into Cambridge and other busy towns I found myself actually looking forward to them!

Well my first Deauville developed an unusual engine problem after a trip to Wales and as this was such a rare occurrence on these engines, it took the Honda dealer over three weeks to get the parts. But with one thing and another, I didn't want to wait for it to be repaired so I decided to buy another bike.

After further considerations of other bikes and a couple of test rides the decision came back to the Deauville once again. This time it was the new 700 Deauville which was even better than the last one, with the slightly larger engine being really noticeable along with all the other refinements making a real difference.

Now, after having the new bike for 12 months and clocking up over 12,000 miles, I am still very pleased with the Deauville. In that time I have done two track days and three trips to Europe as well as a couple of laps of the Nurburgring. And despite the relatively small engine size compared to many of the other bikes I ride with, I don't have much problem keeping to the pace, although I do have to work a bit harder than the others!

In my opinion this is a very much underrated bike and I cannot believe that no other manufacturer has come up with a competitor to this middle weight tourer.

Graham Pryke

## Early Birds in London

As a capital city London has a wealth of architectural jewels reflecting a millennia of international political and economic importance; sadly these are often surrounded by mediocrity and shrouded by inaccessibility. The London AM ride on the 27<sup>th</sup> April was a 'whistlestop tour' of some of the notable sights and also an opportunity for some urban riding experience.



An early start would enable the best to be made of the city's road system and seven bikes, two with pillions, assembled at the Comfort Café in Abingdon at 07.00H; the weather was dry but the forecast indicated rain later. As the objective of the trip was to ride around London the most direct route in was used and a brisk 40 mile ride down a quiet M11 put us onto the North Circular Road in about 30 minutes.

As we entered London, even early on a Sunday morning, the traffic levels started to build and progress slowed. As the group was fairly small we were able to navigate with only the occasional use of the drop-off system and greater reliance on each rider looking out for the bike behind. This was also more appropriate as such a high proportion of the city's roads are marked as either 'red routes' or 'no parking'.

Considering that much of our Sunday rides and All Day rides are predominantly rural it made a change, if not an entirely pleasant one, to be engaged in the 'cut and thrust' of the urban traffic environment. Sunday morning was tame by comparison to weekday traffic though there were significant numbers of tourist coaches, cabs, general traffic and of course the scooters with a hard-board based map attached to the handlebars as the rider absorbs 'the knowledge'. It would have helped if as motorcycles we could have used the bus-lanes but

Ken has other ideas and has suppressed the supportive TFL study for several years – perhaps he will get his comeuppance in the mayoral elections.



London Docklands provides an impressive skyline with the iconic Canary Wharf Tower as its centre-piece. The area has its own security gate and the roads, buildings and public spaces ooze corporate wealth. The City financial institutions may be currently going through a rough patch but they certainly have a nice environment to suffer within.

On leaving Canary Wharf we crossed to the south of

the river using the Rotherhithe Tunnel. This was built between 1904 and 1908 to provide a river crossing for pedestrians and horse drawn traffic between the Southwark and Tower Hamlet boroughs. Its length is 4860 ft with a diameter of 30 ft and the route includes two distinct bends which are believed to have been included to prevent horses bolting for the light. On exiting we headed west on the south bank using Jamaica Road



Tower Bridge took us back onto the north side of the river, this combined bascule and suspension bridge was finished in 1894 and will be refurbishment between now and 2010; even prior to this work the elaborate stone-work and gilding looked most impressive. Once over the bridge we passed adjacent to The Tower of London, one of the earlier buildings of the city, and continued along Upper Thames Street to cross the river using Southwark Bridge.



Westwards through Southwark we passed behind the Tate Modern and the old GLC building before crossing to the north bank using the Blackfriars Bridge and then onto the Victoria Embankment. The café opposite Cleopatra's' Needle was to be our breakfast stop – but it was closed, so we stopped for a few pictures and headed off to find somewhere else for a bit of refreshment.

