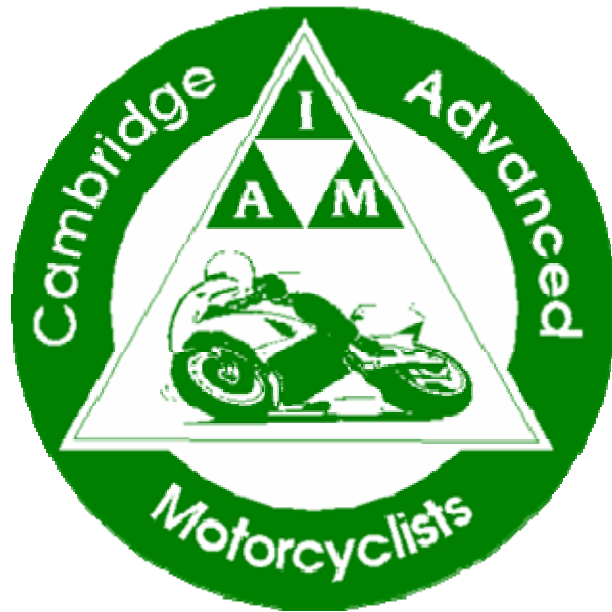


# CAMunicate



The Newsletter  
of  
Cambridge Advanced Motorcyclists

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

Registered Charity Nos. 1085377

IAM Group No. 7221

Volume 12 Issue 4

July/August 2011

## Content

Editorial .....	2
Test Passes .....	3
SERV – Bloodrunner Volunteers .....	4
Recent Events	
Cat n Fiddle all day ride,      Jim’s Ride .....	5
Roy’s Ride .....	8
Dates for the Diary	
BBQ 10 <sup>th</sup> September .....	13
Welsh Roads and Castles .....	14
Dolomites and Lake Garda .....	15

### Editorial. Peter Kidney

*CAMBS IAM BBQ 10th September CAMBS IAM BBQ 10th September CAMBS IAM BBQ 10th September  
CAMBS IAM BBQ 10th September CAMBS IAM BBQ 10th September CAMBS IAM BBQ 10th September*

## **CAMBS IAM BBQ 10th September**

*CAMBS IAM BBQ 10th September CAMBS IAM BBQ 10th September CAMBS IAM BBQ 10th September  
CAMBS IAM BBQ 10th September CAMBS IAM BBQ 10th September CAMBS IAM BBQ 10th September*

Full marks to those of you who managed to work out that there is a BBQ on the 10th of September. Sometimes these things can be difficult to spot but thanks to your well honed observation skills you noticed. Well done.

For those of you who missed it, there is a BBQ on the 10th September!!! See below for more details (yes i know it’s an old trick but it does encourage you to read the rest of the newsletter)

As some of may already know we are in the process of training two new Senior Observers Peter Burge and David Martindale. Following on from this we will need to ensure that we still have sufficient Observers to meet the needs of the group. If any of you fancy becoming an Observer please put your name forward to either Meg Morris, David Parnell or Peter Burge

(CAM Chairman). Further information on the Observer Training process can be found on the CAMBs IAM website

[http://www.cambsiam.org.uk/members/camunicate/CAM Training Processes Jan09 v1.pdf](http://www.cambsiam.org.uk/members/camunicate/CAM%20Training%20Processes%20Jan09%20v1.pdf)

I recently went on a training course as part of becoming a volunteer for SERV – Bloodrunners who currently working with Ipswich Hospital, West Suffolk Hospital and Addenbrookes and are hoping to help other Cambridgeshire Hospitals in the near future. The service is very professionally run by dedicated volunteers. If you are accepted you only need to be available for two shifts per month, you can of course do much more but whatever you can offer your reliability is key to this being successful. If you think you can reliably offer some time to help then have a look at the SERV article in this issue.

## **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

Richard Orman

Mark Wilson

Barry Scott

Daniel Thomas

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 Barry Dickinson ([konac@waitrose.com](mailto:konac@waitrose.com))



# SUFFOLK and CAMBRIDGE

## [www.serv.org.uk](http://www.serv.org.uk)

**Reg. Charity No. 284455**

We operate a 'free' out of hours service to NHS medical establishments. Currently working with Ipswich Hospital, West Suffolk Hospital and Addenbrookes,

- SERV aims to supply a safe, quick and reliable service to local hospitals and doctors for the transport of Emergency Blood and Blood products.
- SERV will also transport emergency medical equipment, drugs and donor organs if requested to do so.
- SERV will also transport between hospitals in cases of emergency. At night, free of any charge this will release more money for patient care.
- This service is provided between the hours of 7pm and 6am, 7 nights a week, 52 weeks of the year.
- SERV also supplies 24hr cover over the Christmas and New Year Bank Holidays.
- All of our members are volunteers and receive no recompense for their time or out of pocket expenses.
- 

We are now expanding our service into Cambridge and Peterborough and are looking for volunteers to join our group. Whether a motorcyclist or car driver. Would you like to help save a life? Could you offer 2 shifts per month?

