

On 2 Wheels



Chelmsford & District Advanced Motorcyclists Newsletter ISSUE 21 JAN – FEB 2011

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OUR AIMS

Chelmsford and District Advanced Motorcyclists (CADAM) is one of many groups across the country whose aim is to improve motorcycling road safety by helping people prepare for, and pass, the Institute of Advanced Motorists (IAM) Advanced Motorcycling Test.

Our group is affiliated to, but not subservient to, the IAM. However, because we share the same aims, we often seem to speak with one voice.

CADAM is run by volunteers and serves the districts of Essex in and around Chelmsford. As well as helping people to pass the Advanced Test, we run the group as a club, so that once you have passed, you will still want to stay on and take part in our other activities. We provide:

Structured instruction to prepare for the IAM Advanced Motorcycling Test. You can choose a course that runs on Saturdays or one that runs on Sundays. These courses are designed to take even relatively inexperienced riders and raise their riding to IAM test standards.

Ad-hoc instruction for those who cannot attend training at weekends or for those who wish to have additional, top-up training prior to their tests.

Machine control days to increase your machine handling skills. These sessions are held off the public road, so we can explore your capabilities and those of your machine in safety.

Social runs over challenging routes (no motor-ways, thanks!) to interesting places.

Weekends away to ride some new roads, normally out of Essex.

Monthly group meetings, often with a talk from a speaker on an interesting topic to do with motorcycling.

On 2 Wheels This newsletter, keeping you up to date with what's happening.

Want to know more? Call our general enquiries number 07790 656 687 – or just turn up at a meeting and introduce yourself to a committee member!

Future events listings and directions can be found on the inside back cover.

When on a club run, be it an evening or a weekend event, speed limits must be observed. We have no exemption and advanced riding does not need to involve higher speeds. When approaching hazards appropriate care must be taken. On clubs runs you are running as CADAM and under the IAM banner. **Do not bring this into disrepute.** Also the Marker system will be used. Anyone not familiar with this system please speak to one of the run organisers who will run through this for you. Thanks and Safe Riding **John Warren**, Chairman, CADAM

Chairman's chatter

For those of you that are unaware Colin Snow has retired from his role as Training Coordinator, mostly due to his increased workload with the car group where he has had to take on the treasurers work as well as his own as secretary



Colin took over this role at a time when it needed a real sort out and was very successful. Doug Prasser has taken on the job and I'm sure will be grateful for Colin's help and support.

On behalf of myself and the group I would like to thank him for all his efforts and look forward to seeing him at future CADAM events.

For our May group night we have something a little different with a talk from Austin Vince of Mondo Enduro fame – just google Austin Vince.

Austin is now a professional speaker and highly entertaining, but comes at a cost.

My idea behind this was to create a highlight of our group night year and hopefully attract some new members. We will send out invitations to all the local groups and several have already asked for tickets via Austin's website.

We will allocate 50 tickets for non-members at £5 each and members will be asked to pay £2 with no ticket required. The success of this will rely on selling the non-members tickets which is looking good at present.

I hope you all will enjoy the evening.

Having looked back through my past contributions to O2W I often waffle on about what we've done and what's coming up. So for a change I thought I would look at the evolving role of IAM observers over the past 10 years.

As a member of Suffolk advanced motorcyclists I was encouraged to become an observer. My training, then, was 10 theory questions which were sent to me in the post, Liz kindly answered these for me and sent them back.

My practical training consisted of 2 rides with a senior observer and another observer acting as stooge. I was then allocated an associate and my first ride with him was overseen by the senior observer. That was it!!!

With only one examiner who had only one test route, life was relatively easy. The first briefing was limited to how our rides would be conducted and a little insight as to why the associate had sought further training. There was no set format, no document or eyesight checks and provided your bike was in reasonable nick the game was on.

I then moved onto senior observer which was a little tougher with the test being conducted by the local examiner.

