

On 2 Wheels



Chelmsford & District Advanced Motorcyclists Newsletter ISSUE 15 FEB 10 – APRIL 10

www.cadam.org

Registered Charity No. 1111635

Affiliated to



Group Number: 7251

The Dodge Tomahawk is a Chrysler Group design concept – a four-wheel, Viper-powered, 500-horsepower, V-10 engine work of art



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 club 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

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Chairman's chattering

With Christmas and New Year festivities well and truly over, most of you will be a few pounds heavier on the scales and few pounds lighter in the wallet.



Liz and I were very pleased to receive several very nice comments after the Christmas party night. Thanks especially to Richard Rhodes for the music quiz and Steve Falls for the super raffle.

Whilst still riding through the winter months I am really looking forward to the better weather and some great riding. There is a great deal on offer for CADAM members, as you will have seen in the events calendar, with numerous ride outs, some great speakers for group nights and some weekend trips to look forward to.

The motocross tryout out day is fully subscribed with 14 members taking part. It promises to be a cracking day out. If you are not taking part, I know that voyeurs are welcome so bring a camera.

The Wales weekend is now fully-booked and for those of you taking part I can promise a great weekend at the Bikers' Retreat and I know we will be well looked after.

Preparations have been made for the AGM in March. You will notice that a couple of committee members are standing down. We will need to fill those posts and a couple more willing helpers would not go a miss. More importantly, Alan has reluctantly decided to stand down as Group Secretary. I would like to take this opportunity to thank Alan for all his hard work over the past year.

We MUST fill this position and with the remaining committee members unable to take on the role, we need you. So if you think you can spare some time to keep this group running smoothly please let myself or Alan Plant know.

On a lighter note, just to reinforce the view that "shit happenz", the forumites will know that I deliberated long and hard before purchasing a comfy non-heated seat for the GS which duly arrived just before Christmas, and well smart it is too.

A week later JH advertises his Sargeant version of the same thing for my bike on the forum. Thanks for that!

Hope to see you all soon

John

Passes

Many congratulations to the four Group members who passed the IAM Advanced Test in the last two or three months: Les La Thangue, Alistair Gordon, Derek Cooper and James Whiffin



And well done to their Observers: Mick Gowlett, Phil Richardson, Ian Maxwell and Gary Crane

Getting to know you



20 things you didn't know about a member?

Sally Stracey

What was your first bike?

Honda C70

What is your favourite bike?

My especially lowered BMW R1200GS

Your favourite biking road?

A54 (Sheffield to Congleton)
or A5004 (Whaley Bridge to Buxton)

Best ever biking moment?

Riding an R1200GS for the 1st time, on the BMW off road course in Wales. My feet couldn't touch the ground but I was ecstatic!

Favourite food? Cake

Favourite drink? Tea

Biking hero? Nigel at the Bikers' Retreat, Dolgellau

Best holiday destination?

New Zealand/The Biker's Retreat, Dolgellau

Other interests? Music, gardening

Favourite film? Richard Attenborough's *Shadowlands*

Leathers or Goretex? Goretex

Y-fronts, boxers or commando
(*ladies optional to answer?*)

Thermals!

Favourite celebrity?

Anthony Hopkins

Scariest biking moment?

Clipping the verge, on a right hander, and at speed, on the Cat & Fiddle. Major heart failure.

Worst bike ever owned?

Honda CG125

Best ever day's training?

First advanced training I had was with Lincolnshire Roadcraft. I learnt loads

Highlight of your biking career?

Riding in the Vosges mountains in France

Biking must do before you expire?

Tour New Zealand

Favourite biking accessory

Heated grips

Winter BASICS

Time again for the winter gloves and the heated vests!

Here are a few simple reminders for the brave hearted

Ian Maxwell, *Chief Observer*

Road surface

Good observational skills are essential here looking out for microclimates (*RoadCraft* page 53) and adjusting road position to suit is a key factor of winter riding, especially if you ride the same route every day perhaps too and from work, pot holes quickly fill full of water and the edge of the road sometimes becomes blurred with leaves and dirt.

Painted surfaces such as white lines and junction markers will become extremely slippery as will drain covers and cat's eyes

Some riders become complacent with speed and following distance as do other road users, remember to manage the space around you 360°. Planning is also important – I tend to control the traffic around me, for example a slower approach to a junction easing the traffic behind me into position. Not passing a side road at the same time the vehicle slides out onto the main road from an untreated side road you really have to be on the ball!

