



CAMCHAIN

The Newsletter of Cornwall Advanced Motorcyclists

Issue 24

January 2021

THE CHAIRMAN'S CHAT

Chairman David Hinchliffe Reviews the Latter Half of 2020 and Looks to the Future

Progress

Having been locked down since March we restarted training late summer and managed 10 test passes until Lock-down 2: of these, four were F1RSTs, 40% at F1Rst level, so well done all. Tim Collins passed his Masters reassessment with a distinction and '1's in all elements. In addition, my thanks to Tim as my Mentor, and others, I passed mine too! Something I would recommend to any rider looking to hone their skills. More on that below...

Membership

It's never possible to be completely accurate but to date we have 30 active Associates, with another 7 on hold and 16 national Observers and 10 local Observers. DARTS tells us we currently have 142 members.

Recruitment Incentive

Ongoing recruitment is difficult in these times: please do all that you can to help. On this note we have obtained some funding from Cornwall Council through the South West Peninsular Road Safety Partnership which should help in generating more Associates, more on this inside.

Social and Training

Social activity is 'on hold', no Club Days, Club Rides, 10 pin Bowling Tournament, Club Christmas Dinner, Observed Rides and all the other club activities are essentially suspended for the foreseeable future. However, the ongoing revision of Tiers and restrictions should pay off in the longer run when the vaccines start to take effect and Covid is in decline and the restrictions can be relaxed on a more permanent basis.

As I have mentioned previously going for a ride is a personal choice, combined with all the guidance given out by IAM and others. In Lockdown times, for me personally the measure is 'is it essential'?

The social side will come back: there seems to be some light at the end of the tunnel. Some clubs have held Zoom member meetings with talks - as yet, we have kept away from this for members although the Observers and the Committee have experimented with Zoom and Mi-

crosoft Teams with varying degrees of success. Is anyone interested in this type of thing and willing to give a talk?

Social Media

I'm always looking for items to put on the website and the open Facebook site- it keeps these sites 'active' people looking and shows the variety of what we do. So please send anything that might be suitable to me and longer things to Malcolm for the Newsletter- for the same reasons too.

2021

2020 was to be my year of biking: that went out of the window, but looking ahead, and having seen Henry Cole again extolling Andalucía in February at 26 °and great roads; I'll be ready to be off. Scotland too is a wish, and also down the Rhine to see an old friend . We

can still dream, wish and plan.

Finally a big thank you to all the active members of the club for keeping things going. Make the most of current restrictions in this New Year, enjoy yourselves and take care. **DH**



Taking the 'Masters'

As mentioned above in my 'Chairman's Chat' I recently passed my Masters under the guidance of Tim C and others to whom I express my thanks. I also want to emphasise the importance of striving to maintain and improve one's riding on a continuing basis and the Masters is an excellent way of doing this.

*The Masters is arranged direct with IAMRS and is a very straightforward way of obtaining the highest available civilian riding qualification. I would recommend anyone to extend and develop their riding skills through the 'Masters' programme. The test takes about an hour and half or so, in an unfamiliar location with a variety of roads and experiences. Legality, safety and progress are perhaps the main measures: the examiner not being local and usually ex-police, so it is a truly objective test of one's abilities. If anyone is considering doing their Masters then go for it, a rewarding and entertaining way of improving your riding skills. **DH***



iAM RoadSmart **UPDATE**

IAMRS New Database - DARTS

Behind the scenes at 'Head Office' was a database, commonly known as DTE. This has been replaced with DARTS (Driver and Rider Training System) which is now active. As with any updating and changing to a new system, there have been a few teething problems but these are being resolved as they appear. The new system stores and records data, member records, and reports of all IAM/group members. It is intended to provide comprehensive centralised records for IAMRS and associated Groups.

Associate Extensions

In light of the current lockdown across the UK and uncertainty as to when government restrictions will be lifted to enable on-road training to resume, IAM RoadSmart will be **automatically extending all Associate memberships to 30 September 2021**. This applies to Associates who purchased an Advanced course after 1 June 2019.

Associates will be informed via the Associate Newsletter. There is no further action groups or the Associates need to do.

Membership status can be checked on DARTS but groups should allow 28 days from 15th January for all records to be updated.

Skills Days 2021 - update

Members who booked a 2020 Skills Day that was subsequently cancelled due to government restrictions for COVID-19 were granted a credit voucher for 2021 dates.

The vouchers remain valid for this year however, due to continuing lockdown restrictions IAMRS have delayed releasing dates until they can be sure that the Skills Days can go ahead.

As soon as they are confident the programme can go ahead they will be in touch. Those with a voucher will have first choice on all dates for the year before they are released for open sale.

Please note the Support team will not be able to discuss Skills Days dates at the moment.

CAM Grant Bid Success

After lengthy discussions and negotiations David Hinchliffe our Chairman and general all round good guy has obtained a grant of £2000 from Cornwall Council through the South West Peninsular Road Safety Partnership.

The funds are to be used to provide rider training through the club, and the scheme is intended to encourage as many riders as possible to take some additional training to improve their riding. It will also be an excellent promotion for the club and road safety.

