

# On 2 Wheels



Chelmsford & District Advanced Motorcyclists Newsletter ISSUE 23 JUNE – AUG 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 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

## The CADAM Committee



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# Chairman's chatter

In a bid to relieve the boredom of my usual offerings and in a vain attempt to introduce some humour, this month's chat takes a different tack!



Having serenely and without any fuss (by design) I reached the age of 50 in April – much to the surprise of my parents. It's a strange birthday and has had me thinking about all sorts of stuff.

The obvious first thought is health which Liz has covered by signing me up for an MOT! Thanks!!!! Not only has she booked it privately for me but she has completed the pre appointment questionnaire *truthfully*. My alcohol and nicotine consumption has been accurately scribed which is a major concern. One of my valued friends suggested that, when I attend, the eminent professor may well have a suitable box in the corner of the room and suggest that I may as well get in now.

On the motorcycling front, it really is a major part of my life and also the bit that gives me a great deal of pleasure. The thing that always surprise's me is the wide variety of people that I meet, some of which I may well have never talked to in normal life. It has driven home the principal "never judge a book by its cover".

Having been involved with advanced training and the IAM for over fifteen years now and also been part of three groups I enjoy my days at CADAM by far the most.

The options for advanced training groups are by and large limited to the IAM and ROSPA both of which have their

benefits and drawbacks. The obvious benefit to ROSPA is the three yearly retest which must keep up standards. For me the grading system, gold to bronze has created an elitist attitude in many such groups. The IAM is more straight forward with a simple pass or fail but with no mandatory retesting can lead to long-term badge holders not maintaining the standard.

Many go the route of belonging to both which if you can find the time is great. If you choose the IAM route only, my advice would be to keep up your standards by taking part in group rides, progressing to observer status or private re assessment by external means.

On a more sober note I have lived through many 'dramas' in groups most of which have been 'much to do about nothing'. I'm never too upset by any disagreements as they simply show that many people have strong views on something that they really care about.

Roll on the next 50 years! Well you never know! But just in case I'll keep living each day to the full.

Results from Professor Booth and his MOT to follow – I hope I pass and am not traded in for a newer model!

*Ride safe*  
John

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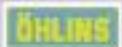
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# Passes



Hearty congratulations to

| Associate     | Date    | Observer       |
|---------------|---------|----------------|
| Paul Crosby   | 16 May  | Stephen Rowden |
| Richard Walby | 17 June | Tye Boughen    |
| Craig Anson   | 25 June | Gary Crane     |
| Richard White | 11 July | John Stevens   |
| Gary Edwards  | 11 July | Tye Boughen    |



and many thanks to our all our devoted Observers.

**And please give a warm welcome to our new Associate members:**

Steven Hope, Alan Mackrill, Michael Buchanan, Simon Wall, James O'Gorman, Damian Bolden, Tony Abrahall, Benjamin Fabi, Ted Wood, Steven Purcell

## Getting to know you

Things you didn't know about a member?

### Richard Porter

**What was your first bike?**

Rayleigh chopper! Oh, you mean motorbike – Yamaha RXS100

**Favourite bike?**

My SV650S

**Favourite biking road?**

There were loads when I did a ride along the north coast and south coasts of Devon and Cornwall

**Best ever biking moment?**

Buying my first brand new bike – the SV650S

**Favourite food?** Steak and chips

**Favourite drink?** Beer

**Biking hero?** Has to be Rossi

**Best holiday destination?**

Thailand

**Other interests?** Scuba diving, skiing, red letter day activities

**Favourite film?**

Back to the Future/Star Wars

**Leathers or Goretex?** Depends how cr&p the weather is

**Y-fronts, boxers or commando?**

Boxers

**Favourite celebrity?** Kylie

**Scariest biking moment?**

Crashing for the first time – non fault

**Worst bike ever owned?**

None as each was better than the previous bike owned and all served a purpose at the time

**Best ever days training?**

The skills day 2008 – coz I was the slowest!

**Highlight of your biking career?**

Between the ride along the north coast and south coast of Devon and Cornwall, or my 1st trackday at Donnington – hard to choose

**Biking must do before you expire?**

A trip round the alps

**Favourite biking accessory**

A gorgeous pillion!



There ya go Richard,  
Brings back a few  
memories, for all of us!



