

# CAM-unicate



**The Newsletter of  
Cambridge Advanced Motorcyclists**

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

Registered Charity No. 1085377

IAM Group No.7221

## **Editorial**

Time for a change. I am delighted that Victoria Clarke and David Nobel have agreed to take on joint editorship of CAMunicate from January 2008. In preparing for the handover it is already evident that they bring fresh ideas and renewed enthusiasm to the task and as a result I am sure CAMunicate will achieve its objective of not only informing members of club activities but be both interesting and encouraging, so that we all make the most of what motorbiking has to offer and to do so safely.

I would like to thank Tony Vernon for all his efforts as editor of CAMunicate, a task we have shared for several years, and to thank all those who have contributed to CAMunicate. It is articles from members such as those from the Sahara, Borneo, right round the UK and many many more whether they be 'closer to home' articles, reports on club events or informative articles such as the history of mapping – which ensure CAMunicate is 'alive' and not simply a chronicle of club events and a database of officers. As an editor I look forward to reading the articles that come in and those in this edition are no exception. Please keep them coming for Victoria and David.

Occasionally I think we all ask ourselves whether we are succeeding. The same applies to our club. A milestone has just been passed which I think resoundingly confirms that the club is winning. We have just registered our 500<sup>th</sup> member since the formation of the Cambridge Advanced Motorcyclists in 1996. Given that our primary aim is to improve road safety for motorcyclists I think this is a remarkable achievement.

David P.

## **Bike Cleaning Materials – Special Offer – Huge Savings**

Stephen Alsop introduced those who attended the maintenance day course to the myriad of bottles and brushes that he uses to restore his bikes to showroom-like appearance. David Heales has kindly arranged a special deal to offer some of these materials from a quality manufacturer, Autoglym, at heavily discounted prices. If you are interested then proceed as follows:

Submit order and cheque made out to David Heales by the end of November (send to Quality Care Cleaning business address below). Delivery can be expected by mid December. An order form has been attached as a final page.

Collection will be your responsibility and will be from Quality Care Cleaning Ltd, Copley Hill Business Park, Cambridge Road, Babraham, Cambridge, CB22 3GN. Monday to Friday between the hours of 8 am and 5 pm.

The offer is open only to members of the club. If it is over subscribed then David Heales reserves the right to ration orders but anyone affected by a change will be advised before proceeding with the order.

Autoglym Product	Cost to CAM	Approx Retail Cost
1 LTR MOTORCYCLE CLEANER	£ 4.19	£ 6.99
INSTANT BIKE SHINE	£ 3.59	£ 5.99
VISOR CLEANER	£ 5.99	£ 9.99
DEGREASER	£ 3.59	£ 5.99
PROTECTANT	£ 3.59	£ 5.99
MOTORCYCLE LEATHER CARE	£ 4.19	£ 6.99
MOTORCYCLE LEATHER CLEANER	£ 3.59	£ 5.99
MOTORCYCLE CARE KIT	£ 14.99	£ 24.99
MOTORCYCLE VALET CASE	£ 26.99	£ 44.99

Prices include vat.

### **Headway Cambridgeshire Boundary Ride**

A worthy cause, a fine autumn day and the opportunity to ride the roads and lanes of Cambridgeshire is surely the recipe for a good day out. And so it was on Sunday the 30th of September when approximately 95 riders and pillions participated in the Headway Boundary Ride and raised over £2,700 for the local Headway charity.

This was the second time the event had been run and early indications are that 2007 will have been even more successful than 2006. Thanks are due to all those who assisted both on the day and in its prior organisation, as without those that had the original idea, manned the check-points, arranged the permissions from site owners, produced the supporting forms and generally whipped up the enthusiasm within all participants, it could never have been such a great event.

The involvement of the CAM group with the Headway charity originates with the unfortunate accident Sue Stuart, one of our group members, had several years ago and the help that Headway has provided her. Headway is an organisation that promotes a wider understanding of all aspects of brain injury and provides information, activities, support and services to people with brain injuries, their families and carers. A sobering statistic is that around 1.4 million people per year attend A&E in the UK following trauma to the head and of these around 135,000 will be admitted due to the severity of the damage; a major cause of which are road traffic accidents.