One of the outcomes of the discussions has been the Club being provided with a lot of road safety statistics which serve to show the need for this scheme (see **'Its Down to Us!'**) later in the newsletter.

How the money is to be applied was the subject of lengthy discussions and consultations within the committee and after much thought it was decided for the club to add an additional £500 making a total of £2500 available for the scheme. This will be used to provide a subsidy of £75 for all new Associates who are signed up on or after 1st October 2020, this being the effective date for the release of the funds from Cornwall Council. It is hoped that the overall reduction in cost will, in particular, encourage younger riders to undertake the Advanced Rider Course (ARC).

Promoting the scheme

Because of the COVID situation, there have only been a few opportunities to promote the scheme actively, David H being interviewed on Radio Cornwall being the primary one but items posted on the website and advertising on Facebook have backed this up.

For the future there will be more advertising and promotion through social media but members can also help if they know of anyone who might benefit from the scheme let them know about it, get them to sign up for the course and get some top flight training half price!

Associate Subsidy Scheme - How it Works

Any Associate signed up on or after 1st October 2020 will pay the full fee for the Rider Course to IAMRS. When they have taken the course and are put up for their test they will be eligible for a £75 refund to be paid when they take their advanced test. It is not required that Associates pass their test, only that they undertake the ARC and have received the training to 'test ready' standard.

CAM MEMBERS - UPDATE

Jeremy Weekes

Jeremy Weekes has come to us from Dorset -
A few words from Jeremy on what led him here.



I Started biking on the farm at home in Studland Dorset. My first bike shared with my two younger brothers was a Suzuki Sportsman 100cc two stroke ridden round the farm. We had free rein over 250 acres with great gravel tracks including a mile long straight to Old Harry Rocks. I was given a BSA Bantam in 4 boxes which I rebuilt and enjoyed beating around the farm until I sold it to buy my first road 'bike' a Puch Maxi which I rode

to work 10 miles each way in all weather's for 9 months until I wore it out. Over the next few years I acquired and disposed of a Yamaha RD 125, Honda CB 250 single and a Yamaha RD400DX (I wish I still had that), minor modifications included rear sets, ace bars, custom seat in candy apple Red! I sold it to buy my second car at age 21 then married at 23 - two girls followed.

I did not get back on bikes again until 2011, convincing my wife that it was safe to do so. The children had grown and gone, my job required travel to client's premises and living in Weymouth the 2012 Olympic Sailing events would make car travel almost impossible. Thankfully she agreed and an Aprilia Pegaso 650 single was sourced from the local bike shop. The one thing that became obvious very quickly was that during the gap from age 21 to 49 riding a bike had become much more testing! Having already passed my IAM car test I wanted to seek the support of IAM on returning to bikes in my late 40's. Not wanting to be a 'born again biker', but a safe biker, I was averaging 500 miles per month just for work!

I joined DWDAM (Dorchester and West Dorset Advanced Motorcyclists) and with the support and guidance of my Observer got through the first 3 observed rides which shattered any illusion that I could ride a bike in modern traffic safely. However, eventually I was successful in achieving a F1RST. The social aspects were an added, welcome bonus to membership.

Having enjoyed the process of training I then undertook Observer training and succeeded in passing as one. Along the way I became Group Secretary for 4 years, only stepping down when work commitments became intrusive.

Moving with work to Cornwall in early 2019 brought a pause in my availability to enjoy my bike, now a Yamaha XT1200Z bought 3 years old with 11000 miles on it, I've had it for 5 years now and it's showing 51000 miles mostly before I moved to Cornwall. Only 2300 miles in the last 18 months is a poor show!

Having joined CAM and been assessed by Terry T as suitable to observe I'm looking forward to working with CAM and helping Associates in the years ahead—JW

Best Biking Holiday Ever

Clive and Karen Richards reminisce
about their best summer holiday

After such a strange summer with all our travel plans coming to nothing it was a time to look back and remember all the biking holidays Clive and I have had, and hold the thought that there will be a time when we will be back out on our adventures again.

We both started reminiscing on the best holiday we have had on bikes and we both pinpointed it was our first, which in fact was a cheap package family holiday to Corfu : we paid our money and identified what type of accommodation , the holiday company did the rest.

We ended up in an ideal new build property but miles away from any town, pub or restaurant, and a beach about half a mile away.

The first morning we walked into Kassiope town and hired two bikes – tax free ! We had the freedom of the roads – at that time there was only one proper road on the island and all the rest were dirt tracks.

Health and safety may not have been all it should have been, but we never had an alcoholic drink all holiday.

However, 'a clean bike is a seen bike', and Clive faithfully cleaned and checked both bikes over each day. We travelled miles and miles each day ending up covered in dust, but having a great time!

Now we're just waiting to get to plan a route and ride on new roads again - **K & CR**



STUART BRANCH

Stuart is our newest Observer having come to Cornwall from the Midlands a few years ago.

I started riding off-road, motocross and trials riding at a very young age and eventually took my road test at the age of 35. Since passing my test and gaining my advanced riding skills I have been a volunteer rider for Cornwall Blood Bikes for three years and more recently became a Local IAM Observer.

