

CAMunicate



The Newsletter
of
Cambridge Advanced Motorcyclists

www.cambsiam.org.uk

Registered Charity Nos. 1085377

IAM Group No. 7221

Volume 12 Issue 2

March/April 2011

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Editorial. Peter Kidney

Have you noticed something strange going on? Did you experience a sudden warm glow recently? Have you seen the light emerge out of months of gloom? Well the good news is that there is no need to go to the doctors it's all down to that rather large yellow ball in the sky. Rumour has it that spring is here and summer is just around the corner. Time to get down to the shed fling all of that gardening equipment to one side and rediscover the bike buried under that dusty tarpaulin. Yes yes I know you've all been out a number of times already and it's probably just me who is coming out of hibernation. I bet you've all kept your machines in top condition, fully serviced and checked out. All the instruments and indicators are working, tyres checked and pressures correct. Some of you may have even gone the extra mile by doing a bit of washing and polishing.

Now we have the bike ready but where to go? Just going for a ride is reward in itself especially as every ride is an opportunity to improve our skills but some of us like to think we know where we are going. Just to whet your appetite here is a short and by no means comprehensive selection of places to go in the UK for March April.

If you like the old stuff there are a couple of Classic Bike shows on. Into racing? Go for FIM Superbikes at Donington and/or British Superbikes at Brands Hatch. Want something dirtier? Then there's Moto Cross that's great fun. If you like your motorcycling with walk down the prom, a stick of rock and a candyfloss Mablethorpe is the place for you it has a Bike Festival on the Saturday and Sand Racing on Sunday. If that is not enough you could try going to Santa Pod and do a run what ya bring.

You can find all these and more in the links below but please check the events and dates for yourself just in case things change or I er..got it wrong.

20 March – Hawkstone International (MX) – www.hawkstonemx.co.uk

20 March – Mablethorpe Motorcycle Sand Racing -

– <http://xtreme-action-images.com/sandrace/index.html>

25, 26, 27 March – FIM Superbike World Championship – www.donington-park.co.uk

27 March - Ride Free Bedfordshire Motorcycle event – www.motorcyclingmatters.org

27 March – MAXXIS British Motocross Championship round 2 – www.sidcupmcc.co.uk

2nd April – RWYB (runwhatyabring) Santapod – www.rwyb.co.uk

10th April – Prescott Bike Festival – www.prescottbikefestival.co.uk

17th April - The Malvern Classic Bike Show - <http://www.classicshows.org/malvern170411.php>

17 April – MAXXIS British Motocross Championship round 3 – www.norwichvikings.co.uk

22,23,24 April – Tsunami Let Loose Rally – www.tsunamiriders.org.uk/rally.php

23, 24 April – Carole Nash International Classic M/c Show – www.classicbikeshows.com

23, 25 April – BSB Brands Hatch – www.britishsuperbike.com

Having cheered you all up with exciting places to go it's time to mention the long way down.....it's a sort of trip but this time into your pocket to reach for your wallet or purse. Subs are now due and we will all be getting a friendly reminder soon.

With the fear of spending money firmly fixed in your mind did you know that we can get local IAM discounts?

WheelFit (excluding tyres).

Tel: 01223440087

Unit 2, The Service Station, Ely Road, Waterrbeach, CB25 9PG

Cambridge Motorcycles, on production of a membership card. (contact Phil at Cambridge Motorcycles for more details).

Tel: 01223360176

Unit 13, 26 Cheddars Lane, Cambridge, CB5 8LD

There, the subs don't seem so bad after all.

From the Chairman's Bike. Peter Burge

At last spring has sprung! With the improvement in weather I am seeing more and more bikes on the road and the appeal of using the bike for the commute to work is increasing by the day. Clearly I am not the only one with biking on my mind as we are also now seeing our first new associates of the year – welcome, you'll find us a friendly lot.

Spurred on by my successes over the winter months I have continued focusing on rejuvenating some of the aspects of my bike that may have deteriorated over the past 13 years. This time it was the front brakes. Now as those of you that have attended one of the group's maintenance days in recent years will already know, I am slightly compulsive about the attention I pay to servicing my brake calipers. My usual routine involves stripping down the calipers to allow me to thoroughly clean off all signs of road muck and corrosion from the winter salt and clean out the seal grooves before rebuilding them with fresh brake grease (only ever use the sort intended for this application – usually red in colour). However this time I decided to also turn my attention to the master cylinder and treat it to a piston and seal rebuild kit. Wow, what a difference! It's amazing how you don't realise the small deteriorations that develop over time. The combination of the new piston kit and fresh fluid throughout the system has totally transformed my brakes. They are now back to factory condition with hardly any movement on the lever until they start bringing the bike to a rapid halt.