Over the years there has been a move to a more professional

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Chairman's chatter continued

approach and a standardisation across the groups. The qualification for an observer is now much more involved with around 100 questions from highway code to roadcraft, followed by several sessions tackling different scenarios. Then comes several sessions, eventually with an associate, being mentored by a senior observer. The ride brief and debrief is now a set format and all documents and eyesight are checked every ride. At Cadam we also ask that they attend one of our basic first aid courses.

With the advent of "skill for life", which was not well received by many groups, there was a distinct change in associates expectations. Having paid a set fee and then further expenses it was clear that they expected a more professional approach to training. By and large I think that has been achieved.

Finally, I have nothing but admiration for our observers who put themselves through this rigorous training and continue to give up their free time for no financial reward for the benefit of our associates.

Hats off to you all and please keep up the good work!!!!

Andrew resigns as an observer

Dear Colin,

It is with much regret and after much thought that I must ask to be removed from the list of observers, last year in order to keep my job I moved my operating base to East Midlands and since then I've found it difficult to offer enough time to my associates. In May, my workload will increase and will be spending most of my time away from Essex, and such time as I have at home, will not allow me the time to observe.

I'm very grateful to CADAM for allowing me the opportunity to be an observer, and if my situation changes I will apply to become an observer again.

Yours sincerely

Andrew Essex

On behalf of myself and the group I would like to thank Andrew for all his help as an observer and hopefully look forward to seeing him again in the not to distant future returning as an observer as mentioned in the eloquent resignation above, or any CADAM event.

Many thanks

John W



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Passes



Hearty congratulations to

| Associate | Date | Observer | Examiner |
|-------------|--------|------------|----------------|
| Raymond Kay | 10 Feb | Keith Dunn | Roger Anderson |

and many thanks to our all our devoted Observers.

And please give a warm welcome to our new Associate member:
 David Hart

Getting to know you

Things you didn't know about a member?
David A Kinniburgh

What was your first bike?
BSA 175 Bantam
Favourite bike?
BMW RT1200
Favourite biking road?
Too many to mention
Best ever biking moment?
Crossing the Arctic Circle
Favourite food? Italian
Favourite drink? Tea
Biking hero? Mike Hailwood
Best holiday destination?
Swiss Alps
Other interests? Sport
Favourite film?
A man for all seasons
Leathers or Goretex? Goretex
Y-fronts, boxers or commando (ladies optional to answer)?
Y's
Favourite celebrity? None

Scariest biking moment?
Getting back on for a holiday after a serious RTA
Worst bike ever owned?
BSA Bantam
Best ever days training?
IAM course

Highlight of your biking career? Passing IAM
Biking must do before you expire? Ride a Goldwing
Favourite biking accessory
Pannier inner cases



CADAM accounts

From 1 January 2010 unit 31 December 2010

| | £ |
|--|-----------------|
| Starting balance | £873.73 |
| Income | |
| Interest | 0.13 |
| Magazine advertising | 500.00 |
| Membership fees | 2,026.75 |
| Training | 100.00 |
| Total income | 2,626.88 |
| Expenses | |
| Pavilion rent | 320.00 |
| Expenses (incl. Air Ambulance run) | 200.00 |
| Charity donation | 72.20 |
| Hi-viz Jackets | 102.31 |
| Phone calls | 54.87 |
| Printers | 1,282.20 |
| Stationary | 215.08 |
| Training expenses | 89.00 |
| Total expenses | 2,335.66 |
| Income minus expenses | 291.22 |
| Starting balance | 1,085.37 |
| Income | 2,626.88 |
| Total | 3,877.47 |
| Less Expenses | 3,003.74 |
| Balance on 31 December 2010 | 1,164.95 |