I am a great advocate of motorbikes and always promote myself and other bikers in a positive way. Having graduated from 'sport riding' to sports touring I now ride a V-Strom 1050. I'm a keen spectator of bike racing whether that be circuit or road racing, any spare time I have is spent on bikes. I do love a 'clean-n-shiny' bike!! - **SB**



Pasta and Passes - France and Italy Summer 2020

Jim Hind recounts a wide ranging and Covid dodging adventure

“Are you mad? You’re considering an overseas bike trip amidst a global pandemic? Trust me, I asked myself this question more than once, along with “could I - should I?”



For the past 10 years, a good friend and biking ‘el-solado’ of mine have made one, occasionally two, yearly bike adventures for either 2-weeks or occasionally three. Taking a lead from Baldrick, we hatched cunning plans by making full use of all available days and using the weekends either side of these trips, therefore squeezing 17-days out of a two weeker and 24-days from three weeks - we convinced nobody, certainly not our better halves!. But this has allowed adventures throughout Europe, the Balkans, Turkey and Morocco. Great memories. But what for 2020?

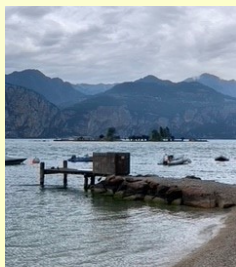
Due to personal reasons on both sides, 2020 was scheduled to be a quiet two week trip in Europe; the first week getting down to the Italian Apennines region spending 5-days exploring tracks, followed by the second week re-visiting the old military roads in the Alps of Northern Italy. Jobs a good’un. Then COVID-19 arrived and “could we - should we?”

After very careful consideration of taking advice from all official quarters from the UK, France and Italy - along with how we would avoid certain areas and what to do if symptoms developed, we made the call to continue



with the trip. A rendezvous in Plymouth for the sailing to Roscoff was made and we blasted across France towards and through the Alps via the Mont Blanc Tunnel. As always when travelling in the Alps, you are

nearly always ‘country hopping’ as your route weaves through this stunning scenery, this was no exception as we went through and over the passes of: Chamonix, Courmayeur, La Thuille, Bourg-Saint-Maurice and back into Italy and the Piedmont region - beautiful. A quick visit to take a meander around Lake Garda before heading into the heart of Italy - very nice, especially riding through the tunnels and gallerias. A torrential down pour for half of the route did keep the bikes cool; and the wal-

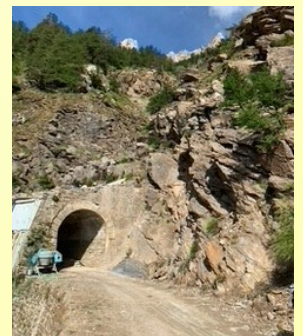


lets were made considerably lighter when taking a snack and coffee - very expensive.

The 5-day route in the Apennines mountains came via Adventure Country Tracks (ACT), an off-shoot from Touratec. (Possibly more on ACT in the future). The 5-day route was 1160 km in length of road and track, about 60% being on tracks. The route started in the beautiful hill top medieval market town of Bertinoro and finished on the coast at Abruzzo. Between these two places we ventured through the Umbria region, the forests of Romania and the Val d’Orcia - stunning scenery and routes, very quiet, accommodating for bikers and suitably challenging. We’d decided to leave the panniers and camping equipment at home and choose hotel accommodation. We had no fear of Covid-19, Italy was very strict on the protocols of masks, hand washing and distancing - and not shy in voicing opinions when these are not followed; watching two Italians having a full-on verbal joust is a quality spectator sport! Overall the 5-day route was classed by ACT as ‘Beginner - with off-road experience’, a fair description; it did have some more challenging parts of: high passes and no Armco barrier - sporting when wet and steep on loose gravel, both up and down, proper job when you successfully navigate them. IPSSGA all the way!



Heading North back towards the Alps, we had the Piedmont region as our destination. We have adventured here in previous years, successfully completing and reaching the top of Col del Sommeiller in the Stella Alpina (Stella Alpina Motorciclistica Internazionale). We knew this area had a selection of tracks known as the old Military Roads, which included tunnels carved by hand along with derelict forts. On our route North we made a beeline for a track which led to the Col du Parpaillon, we also knew this had a tunnel through the Col. Sadly, as on our previous visit the weather thwarted our attempt, previously snow, this time a full on Alps electric storm! We decided that discretion was the better part of valour and made the tough call to turn around having completed two-thirds of the track. The next 2-hours heading down an Alpine track in a storm was...challenging. Making a base in



Pasta and Passes - France and Italy Summer 2020—cont'd *A Covid dodging adventure*

Susa to dry out and plan for the following day, we enjoyed a plate of outstanding pasta and linguine accompanied with a fine bottle of local Italian fighting wine and recalled that beautiful quote by Jack Kerouac, “Nothing behind me, everything ahead of me, as is ever so on the road”.