The rules of engagement were simple; pay your £10 entry fee, turn up at one of the three designated control points and make your way around the County calling in at each of the other two control points and passing by three additional locations to then return to your start point. Mileage and time taken depended on the approach adopted; follow the county boundary as close as possible and the mileage could be in excess of 300 miles, take a more approximated route and it's in the region of 150 miles.



Figure 1 Sawston Control The Cambridge group manned the control points at Sawston MacDonaldis and the Soham Motel and the Peterborough group organised the control point at Webbs Yamaha in Eye. Thanks therefore to Tony Vernon, Brian Farrow, Phil Pearson & Steve Rowden of CAM who held post at Sawston, Mathew Coles, Peter Allder & Mac Lewis of CAM for looking after the Soham location and Alice Bishop, David Brawn, Mark Bright and Duncan Bishop of PECAM for

keeping things in order at Eye. Much of the behind the scenes organisation is attributable to David Schindler and Tony Vernon.

Figure 2 Eye Control

Three organised rides were provided, two by CAM and one by PECAM. From Sawston a 9.45 AM group was lead by Stephen Bradshaw and tailed by David Schindler numbering 10 riders. A second group of 4 riders left Sawston at 10.00 AM lead by Chris Curryer and tailed by David Parnell. A Peterborough group of 4 riders left Eye lead by Nigel Vernon and tailed by Nick Dando. The



purpose of the event was underlined in Sawston by the attendance of Ann Weitzel and Jeanette Tasker of Headway who were there in the morning to assist with registration and to see the groups depart.



Figure 3 Lamb & Flag

The intermediate marker points included the service station on the junction of the A1198 & A603, a pub in Weston and another pub in Welney. Linking all the control points together provided the opportunities to sample the wide variety of roads and scenery that Cambridgeshire can offer from the gentle undulations of the borders with Hertfordshire and Bedfordshire to the unrelenting flatness of the

fens east of Peterborough. Roads varied from the sweeping bends of the B660 linking Kimbolton and Glatton to the ruler-straight fen roads with their geometrically sharp turns and suspension lightening bumps. An occasional venture on to the larger A-roads connected it all together.

For those that started the trek at Sawston in the late morning Eye was a lunch-time oasis that provided looses, teas and food; the burger van at Webbs did such a roaring trade that they had to send out for extra bacon supplies to satisfy

demand. Another hour and a half of riding reached the Soham check-point with a final hour more to get back to Sawston. In all it took between 4 and 6 hours depending on pace, route and breaks.

Figure 4 The Swan

The weather truly co-operated on the day and after a preceding week of intermittent heavy rain showers it was a huge relief to see a dry sunny day on Sunday. Our good fortune in this regard further emphasised by the drizzle that arrived on the following Monday. So it's now two years in succession that the boundary ride has enjoyed fine late season weather – let's hope it becomes a 'hat-trick'.



Figure 5 Soham Control



The bikes used on the day were fairly varied with BMW 23%, Honda 22%, Yamaha 19%, Triumph 11%, Suzuki 9%, and Ducati, Moto-Guzzi, Kawasaki, MV Augusta all represented. No breakdowns or incidents were reported so fortunately there were no negative aspects to the day.

In twelve months it is expected there will be the 2008 Headway Boundary Ride so plenty of time to plan a route and to spread the word.

David Nobel

## **I.A.M. National Conference 2007**

### **Head office Update by Christopher Bullock**

Christopher spoke briefly about organisational changes to the council where DCM's would become a sub committee of the council. He also spoke about membership figures and the aim to affect 10% of road users as the next target.