The Rider

Keeping warm and dry is a key factor; if you allow yourself to become cold or wet your concentration will dip, affecting your judgement and control of the bike. If you can't feel your feet or hands, how can you be smooth with the controls?

I tend to use layers of thin clothing rather than just lots of clothing, camping or hill walking base layers are a good place to start then a tee shirt etc. Thin layers trap the heat, but so many riders seem to put on too much so their clothes are too tight with the end result you just feel cold. In the old days, newspapers were forced down trousers and placed in front of your stomach as you zipped up your jacket!

With the advancement of modern clothing this method of keeping warm seem to be rare.

Under my trousers I tend to wear thermal long johns. Again try to avoid tight clothing. Some riders wear jeans under their normal biking trousers – these may be too tight.

Remember, fine, light layers. The same can also be said for gloves and boots. Three pairs of woolly socks will do you no good and you will probably end up with no feeling in your feet! Many riders buy inner gloves, but when used with your normal riding gloves they become too tight, so try using inner gloves with a slightly larger glove.

The final layer is really important. I often use a pair of water proof trousers even if it's not raining – they protect the legs from wind-chill. Mine are fairly bright in colour. This also helps with being visible to other road users.

My jacket is a modern textile/Gortex type on top of which I wear a windproof layer. Not only does it keep the jacket cleaner, but also helps with road presence and visibility.

Some riders resort to electric grips, heated vests and jackets. Nothing wrong with any of these, just a few basic rules:

1. Make sure your accessories work before you start your journey

Nothing worse than one heated grip getting hot while the other remains cold;

You then tend to spend the next five minutes pulling at wires and tapping control boxes; This is a common explanation for "suddenly swerved and surprised"

2. Read the instructions before use to avoid burns!
3. Remember to unplug your self before dismounting!

Your bike

Daily checks are essential for winter riding – remember, salt will corrode your bike.

Some riders have a winter bike while other prepare their bike by coating it in a layer of thin grease or oil, especially exposed metal parts like the forks and swinging arm.

Keeping headlights clean is really hard as road spray dries very quickly. Keep an eye on this; clean it as often as necessary, just as you would your visor. Remember if the conditions are too bad is the trip really necessary?

fun & games

at our Christmas party night

Fun was had by all with a musical grilling, some questionable silly games – someone out there has obviously got a chocolate and helmet fetish! Pleasant raffle prizes and a very filling buffet. Top notch!



Jane gives the thumbs up, before being gloved. Alright lads, get 'em on



Oh, I do love the texture of these leggings

Then there's the attempted Christmas dance. Mr Rhodes has a lot to answer for, Slade 'em



No Keith, it goes on your head, not the table, as Alan looked on



Poor little Keith, this is how you do it! See, no messy chocolate on your fingers



See, this glove fetish is catching on



But didn't seem to learn anything



How on earth does it go on?



I don't know, but it's bloody painful!



Who ate all the pies, Dennis?



Honest, I'm eating to save Cadbury's



Usual suspects
Dennis and Keith
are in there!
Though, I'm not too
sure about what the
other chap is playing
at? Didn't they do
this sort of thing
at Eton?



Someone's pleased!



No! It wasn't me!



Who let in the crimble zombies!



Oh yes it was!
Caught on camera!

The book of Genesis – Life began in 1993!

Until 1993 I knew nothing about motorbikes. I'd never really come across one or knew someone who had one. I vaguely recall watching Barry Sheene racing but I'd had no interest in bikes. Then in 1993 my life changed for the better

Richard Porter



I worked with someone who lived local to me and he gave me a lift one morning on his Yamaha Genesis something or other. He thought it was funny doing 140mph for a short spell on the A13. Didn't put me off and so I went round some bike shops and ended up buying a Yamaha RXS100.

I still remember my parents' first reaction when I took my two wheeled 'death machine' home and introduced it to them. My dad didn't say a lot, my mum said – "it's your life, if you wanna kill yourself. That's down to you". I was 25 at the time, not a 15-year-old job with his first scooter! Anyway I stuck some 'L' plates on it, did some CBT and rode about for two years before doing my test.

"it's your life, if you wanna kill yourself. That's down to you"

I was quite happy to pootle up and down the A13 (top speed 50mph-ish) to London to work. It was a bit quicker than the train and more comfortable. I never went anywhere on it except to my girlfriend's house just across the Dartford Bridge. I just kept within the Kent/Essex/London triangle. I managed 55mph in the Dartford tunnel down hill once!

I had a few low speed off's in the wet – nothing too serious, but the back wheel would just skip out sideways if you tried hitting it hard in the wet (lack of advanced training obviously!).