CADAM assets

as at 31 December 2010

| | Date purchased | Purchase Cost £ | Present Value £ |
|---|-------------------|-----------------------|-----------------------|
| Banner and frame | 12.07.2006 | 401.85 | 35.00 |
| Display tent, 6 tables and chairs | 21.09.2006 | 395.00 | 70.00 |
| Display boxes | 09.11.2006 | 66.70 | 5.00 |
| CADAM name badges | 09.11.2006 | £36.00 | 1.00 |
| Dyno Labeller | 28.04.2006 | 30.25 | 5.00 |
| Laminator | 28.04.2006 | 59.25 | 10.00 |
| Display speakers | Donated 2006 | 40.00 | 5.00 |
| Display flag and banner | 10.07.2007 | 434.70 | 70.00 |
| Small display pop up Gazebo | 14.08.2007 | 87.99 | 18.00 |
| CADAM reflective bib | 29.11.2007 | 455.31 | 45.00 |
| Cassette recorder | 31.12.2008 | 24.00 | 18.00 |
| T shirts | 01.09.2008 | 290.00 | 290.00 |
| Hi Viz Jackets | 17.05.2010 | 102.31 | 102.31 |
| Total | | | 663.31 |

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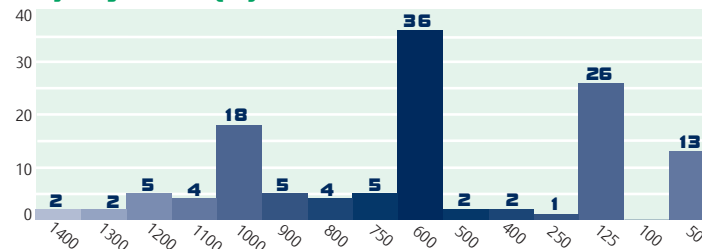
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2010 motorcycle KSI's killed or serious injuries
 Casualty Reduction Unit of Essex Police

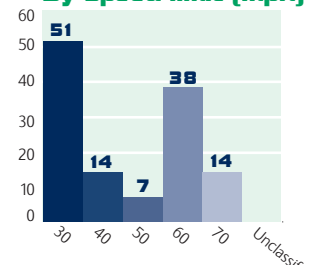
Less pace, more space when in town

The graphs show all powered two wheeler collisions reported to Essex Police in 2010, whereby the rider sadly either lost their life or sustained serious injury. Serious injury being defined from a fracture to a life changing injury. A couple of interesting facts: No Ducati riders were involved in a single KSI collision last year. Riders most at risk were those riding 600cc sports bikes and town riding was the most hazardous and dangerous riding environment thus presenting the greatest risk of injury or worse to the rider.

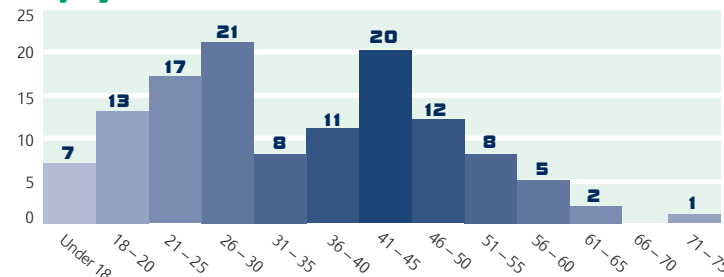
By engine size (cc)



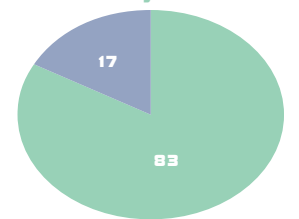
By speed limit (mph)