### **Safe Driving for Life by Nick Carter of the DSA**

Nick first presented some figures

42 million Driving Licenses

39.2 million Vehicles

450 billion miles per year

8 dead per day

10 seriously injured per day

4.5 million Elderly drivers expected to increase by 66% by 2031

For Motorcycles, he also spoke about forming a voluntary post-test instructor register, enhanced practical tests by Sept 2008 and new EU licensing rules by 2013. He stated that their aim is to create a competence framework for driving based on skill, attitude, knowledge and conditions that sets out what you need to

know. There will be links to employment based on skill and stress so that drivers that are the face of the Company in public (example given, Tesco delivery drivers) can show a level of achievement or so that an employer can state the level they expect. He claimed that 13 of 14 Tesco delivery applicants fail due to presentation, attitude and commitment. He said "It is not just a job"

### **Research and Advocacy by Neil Gregg Director of IAM Motoring Trust**

Having merged with AA research, the Trust is self funding for the next 5 years. Neil talked generally about the work they do for road safety research like safety barriers and the comparisons with Europe and spoke about their aim to be THE place where the Government and DSA can obtain research and consultancy.

### **Members Benefit Announcement**

This was built up as the exciting news for the day. Everyone on the top table was trying not to mention it until now. Adelaide insurance now offers IAM 'surety insurance' cover (Surety is the name Adelaide use for their IAM policies) in association with Royal Sun Alliance for car drivers who are members of the IAM. It was presented as insurance value rather than cost.

### **Dominic Fox award**

There is an article on the IAM website

### **Split workshops Main Hall**

These were not workshops but 5 10 minute presentations of information:

**Getting your MPs attention** – Karen Lawrenson gave advice on the formalities of contacting your MP. A good guide is on [www.theyworkforyou.com](http://www.theyworkforyou.com)

**IAM IT developments** – Anne McKenna, The new IT Manager of the IAM explained her plans to create a consolidated database of information combining all their old information into one place. A consensus of the floor agreed that it should include local data that can be accessed remotely

**Associate drop out** – Richard Nelmes gave facts, figures and analysis of membership and is looking to reduce drop out rate both pre and post test by analysing the reasons.

**Cycling initiative** – Duncan Pickering discussed this which is currently aimed at corporate level and only in London at present. The corporate market is deemed to be untapped at present.

**New Driving Manual** – Peter Rodger stated that the system hadn't changed. The principles are the same but it has been reworded. There are some errata. I will pass the copy given out at the conference to Ian Beeby.

### **Awards**

2006 group achievement award winner reported how they had spent their prize money. They bought an instant video and replay system for in-car and bike and a colour laserjet printer.

Martin Baynes

## Road User Charging

When I read the article in a recent issue of MCN calling for motorcyclists to participate in a ride-out through London to protest against the inclusion of motor-bikes into the evolving government plans for road charging the implications did not immediately hit me. However having looked into the matter a little more deeply there are lots of associated issues of concern to riders, drivers and indeed citizens generally. I thought it would be useful to look at the 'pros & cons' and try to identify the various themes.

Road User Charging – what is it? Essentially the government's idea is that as space on the road is a finite resource in that in any area only so many vehicles can be squeezed on the carriageways then by using various charging mechanisms users can be manipulated to either change their road usage or to use alternative means of transport. Revenue derived from the schemes is fed into alternative transport solutions that reduce traffic pressure still further. The resulting nirvana will be free flowing traffic and everyone getting to where they want to go having made a personal compromise between convenience and cost.

The political positioning is that users will not be charged more; it's just that they will pay in a different way. Instead of an annual road-tax charge regardless of how much usage of the road network is made drivers would pay for the 'network miles' that they consume. This 'fair-play' argument is then coupled with the 'environmental conscience' and the government's proposition is summarised.

A consequence of mixing together the two issues of congestion and environment seems to create the confused messages that we see reflected in the inclusion of bikes within the road-charging net. As petrol machines bikes fall foul of the emissions lobby that links all exhaust output to global climate change and it is their agenda to reduce all emissions; however as vehicles that occupy relatively little road space bikes are potentially part of the congestion solution.

But then there is finance. In a system that seems to be searching out ever more devious means of separating Joe Public from his post income tax salary any opportunity to charge is eagerly promoted by both local and central government. A view might be why devise a road charging system and then exclude a proportion of the potential fee payers. A similar logic is applied to parking charges where in some areas bikes are required to pay the same as cars.