The duty members cover one night out of every fourteen, and rotate with other members who are on duty that night as well. There is also a duty controller who deals with any problems that may occur during the week.

Once a hospital has contacted the blood bank and ordered the blood, they contact the duty controller and a rider is dispatched immediately to the blood bank, with an insulated medically approved blood bag. This ensures that the blood or blood product is properly insulated and protected from extremes of temperature. Once the blood product is placed within the bag and sealed it will remain inside until it arrives at the hospital that requested it. If it is for a hospital in another county, then while the main rider leaves to go to the blood bank, the office calls the

duty controller of the county that covers that particular hospital, who then dispatches their duty rider from his/her home to a transfer point to await the arrival of the main rider.

All riders must follow a set route to each hospital. This is to ensure that should a breakdown occur, a relief rider could be dispatched knowing where the rider should be at any time during the run. This saves time and effort and ensures that there is as little delay to the run as possible.

Our volunteers receive no compensation for their time or petrol. We welcome interest from 'advanced' qualified riders/drivers. Within our group, we have qualified ride assessors (RoSPA Gold and Class 1 Police Motorcyclists/IAM Examiner) who will assess the riding skills of anyone who does not hold an advanced riding qualification.

For more information about becoming a volunteer for Serv Suffolk & Cambridge, please contact:

Bev Lambert (Area Co-ordinator/Chairman) on 078415 73052  
or email - [co-ordinator.suffolkandcamb@serv.org.uk](mailto:co-ordinator.suffolkandcamb@serv.org.uk)

## **Report on Recent Events**

### **Cat n Fiddle all day ride – Sunday 17 July**

We ran two independent groups each of five riders on this all day ride. Reasoning being that we had to make progress to and from the Peaks and a group of five bikes is more progressive than a group of ten bikes!! Roy Turner volunteered to lead a group. As a result there will be two reports on this all day ride – Jim's ride / Roy's ride!!

It was agreed my group would lead off at 8.10am and Roy's 10 minutes later and we would run the same route.

#### **Jim's ride:**

Riders were myself, Chris Curryer, Gary Ellwood, Graham Pryke and Rob Howard.

During the days before the ride I received updates from Roy about the inclement weather we were going to encounter. I was interested in the weather forecast on the Sunday morning shortly before leaving for the meeting point. It showed a band of rain moving diagonally across the Peaks in an easterly and southerly direction. It looked as though by lunchtime it would be well and truly hammering it down in and around the Cat n Fiddle. Estimated we

would have a dry run to Ashbourne before we hit the rain and may be a dry run back from Ashbourne if our luck held!!!

So, against this backdrop I rode to the meeting point and arrived 7.45am to be surprised to find all but one of the riders present and fuelled up!! Having left the meeting point (service station A1M / A605 south of Peterborough) at approx 8.10 am we had a progressive ride to Ashbourne. At this time in the morning the roads were almost free of traffic – brilliant! Having made good time we parked outside the antiques shop on the high street in Ashbourne to admire two restored Triumph twin machines and an old Rudge in the shop window. This led on to a comfort stop – so we moved on to the market square in Ashbourne. We then rode up to Dovedale. As we had lost time in Ashbourne and the fact that we were still dry, as rain had held off, we turned into the Izaak Walton Hotel in the mouth of Dovedale for refreshments before setting out for the fuelling stop at Buxton.

Almost ready to leave Dovedale



As we left Dovedale there was light drizzle which quickly developed into heavy rain. The route took us across Llam moor then dropped us down to the River Manifold. Beautiful part of the world. It's a narrow lane in a valley that follows the river which is known as the Manifold Way. Caves can be seen in the hills either side of the river although with a visor covered in rain success was limited in spotting them!! We then rode north on the A515 to the

Buxton fuelling stop. Amazed to find Roy's group were already there fuelling up!! We also fuelled up and set out for the Cat n Fiddle pub for lunch. It was raining very hard by this time!!