Our friend Jane Wilson's  
Memorial ride:  
Sunday 3rd July 2011

Today was a big 'inked-in' diary event for many of us across the three advanced riding groups in Essex. We all came together for Jane, as a tribute, to both ride and raise money for her favoured charities, and visit some of her favourite appropriate and traditional destinations

# One for all and

Another tradition saw us starting at the Boreham Maccy D's at 9am, with a fiver-each whip-round and a colourful smiley face sticker for the bike. The weather forecast as I recall, was probably to be ok, but with a risk of showers, to add a frisson of risk of uncertainty to the day's events, but the sun smiled on us, as we all turned up and chatted nice and early, and in the event, the weather was kind to us throughout the day.

Our chairman's assembling speech was pitched just right, credit to you John, and set the scene perfectly for the day. A clearly defined list of choices of route and pace were offered and we each made our selections and formed into gatherings, all three Essex groups being familiar with the marker system, and



identified our tail-enders for our choices. I'm a member of all three groups and the subsequent feedback and comment I picked up throughout was very positive concerning clarity of choice, and managed groups pace and cohesion. I was 'running-in' so chose a more sedately paced group headed by Dennis.

I thoroughly enjoyed a most excellent 'bimble', but made good use of the freedom within the marker system, sometimes moving up through the group, sometimes falling back, as I varied the pace to loosen up my new engine, scrub-in the tyres, and get used to the feel of the bike.

The Super-Sausage Cafe is just the perfect distance and route from Chelmsford, and was up to its usual very high standards; huge varied menu, with consistently excellent quality offerings, from free range eggs, to real smoked bacon, and local traditional sausages, all at pretty reasonable prices. I must admit I'm always hungry when I get there, and standing

chatting in the queue, smelling the food, and seeing it too, as steaming plates of food were delivered passing by under my nose...

I'm always challenged by the second menu of 'specials' that only become visible a minute or two before you have to decide and place your order. Whatever my choice, I never get black-pudding at home, I've never been disappointed though! Then, its another decision, where to sit, inside or out? But again with so many friendly faces from all three groups, all choices were good ones. A piece of Jane's famous cake would have gone down well with that second mug of tea though...

The fabulous Milton Keynes national speed limit roundabouts settled my lunch perfectly, on the way back, and, as I enjoyed the equally excellent Shefford – Baldock – Buntingford A507 curvery and broad open views, I reflected on just how perfect a tribute to our friend Jane the day had been. Thanks to all who contributed to make it so.

# all for one

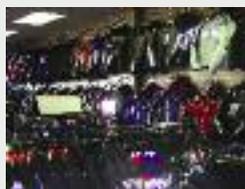






How perfect a tribute to our friend Jane the day made





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# Not on the grass most of the time!

JS and Spiros attend a Martin Hopp Better Riding Day at Cadwell Park

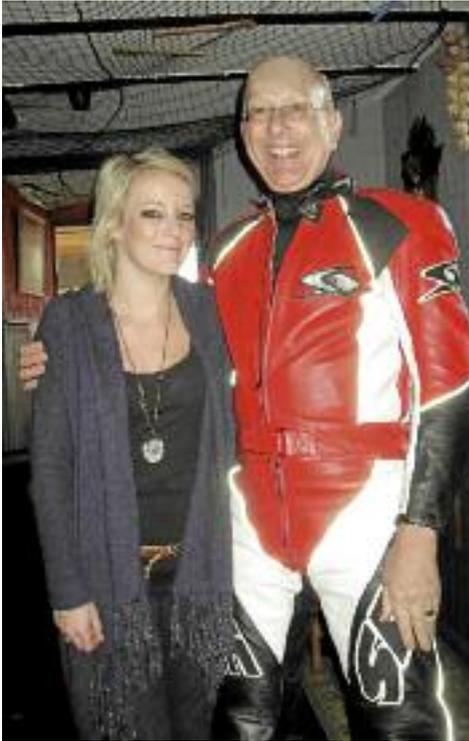
Our trip did not start well.

Spiros had fried his brakes on a machine handling skills course the day before, and so his day began by stripping down the front brake calipers and bleeding the system. He must have done a good quick job, because not only did the brakes hold out, our meeting at Roses Café was only delayed by an hour or so.

