

PECAM OBSERVER

Volume 6

Issue 6



Develop your Riding with Pecam



This is a bi-monthly newsletter issued free of charge to members of The Peterborough Advanced Motorcyclists Group, a charitable group affiliated to The Institute of Advanced Motorists, Group No.7249. The content does not necessarily reflect the policies and aims of either the IAM or PECAM .

MY SKILLS FOR LIFE & PECAM EXPERIENCE

Having ridden mopeds and a 125 in my younger days I re-discovered the joy of 2 wheel transport when my son got a moped and I decided to sign up for a direct access course with Camrider in Peterborough. The training was very good and I consequently passed my test in July 2009, one of the early candidates for the new 2 part test.

Although the training with Camrider was good and I was an experienced car driver I felt the need to do more bike specific training and booked a place on a Bike Safe Course with Cambridgeshire Police.

I completed the Bike Safe Course in April 2010, which consisted of 3 classroom theory sessions followed by an observed ride with a police motorcyclist. The course was excellent and really highlighted the differences between riding a bike and driving a car and was a very good precursor to more advanced training.

I was keen to do more training and was aware of the IAM & ROSPA schemes and whilst searching for information on the internet found that my local IAM group (PECAM) were holding an open day at Webb's in Peterborough offering a free assessed ride out with an observer.

On arrival at Webb's I was greeted by an enthusiastic group and after a chat & coffee went for a ride out with Colin Hall & Brian Wingrove. I consequently signed up for the Skills for Life course and membership of PECAM.

I was very impressed with the speed, efficiency and enthusiasm of the PECAM group and in no time at all I was allocated an observer, Pavlo Duma. Our first meeting was at my home for a get to know you chat over a cup of tea followed by a short observed ride and de-brief. During this first meeting we discussed all aspects of the IAM Skills for Life program and established further times/dates for observed rides.

Making good use of the long summer days we were able to go out on regular rides experiencing a wide variety of roads along with town riding and slow riding skills at appropriate points on route. The rides were split into sections with de-briefs with input from both parties. Detailed records were kept of each ride with marks for given skills along with comments from the observer on areas for improvement and references to the IAM book "How to be a Better Rider"

Due to a number of circumstances I had a 5 week break and during this time changed my bike and so with new enthusiasm was ready to resume my Skills for Life course.

In any learning experience I like to explore as many sources of information as possible and after consulting Pavlo decided to continue my training with another observer. Once again the PECAM organisation was superb and I was very quickly allocated a new observer, Steve Taylor who soon got me back on track with 2 very good sessions over a weekend.

At this point I felt ready for my test and contacted Ron Coleman PECAM Senior Observer for a pre-test observed ride. We duly met up in Peterborough one evening and following the ride Ron pointed out a couple points for improvement but was happy for me to apply for my advanced test.

On the 4th August 2010 I applied for my test online via the IAM website and received an automated reply confirming my application. Unfortunately due to a problem on the website my application got lost in the system and to make matter worse examiner allocation mix ups caused further delays so I didn't get a test until 9th September. The delay in getting a test date was very frustrating but on a positive note it did give me the opportunity to get out with Steve for more practice rides.

My allocated examiner was Simon Burgin, a serving police officer and we arranged to meet at Cambridge Services at 11a.m for a briefing and document's check before setting out on the test ride. The weather conditions that day were perfect, I felt confident and the test turned out to be a really enjoyable experience taking in a good variety of roads, hazards, overtakes, corners and some heavy traffic situations.

The test is marked on 25 key skills with competence levels of 1 – 5, and I was delighted to achieve 20 marks at level 1 and 5 at level 2. This high score mark put me in the top 50 of the 300 advanced tests taken over the past 9 months and I qualified for the IAM special skills day at Silverstone circuit. The skills day was excellent with the added bonus of prizes and an ultimate prize of a new Yamaha bike.