As we rode up to the pub the mist got thicker and thicker. Never seen it like that before and visibility was probably less than 20 metres as we approached the pub. We parked the bikes in the lay-by opposite the pub as this meant we had no need to cross the road to continue our ride down the pass after lunch. The hot lunch was excellent. During our lunch the mist mostly cleared so we had a good but steady slide down the pass!! It really was a bit iffy with the rain, cold tyres and state of the road.

We left the pass and swung northward and eastward over to Monsal Head through spectacular scenery. Rain was easing as we reached Monsal Head and we enjoyed a coffee at Hobbs café a lovely little café overlooking the valley. We all decided over coffee to return to Peterborough services to fuel up before finally leaving the ride for home.



View from Hobbs café - Monsal Head

Gary squaring up to a complex demolition job in Hobbs café!!



Our next stop was Ashbourne. We set off but unfortunately Emily (my sat nav) took us almost back to Monsal Head – realised I had not loaded the next leg to Ashbourne!! We did a 180 and we were on our way again. Rain had more or less stopped by the time we got to Ashbourne. With a comfort stop behind us we enjoyed the ride back to Peterborough via

Kegworth / Melton Mowbray on the twisties arriving c 5.30pm. We fuelled up at Peterborough and some of us enjoyed a coffee before setting off for home. All agreed it was a great day's ride even though it was a tad damp in the Peaks!!

Highlights:

Progressive ride to and from the Peaks

Coffee stop at Dovedale amongst stunning scenery

Ride along the picturesque Manifold way

That both groups converged on the Buxton fuel stop within minutes of each other!

Fascinating to see how quickly thick mist/fog developed in heavy rain as we rode up to the Cat n Fiddle pub

Excellent hot lunch at the Cat n Fiddle pub

The ride down the Cat n Fiddle pass!!

The route across the Peaks to Monsal head with amazing scenery

The coffee stop at Monsal Head with the fantastic views down the valley  
The banter!!

Jim Roberts

## **Roys Ride**

### **or - "Wet and Wild in Derbyshire (The Misty Cat and Slippery Snake)**

Looking through the CAM Planned Rides for 2011, a ride to the Cat & Fiddle in Derbyshire immediately caught my attention. This was to be led by Jim Roberts on 17th July. A quick Email established that there were spaces available and further Emails elicited Jim's first thoughts on a route. He even offered me the opportunity to make a contribution and to join him on a reconnaissance ride.

At the Meldreth Manor Show, I met one or two other members who were joining the ride. With two weeks to go, Jim did his reconnaissance ride, establishing the final version of the route with distances and times. The start point was to be Peterborough Services which was ideal for me, less so for riders from further afield.

During the final week, Jim published the route, broken into 5 stages and issued a list of participants and their mobile numbers. As the numbers exceeded the preferred maximum for easily managed groups, Jim asked me to lead a second string. Initially there were four bikes in each group, but he then acquired another rider for his group. On the day, an additional rider, John, appeared at Peterborough Services, so he was assigned to my group. Jim arranged for his group of five bikes to go first with my group following ten minutes behind. It was agreed that the two groups would operate independently, even adopting alternative routes if desired and with no specific arrangement for the two groups to meet.

Jim's group set off at 08:10 as planned. My group consisted of me (Roy), Roger Chatterton and Dave Schofield (Roger's friend from the Suffolk group), Mark Pawson and John who had arrived out of the blue with his son Andrew on the back. As the weather forecast was for heavy rain John and Mark put on their waterproof suits or under suits, the rest of us had fully waterproof gear.

I do not know if it was by accident or design, but our group were all riding BMWs. I assume Jim insisted on the ten minute delay in our start time to avoid the embarrassment of his group being passed by a string of BMWs ☺

At last we were off at exactly 08:20 also as planned and proceeded smoothly up the A1, A606 and A6006. At some point we passed an area full of tents, cars and motorbikes, which we assumed was either a "Rave" or a Pop Concert, but we never did established "what's occurring".

Joining the A6 and passing through Kegworth (close to the site of Britain's worst air crash in recent years), we rapidly reached the complex junction about which Jim had issued dire warnings. Normally this is highly congested. On this occasion it was almost deserted and we flowed smoothly on to the A50.