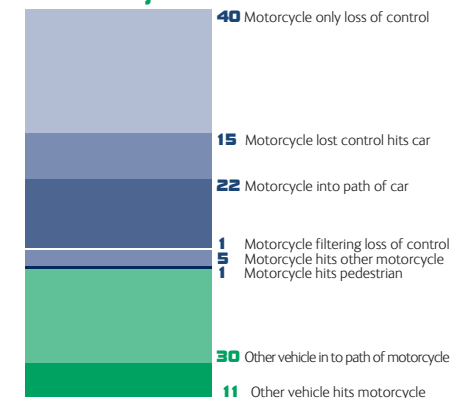
By ages



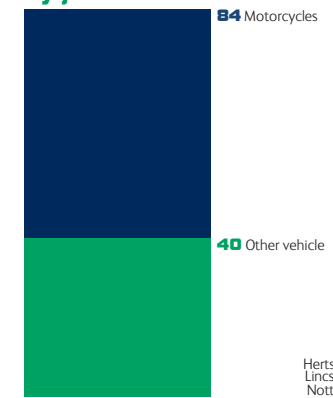
Weather conditions
Wet and Dry %



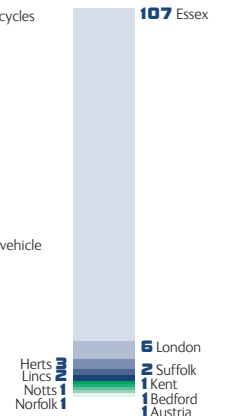
Causation factors



By fault



Rider address



So what is the basic definition of an adventure? I turn to the pages of Oxford and Cambridge in search of a definitive answer: An usual and exciting or daring experience. An unusual, exciting and possibly dangerous activity such as journey or experience or the excitement produced by such an activity

September 1980 and whilst we sat at home glued to *Bodie & Doyle* driving through cardboard boxes and tail wagging their 3.0S Capri and Dolly Sprint, the Germans were putting the finishing touches to a new kind of adventure. They called it: Gelande/Strasse. 'Off road/on road'. This was shortened to two iconic letters – GS. The legend was born.

The R80GS was yours for £2,449. 22 years later in a swanky dealership in Malaga, a GS with chunky tyres, beefed up suspension and extended mudguards was launched. The GS had come of age with the GS Adventure. £8,195 secured you one of these.



Adventure by name, Adventure by nature

**Gelände/Strasse.
'Off road/on road'.
This was shortened
to two iconic letters –
GS.
The legend was born.**

Now today, nearly ten years further down that legendary blood line, a current GS Adventure decked out in all the lights and tinsel will cost you virtually twice that... Perhaps more a sign of the times than twice the bike?

In 2008 I had a K1200GT – nice bike, shame about the engine rattle. This I traded in the following year for a GS Adventure – very nice bike, just needed more poke when two up. A year later I traded this in for a K1300GT – best bike owned and ridden, with more than enough poke, but 'madness' gripped me again, and the GT has given way to another GSA.

With the VAT increase on New Years horizon tailgated by a German price hike, a deposit secured a GSA prior to last years NEC show.

At the show, the grey colour scheme ordered, looked oh so, er, grey. It just reminded me of the grey, dreary same old, same old world we now inhabit. In fact it was so grey and numbing it made the custard yellow look rather like, er, custard and good. I discounted the 'Anniversary' model on the basis that a splash of BMW Motorsport colours and fancy bash plate would drain an extra



£300 from my soul. As good as custard is, I was not convinced it was me, or the right colour for a 'mans' bike. A proper bike!

At the show over a rather large chocolate muffin, Corinne suggested I make a phone call to ascertain if there were in fact any 'Anniversary' models left. I left a message with our local BMW dealer (otherwise known as my second bank!) and minutes later was told there was just the one remaining unsold 'Anniversary' left in the UK; in the spec I wanted. (Asleep in a create at BMW's distribution centre in Northampton). A couple of hours later my mobile started shaking and a text confirmed it was on a lorry heading south.

I hope to dispatch several adventures with this former friend, once new life has burst through the front door of March and the Spring rains have finally flushed away the salty ruminants and thrown the dull blankets of winter over her shoulder.

The new double overhead cam boxer engine makes a disappointing read in print: five more ponies, three more German torques, 500 longer engine breaths (still well short of the fittest boxer – the HP2). However by all accounts on the road, it has quite a different and more muscular personality. Once on board and in flight, it will again be interesting to compare the second generation ESA hostess too.

Chalk & Cheese

I don't need a dictionary to define the reciprocal of adventure. That will be the dull commute then.

Step forward the CG125. Whilst the GS Adventure may well carry the greatest adventure bike accolade, the little CG must carry the cravat of greatest commuter? It has a petrol engine like the BMW. It has spoked wheels like the BMW. It even has an electric start, centre stand and wait for it – top box like the BMW. All good things have to come to an end and so the similarities. The little CG can be ridden virtually flat out here, there, over there and everywhere without fear of harm to hedgehogs, small children, old ladies or the Queens' peace.