After an excellent brunch we had lovely weather for our ride up through Braintree, Halstead, Sudbury, Bury-St.-Edmunds, Thetford and Kings Lynn to the Truck Stop café on the A17,

where a cup of tea with gorgeous Eastern European scenery perked us up for the last 50 miles of our journey.

We reached Louth late in the afternoon, having covered about 170 miles from Roses Café, and topped up with fuel for the next morning's early start. It was easy to find The Travellers Guest House, and it is an excellent B & B that I can recommend without reservation. As you can see from the picture the lovely Kirsty found me pretty irresistible, but as an experienced babe magnet I am no stranger to this kind of



**Kirsty found me irresistible but she's a bit old for me**

#### **Our own Keith the Instructor**



adulation and I was able to let her down gently.

Spiros and I dined well at Via Italia that evening, which is my preferred restaurant in Louth. It is a decent establishment, providing freshly prepared generous meals at reasonable prices, and I have found that pasta is better than rich food such as curry when a decent night's sleep is important. Adjacent to our table were some young ladies having a good laugh, and I noticed one in particular was mighty attractive. As we were about to leave, I mentioned to her how fortunate she had been to dine in the company of motorcycling Gods, and guess what? She was none other than the Sister (or Sister-in-Law) of Neil Tuxworth, the manager of the Louth-based Honda Racing Team! Not only was she really knowledgeable about bikes and racing, she used to passenger a racing sidecar outfit! I muttered something about not really being interested in track stuff and slunk away.

Kirsty kindly got up early to take care of our breakfast at 06.45 the following morning, but managed to lock herself out during the preparation. Finally she managed to get our attention so that we could let her back in, just as Spiros and I were wondering if the old building was haunted with this distressed and muffled girl's voice apparently coming from the walls!

Although we were now running a little late, we rode to the track in the usual advanced manner, but just half a mile or so from the entrance we were overtaken by three sports bikes all travelling at a speed well above the limit. Inside Cadwell circuit there was the usual long queue of bikes for the noise test. It was here that it was just so good to be able to pull rank (being in the A qualified group) and filter past those in the queue, especially the three that had overtaken on the road, and go straight to the front of the queue (as all of those in A Group are instructed) – lovely pose, and a most satisfying display of rank pulling – even though that kind of stuff doesn't really appeal to introverts like me, as you all know.

It was great to see Martin Hopp again for the first time after he had tragically lost his wife

last August. He looked fit and well, and claimed to be doing fine. His son Richard carried out the morning briefing, ably assisted by other instructors. This was up to the usual high standard that left no doubts regarding what behaviour would be expected of us. It was at this stage that our own CADAM member of the Hopp team of instructors, Keith Dunn, made an appearance, and I have to say I felt mighty proud. As you know, Keith is a modest man, but I can reveal – strictly between you and I– that I spoke to Martin later on in the day, and he told me that Keith had been very impressive at Cadwell on the day before when *Ride Magazine* were in attendance; he said that Keith was both very fast and very smooth, and that he was delighted to have Keith on the team. Envious? Me? Don't be ridiculous.

The three morning sessions on track went well, with the usual guidance from the instructors after each session. Each of the three groups is further divided in to mini-groups of about six bikes, each with their own instructor. The mini groups go out on track at about 20 second

intervals so they are nicely spread out.

Did I mention that I was in A Group? A qualified, you understand, not just A. Thought I might have, and as there are some very quick riders at this level, I placed myself in a mini group that looked a bit less intimidating than those on the extreme right – slower mini groups on the left of the paddock, faster on the right. Previous experience has shown me that to be in a mini-group that is of a similar skill level to yourself is important for all concerned.

In the morning sessions, each mini-group follows their instructor closely, learning the correct lines. Then, each rider completes a lap with the instructor following, so that he can pick up any faults. After each of the three morning sessions, the instructors carry out a short de-brief, providing feedback on each riders performance.

Now Spiros had wisely placed himself in a mini group in the middle of C. First timers with Martin Hopp are automatically placed in C, as he knew that when you are learning it's important to be well inside one's comfort zone,



Barry, a Hopp Instructor debriefing his mini group



Spiros ready for his first session

so there is brain capacity left available for new information. Sure enough, he was able to digest lots, even though he found the pace of his mini group a bit slow – which is just right for your first visit here. In fact, Spiros performed well all day, swift and controlled and with no tricky moments or dramas. It is surprising how fast you travel when you are not trying, just concentrating on correct lines, steering, braking and acceleration.