Westminster was packed with tourists taking pictures of Big Ben and the Houses of Parliament and the small camp-site of anti-war protestors was still in place. There was no opportunity to stop so it was a case of looking around at the scenery whilst taking all care to avoid coaches, taxis and pre-occupied foreigners.

What was most noticeable was the amount of control and monitoring that the free people of Britain are subjected to as they traverse their capital. With enforcement cameras watching traffic lights, congestion zone, box junctions, double yellow lines, red-routes, low emission zones, speed limits, bus lanes and the surveillance cameras on practically every building corner I can only imagine that our band of innocent bikers has left a video trail to rival the Long Way Down. As Plato outlined in 'Republic', 'who watches the watchmen'.



Back over the river using Lambeth Bridge and westwards along the Albert Embankment, past Metropolis Motorcycles, one of the major bike dealers in central London, Battersea Dog's Home and the distinctive power-station whose four chimneys were immortalised on

the Pink Floyd album cover. Another bridge, this time Chelsea and we were able to pick up the King Road and find a café.

The café was pretty good, a couple of tables on the pavement, a tidy inside restaurant area, pleasant staff and the range of breakfast fare was just what we needed. The waitress laid some tablecloths over the outside tables, brought the menus around and once ordered the



food arrived quickly. When I went to pay I said to the waitress, who I think was eastern European, 'Nice bacon', to which she replied 'Yes but I think it will rain later'.

Kings Road led into Sloane Square, onto Hyde Park corner up Park Lane and then along the North Ride through Hyde Park taking us over the Serpentine and dropping us back into Knightsbridge adjacent to the Albert Memorial. The park had its complement of joggers and horses out for their morning runs and a few of the boats were out on the water. Taking a

different exit off Hyde Park corner took us through Grosvenor Place along the side of Buckingham Palace, past The Mews to eventually emerge again into Parliament Square. The conjunction of the QE2 Conference Centre and Westminster Abbey underlining the contrast in architectural styles around the city.

Up through Whitehall, past the Cenotaph and the rallying point for last years 'Ride for Rights' and across the gated entrance to Downing St where perhaps Gordon was planning his career after politics and onto The Strand and then Fleet Street to take us once again eastwards towards 'the city'. St.Pauls Cathedral stood splendid with admiring crowds milling around its portal steps and what seemed like some tasteful extension work being undertaken on its southern side. And so into the city itself, passing the rampant Griffin that marked the boundary and along Threadneedle Street where the Bank of England stands proud and independent, from an architectural perspective anyway.

The trip was pretty much complete so we headed out through Whitechapel to pick up the A12, North Circular and M11 back towards Cambridge. I had left home at 06.45 and the bike was back in the garage by midday; apart from a few spots of rain during the last five miles the morning had been dry.

As a recent convert to the Zumo I ensured that the trip log was zeroed before I set off so I could collect data. For those who might be interested by these things here are some statistics;

<b>Sector</b>	<b>Distance</b>	<b>Time</b>	<b>Average</b>
Outward	71.5 miles	2hrs 46 mins	26 mph
Return	70.4 miles	2 hrs 19 mins	30 mph
Moving average	142 miles	3hrs 40 mins	38.8 mph
M11	64 miles	55 mins	

I'm sure all participants will join me in thanking Steve Bradshaw for organising and leading the ride and David Bradshaw for bringing up the tail.

## **Crash Barriers in Cambridgeshire**

The following e-mail letter from Matthew Polaine, one of our members, to the road safety group at Cambridgeshire County Council may be of interest to you. If you want to add your support to the issues that Matthew has raised then please contact him directly.

Alternatively if the inclusion of issues such as this in CAMunicate generates a reaction from the membership then future issues will carry these replies.