According to the calculator and assuming full fat petrol is £1.28 a litre, the CG costs £15.36 to brim. The big GS £42.24! That's enough to make all grown men cry in their beer and more

than my first and second car! That kind of money laundering will take the big GS towards northern England, whilst the little CG will still be wheezing towards the moon.

So, Honda's little CG may not be an adventure bike like the big GS, yet it too is an adventure by definition.





First Aid –

We don't look forward to an encounter with someone in need of urgent medical assistance, but if it should happen then it would be best to have an idea of how to help them. To that end, a dozen or so CADAM members attended a First Aid course on a gloomy February morning

first on scene



Nine o'clock start and everyone was punctual. Pardon? Oh, 10 o'clock start and everyone was at least an hour early. Coffee anyone?

To the classroom. Tracey, who instructs Essex Police, was in charge. A very amiable lady, a biker since her teens, now riding a Triumph Rocket Touring but eagerly awaiting delivery of her new Rocket Roadster. This was going to be a no-nonsense, practical journey.

Emphasis was on what we might find while out on the road. This included medical conditions as well as injuries. Especially interesting and valuable was a look at how to deal with an injured motorcyclist.

This is no attempt to teach First Aid here, now, but it's worth mentioning some of the fundamental nuggets that were covered.

Your own safety is paramount. Summon help. A casualty's airway must be maintained. Shock must be recognised. Blood loss must be controlled. The spine must be given huge consideration. Don't move a casualty unnecessarily. And much more.

Top tip: don't sit a casualty in your car or else the Ambulance Service might ask the Fire Service to cut the roof off.

What might surprise some is the importance of removing an injured motorcyclist's helmet to enable access to their airway, either immediately or later. The significance of doing it correctly



and maintaining integrity of the spine is obvious. It's great if the casualty can remove it for themselves, but to do it for them is hairy. So we had a go. It was tricky, it was physically demanding and it was uncomfortable for the casualty – especially the bit where the nose gets pulled inside out! Above all, it was successful.

We also got hands-on and lips-on with some willing (well, I didn't hear any complaints) plastic dolls. It wasn't a first for me – I've been to First Aid courses before – but some of the chaps seemed particularly familiar with the concept! There was some slobbering and some rib-crushing performances but, seriously, this was probably the most worthwhile exercise of the day.

The unhappy fact is that medical emergencies crop up. As if we needed convincing, we were treated to some pictures of nasty injuries – not for the squeamish. I recommend First Aid training to you all. The more First Aid competence out there, the better for everyone. I like the idea of riding with people who are clued up, and I would urge you to take advantage of the next CADAM First Aid course. Not bad for tenner.

Many thanks to: the Committee for organising the course; Tracey Bishop for her expert knowledge and delivery; Jonathan Harman for arranging the classroom, and Essex Police for providing the classroom free of charge.





Craig's tyre receiving expert inspection



What a mix of bikes!

Marking pressure to St Ives

With this fine dry morning it was not surprising that the first real biking day for two months saw 12 bikes turn up for Gary's monthly rideout
John Stevens

Well, on Sunday January 16th I had not ridden my bike for exactly eight weeks, a lay off enforced by fear of ice or black ice, this latter being something which can form well above freezing air temperatures. So, when I finally got back on my bike that Sunday morning, I was sure to bear in mind that I would be somewhat rusty in the skills department! But, not only was it great to be back on two wheels, the weather was mild – between 11° and 13° all day – and dry, with only a little rain to appear much later in the afternoon.

A truly eclectic mix of bikes, and riders too. How boring if I were to find a one-make bike club now. Foolishly, I volunteered to write about the ride as I thought this might give me some kind of 'Official Journalist' advantages (had nothing in mind, but you never know) but this turned out to be wishful thinking.

After the usual pre-ride briefing we set off with Gary leading on the A130 to Dunmow, followed by the B184 to Saffron Walden. John W was riding tail end, and for some distance both

he and I were hassled by a Volvo, following far too close in the Nationals; we both dealt with this by indicating left and moving over when conditions allowed, so that he could pass – end of problem. The A1301 took us via Great Shelford to Cambridge where we had a tour of the city centre before heading North to pick up the fantastic A1123 across to St Ives.