Technology has a part to play and the application of that necessary to make road charging function has implications beyond the goal of easing traffic flows. To implement road charging the system needs to identify the vehicle and where it is and then compare this information with a data-base that manages billing information. The system has to be robust enough to produce 'evidence packs' that can be used to pursue prosecution should the rules be broken. There are various technologies that can be used including automatic number plate recognition, proximity tags and global positioning.

Automatic Number Plate Recognition (ANPR) operates using surveillance cameras that read the vehicle number plate. This system is widely used and is incorporated in the average speed cameras currently in operation on the A14. It

is proven to work well on cars and is generally directed at the front number-plate of a car, so not really suited to an approaching motor-bike. Proximity Tags use a local reader that 'sees' a unit installed in the vehicle and this contains the identity information. There are various flavours of this, some based on wireless, others on infra-red. An example of this would be the Dartford Crossing tags. The third system is one based on GPS and in essence the vehicle unit keeps a record of its locations and periodically transmits this back to the road user charging monitoring system.

There are several schools of thought regarding Road User Charging. Its application to specific congestion 'hot-spots' at times of day when the problem is worst with the objective of spreading traffic more evenly through the day corresponds to the Cambridge proposal. It would be active from say 7.00 AM to 9.30 AM and then 17.30 PM to 19.00 PM and inactive during the rest of the day. If you must contribute to the rush hours then you pay; if you can alter your routine so you don't congest then you don't pay. However the traffic fundamentalists would like to see all journeys anywhere in the UK charged with perhaps differential prices according to routes, time of day, vehicle type etc.

As ever it's not technology itself that creates concern it's the way it might be used and in the case of road user charging how the data necessary to make such a scheme work could satisfy other agendas. Vehicle tags work fine for defined zones, you obtain the tag it links to a billing system and each time you pass a beacon, e.g. tunnel or city boundary a charge is deducted. Software algorithms sort out multiple entries, charging times etc and the system can be fairly anonymous. The more worrying technology is GPS when applied to a national road charging scheme as for this to operate the system needs to know where you are in any part of the road network at any time. This amounts to vehicle tracking and is potentially an infringement of personal privacy.

We all know how addicted the road safety partnerships became to the revenue obtained from the automated speed cameras whilst rigorously maintaining that their only interest was road safety. Since April 2007 when the revenue from cameras was decoupled from the safety partnerships there has been a decline in their use – an interesting coincidence. Vehicle based GPS installed initially for road user charging is ideal for remote speed monitoring on any road, anywhere at any time. Is it reasonable to expect a revenue hungry administration to pass up the opportunity to automatically identify and fine every road speed infringement?

Is resistance to road user charging short-sighted selfishness that fails to recognise the blight that congestion is on our roads and in our cities and a 'head in the sand' denial of the environmental damage that internal combustion engine emissions create or is it a recognition that this policy could be the thin end of a socially unpleasant wedge. Could congestion be alleviated by other less complex and intrusive methods.

Returning again to the A14, as I do daily, a significant cause of congestion are the heavy goods vehicles that feed in from the east coast ports. As much as

anyone else I expect the shelves at Tesco and Sainsbury to be full and fully understand that road transportation is an important part of the economy. But the A14 is almost empty at night, would it not be an interesting exercise to encourage off-peak HGV use of our roads with the associated investment in quiet run trucks. The 56mph lorry to lorry overtake at 8.30 in the morning that creates a mile long tail-back is a further contributor to congestion and frustration.

The school run around 8.30 each week day morning that sees a mother with often a single child would so easily be alleviated by a more comprehensive system of school buses. Again I am sympathetic to parent's concerns over safety but the causes of that is a separate social malaise the consequence of which is more congestion.

HGVs and the school run are just examples of the types of congestion that affect my personal journeys; there are of course many others and they probably vary from area to area. I suspect charging users to enter Cambridge in the morning, whether it included motorcycles or not, would have little impact on the A14 congestion. For me my options are limited as to use public transport for my fifteen mile journey from one village to another on the other side of Cambridge would take over two hours.

So where does all this discussion take us.