The following day had Monte Jafferau as the destination. We took the track to approach Monte Jafferau from the South, this gave us a rising track of 25/30 km of stunning off road scenery, vertical drops and rises, dirt road switch backs and tunnels. After approximately 3-hours, Monte Jafferau came into view; topping out at 10,000 ft this old fort had the most outstanding and commanding views—beautiful.

On returning to Susa we started to hear rumblings of a 14-day quarantine being introduced for people returning from France.

No need to panic - and we didn't, but the call was made to move closer to our port of exit. Colle delle Finestre was crossed on our route back, but Tessa dell'Assietta, Forte Fenil and Forte Pramand will have to wait for another day.



The route back to Roscoff was broken with a visit to Oradour-sur-Glane, near Limoges. Words can do no justice to the horrors that occurred here in 1944 when the SS rounded up the entire population of the village, killed them all and burned the village. The village is preserved just as the SS left it. A very, very sobering visit.



On arriving at Roscoff the port was no busier than I had previously experienced and the ferry departed on time; the crew on board had prepared the ship superbly - masks, hand wash, distancing, arrows etc. Having heard through the (British) media of a mad exodus of Brits at all ports of departure from France, I was expecting a remake of Dunkirk. I should have realized what the reality would be the opposite what I was hearing. Sad-

ly the media of today are quite content to quickly report what other people have told them, or what they think it might be like; instead they should lift their own heads, look around and report what they actually see themselves.



Tracks and venturing off road on a 1200 and 1250

BMW GSA? These are the bikes of choice, my friend with a 1250 GSA. Cut to the chase - they are big, heavy bikes; but I know they are more than capable of holding their own on a goat track, an open plain and a river crossing; noting that I will have completed 1000 miles+ before arriving at my track of choice; and will then want the bike to take me home when I leave the track. I know a 250 or 450



dirt/enduro bike will blast a GS off the mountain on any tracks and some, but I also know that getting to that track will be challenging to say the least, unless it is transported to and from the destination, an option not open to many.



The biggest limiting factor is me (the rider). I need to know my limitations, know my bike and choose my routes to match; which may not always match my ambition, but I'm getting better as I get older. IPSGA. - Jim.





Annual General Meeting 2020/21 AGM Notice



(Copy of notice circulated by Group Secretary on 4th January 2021)

NOTICE IS HEREBY GIVEN by order of the Group Committee that the Annual General Meeting of Cornwall Advanced Motorcyclists will be held via Microsoft Teams at 19.30 on Monday 22nd February 2021. Due to Covid 19 restrictions the meeting is being held online to enable the Trustees of the Group (Registered Charity No.1116020) to present their Annual Report and Accounts for the year ended 1st September 2020 for approval by the Group Full Members and to conduct an election.

Secretary's Name Mark Tucker
 Address cam1254.bikers@gmail.com
 Group Cornwall Advanced Motorcyclists
 Date 9th December 2020
 Number 1254

All Group Full Members, Associates and Friends are invited to attend but only Group Full Members may vote.

A Member entitled to vote at the General Meeting may appoint a proxy to vote in his stead. A proxy need not be a Group Full Member.

CURRENT OFFICERS

All Officers retire annually and may offer themselves for re-election

David Hinchcliffe	Chair	Will stand
Vacancy	Vice Chair	
Mark Tucker	Secretary	Will stand
Malcolm Farrar	Treasurer	Will stand

COMMITTEE MEMBERS

One third of the Committee must retire annually and may offer themselves for re-election:

Retiring by Rotation and Standing for Re-Election

Julie Calow	3 years' service
Tim Collins	3 years' service

Retiring by Rotation and Not Standing for Re-Election

Bob Griffin

Committee Members Not Retiring and Number of Years Remaining

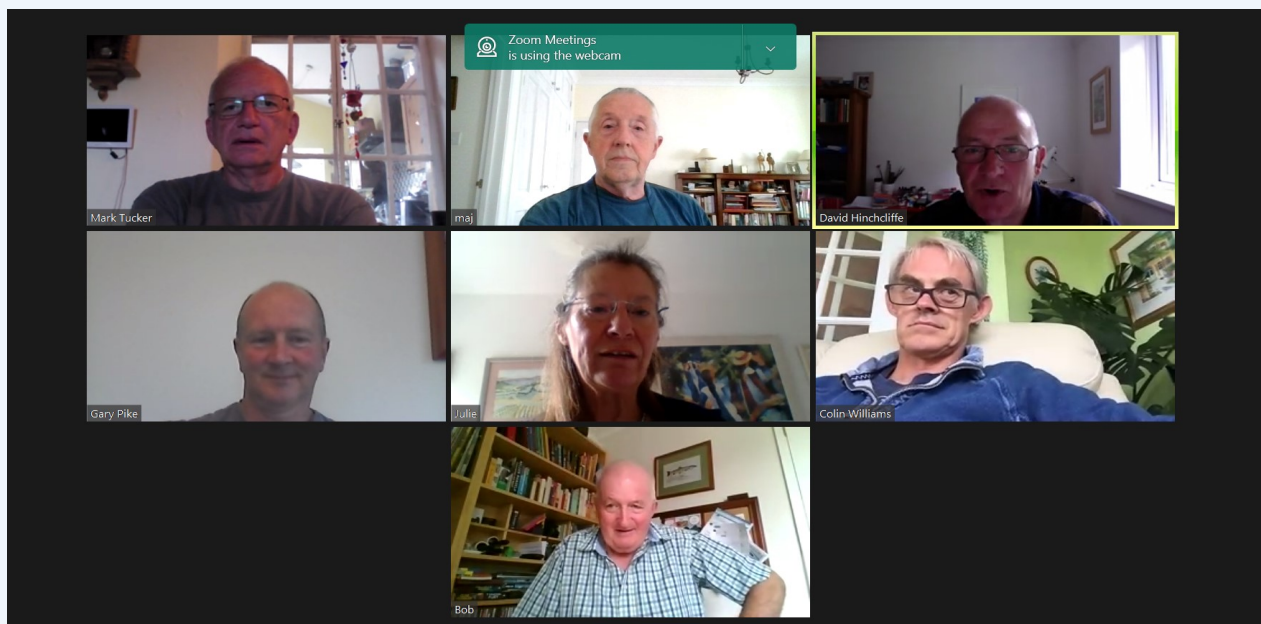
Gary Pike	1 year remaining
Mike Cowell	2 years remaining
Colin Williams	2 years remaining