Cambridge city is not the kind of place normally associated with good motorcycling, but it is so spectacular architecturally that it is always well worth a visit.

It was on the A1123 that lengthy delays whilst "Marking" pointed at something being not quite right, and it transpired that Craig's BMW tyre pressure sensor had detected a significant loss of pressure in the front tyre.

What a brilliant piece of kit these sensors are, able to give you early warning of a potentially dangerous defect. A stop at a garage to use the air line had only a temporary effect, and Craig limped to our destination, shadowed by John,

the tail ender. Steve had decided en route that time constraints dictated that he left the ride early, and he headed home before the rest of us reached St Ives.

"Marking" pointed at something being not quite right

The "Local Café" is situated opposite a convenient roundabout near the town centre. I say convenient, because parking actually on the roundabout contravenes no signage, and presents no hazard to others, so this is normally our chosen spot.

From here, Craig 'phoned BMW and they arranged someone to come and repair the puncture, allowing him to ride home, albeit well after we had already left. Excellent service from BMW – this incident cost him only £14.50.

Brunch at the café was a particularly enjoyable experience for me, as I was treated by Alan and Jenny! Thanks again, Guys.

- A list of our fellow riders
- John Warren**, Chairman BMW GS1200
 - Gary Crane**, Chief Observer Honda CB500
 - Dennis Kitteridge**, Senior Observer Suzuki Bandit 1250
 - Mark Selwyn**, Observer BMW GS1200
 - Mick Gowlett**, Observer BMW K1200S
 - John Steven**, Observer BMW R1200R
 - Alan Plant** and pillion Jenny, Full ... Triumph Sprint ST
 - Dean Scrivener**,
Membership Secretary, Full Suzuki Hayabusa
 - Rob Dean**, Full Suzuki DR350
 - Craig Anson**, Associate BMW K1300S
 - Spiros Kanellis**, Associate Yamaha XJR1100
 - Steve Allen**, Editor, Associate Yamaha Fazer 1000

This is a deceptively large café, with a big selection from roasts to Full Englishes. Naturally, I opted for the only proper café meal, and it was fine; not brilliant, just fine. I have eaten there before and then it was very good – we can all be excused a bit of an off day.

Mick and Mark decided that other commitments required them to return directly home after brunch, and so our group was down to seven for the return run. And what a lovely ride that was. The A1123 is a brilliant road, but one requiring considerable restraint, as speeds well above the limit would be safe and enjoyable. Adhering to the "Nationals" still allows sufficient speed to enjoy some lovely corners though!

It was along this stretch that I was overtaken by Dean on his 'Busa, now fitted with Akrapovics, and what a glorious sound that makes!

still allows sufficient speed to enjoy some lovely corners



Inside the temple of cholesterol

We followed the A1123 to Fordham, and I found it particularly interesting to be behind a Mondeo for a while, which was being driven very well indeed. Normally, one notices only poor drivers, but this one was clearly very skillful.

Then on to Fordham, followed by continuing south on the B1085 to the junction with the A143, where we turned right past Tubby T's café towards Haverhill. From there we rode via Steeple Bumpstead and Cornish Hall End to our destination, Finchingfield.

It was on this last stretch that I was followed for much of the time by Rob on his DR350 which is an off-road type bike. I have to say that Rob knows how to extract the most from this relatively small machine, and it performed surprisingly well; however, I found it somewhat unconventional, to say the least, to look in my mirror and see Rob negotiating bends in motocross style, with the inside leg off the peg, boot trailing on the road!

Normally, one notices only poor drivers, but this one was clearly very skillful

There were not many bikes at Finchingfield that day, which is to be expected in January. We all went our separate ways after a 20 minute chat. Interestingly, Craig arrived here a bit later after his puncture repair, to find Spiros still in town!

We had covered almost 130 miles together

that day. Gary had wisely chosen roads that were unlikely to be affected too badly by the recent heavy and persistent rain which can leave dangerous mud and gravel deposits. Our chosen roads were fine, with only occasional mud and gravel patches left by the rain draining off the banks and fields.

a bonus, my bike didn't even need cleaning!