Congestion is in most parts caused by people making journeys that they believe are important. Pricing the journey to make it unaffordable does not make it less necessary it only restricts travel to those who can afford to pay. Investment in public transport that provides a real transportation alternative would enable the necessary journeys to be made without loading up the roads. The argument is made that road user charging will fund public transport improvements but the costs of the road user charging schemes themselves are huge and if they were effective would suffer a diminishing income. In reality if London is considered the level of traffic is now getting back to where it was pre-congestion scheme, all that has changed is that Transport for London now has a significant additional income – a tax.

To include motorcycles into the proposed schemes seems illogical as they do not physically contribute to congestion, are easily parked and offer a swift and effective means of getting around. In the overall scheme of things the congestion and pollution caused by motorcycles is negligible. If one were cynical it could be said that it's better to include bikes when the discussion starts as there can then be a later compromise that removes them from the scheme and an aura of reasonableness is achieved. If one were paranoid it could be said that road user charging is the Trojan Horse to get tracking technology into personal vehicles.

It is not the purpose of this article to encourage or discourage involvement in the MCN London Ride-Out- that's an individual decision. What I have tried to illustrate is that road-user charging is an issue that will affect us all whether car or bike users and it needs to be thought about from both the stated position of 'countering congestion' and also from various other perspectives. There are implications for personal freedom, additional taxation load, the public

transportation debate, the affordability of UK living and the ongoing involvement of the government in our day to day living.

Let's hope enough people are sufficiently concerned about this issue to promote a real debate. Don't expect a referendum on it however, when Edinburgh asked its population their answer was a resounding no and the government tries to avoid referendums that might not deliver the result they have already decided on.  
David Nobel

## **CAM makes THE difference**

I joined CAM because I knew my riding was rusty, after a gap of twenty years. When I had ridden as a youngster, I'd never known about vanishing points or the best line to take: it was just a matter of getting from A to B.

The first observed ride I did, from Long Road, was daunting as I was followed by both Stephen and Teresa Bradshaw and the day was quite wet and uncomfortable. However, everyone was very friendly and welcoming, despite a distinct lack of female members.

Participating in the Sunday morning social rides has been great, though it took me a while to catch on to the fact that they were fortnightly. Going out with other motorcyclists has meant that I have absorbed and applied information about Roadcraft, and I have discovered some roads I would never otherwise have travelled. The drop-off and sweeper system made me nervous before I experienced it in action, and I have imported it into my local bike club, so that people ride at their own speed most of the time. Not only does it streamline the navigation of complex routes, but also makes one necessarily more aware of traffic and road layout.

I am particularly grateful for everybody's kindness and sympathy in the wake of my writing off my first bike within a couple of months of buying it – also for their willingness to continue riding with me! Of course the accident did mean that I missed the machine control day, which was something of a blow.

The trip I took to the Cotswolds in rather wet weather before the really tumultuous floods started was fantastic, with a well planned range of road-types and a sociable feel to the whole day. I look forward to joining more full-day rides, less illicitly, once I have passed my test...

...which brings me back to the observed rides. I have learnt a huge amount from David Bradshaw and we are frequently followed by Stephen too, so I do feel as though a great deal is being invested in my progress. I know that I must get to grips with hill starts and slow manoeuvring but I am actually planning on taking the test, whereas before I was much too terrified by the prospect to entertain ideas of doing more than the preparatory training.

Anyone who is a little out of practice, or, conversely, who thinks s/he needs to do no further learning, should seriously consider membership and all it has to offer. I'm really glad I took the plunge that rainy morning this spring.

Victoria Clarke

## **New Forest Ride**

The list of all day rides was perused early 2007, in those days when we actually expected a summer. Holidays arranged, families juggled, household chores completed. So when the weather forecast for 19th August was rain, rain and more rain, no way was I going to miss my second all day ride of the year. No way. Nothing that a good set of water proofs couldn't handle.

On the actual day the cloud base seemed to be about 200 feet, and the weather was 'damp' rather than outright wet. But there was no hope of any sunshine that day so we set off prepared for the worst.

Initially we followed the A603 out past Wimpole, picking up Phil Pearson at Orwell, on through Tadlow, following a scenic route Shefford, Ampthill, Flitwick. Weather was poor, roads were wet, the good people of Bedfordshire were awaking and driving off to their car boot sales to make & spend their hard earned. Eventually the wet drabness of Bedfordshire gave way to the beauty of the Cotswolds, and we followed these south, past Halton. The RAF quarters looked grim, with water stained walls where overflows had overflowed for years until limescale stained the bricks white. Hope they maintain their planes better than their houses!