AGM Alert - Vacancies

The post of Vice-chairman is currently vacant and we need candidates for election at the AGM in February. Only one enquiry of 'mild interest' has been received so far.

In addition, the post of 'Ride Coordinator' is also vacant. This is not a Group Committee position but sits on the Social committee.

Role descriptions for Vice-chairman and Ride Coordinator were sent out with the original calling Notice. Copies can also be obtained from the Secretary Mark Tucker. Even if you don't want to take a post now, think about standing next year. It is good policy to have people shadowing real committee posts so they can take over in a planned way. Contact Secretary Mark Tucker to discuss it. Committee Members can't stay in post forever and a turnover of fresh talent is needed to keep the Group going as a viable concern.



Screenshot of the inaugural Zoom Committee meeting. Fiendishly good looking bunch eh!
 If you can see yourself filling one of the spaces get in touch!

ITS DOWN TO US!

Analysis of Cornwall's Fatal Accident Statistics Brings Some Uncomfortable Reading

Firstly be aware the 'Us' in the headline relates to motorcyclists as a group not just CAM!

Accident rates - Cornwall

Findings based on 441 fatal accident records:

- ◆ 108 accidents involving motorcycles, with – 24%** of the total (approx 1% of traffic) a 24 x greater risk of death than 'all road users';
- ◆ The motorcyclist was the most blameworthy road user in 76 of 108 cases – 70%;
- ◆ In a further 11 accidents there was partial blame on the motorcyclist – 81% wholly or partly to blame for the accident;
- ◆ Of the 76 accidents where the motorcyclist was most blameworthy, 43 were loss of control, cut bend, drifted off road/into opposing lane accidents and 15 poor overtaking – these two factors account for 54% of the blameworthy accidents;
- ◆ The mean age of the blameworthy rider is 40 and the median age 42;
- ◆ 105 of the 108 riders were male;
- ◆ 103 of the 110 riders were local.

Of the 76 where the motorcyclist was primarily blameworthy:

- ◆ Excess speed was a factor in 52 (48%);
- ◆ Misjudgement was a factor in 28 (37%);
- ◆ Inexperience was a factor in 12 (16%);
- ◆ Helmets were unsecured or not worn in at least 9 (12%);
- ◆ Riding in convoy with others was a factor in 14 (18%);
- ◆ Alcohol/drugs a factor in 13 (17%).
- ◆ 95% of blameworthy motorcyclists were local and knew the road.

Of the 32 accidents where the motorcyclist was not the most blameworthy:

- ◆ 13 were right turns across the motorcyclist's path (i.e. entering junction);
- ◆ 7 were failure to give way from junction or layby (i.e. emerging from);
- ◆ 2 were pedestrians crossing into the motorcyclist's path;
- ◆ 1 was a lane change in front of the motorcycle;
- ◆ 3 was a U-turn in front of the motorcycle.

Generally:

- ◆ 45% of fatal accidents involving motorcycles occurred at the weekend;
- ◆ 24% of fatal accidents involving motorcycles occurred on a Sunday.
- ◆ 19% of motorcycle fatalities resulted from another road user failing to give way;
- ◆ 17% of motorcycle fatalities occurred when riding in convoy;
- ◆ 70% of blameworthy motorcyclists were riding 'Sport' bikes of 500-1000cc

Data Provided by Cornwall Council Road Safety Officer and South West Peninsula Road Safety Partnership

** According to RoSPA although motorcyclists only account for one percent of total road traffic, they make up just under 20 % of deaths (compared to 24% for Cornwall! - Ed.) on the road in Great Britain.

When, as an advanced motorcyclist, you read through these statistics it is easy to see where the factors affected by the application of the System of Motorcycle Control (IPSGA) really help in keeping you safe when out on the road.