Leaving the A50 and joining the A515, which was a little more inspiring, we finally got on the twisties when we turned West and passed around the North of Thorpe. Before long we were on a narrow single track road leading into Dovedale Car Park, the end of the first stage. There was no sign of the other group. We asked the attendant and he said we were the first bikes in today. He did us a bulk deal of five bikes for three pounds. Jim had warned us he was a bit of a stickler for extracting money. We were going to ring Jim to see where they had gone but we were in a black hole and none of us could get a signal on our mobiles. We had a leisurely coffee and waited awhile to see if the other group put in an appearance.

As we had not experienced any rain, Mark and John removed their waterproofs. This was tempting fate and turned out to be a big mistake. We set off on stage two and almost as soon as we left the car park the rain started, initially as a drizzle but slowly getting stronger. Eventually Mark capitulated and we stopped so the waterproofs could go back on. While we were waiting, a group of walkers went past. Two teenage girls had each put a very large leaf on their head to keep the rain off. I was immediately reminded of Bill and Ben the flowerpot men.

We continued on wet, winding, badly surfaced roads with some steep hills. We were in the valley of the River Manifold. This seemed a strange name to our group of Petrol-heads being more closely associated with exhaust systems. The next point of interest was a long single track tunnel lined with brick. I had no idea why it was there or even whether it had been originally built as a railway tunnel. However the exhaust notes bouncing off the walls were wonderful.

After this exciting section we re-joined the A515 and dropped down into Buxton, arriving at the end of this stage which was a Tesco petrol station. We were surprised to be followed in by Jim with his group. We had no idea where we had passed them. It turned out that they had

found a nice little coffee shop and had stopped there instead of going to the planned stop at Dovedale Car Park.

My group headed out first on Stage three taking the A54 and forking right on to the A537, our next target being the Cat & Fiddle Pub. Climbing out of Buxton, the rain got heavy and we rose up into very thick mist. Without the SatNav, I am not sure that I would have spotted the Pub. I knew it was on the other side of the road and the SatNav was guiding me in, but I could not see it until I was alongside the car park. One of the group said afterwards they could not understand why I was signalling right. It was not until I turned that he realised where we were. Shortly afterwards Jim's Group arrived but parked at the side of the road opposite the pub. This was a good move as exiting from the car park, later on, was a bit hairy with minimal sight lines to the right.

We tucked in to a good meal in the warm restaurant section of the pub. The food was extremely good value, especially when you consider that the pub has a captive market with high levels of passing trade, mostly bikers and sports car drivers intent on showing their prowess on the challenging pass.

The rain stopped for a while and briefly we could see right down into the valleys on both sides. Continuing on Stage three along the Cat & Fiddle Pass towards Macclesfield with its sharp turns and vertical drop-offs, the 50 MPH speed limit imposed by the Average Speed Cameras was not going to be challenged. On the first sharp corner, my bike suddenly felt to drop more deeply into the turn than I liked and felt very unstable. It happened on the next two turns and I was beginning to wonder if I had a puncture. Consequently I took the rest of the Pass very sedately. Waiting for the group to reform at the turn for Rainow, I expressed my concern to Mark but he said he could not see anything wrong with my tyre.

Joining the B5470 at Rainow, we climbed steadily towards Kettleshulme on an enjoyable section of road with enough turns and hills to make it interesting and topping out at just over 1000 feet at Charles Head.

Soon we reached Whaley Bridge. This is where it all went wrong for my Group (sorry guys). Having ridden the area before, I had suggested to the group, while we were in the Cat & Fiddle, that we could make a small variation to Jim's route. This would take us into the Hope valley through a narrow cutting at the side of Mam Tor and then bring us back up through the Winnats Pass to Sparrowpit to re-join Jim's Route at Tideswell. I like this route because it gives you a great sense of exposure as you come out of the cutting and drop steeply down into the Hope valley. Also the Winnats Pass is more spectacular when you are riding up into it.

Fate was against us. I continued through Whaley Bridge, as I have done many times before and continued to Chapel-en-le-Frith. Jim's route took the Bypass. They say that aircraft accidents need three things to go wrong before it all goes pear-shaped and this seems true of Biking Rides. Firstly, unfortunately the road system has changed and I ended up at a turning circle. Secondly the SatNav (which had done an unerring job so far) recalculated and picked on the nearest point on the route and started directing us towards Sparrowpit. At this stage, I had not appreciated that it was trying to cut the corner. There had been a serious accident on this road and a driver coming the other way said that the road was closed and would be for the next two hours. Thirdly, I incorrectly assumed that the closure was on the A6 which was the bypass for the town. With the SatNav constantly trying to turn back to the closed road, I headed out for Glossop instead.