Following the Cotswolds south, the weather warmed, and red kites appeared, circling lazily, we counted 6. Phil was pointing them out to Mac, our tail ender, who was oblivious to the joys of bird watching; no doubt assuming the guy in front was gesticulating for fun!

Stopped in Goring for coffee, David found an excellent pub, absolutely beautiful, wonderful coffee, and best of all we managed to leave before the live jazz music started. Close call, though.

Leaving Goring and crossing over the Thames the roads opened up a little, we were able to get up to the national speed limit, which was welcomed, and we headed briskly towards the south, stopping only for lunch at Stockbridge. Lunch was in a Beefeater type pub, quite welcoming, but some of the customers needed to discover life beyond alcohol, as frankly, they looked bored. Lunchtime drinking is pretty boring, and more people should discover the twin joys of teetotalism & fast motorcycles!

From there, on through the New Forest, almost losing Mac in Lyndhurst when the big BMW didn't filter quite as well as the smaller bikes, and poor way marking cast him astray for a few miles. Still the group, regrouped following a mildly

exciting chase, when Mac and Phil headed towards Portsmouth before rejoining the group.

Stopped at Milford on Sea, walked to the Needles Eye café, and enjoyed an ice cream whilst admiring the view of the Needles. The seafarers had wimped out and stayed on shore, so nothing much to watch out at sea. The day turned greyer, as we turned North, and at 4pm, we realised, this really was going to be an all day ride!

Headed north, not sparing the horses, up to the joys of Salisbury, and across the plain – don't you just love the tank crossing signs! The A338 was relatively free of traffic enabling us to make good progress, although the further north we went the wetter it became with areas of gravel washed down into the road. We stopped at a petrol station for the final refill of the day and for some to put their waterproofs back on as by now the rain had turned into a continuous downpour. Setting off again, riding fast past Hemel on the A41, onto the M25 heading back up the A1M, not scenic, but necessary to press on and arrive home for 9:30 pm, to discover dinner in the fridge!

A brilliant days ride, well planned by David, with fantastic scenery and enough challenge from the weather to make the riding an experience! Good riding from all the group ensured that there were no mishaps all day, that was until one riders wife, Mary Pearson slipped on a puddle left on the hallway floor by her disrobing husband, and sprained her foot, which required a trip to A&E and three days rest!

Anon of Ely

### **Autumn Observer Co-ordination Meeting Report**

Twelve Observers met in Orwell Pavilion on 17th October. The meeting focused on three topics: radios, Senior Observer testing and Sunday Rides.

Radios: CAM has not used radios but their use is often mentioned and there are indications that the Driving Standards Agency will require their use. The Group obtained a set for evaluation and Davids Schindler and Nobel prepared a presentation outlining the requirements, the benefits and the dangers. The conclusions which have been endorsed by the committee are:

- Radios will be obtained so that those who wish to use them can do so
- The use of radios is not compulsory but at the Observers discretion
- Radios must not be used to such an extent that the technique (as used on the test) of direction from the Observer/Examiner is not perfected
- A training programme will be developed which users of radios must apply before deploying radios. This point recognises that radios may be mis-used, for example, as a consequence of not appreciating the limitations of the technology and that misuse can lead to danger. It is highly advantageous if good experience and techniques can be passed to Observers before they embark on the use of radios.

Senior Observers: Ideally the Group would benefit from having two more Senior Observers. Stephen Bradshaw who has recently passed his Sen Obs test volunteered to both inform those who are interested in what is involved and to assist them in preparing for the test. Stephen emphasised that emphasis is being given to the Observer/Associate interaction and being able to use Roadcraft to back-up the actions which are recommended.