I could do a few things to it, like change the spark plug and de-coke the exhaust. Unfortunately, one thing I didn't realise was two strokes used a lot of oil and need topping up regularly, which I found was a costly error.

After quite a few years and no biking mates to urge me on to bigger things, I decided I needed

Love at first sight, I saw this curvy front and was immediately attracted



something a bit flashier and more exciting. So I traded it in for a Kawasaki GPX250 in red white and blue – very patriotic. I loved this bike and we even went to Pembrokeshire once. This took seven hours in the pouring rain with intermittent cutting out at night through the Brecon Beacons.

However, according to the Romford bike dealer I bought this off, this was its undoing – apparently it wasn't designed to do long journeys! I tried to argue the case but lost. The cam followers were knackered and my beloved first 'sports' bike died on me. I couldn't part with it so it still remains to this day (SORN) in my garden awaiting attention. It's my winter project and has been for many years!

Desperate not to be without wheels my friend sold me a Suzuki GS500E, nothing special but it could cope with motorway speeds and was very efficient. Very robust and OK for two up. Again I had a few low speed spills on this one but it kept bouncing back. I kept this for four or five years before it became apparent that it was deteriorating badly. So in 2002 I treated myself to a brand new bike.

It was love at first sight. I saw this curvy front and was immediately attracted. I sort of knew about blades, gixers, those funny Harley types but I had seen something I didn't recognise.

When I went back to where I'd seen it she was gone and it took a while for me to see that similar curvy shape elsewhere.

Finally after a bit of research and looking in bike shops I found out what had attracted me – the SV650S (curvy one). I then spent hours of research, deliberations, comparisons and test rides with four other bikes giving each scores in various categories to see which was the best all rounder. The SV came top so you could say it was a head as well as a heart decision.

My SV has been brilliant, a great servant of commuting, couriering, country lanes, advanced test training and a track day. It's brilliant (apart from the budget brakes), but then I don't have a lot to compare it with.

I've never been a great petrol head with bikes and, until joining CADAM, had never really used any bike away from commuting.

I've ridden a Bandit, a Fazer, a friend's Ninja, R6 and an R1, but whenever I got back on my SV I felt much more comfortable and at ease. It always feels like part of me. I've never really wanted a fast sports bike, but the time has come when I fancy trying something different to see what else there is and to 'improve' my list of bikes owned. But can I possibly lose my SV?

Anyway it's 15 years later and I'm still doing it mother!

Biker vs Squirrel

I never dreamed slowly cruising on my motorcycle through a residential neighbourhood could be so incredibly dangerous! Little did I suspect...

John Warren

I was on Brice Street – a very nice neighbourhood with perfect lawns and slow traffic. As I passed an on coming car, a brown, furry missile shot out from under it and tumbled to a stop immediately in front of me.

It was a squirrel, and it must have been trying to run across the road when it encountered the car. I really was not going very fast, but there was no time to brake or avoid it – it was that close. I hate to run over animals, and I really hate it on a motorcycle, but a squirrel should pose no danger to me.

I barely had time to brace for the impact. Animal lovers, never fear. Squirrels, I discovered, can take care of themselves.

Inches before impact, the squirrel flipped to his feet. He was standing on his hind legs and facing my oncoming Valkyrie with steadfast resolve in his beady little eyes.

His mouth opened, and at the last possible second, he screamed and leapt!

I was pretty sure the scream was Squirrel for "Bonzai!" or maybe "Die, you gravy-sucking, heathen scum!" The leap was nothing short of spectacular...

He shot straight up, flew over my windshield, and impacted me squarely in the chest. Instantly, he set upon me. If I did not know better, I would have sworn he brought 20 of his little buddies along for the attack.

Snarling, hissing, and tearing at my clothes, he was a frenzy of activity. As I was dressed only in a light T-shirt, summer riding gloves, and jeans, this was a bit of a cause for concern. This furry little tornado was doing some damage!

Picture a large man on a huge black-and-chrome cruiser, dressed in jeans, a T-shirt, and leather gloves, pattering at maybe 25mph down a quiet residential street, and in the fight of his life with a squirrel. And losing...

I grabbed for him with my left hand. After a few

misses, I finally managed to snag his tail. With all my strength, I flung the evil rodent off to the left of the bike, almost running into the right kerb as I recoiled from the throw. That should have done it. The matter should have ended right there.

It really should have. The squirrel could have sailed into one of the pristinely kept gardens and gone on about his business, and I could have headed home. No one would have been the wiser. But this was no ordinary squirrel. This was not even an ordinary angry squirrel. This was an *evil mutant attack squirrel of death!* Twisted Evil.