The group has also just run a first aid refresher course which I attended this weekend to remind me of the steps involved in assessing a casualty and providing the necessary support in the early, but possibly crucial, minutes until a healthcare professional can take over. If you haven't attended a course I would really recommend it as they are real practical hands-on events that really help with developing an understanding of what to do and how to do it. What was particularly sobering was an exercise that we ran at the start of the session where a couple of us were asked to don our full bike gear and position ourselves on the floor as if we had just been involved in an accident. What really surprised me was the difficulty that my fellow bikers had in ascertaining whether I was breathing – the combination of a thick bike jacket masking my chest movement and a full face helmet with breath guard obscuring my face made it difficult for anyone to know where to start. This has now made me think very seriously about the possibility of moving to a flip front helmet when I next change my gear, if only to make it easier for others to assess my condition should I ever be unfortunate enough to need the assistance of other first aiders.

I'll close by reminding you to please drop me a line if you wish to comment, have any ideas that you think would be good for us to try or if you would like to suggest anything concerning the group or our activities. I can be reached on chairman@camsiam.org.uk
I hope to see you all at some of our events over the coming few months – ride safely.

Peter Burge, CAM Chairman

Test Passes

Well done to the following associates for passing their IAM test recently. Also thanks to their Observers for their time and effort

Associate	Observer
Olivier Blard	Stephen Bradshaw
Dean Smith	David Parnell
Alan Stobbs	Julie Dalessandro

Observer Contact

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 Chris Curryer chris.curryer@bt.com

National Road Rally 2011 - Update

Last month we published an excellent article by David Parnell on the National Road Rally. For those of you who are familiar with this rally you might like to know that there have been some changes for 2011.

Taken from the National Road Rally 2011 website:

Following the survey of 2010 riders, there will be a number of Final Controls so you can plan your route to finish nearer home. This will also give Sunrise Award riders more choice of Controls to visit.

For the first time MIRA will be a Start Control so Platinum riders will be able to start their Rally from there if they wish.

Daytime Category riders will be able to start and finish at the same Control.

10 Good Reasons

10 great reasons for riding in an annual, exciting and challenging road based Event for riders of Motorcycles and Scooters, solo or sidecars, three wheeler cars or Motorcycles

- 1. The opportunity to join 1000 enthusiastic riders in a ride taking in some of England's finest roads at the peak of Summer.*
- 2. Visit numerous Controls in the Rally matrix, Sharing the comradeship of experienced control teams and riders on all types of machine*

3. *Setting your own targets, from 120 miles in the Sunrise Rally, from 200 miles in the Daytime Rally, and from 200 to 540 miles in the National Rally*
4. *Take part in the Special Tests, held at the Motor Industry Research Association (MIRA) and go for a Platinum Award, the top challenge*
5. *Take advantage of one of the longest Summer days (& shortest nights) of the year*
6. *Be able to start at a Control close to your home or at least from the outer ring of Controls*
7. *Form a team with your friends or club members, or check with your local dealer, they may be entering a team.*
8. *The chance to be a sponsor to MENCAP, and add to the £130,000.00 that has been raised over past years.*
9. *Finish at one of the multiple Final Controls that will be positioned around the country*
10. *Receive a lasting memento of an enjoyable experience and achievement.*

Most of all take advantage of this once a year opportunity to get out on your bike, scooter, or three wheeler and ride in a friendly Rally, which treats all abilities on the same level and provides great chances to meet and make friends.

The Rally is being held over the weekend of 25th & 26th June. For more information visit their website at www.nationalroadrally.co.uk/2011

From CBT to IAM (part One). Meg Morris

Part of my day job is a motorcycle instructor with CAMrider – yes, I’m one of those high viz bodies you see riding round Cambridge with my little orange ducklings in tow. I often wonder at the different styles of riding we teach to youngsters and how this translates into advanced riding and the observing I do at weekends. For those of you who were obliged to do a CBT and maybe those who didn’t, can you remember what you were taught? Do you ride significantly differently now you are ‘advanced’?

Our first lesson of the morning on a CBT involves what to wear on a bike. Did you know that the only legal requirement is a helmet? I’m sure you did. But did you realise that a helmet is only legal if it has the correct EU approval, it fits and it’s done up? Otherwise it is just a very expensive hat.

In the same way that as an observer, I would expect my associate to be wearing appropriate protective clothing, the first time riders are taught the pros and cons of leather, manmade fibres, the various types of gloves and boots and how to generally remain warm and dry on a bike. (Almost impossible –as one of my biking mates said last summer as we toured Europe in August “you are never the right temperature on a bike – either too hot or too cold!”)