CAM's primary role is to help put safer riders on the road and our new liaison with Cornwall Council as an approved supplier of road safety courses working with the South West Peninsular Road Safety Partnership is a great acknowledgement of the work that we do and the position that we have in Cornwall. Their great concern, beyond the obvious need to reduce the number of fatal accidents, is the average age of those involved

in accidents resulting in fatalities - 42, and the median age of 40. Basically, those being involved in fatal accidents tend to be the younger riders. This is something they really want to work on but one that is hard to promote without apparent bias. Suffice to say - Advanced Rider Courses are for everyone of all ages (legalities permitting) so we can all encourage people to take these courses up. The Committee thought long and hard about how best to use the grant money allocated to CAM by Cornwall Council and returning £75 on completion of the course seemed the best way. So let's do our bit too and promote this—it is an absolute bargain and lifesaver.

TEST YOUR KNOWLEDGE

**Just to keep you on your toes here is a repeat of one of David H's fiendish quizzes!
There are no answers provided if you're not sure look it up!**

1. Technically when is the best time to refuel your bike- last thing in evening or first thing in the morning and why?

2. I'm 20, can I legally ride an unrestricted 39kw bike?



3. What does this sign mean?



4. And this one?



5. And this one?



6. And this one?

7. What do we mean by 'using stepping stones'?

8. Only filter when the surrounding traffic is moving at less than..... mph? And then only exceed that speed yourself by To..... mph?

9. Explain the three stage overtake.....

10. Are there any laws covering the design of a motorcycle number plate and the characters on it?

11. How would you conduct a moving brake test?

12. On 'countdown' signs, as below, each bar represents what?

13. Ok, what's meant by 'be considerate' to other road users?

14. Advanced motorcyclists should be able to ride in a

1.
2.
3.

manner at all times.

15. And finally, what is meant by 'motorcycle trail' and what effect does it have on the bike?

UK DRIVERS AND MOTORCYCLISTS UNCONVINCED BY PROPOSED NEW HIGHWAY CODE

More conflict with cyclists and pedestrians is feared

A recent survey has discovered that the majority of road users aren't in favour of many of the Department for Transport's proposed changes to the Highway Code which have been designed to improve road safety for cyclists, pedestrians and horse riders. Respondents believing that the changes will increase conflict and potentially reduce the safety of the vulnerable road users they are intended to protect.

In the survey, conducted by the UK's largest road safety charity IAM RoadSmart, 71 per cent of drivers and motorcyclists believe the new proposal to give pedestrians priority when turning into and out of junctions, for example, will increase conflict rather than reducing it, with more than half (57 per cent) thinking this will be a significant issue.



Of the 3,600 web poll respondents, 74 per cent believe that children should be allowed to cycle on the pavement, but only 23 per cent feel that cyclists in general should have the same rights.

Almost three quarters (73 per cent) think that the new Highway Code should make it compulsory for cyclists to wear a helmet, in contrast to the proposed Code itself which, while restating the evidence that wearing a cycle helmet reduces the risk of sustaining a head injury in certain circumstances, stops short of making them compulsory.

Meanwhile, 71 per cent of people agree with the general concept that drivers and riders should give motorcyclists, cyclists, horse riders, horse drawn vehicles and pedestrians walking in the road at least as much room as they would when overtaking a car.



On the new Code's most controversial suggestions - to establish a hierarchy of road users, where those in charge of the vehicles that can cause the greatest harm should bear the greatest responsibility to take care - the majority (56 per cent) agree that this is the right way forward, but 26 per cent are

against and almost one in five (19 per cent) are still to be convinced either way.

The new Code doesn't suggest any obligation on cyclists to use cycle lanes or tracks when they are present, and a resounding 80 per cent of IAM RoadSmart's poll respondents believe this is a mistake.

However, some of the proposed changes were met with widespread support, with 63 per cent of those surveyed agreeing with the new advice that when riding a bike on busy roads, when vehicles are moving faster than them, cyclists should move over and allow traffic to overtake them. There is also strong support for every proposal that contains clear guidelines on passing distances, with 78 per cent in favour of the one and a half-metre gap between cyclist and vehicle travelling below 30mph, with a two-metre gap when above 30mph.

And 90 per cent agree with the new Code's advice that drivers and motorcyclists should give horse riders at least two metres' space and pass at speeds under 15 mph.

Finally, just over half (57 per cent) agree with the new proposal to include the 'Dutch Reach' in the Highway Code. This is a technique which advises motorists leaving their vehicles to do so by using their left hand to operate the door handle, allowing the driver to naturally twist their body, making it easier to look over their shoulder and check for cyclists or other road users approaching.

Neil Greig, Policy and Research Director at IAM RoadSmart, said: "Regardless of what changes are introduced, it is clear there will be a need for a huge education campaign to ensure any amendments to the Highway Code are understood and fully adopted by the millions of existing UK drivers, motorcyclists and road users. At IAM RoadSmart we believe an online resource to help with this re-education in an engaging way would be helpful. The simple truth is that most of us don't read the Highway Code unless we drive or ride professionally, or are about to take a test. The Department for Transport needs to be realistic about the impact simply changing a seldom read document will have on the behaviour and safety of road users."