**From:** Polaine, Matthew [mailto:matthew.polaine04@imperial.ac.uk]  
**Sent:** 19 March 2008 10:36 AM  
**To:** road.safety@cambridgeshire.gov.uk  
**Cc:** info@cambsiam.org.uk  
**Subject:** Motorcyclists and EN1317 standard:  
Still highly hazardous: A1303/A14 interchange

Dear Road Safety Team at Cambridge County Council

**Re: EN1317 Crash Barrier Standard still highly hazardous to motorcyclists eg. A1303/A14 interchange. Plea to remedy.**

Quite a few months back I noticed some 'bike-caution-bend' signs erected before the very sharp A1303 north-bound bend just before the A14 interchange. As a motorcyclist using this road the extra grip surface treatment here is welcome, but the greatest danger on this bend are the crash barriers and driver last-minute lane-changing. The latter is difficult for you to address, but the former you can remedy.

I hope you are aware of The IAM Trust and FEMA research on crash barriers. If not: <http://www.bbc.co.uk/dna/actionnetwork/G1424>

If there are no motorcyclists in the Road Safety Team at County, this may prejudice assessment and implementation of effective highway architecture, as a cyclist I also have the same issues. It seems the Highway is designed by and only for four wheel users. I am sure this remark is nothing new to you. I look forward to your countering comments.

The evidence of this 'bias' can be found in (but not limited to) poor location of drain covers, slow (if any) action on highway diesel spills, continued use of plain drain covers, poor sight-lines of narrow two-wheelers in junction design (mainly sign placement), excessive banding on surface repairs, excessive use of raised white painted 'mounds' (Cambridge Road/Shelford Road/Haggis Gap junction - lethal when wet), and hazardous crash barriers are nothing new, but a constant frustration to all two-wheelers who feel Highway Engineers are out to kill them!

While Spain (not alone in the EU) has already a revised standard for crash barriers, here in the UK there is little activity to remove this fatal design. The A14 interchange barrier hazard I mention is not unique in Cambridgeshire.

It is widely accepted (see URL link) that the risk of (fatal) injuries to motorcyclists can be easily and significantly reduced by covering the supporting posts of crash barriers. Given the typical 'blind' last minute lane change antics of drivers on this bend, I urge you to reconsider funding more than just a few signs and low-skid surface treatment on this sharp bend.

Such action seems to fit well into the County's Road Safety Strategy which finds its roots;

*"...based on a shared understanding of the needs, shared understanding of the most effective interventions and shared approaches to action."*

These barrier modifications would also meet your strategy objectives to;

*"...develop and evaluate experimental and innovative accident remedial measures, in consultation with other transportation authorities..."*

I have also cc'd this email to the local IAM rider group (which I am a member of) who may wish to comment further and suggest other 'lethal' barriers for treatment.

Now we know you know of this research, this is a plea to address this flawed barrier design before a preventable fatality.

I look forward to your reply and a timescale for remedy.

Yours Faithfully, Matthew Polaine



These pictures were not part of Matthew's letter and are provided to illustrate the point being made

The images to the far left show a standard tensioned corrugated road barrier whilst the image to the right is a similar product equipped with an 'in-fill' unit that covers the vertical steel supports.

The first version inflicts serious injuries to crashing motorcyclists whilst the second allows the rider to slide along the barrier without getting snagged on the sharp legs

### **Committee Feedback**

Since the last issue of CAMunicate the Committee has met on the 31<sup>st</sup> March and the 28<sup>th</sup> April to discuss the following issues.

- Marketing – getting our message out to prospective members
- Organisation and manning of the events plus calendar updates
- Investment of club funds in resources to support the core mission
- Observer training and allocation
- Maintenance Day – insufficient interest so cancelled
- The AGM on the 28<sup>th</sup> April will take place 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 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 their IAM test to Nick Turton, Michael Bentham and Alan Lilley.

## Diary of Events - 2008

Date	April Events

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

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

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

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

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

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

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

Date	December Events
7 <sup>th</sup>	Sunday Group Ride
21 <sup>st</sup>	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 – not included in public version

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 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:david.nobel@ntlworld.com">david.nobel@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.camsiam.org.uk](http://www.camsiam.org.uk)