The first lesson out on the bikes for a CBT is learning how the major controls work followed by instructions on the lights, horn and ‘emergency cut off switch’ (never the ‘kill’ switch!). We then move on to bike maintenance and this is where the CBT students and most of the associates I see have so much in common. Lack of understanding of simple bike

maintenance. For the CBT students, some of whom have never seen a bike up close let alone worked out how the brakes work, this is understandable but for an associate coming to pre-test, I am constantly amazed how few have a really good routine for checking out their bike. For all you observers out there take note. Use POWDERS or any other mnemonic you care to. For information, here is the simple one used for the CBT ducklings:

B Brakes
E Electrics
S Suspension
T Tyres
C Chain (or 'drive' if you have a BMW!)
O Oil
P Petrol
S Steering

Once the youngsters have mastered the art of clutch control and are actually making the bike move up and down our site, we start to introduce turning. It is interesting to note that we highlight very strongly the use of our head for turning the bike. I must have shouted a million times 'look where you are going'. With advanced riders too, it is so common to 'dip out' of a corner as the head starts to look down towards the kerb. Keeping your head up and turning it in the direction of where you want to go is so important. With CBTers and associates alike, this is where I do my ballet impersonation. Stop me next time you see me and I'll explain.

(next time – part two - out on the road)

Future Events, March April and a bit of May

Sat 12th March, **CAM First Aid Refresher Course**. 10:00-14:00 Highfield School, Ely

Wed 23rd March, **Associate Theory Session**. 19:30 - Orwell Pavilion.

Mon 9th May, **Annual General Meeting**. 19:30 Highfield School, Ely

Andy's Harrowing Experience. Andrew Stone

Emergency notice to all other Honda riders and anyone who has a bike which needs the use of a key to get it going.

It all began in March 2010, we were all at Milton Tesco one Sunday morning waiting for the normal ride to begin when a friendly biker came over to see the bike I am now riding (Honda Pan European) when he suddenly made a serious comment, 'I see you have HISS (Honda Ignition Security System) be careful because the keys are weak and soon break, spare keys

are expensive! He walked away and we went on our ride. Now the funny thing is that when I bought the bike (second hand) I only got one key. Can you see where this is leading?

In April I rode 25 miles to an evening committee meeting at the home of my dear friend Chris Curryer. It was a cold evening so I made full use of the new heated grips which I had just fitted. After the meeting I began to get all toggled up for the cold ride home whilst waving off all the other committee members in their nice warm cars. Chris had gone back in his house and locked the front door and I was ready to go. I turned the ignition key only to find (no the key does not break) my battery was flat! I'd left the heated grips switched on. All the lights in the house were now off and I was completely alone. Was Chris my dear friend? No, not yet, but things were going to have to change. I tried to push start my big heavy bike on his gravel drive but it was not going to work, I was not strong enough so I had to gingerly knock on his door and pray for a warm reception. Sure enough to my relief Chris was up beat and helped me push the bike into his garage where we could jump start it from his car. To get to my battery meant removing one of my side panniers which needs the key to remove it (this is where the key breaks).

For two hours we tried to play mechanics while Sue (Chris's wife) made tea and yawned a lot. It was all to no avail, the key had snapped and half was stuck inside the lock and that was that. Chris had to take me home in his wife's Porsche, a 50 mile round trip (now he's a dear friend) and he will not let me forget it. I got the bike back the day before THE LAKES TRIP which was in June. It takes a lot of time to get blank keys from Honda and then get them cut.

I have now fitted a relay switch to turn off the heated grips with the ignition but all too late, would the man who advised me about breaking keys please step forward, and if anyone has any other advise please make sure I listen!!!

This has been a harrowing experience from ANDREW STONE thank you for listening

Senior Observer Secrets

Our very own Senior Observer, Meg Morris (stage name, Meg Dixon) is appearing in *Absent Friends* at the ADC theatre in Cambridge this April. Details below



Bawds
present

Alan Ayckbourn's Comedy

Absent Friends

Directed by
Nick Warburton

adc theatre
Park Street • Cambridge

www.bawds.org

Tue 5 - Sat 9 April 2011

7.45 p.m. Sat Matinée 2.30 p.m.
Tickets: £9 / £7 Tue - Wed & Matinée
£10 / £8 Thu - Sat

Free online booking
www.adctheatre.com
Box Office: 01223 30085

Please Note. We do not normally accept adverts in Camunicate unless they are supplied by a Senior Observer who may at some point in the future have to pass comment on my own Observer skills. ©Ed.

Useful Information

Group Contact

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

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PO Box 236
Royston
SG8 1BW

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