I'm a great believer in preparation for any important event or test and with Pavlo, Steve & Ron's help I was able to go to my test feeling fully prepared and confident. I am truly impressed by the enthusiasm, dedication and skill levels of the observers and would have no hesitation in recommending the Skills for Life package to any interested parties.

I have to say that joining PECAM and doing the Skills for Life course has been a very enjoyable experience and given me a real purpose to riding a bike, the members of PECAM are a great bunch of guys and the twice monthly group ride outs are now given high priority in the diary.

David Thorburn

Balderston's Open day



Thanks to Ron Coleman's efforts, Pecam was invited to the official opening of Balderston BMW at their new showroom in Hampton, Peterborough.

With the event heavily publicised in the Peterborough area, there was a good turn out to test ride the new BMW range, including the BMW S1000RR.

Several of our Observers came along over the weekend so that assessed rides could be offered. Quite a few people took up the opportunity, with others registering to be contacted to arrange rides in the future.

This type of event is essential to the life blood of the club, and if any one has contacts or even just ideas of where we can attract prospective members please let one of the committee know (see back page).

Training Days

Several of our members have taken advantage of track days recently, including the Martin Hopp training days at Cadwell park. Without exception they all advocate members should try to attend one of these days because without exception the improvement in riding skills is significant, particularly when deciding on the right line to take. It has been suggested that this may be something that Pecam can organize as an event, run through the club, something that is going to be looked at for next season.

We will also be looking to run the slow riding skills event again, something that everyone who has attended has enjoyed and benefited from in the past. To help with the organization with this type of event, if anyone has ideas of a venue where this type of training could be held please let the committee know, as we are currently dependant on RAF Wittering, which for obvious reasons has limited access.



Young Riders

As a road safety group we should be doing our best to ensure the safety of all road users not just members, with particular emphasis on youngsters, who we've all seen race around on scooters and mopeds and wondered if they will survive the day

With the change in the clock, the dark evenings and mornings of winter arrive. It is ever more important that our motorcycles are in the best possible state of maintenance for riding. Those of us that know youngsters who perhaps fly around on mopeds and scooters should perhaps make sure they are aware of the extra hazards winter brings given the recent information from the IAM

Figures from the Institute of Advanced Motorists show that 33 per cent of accidents involving 16-year-old moped riders occur in the autumn, compared to just 19 per cent in spring, 21 per cent in winter and 26 per cent in summer.

The organisation says that the peak could be linked to the fact that 16-year-olds often go on to further education or a new job in the autumn, and buy a moped to get there. It means a rise in new and inexperienced riders out on the road in September.

"While autumn is the worst time for moped rider casualties, it doesn't seem this is down to deterioration in weather conditions," said Peter Rodger, IAM's Chief Examiner. "Two-thirds of KSI (killed or seriously injured) incidents happen in daylight and when it is dry and fine."

Added Mr Rodger: "Two-thirds of teenage moped casualties occur at or near a junction and nearly all involve another vehicle. The case of the "driver-looked-but-failed-to-see" accident is all too common, but by making themselves more conspicuous to other road users and by developing their riding through further training, teenage moped riders could greatly improve their chances on the roads."

The IAM is urging riders to wear high-visibility gear and advises a "solid colour" as opposed to broken up shapes, for maximum visibility. If filtering, riders should position themselves in the middle of the available space - they should not "hide" next to traffic.

Riders should also ensure that their headlights remain on and should not follow the vehicle in front too closely as it conceals them from other traffic. The IAM says riders should ride two-thirds of the way into the lane - it's where a driver would sit, so it's where other drivers will look.

The IAM has launched a new scheme aimed at increasing the confidence and experience of riders of machines under 125ccs, "Road Rider Plus".

New Skills for Life Offer

The IAM's latest marketing drive to attract new members is an opportunity to win 5 pairs of tickets to the Silverstone Moto GP. If you know any one who is thinking of taking up the Skills for Life package now is the time to do it.