I knew that from Glossop we could use the Snake Pass, drop down to the Ladybower Reservoir and re-join the route at Tideswell coming in from the opposite direction. The rain continued but eased a little in Glossop. As we climbed out of the town up the Snake Pass, it became heavier and we rode up into the mist. The Snake was being resurfaced so there was a blanket temporary 30 MPH speed limit and no white lines with that oily looking surface you get with recently laid tarmac. Again the bike twitched, but this time it was on the straight as we topped out at around 1700 feet. I finally realised that the problem with my bike was actually due to strong crosswinds. So on the Cat & Fiddle, as I was changing direction on the sharp corners, I had been getting pushed sideways by the wind pressure on the large screen and fairings.

Dropping down to the Ladybower reservoir we had added another Pass to our ride and done it in some challenging conditions. Turning in to Tideswell, I realised the latest SatNav recalculation was trying to get me back to the Cat & Fiddle and not to our next target of Monsal Head. Stopping before doing a U-Turn, Mark decided that it was time for him to head back home. He said later that he had not realised how far that would be.

The rest of us rode the short distance to the Hotel and Tea Room at Monsal Head and briefly looked down into the valley at the disused railway viaduct (recently walked by Julia Bradbury in her TV program), before we opted for the dry, warm Tea Room where we took advantage of their offerings and services while we considered alternative routes home.

My preference was to continue with Jim's planned route via Ashbourne and the A50. Roger expressed a desire to go via Matlock and Derby. It seems that we had not reached a consensus by the time we all left together and continued to Ashbourne which was the end of Stage four.

At this point we got split by the traffic lights. John and I waited further down the road but when they got going again, Roger and Dave headed off down the Derby Road. After waiting awhile in case they turned back, John and I headed for the A50. John pulled over saying that as there were now only two of us he was going to take the M1 and A14 route. I had already had a similar notion so we continued through the complex junction near Kegworth and joined the M1. Although it was busy it was moving at a rate of knots and we slotted into the outside lane and mainly went with the flow.

Joining the A14, we found similar traffic conditions and used the same approach. I had the option to take several cross country routes back to Peterborough but as John and I seemed to have similar riding styles and, working as a team, it was easier to deal with traffic, I continued the longer route down to the Brampton Hut where we went our separate ways.

I had a phone call from Jim while we were on the M1 saying his group were back at Peterborough Services. I eventually arrived home at 18:47. Roger was back at about the same time having reversed the outbound route through Melton Mowbray. Dave made it back to his home near Ipswich just after 8 pm.

All in all this was a great day out. It was unfortunate that the weather was less than ideal, but Jim had picked out some great roads. It would be worth rerunning this ride next year. I clocked exactly 330 miles. Mark told me later that he clocked 320 despite leaving the group early.

Many thanks to Jim for planning, reconnoitring and leading one group and providing the route details in GPS format for the second group. I look forward to his next planned ride.

Roy Turner  
27th July 2011

## Dates for the Diary

*CAMBS IAM BBQ 10th September CAMBS IAM BBQ 10th September CAMBS IAM BBQ 10th September*

*CAMBS IAM BBQ 10th September CAMBS IAM BBQ 10th September CAMBS IAM BBQ 10th September*

# **CAMBS IAM BBQ 10th September**

*CAMBS IAM BBQ 10th September CAMBS IAM BBQ 10th September CAMBS IAM BBQ 10th September*

*CAMBS IAM BBQ 10th September CAMBS IAM BBQ 10th September CAMBS IAM BBQ 10th September*

Garry and Linda Ellwood have kindly offered to host a BBQ on their farm in Landbeach for us posh CAMBS IAM motorcyclists, members, associates and family. There is space for people who want to camp over on Saturday night and enough room in the barn if the weather is not kind so nothing will stop us all having a good time!

**2:00pm on Saturday the 10<sup>th</sup> September get it into your diary now!**

We propose to charge £10:00 per head but free for 12 years and under. Food will be provided but you are asked to bring your own drinks. (That's why BMW owners have such huge panniers).

We have yet to sort out the music but there will be something to plug your phone/ipod/music dooberry into.

Please could I ask you to email me asap with numbers if you want to come along. That way we can get an idea of how many people are interested. **[peter.kidney@virginmedia.com](mailto:peter.kidney@virginmedia.com)**

We will put out an email with further details in the next couple of weeks. No excuses you're coming!

## Welsh Roads and Castles

It was time for an early season trip on the bike. A friend was very interested in English Heritage and suggested a trip to Wales to enjoy the countryside and Castles of Wales.