1975 Yamaha XS650B Part Two :- Resurrection

Dave Billington continues his entertaining renovation culminating in a successful start up— like a good 'un!

Looking at the now stripped bike, most of the chrome was in very good condition, probably due to the dry climate in



South Dakota.

The alloy was dull and scratched in some places, but nothing that a good session with 400grit wet and dry, lubricated



with WD40, followed by the usual polishing mops would not cure. Petrol tank was dented but seemed solid enough, exhaust systems were solid and very heavy too. Frame paint was good except where the battery had stripped it to bare rusty metal for me. Alloy wheels were straight and nice, brakes and electrics were shot. So to business....

Frame: Good clean and degrease followed by rubbing down and repainting with several coats of Hammerite black spray. The battery acid stripped areas were wire brushed and sanded too before repainting. Small parts, battery carrier, air boxes, etc are efficiently degreased by a 70deg cycle in the dishwasher (don't tell the wife!) before rubbing down.

Tank: Removed the petcocks (there are two), blank off the holes and then clean the inside of the tank. Rinse with paraffin to remove any petrol residue then add a litre of paraffin and 15 inches of 1" chain, followed by a serious

shaking until my arms burning to dislodge the rust. Empty the brown sludge out and repeat until clean paraffin results. Rinse with petrol & leave to dry overnight, before sealing and lining with the US product Kreme. Strip the petcocks, and all the seals have perished, so ultrasonic clean and new seals all round.



Petcock & Gunge

Carbs: I spotted a pair of period rebuild Mikuni 38mm carbs on eBay for a ton, and they looked mint. All seals and jets were new and all screws have been replaced with Allan bolts. Probably will need re-jetting though as numerous combinations of pilot jet (4 sizes & 2 types), main jet (5 sizes) and needle (4 sizes & 3 positions) were used over the 14 year production life of the XS650, see later!

Electrics: Throughout the build a great source of all manner of bits was www.XS650shop.de/en, who delivered within 3-5 days from Kiel in northern Germany. New loom, 4 indicators (which were missing) headlamp, rear light glass, electronic ignition kit (I can't be fuffed with constantly adjusting contact points) and an electronic combined rectifier/voltage regulator were thus ordered. The bar switches were corroded inside so new switch gear was needed too, and a set of sensible 1975 European spec handlebars to replace the stupid US wheelbarrow bars. Starter motor was stripped down, cleaned inside and when reassembled spun OK.

Tyres: The old tyres were hard as a rock, and the rim beads impossible to shift. Cutting the tyre all around the diameter about an inch in from the rim with a Stanley carpet knife got the cases off and then the rim beads could be lubricated and removed. New rim-tapes, innertubes and tyres then followed, fitted with the help of Truro MOT centre (which is run by a keen motorcycle racer). All bearings and spokes were fine.

Forks: Draining the old 'oil' from the removed forks gave 20ml of sludge from one leg and 15ml from the other. The spec is for 135 ml fork oil in each leg! After stripping the forks down and cleaning all the gunge out with spray carb cleaner, they were rebuilt with new progressive springs and fork seals. The lower legs were sanded to remove silver paint and then mirror polished. Rear shocks were replaced.

1975 Yamaha XS650B Part Two :- Resurrection cont'd

Brakes: For the front disk brake, there was no safe option but to order a complete hydraulic setup, master cylinder, all brake pipes, calliper and seals from *XS650shop.de*. Rear brake however was in good condition, once all dust was removed and pivots etc lubricated.

Engine: Cylinder head off revealed a vile accumulation of carbon, some of which had been softened by water, presumably from the steam clean with no carbs on. A thorough scraping then polishing to get a decent surface, was followed by replacing the valve seals and regrinding the valve seats by hand. Pistons and compression rings were well in spec (the bike was only showing 8K miles), but the bores were very shiny and the oil rings had lost all their elasticity.

So new rings were ordered and the barrels sent off for the bores to be honed, as new rings won't seat in polished bores. Big and small ends were both fine, as were the huge roller bearing main bearings. Timing chain and tensioner showed very little wear, as did the valve stems and primary drive gears.

Clutch plates were black, sticky and gungy so they were replaced, even though the friction plates showed minimal wear. New needle roller clutch bearing completed the job.

The oil pump was well within spec too. All traces of old oil gunge were removed from everywhere with aerosol carb cleaner before reassembly. The alternator had literally eaten one of its two carbon brushes, so they were replaced. The cases were then polished with 400 grit wet & dry + WD40 and then polishing mops.

Start-up: Once reassembly was almost finished, the sprockets and rear chain were replaced, and all electrics checked over again before a new battery was fitted. Then a dozen or so kicks to get the oil flowing, some fuel in the tank, check for leaks and ignition on, press the starter button and she fires up second try like a good 'un. She was run for a few minutes a couple of times and then the oil changed. Synchronise the carbs and check the ignition timing, then after a thorough going over of all fasteners and safety checks, off for a road test.