Lunch at a Martin Hopp day is a serious affair, and MSV circuit cafes are brilliant; my lasagna was just the job for setting me up for the afternoon. Another briefing then takes place, with a full explanation of how the afternoon's sessions, which would include overtaking, should be tackled. Now overtaking on a Martin Hopp Day is strictly structured, and this is one of the main ingredients that maintains safety. Much of the briefing focused on the fact that it was now pouring with rain, and as it had not rained there for many weeks,



we could expect the surface to be slippery, especially under the trees.

One character in my group complained (afterwards) that this briefing was not very confidence inspiring, but the fact that there was not one crash all day in spite of the heavy rain proved that it had done its intended job.

In fact, this particular character was not really one of my favourites, as he often did not copy the correct lines demonstrated to us, as his were apparently better in some places, according to him.

Unsurprisingly, he was noticeably slower in these sections than other riders. And, with the onset of heavy rain, his mocking comment when I appeared in my Police waterproof jacket was

“Forgot your lollipop?” *Yes, I know that was pretty funny, but not to me, right?* I managed to counter swiftly with “No, I haven’t mate, and I can tell you where you’ll be finding it in a minute” Luckily, a good outbreak of laughter from all present did the trick, and suitably humiliating justice was done.

The first session after lunch was in a heavy shower, and might have been a buttock-clenching experience, but I am far removed from that calibre of rider that can cope with the bike sliding around underneath them, and my progress was cautious, to say the least. So was the progress of others too, although there were plenty that came past me. Remembering (from expensive past experience) that not falling off



Tackling Mansfield



Peeling off into Mansfield

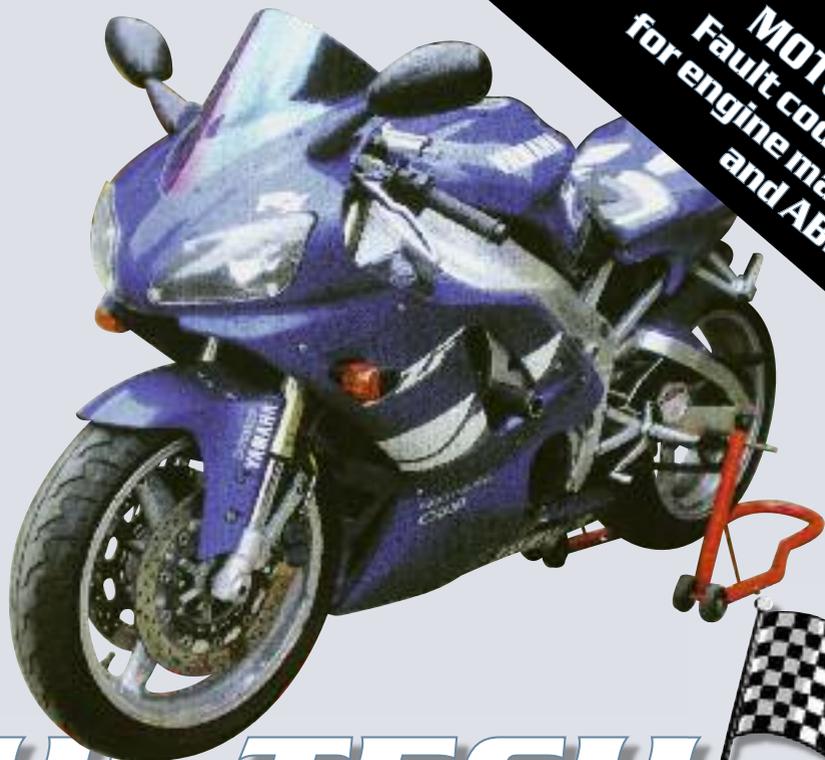
was THE most important factor – you can always exaggerate how fast you were later. I maintained a comfortable pace. For my second afternoon session the rain had stopped, but the track was still wet, and it was only on the last session that the track had dried out sufficiently for me to push a bit harder. I notice that Spiros has now loyally posted on our Forum that I was super-fast, but that ain't strictly true, bless him; I never will be fast, I just try to do it correctly and safely. Nevertheless, I must say it was most satisfying on the exit of Barn corner to growl my Boxer past the guy who knew better lines than Martin Hopp – that'll teach him to make lollipop comments! As suggested by Roadcraft, I did give due consideration to a hand signal at this point, but decided against it.