Contact the Committee

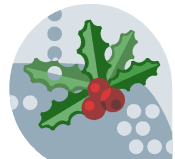
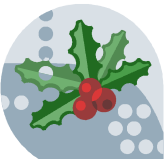
If you have any suggestions or ideas about how to take the club forward you can contact any member of the committee by phone or e-mail.

[See back page for addresses](#)



Friday 10th December
the
Pecam Christmas Dinner
at
The Admiral Wells, Holme

Details of the menu have been circulated to all members. Contact Cindy Boyden (see back page for details) to book your place(s) and select your choice of food.





Simon Toyne came along to entertain us with stories from his experiences as an editor with 'Ride' magazine. Of particular interest was the charity motorcycle ride around Europe that he completed over a couple of weeks, which covered Scandinavia, Germany, Italy, France and so on. Certainly not something to be taken on by the faint hearted, but something similar might be worth considering through our club at some point, if sufficient people are interested. (Let the committee know if you are)

Simon also brought along a selection of goodies, including the latest edition of 'Ride'. Heartfelt thanks from all who attended

Club Runs

Summer Program (April to October)

The first ride out of each month, held on the second Sunday which has become known as “the long ride”, i.e. 150/250 miles plus will be split into two groups depending on how many turn up. The first group will be a more progressive ride only open to full members. The second group will be lead by a full member but at a more relaxed pace for associates and full members. The destination will be the same however.

The second ride of the month, held every fourth Sunday, will be a shorter distance, 40/100 miles max. This will be open to full members, associates, friends and invited guests. Again depending on how many turn up the group could be split up, but there will be no progressive or slower group. Again the destination will be the same for both groups. Any rider who has not passed their IAM test will be placed behind a full member, in doing so they will be able to learn from their experience and see how becoming a full member and acquiring the road craft skills can improve your ride. You will not be lectured about your riding, but please don't be afraid to ask any questions or advice from a full member.

Runs will leave Tesco's at Hampton at 9.30am sharp.

Winter Program (November to March)

During the winter months the long run will be reduced in length similar to the 4th Sunday ride. With the expectation of fewer riders, it may not be necessary to split the group.

Runs will leave Tesco's at Hampton at 10.00am sharp.

Note later start time

Social Diary

Incorporating any events arranged outside of the normal monthly ride outs

Date	Event
Tuesday November 16th	Ridewithusholidays, Specialising in motorcycle tours
Friday December 10th	Pecam Christmas Dinner
Tuesday January 18th 2011	Dave Starkey
Tuesday February 15th 2011	Arriving at an accident (best practice)
28th April—1st May 2011	Scottish Trip
Bikers Retreat, Wales	15th—18th September 2011

It is intended to develop a full calendar of events in the newsletter, while still advertising individual events with detail. If you have a bike related event coming up let me know and we'll get it included.

Trevor Gallivan

Name	Role	E-Mail
Colin Hall	Chair	Colin@pecam.org
Duncan Bishop	Treasurer	Duncan@pecam.org
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Mike Dawson	Membership Sec.	Mike@pecam.org
Brian Wingrove	Skills Coordinator	Brian@pecam.org
Andy McManus	Press & Publicity	Andy@pecam.org
Ron Coleman	Ride Out Coordinator	Ron@pecam.org
Cindy Boyden	Committee	Cindy@pecam.org
Michael Frith	Committee	Michael@pecam.org

Congratulations and Welcome

To Ian Ellingworth (Observer Peter Noble) and Nick Green (Observers Nigel Vernon & Pavlo Duma) on passing their tests. Well done to both of you and keep up the good work.

Welcome to the following new members:

Full Members: Phil Hill and Stan Metcalfe.

Associate Members: Graham Allen, Alistair Adams, Roger Read and David Collett.

Friend Member: Malcolm Hills



(Please bear in mind that Observer time is voluntarily given. May we suggest that you offer a £10 contribution toward their running costs?)