Piston Gunge



Valve Gunge



Half Done

She runs well at low revs but stumbles on acceleration, bogging down on uphill gradients. Stripping the carbs showed the jets were correct for an XS650B, but closer examination showed that although of the correct size (0.45mm) the wrong type of pilot jet was fitted for that model of Mikuni (fuel feed in bottom, jet out of top not the other way around). Replacing these with the correct jets for the specific carbs improved matters but she still stumbled. Back to the XS650 forum again and the suggested solution was to decrease the pilot jet size. So I fitted a pair of 0.425mm pilot jets and voila! She now runs sweet as a nut, 170 miles since rebuild and running great. Handling is good with the new fork springs and rear shocks and on modern tyres she feels well planted and safe, if tiny, compared to my GS1200.

I'm looking forward to bringing her along to meet everyone at a club day very soon!! **DB**



Raring to go - Registered as 1975 historic



OPEN CLUB SUNDAYS

CAM Club Days are normally held on the first Sunday of the month at the Ladock Community Hall

The day is open to all-comers so anyone can attend and take advantage of what's on offer

CAM has enjoyed a lot of support through Open Club Sundays over the years. These are designed to encourage non-members to attend - 'to see what its about' and then go on to greater things. Due to Lockdown we haven't been able to hold Open Clubs Days for a while now, and its difficult to see when they will restart. However, restart they will when its possible and we look forward to seeing members and non-members alike thronging the Ladock Community Hall and car park once again!

Gary M will continue to provide highly instructive and thought provoking technical talks with outside speakers providing more wide ranging items such as 'First Aid Specific to Bikers' and 'Racing at the TT' as well as the more fundamental aspects of IPSGA.

We are fortunate to have had consistently high numbers attending the lectures and presentations, before taking the opportunity to have an observed / assessed ride or join in on the social ride. However, all this has not been before enjoying a bacon / sausage bap (plus optional egg) and a coffee ex-

pertly prepared by the catering team, Gary and Linda P. Keep up the good work people, we will need you when it all gets going again. (I'm looking forward to tucking into one of your bacon baps and a coffee for sure—Ed).

The level of interaction and support for these technical sessions from the members has continued to grow over the years and has helped make the Club Sundays more enjoyable as well as providing a valuable social activity and learning opportunity. Attendances have been recorded consistently between 25 and 45 with the norm being around 35, all making the most of the refreshments, sharing of knowledge and meeting other riders for a chat.

Our continued thanks to the 2 Gary's and all those volunteers who have helped make this happen as well as the support and dedication of its Observers, and we are all looking forward to the day we can do it all again.

Thank you One and All



Club Rideouts

Club Rideouts are for Full Members only. Associates can participate by invitation through their Observer

The Monthly Rideout is usually on the third Sunday of the month and the Evening Rideout (April to September) is on the first Wednesday of each month.

Rideouts are announced (leader, date, time, start point and probable destination) by email and through the website.

	CLUB PRICES
Sausage Bap Veggie)	£1.50
Bacon Bap	£1.50
Add an Egg	£0.50
Tea	£0.50
Coffee	£0.50
Hot Chocolate	£0.50
Club Badge	£4.00

KEEPING IN THE LOOP

Where to go for information and advice.

All Committee members are contactable by email.

The Training Support Group should be contacted through the Chairman of the TSG

GROUP COMMITTEE

David Hinchcliffe	Chair	laserdaveh@hotmail.com
Vacant	Vice Chair	
Malcolm Farrar	Treasurer	camcom100@outlook.com
Mark Tucker	Secretary	cam1254bikers@gmail.com
Gary Pike	Publicity	garypikecam@gmail.com
Julie Calow	Events	juliecalowcam@btinternet.com
Malcolm Farrar	Newsletter Editor	camcom100@outlook.com
Mark Tucker	Membership	cam1254bikers@gmail.com
Bob Griffin	Member	retrorob53@aol.com
Tim Collins	IMI and TSG	timothyroycollins@yahoo.co.uk
Mike Cowell	Member	mail@mikecowell.co.uk
Colin Williams	Member	kiwikol@icloud.com

CAM Honorary Vice Presidents

Shelagh Garrard, Sam Patmore and Bob Griffin

In recognition for their work and commitment to CAM and Its Members

SOCIAL COMMITTEE

Julie Calow (Chair)	juliecalowcam@btinternet.com
Gary Metters	garynmetters@gmail.com
Gary Pike	garypikecam@gmail.com
Linda Pike	garypikecam@gmail.com
Malcolm Farrar	camcom100@outlook.com
Terry Tomlin	terrytomlin@btinternet.com

TRAINING SUPPORT GROUP

Tim Collins (Chair)	
David Hinchcliffe	David Mooney,
Tim Collins	Mark Tucker
Colin Williams	Chris Gendall
Gary Metters	Clive Richards
Karen Richards	

FACEBOOK

The club has two Facebook pages one is open to all including non-members and one is a closed group for members only. If you are a Member and don't have access to the closed group contact the Membership Secretary for an invite to the group.

Closed Group URL is: <https://www.facebook.com/groups/cornwalladvanced/>

Open Group URL is: <https://www.facebook.com/cornwalladvancedmotorcyclists/>

WEBSITE

The Cornwall Advanced Motorcyclists website can be found at: <https://www.iamroadsmart.com/groups/cornwallam>