We went back to Via Italia in the evening, but this time we were joined by Keith, which enabled us to bask in the reflected glory of associating with a Hopp Rider Training Instructor – not that I mentioned this loudly more than a couple of dozen times. After dinner we went on to the Swan, a tiny front room of a pub that we have



Spiros flying up The Mountain

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Mansfield

been to before. With a long ride home the following day, none of us wanted much to drink though, but these evenings chatting with your mates after a day on track are priceless. S'funny how the later it gets, the more skilful and quick you were that day!

As arranged, we met Keith the following morning in the town centre and he led us at a cracking pace to a remote house not too far past Wisbech. Mel, a long term member of Martin's instructor team had left something in the hotel room and we called in to his home so that Keith could return it. We were welcomed by Mel and his wife Adrienne, who provided great chunks of the most fantastic home made nut cake and cups of tea. Mel seems an unlikely character in that he rides a Tuono with consummate skill, but with his bike gear off he has always looked to me as though he would be more at home driving an old Volvo estate in wellies. What charming people he and Adrienne are.

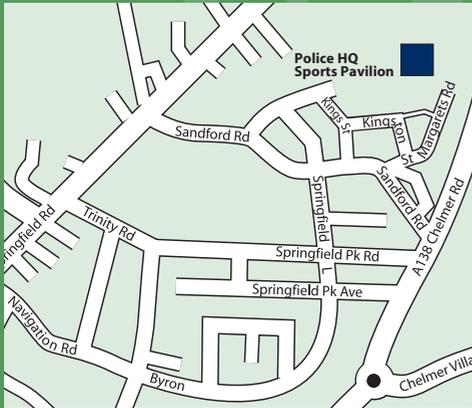
A little further along our route we agreed to part company, with Keith going in one direction, and Spiros and I taking a more direct route.

From here on I took the opportunity to pass on some riding hints to Spiros who always welcomes such comments readily. We rode together as far as Stanstead Airport, but had several short stops en route to chat about riding techniques. Then, Spiros rode to his girlfriend's at Harlow, and I headed off to home in Billericay.

Martin Hopp's Better Riding Days at Cadwell Park are as good as it gets in my opinion. Spiros is a true Gent, and you couldn't wish for better company on a trip such as this. Keith is too, especially now he is an internationally renowned motorcycling superstar. Their company together with good food, nice accommodation, and another Martin Hopp Better Riding Day are a guaranteed recipe for an enjoyable and beneficial three days motorcycling. You might not think it is a cheap trip, as taking everything into account you will spend around £350, but it is a fabulous experience and I recommend it wholeheartedly to all.

John Stevens

# 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](http://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

### August

|          |   |
|----------|---|
| Mon 1st  | Burgogne weekend . . . . . TBA  |
| Sun 7th  | Cadam BBQ and Ride-out.<br>Boreham McDonald's . . . .10am   |
| Tues 9th | Group Night – Tyre Company<br>EPSA . . . . .7:30pm  |
| Mon 15th | Committee meeting EPSA  |
| Wed 17th | Bike meet Ride<br>Boreham McDonald's . .6:30pm  |
| Sun 28th | Ride-out led by Travis<br>specifically for pillion to<br>The Cricketers in Clavering.<br>Boreham McDonald's . . . .10am |

### September

|           |   |
|-----------|---|
| Tues 13th | Group night – Talk by Hide-out<br>Leathers.EPSA . . . . .7.30pm |
| Sun 18th  | Gary Crane Ride-out.<br>Boreham McDonald's . . . . .9am         |
| Sun 25th  | Alan Plant Social ride.<br>Boreham McDonald's . . . . .9am      |

### October

|           |   |
|-----------|---|
| Sun 2nd   | The Jane Wilson<br>Memorial Trophy                      |
| Tues 11th | Group night EPSA . . . . .7:30pm                        |
| Sun 16th  | Gary Crane Ride-out.<br>Boreham McDonald's . . . . .9am |
| Sun 30th  | Chairman's Ride-out.<br>Boreham McDonald's . . . . .9am |