We planned a scenic route through the Cotswolds Monmouthshire, central Wales, Aberystwyth where my friend went to university and Ludlow.

We managed to see three very good castles and Tintern Abbey all in excellent condition for their age due to fact that they were built to subdue the welsh nobles but instead were not used and ended up in such a good state of repair. All worth a visit.



The weather was fine and the roads super. This made the biking side of the trip a pleasure. We stayed in Monmouth the first night. The manageress offered us some space under the security cameras for our bikes and made our stay enjoyable. Breakfast was very filling so we only had a light lunch and a light tea in the afternoon. I lost us at one point. I blamed the sat nav. So we dropped one of the older castle sites off our tour.

The second night stay was in an Inn. Again the owner let us park our bikes around near the kitchens. There was coach load of people in from one of the villages so we had a few beers and chatted to the locals until a table was cleared for us.

The route covered Cambridge Bedford Banbury Cheltenham Gloucester Monmouth Abergvenny Aberystwyth Newton Ludlow Warwick and back to Cambridge.

Aberystwyth sea front is worth a visit particularly the harbour end. The road from Newton to



Ludlow should have a special mention as it follows the side of a glacial valley the road was level with the sides and twisty and has the perfect surface for riding a bike. And should be ridden in both direction fast and slow. We noticed other riders under instruction as we progressed. Around Llandrindod we stopped for lunch at Forestry commission cafe. I had been there before on an Off Road riding course in the forest. They also had a video

camera set up on Kite nest. There is a breeding program running to re-establish the birds back to the area.

So all in all a good start to the touring season.

Next trip this year. Portugal and Spain in June then Germany, The Black Forest in July.

Oh and I have moved house and will be a bike marshal on the London Triathlon.

So a very quite year. Good job I'm retired

David Schindler

## **Dolomites and Lake Garda**

On a cold grey winters evening I was searching for inspiration regarding our summer holiday. I Googled bike trips and clicked on [globaltouringuk.co.uk](http://globaltouringuk.co.uk). We had never done an organised bike tour before and I wasn't sure Linda would warm to the idea, but it's something that I thought I would like to try at least once! I had looked at tours before but they either seemed expensive or clashed with harvest.

'Dolomite's and lake Garda', 5th to 16th June, all hotels and most evening meals included in the price, it felt right! It took Linda at least a whole hour to agree to sign up!

So come the day 10 bikes and 14 people met at the channel tunnel and introduced ourselves. It turned out one of the guys had been on Tom and Susan's trips 8 times, and another was



starting his second, albeit this time with his partner. Tom has been running these tours for six years and got the organisation down to a tee. We had been sent all the routes and Hotel details well in advance, plus on the train we were given every days stops, (comfort or fuel,) and mileages between stops and totals! I was impressed.

Tom led on his FJR 1300, other bikes were Ducati, 690 monster I think? GTR 1400, 1100 Pan, K1300 GT, Sprint ST 1050, another FJR 1300, CBF1000, Deauville 650 and my GS Adventure so a very mixed bag, and just as diverse riders!

We were encouraged to ride in a staggered formation and were firmly but politely told several times to close up, especially in towns and villages with traffic lights for fear of being left behind and holding everyone up. Keeping stops between 50 and 80 miles meant we never got too uncomfortable and had plenty of time to get to know one another, I enjoyed these breaks and looked forward to them though out the tour!

Two nights in Germany followed by three in the Dolomite's then three at lake Garda and finally three in Germany and Belgium on the way home. While we were in the Dolomite's we had a daily rideout with of course stunning scenery over the high tops.

I would like to be able to report sunshine all the way, but I'm afraid we had rain at least once every day we were riding except one! That didn't dampen our spirits however, and the three days we were beside the lake it was warm and sunny. We had free day's here to explore and take a trip across the lake and generally chill, although we still met up for our evening meals. All the Hotels were of good quality, hand picked by Tom of course, and the food we had in them was also very good. I can honestly say we enjoyed our first guided tour and would have no hesitation in 'doing' another with the same company. On getting home I had a week to get the bike serviced and re shod before setting of again, this time a round trip of 3400 miles to Montenegro, but that as they say, is another story!



Garry Ellwood

## Useful Information

### Group Contact

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

Phil Duffy  
**Club Secretary**  
Cambridge Advanced Motorcyclists  
PO Box 236  
Royston  
SG8 1BW

[secretary@camsiam.org.uk](mailto:secretary@camsiam.org.uk)