I returned home to Billericay and encountered the only rain of the day at Chelmsford. It was here that I administered a "positive" horn warning to a grey Lexus that drove on to a roundabout as I was negotiating it. For some reason, my warning was completely ignored, and only my (legendary) skill avoided a collision. Probably needless to say that I was followed from Sainsbury's at Boreham to the Billericay turn off of the A12 by this driver who spent much of the time pointing out to me that he was less than impressed by my attempts to alert him to the danger on the roundabout where we almost met.

I am pleased to report that I rose to the occasion by acknowledging his first efforts by a wave (no, you cynics, just a wave) and then ignoring him from then on.

For me it had been a brilliant ride of around 175 miles door to door, at an average speed of 36mph and a fuel consumption of 56mpg. And as a bonus, my bike didn't even need cleaning!



End of the rideout's destination, Finchingfield... so JW can av a fag to calm down

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Kaz Studio

Clive Austen

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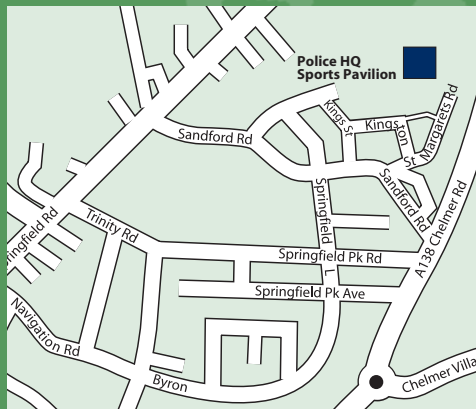
www.kaz-studio.co.uk

Have your bike photographed with any background you like.

Or treat yourself or a loved one to a beautiful makeover for a photoshoot at our large studio in Essex – includes makeover; photoshoot using various sets, and to take home prints and high-resolution images on cd.

Also tuition for amateur photographers and portfolios for both male and female models

HOW TO FIND US



Club Nights

The Sports Pavilion
 Chelmsford Police HQ, St. Margaret's Road.
 7.30pm for 8pm start unless stated otherwise.
 Please refer to CADAM events panel for dates.
 Apologies, but we will need to collect £1.00
 subs from each member present on club
 nights to cover the cost of hiring the hall.
 Guest speakers and the occasional raffle are
 being planned for some of the evening
 meetings. For more details or suggestions
 for future events, including speakers, please
 contact any of the committee. Thank you
 and we look forward seeing you soon.

CADAM events 2011



Visit the Forum and Events Calendar
 on www.cadam.org for more details
 on all of the events listed. Check
 regularly as events are regularly
 added or amended. We look forward
 to seeing you on a ride out soon

March

- Tues 8th Group night/AGM7.30p.m
- Sun 13th Gary Crane Ride-out
 Boreham McDonald's9a.m
- Sat 19th/ Continental taster week-end
 20th St Omer Francetba
- Sun 27th Mavis's Social ride-out
 Boreham McDonald's9a.m
- Mon 28th Committee meeting ...7.30p.m

April

- Sat 2nd Moto-cross tryout day
 tba
- Sun 10th Observers Ride
 Boreham McDonald's9a.m
- Tues 12th Group night
 with a talk by 'Auto Glym'
 cleaning products7.30p.m
- Sun 17th Gary Crane Ride-out
 Boreham McDonald's9a.m
- Mon 18th Committee meeting ...7.30p.m
- Sun 24th Easter- egg run
 Boreham McDonald's ...10a.m

May

- Wed 4th ATR (Associate training ride)
 £10ea. Must be pre-booked.
 Boreham McDonald's ..6:30p.m
- Tues 10th Group night
 Austin Vince7.30p.m
- Sun 15th Gary Crane Ride-out
 Boreham McDonald's9a.m
- Mon 23rd Committee meeting ...7.30p.m
- Fri 27th – May Bank Holiday weekend
- Mon 30th 'Monschau' – Visit the Eiffel
 Mountains and the Nurburgring
- Sun 29th John Stevens Social ride
 Boreham McDonald's9a.m