Sunday Rides: We constantly seek to improve the Sunday Rides. The rota run by Teresa Bradshaw has worked well to ensure there is always cover and runs have been well planned. Attention turned to assisting the newer riders and ensuring the more experienced riders could contribute with the aim of making the ride smoother and provide some training as well as it being a predominantly social ride. A trial had been conducted along the following lines: try to pair up Observers with the more inexperienced riders so that the Observer provides a 'line' to follow (please note: this is to illustrate road positioning and doesn't extend to where it is or isn't safe to overtake; each rider rides for themselves and is responsible for everything they do). The experience so far has been positive and requires that the group of Sunday riders are briefed on this aspect as well as the normal safety briefing and guidelines for group riding, the co-operation of experienced as well as inexperienced riders, that those assisting the less experienced set a good standard and encourage their partner(s) to ride safely.

Observers and other experienced riders it is hoped will benefit as well as the inexperienced by being challenged to help their colleagues. For this to succeed we need as many Observers and experienced riders to attend Sunday Rides.

End notes: We plan to hold Spring and Autumn Observer co-ordination meetings in 2008. If all Observers can attend the maximum benefit can be achieved from the exchange of ideas and the experiences of volunteers who otherwise don't have a forum with which to liaise with their fellows.

Observers have embarked on a programme of setting up pairs to go for a ride and learn from each other with the objective of sharpening/honing the skills needed by Observers. If you have not already done so please arrange it.  
David Parnell

## **Test Passes**

Congratulations to Stephen Bradshaw on passing the challenging Senior Observer test. This is very demanding and requires real commitment and a lot of time.

Associates who have passed their test recently are:

Robert Parker , Peter Ingram, Jim Roberts, Garry Ellwood and David Calvert

## Observer Contact Numbers

If an Associate has not heard from his or her Observer, please use the list below to make contact. If you can not make contact with your Observer or an Observer has not been appointed, please ring Ian Beeby, secretary and Senior Observer.

Brian Farrow			
Chris Curryer			
David Parnell			
Ian Beeby			
Ian Stockley			
David Schindler			

## Group Contact

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

**Secretary and Treasurer** Ian Beeby

55 Station Road Whittlesford CB2 4NL 01223 833860

[ian.beeby@btopenworld.com](mailto:ian.beeby@btopenworld.com)

Or visit the website on [www.cambsiam.org.uk](http://www.cambsiam.org.uk)

Material for CAMunicate is always welcome and should be sent to the newsletter editors: [david.nobel@ntlworld.com](mailto:david.nobel@ntlworld.com) or [v.clarke@virgin.net](mailto:v.clarke@virgin.net)

## Group Diary

	Time	Event			Time	Event
<b>November</b>				<b>December</b>		
1/11/07 Thursday	19:00	Classroom Session		2/12/07 Sunday	09:30	Milton Rideout
3/11/07 Saturday		First Aid & Accident Mgt		16/12/07 Sunday	09:30	Milton Rideout
4/11/07 Sunday	09:30	Milton Rideout		30/12/07 Sunday	09:30	Obs only Rideout
18/11/07 Sunday	09:30	Milton Rideout				
26/11/07 Monday	19:30	Committee				
<b>January 2008</b>						
6/1/08 Sunday	09:30	Milton Rideout				
20/1/08 Sunday	09:30	Milton Rideout				
28/1/08 Monday	19:30	Committee				

## Motorbike Cleaning Materials Special Offer – Order Form

Autoglym Product	Cost to CAM member	Number of each	Cost
1 LTR MOTORCYCLE CLEANER	£ 4.19		
INSTANT BIKE SHINE	£ 3.59		
VISOR CLEANER	£ 5.99		
DEGREASER	£ 3.59		
PROTECTANT	£ 3.59		
MOTORCYCLE LEATHER CARE	£ 4.19		
MOTORCYCLE LEATHER CLEANER	£ 3.59		
MOTORCYCLE CARE KIT	£ 14.99		
MOTORCYCLE VALET CASE	£ 26.99		
			<b>Total cost</b>

Note: the above prices include VAT

Cheque to be made payable to **David Heales**  
Cheque **must** be included with order

All orders to be delivered by **end November**

to:

Quality Care Cleaning Ltd  
Copley Hill Business Park  
Cambridge Road  
Babraham  
Cambridge  
CB22 3GN