Somehow he caught my gloved finger with one of his little hands and, with the force of my throw, swung around and with a resounding thump and an amazing impact, landed squarely on my *back*, where he resumed his rather antisocial and extremely distracting activities. He also managed to take my left glove with him! The situation was not improved, not improved at all.

His attacks were continuing, and now I could not reach him. I was startled, to say the least. The combination of the force of the throw, only having one hand (the throttle hand) on the handlebars, and my jerking back unfortunately put a healthy twist through my right hand and into the throttle.

A healthy twist on the throttle of a Valkyrie can have only one result...



Moral: always wear appropriate motorcycle clothing!

strange but true

Countdown markers at an exit from a motorway (each bar represents 100 yards to the exit).

Green-backed markers may be used on primary routes and white-backed markers with black bars on other routes.

At approaches to concealed level crossings white-backed markers with red bars may be used.

Although these will be erected at equal distances the bars do not represent 100 yard intervals.

To make renewing your membership easier we now have this Standing Order form. If you would like to set up a Standing Order please complete, inserting your bank account details and IAM/CADAM membership numbers eg. 123456/123, in the 'Reference' space provided. If you are not sure of your renewal date please contact the Membership Secretary at membership@cadam.org. Once completed please send this form to your own bank and please inform the Membership Secretary in order to avoid receiving a renewal reminder in the post. Thank you.

CADAM Standing Order

Instruction to your bank or building society to pay by standing order

CHELMSFORD & DISTRICT
Advanced Motorcyclists
www.cadam.org
Registered Charity No. 1111635



Please complete in BLOCK CAPITALS and in black ink marking the appropriate box(es) with an X

If you make a mistake, shade out the whole box and mark the correct one.

Please note that it takes up to 5 working days to set up a standing order.

1 Details of the account where payments will come from

Account name

Account number

Sort code

2 Details of the account where payments will be sent to

Account name

Branch

Reference (IAM membership no./CADAM membership no. eg. 123456/123)

Account number

Sort code

Name of bank or building society

3 Payment details

Regular amount (in figures)

Date of first payment

Either

Date of final payment

Or

Number of payments

Or

Continue payments until cancelled by me/us in writing – mark box with an X.

Frequency

Choose 1 option by marking one of the boxes with an X

Weekly Monthly Quarterly

6 monthly Annually

For weekly payments choose a day of the week

Monday Tuesday Wednesday

Thursday Friday

If you would like any other frequency, please specify the payment date required (eg 21st)

4 Special instructions

Please mark one of the boxes with an X, if either the first, or final payment amount, is different from the regular amount

First Final

Amount of first or final payment if different from regular amount

Signature

Signature (if joint account)

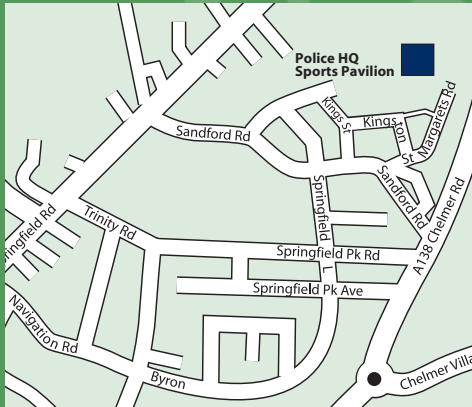
Date

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All documentation and communications about your plan will be in English. Abbey is able to provide literature in alternative formats. The formats available are: largeprint (as recommended by RNIB), braille, audio tape and PC disk. If you would like to register to receive correspondence in an alternative format please ask us.

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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 2010

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

February

- Tues 9th** Group night – Kevin Ash motorcycle journalist
- Sun 14th** Rideout 9.00am Boreham McDonald's GC
- Mon 15th** Committee Meeting
- Sun 21st** Associate workshop theory/riding IM

March

- Sun 7th** Observer selection day
- Tues 9th** Group night – AGM
- Sun 14th** Rideout 9.00am Boreham McDonald's GC
- Sun 21st** Ride leaders' course
- Sat 27th** Off road try out day, Ipswich
- Mon 29th** Committee Meeting

April

- Sun 4th** Easter Egg Run 10.00am Boreham McDonald's JW
- Sun 11th** First Aid course for observers/ride leaders
- Mon 12th** Group talk – Kevin Stark (IAM examiner Suffolk)
- Sun 18th** Rideout 9.00am Boreham McDonald's GC
- Fri 23rd** Full members training

