



ON 2 WHEELS

CHELMSFORD & DISTRICT ADVANCED MOTORCYCLISTS NEWSLETTER • SEPTEMBER/OCTOBER 2005

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Affiliated to



Group Number: 7251

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OUR AIMS

Chelmsford and District Advanced Motorcyclists (CADAM) is one of hundreds of 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 try to 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 training 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 training 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 the capabilities of your machine and its rider in safety.

Social runs over challenging routes (no motorways, thanks!) to interesting places.

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

Monthly group meetings, often with a talk from an external 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.

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FROM THE EDITOR

Hi All,

Welcome to the first news letter of the CADAM group. The aim of this publication is to inform you, the members, of CADAM events, news and to promote discussion on the subject of motorcycling and the issues of how to have fun - safely. All articles and letters are gratefully received, but I should probably say at this point, that the views of those corresponding don't necessarily share the views of the committee or the IAM!

In one of our committee meetings we discussed introducing ourselves to the members, so I suppose this is my cue to start!

Back in 1996, fed up with the poor service and cost of London Transport, I decided to move to 2 wheels!. I did my CBT, my first time on a bike and with a thin layer of snow on the ground! Hooked, I moved on to a 3 days course with test and bought my first bike - a used Honda CB450, the fastest thing I had ever ridden! After eight months I moved up to a new Yamaha TDM850, and loved the look and the power! I fell off once and got off once, forgetting to put the side stand down - how stupid did that feel?! Fortunately the only damage was a broken indicator lens which glued perfectly. After six years and 56,000 miles of near faultless riding (the bike was faultless not necessarily me!) I moved on to a VFR 800 Vtec in January 2003. I decided to take advantage of advanced training. My prime objective: To ride safer and to the ability of the bike - trusting our machinery is

something that helps us to assess the situation and react to it as well as getting the best from the bike itself. Improved observation and smoother riding brings improved progress and proves that safety really doesn't have to be boring! After a few rides with a good observer in the form of David England I entered for my test and I'm pleased to say passed!

When contacted by the IAM earlier this year and invited to a meeting to consider setting up a new group, I volunteered to help. Training is always continuous and hopefully we learn from each new hazardous situation we find ourselves in. As well as continuing my training through likeminded riders, I also hope to become an observer. I feel that at times motorcyclists receive bad press. We can hopefully redress this situation through further training, avoiding trouble and injury and perhaps educating those who actually bring us into disrepute, particularly some young scooter riders?!

Anyway, two and a half years on with the VFR and it has 32,000 miles on the clock! Should I trade it in now? I would be very happy with another VFR, or should I get something else? If only all dilemmas were this much fun!

Well, that's enough from me for now. Enjoy the group and thanks for your patience whilst we continue to set up the operations and training - and of course thanks for your support. Have fun and be safe!

Cheers,

Mark

Membership

Our membership is now approaching 50 with 40 full members plus associates.

The First Social Run

CADAM's first social run was on Fathers Day, Sunday June 19th. A group of 8 valiantly rode out in the 'cooking pot' weather (the hottest day of the year so far), for a jaunt to Southend to get fish and chips. They then followed Jon Harman through the lanes to return to base; This return trip being apparently three times

longer than the original journey! Hopefully a good time was had by all. Many thanks to Ian Maxwell for the outward trip and to Jon Harman for the mystery return!

Neale McConnell.

Observed Rides

Ian Maxwell does hope to start observed rides soon, once our group insurance is finalised and we hope to be putting our first associate up for test soon as he has already reached the required standard.



Blinded by the Light?

A recent ride to Le Mans in France with six other bikes has made me think about the advantage of using main beam instead of dipped headlight in bright sunny weather.

It fell to me on my trusty Fazer 600 to be ride leader as I seemed to be the only one who knew the way. The sweeper roll alternated between my friend Dan on his CBR1000, and my brother on his ZX12R.

The other combinations were Stewart (1989 and still immaculate CBR1000), Peter (VFR800vtech), Frank (GSXR1300 Hyabusa - Nitrus Oxide removed for this trip) and Colin on his entirely unsuitable (In this company) MotoGuzi California complete with barn door windscreen.

We rode off the ferry at Calais in clear, bright and sunny weather - after riding through monsoon conditions in Dover - and followed the auto-route to the other side of Boulogne, leaving at J29 to take non-motorway roads for the rest of the journey. We stopped in Abbeville for fuel, and I had already noticed that two of the bikes in the group had always been easy to find in my mirrors. They were Peter on his VFR who had included the kitchen sink in his luggage, and my brother on his ZX12R who was the sweeper and riding on main beam so the others could always pick him out. This got me thinking, and during the next leg of the journey I paid particular attention to the effect of bright sunlight on the headlights of the following bikes. By the next coffee stop I was convinced of the advantage of using main beam in such conditions. There were times when the headlights of those following were all but invisible, except that is for my brother's which I could never miss.

I brought this subject up over coffee, which resulted in a surprisingly animated discussion for the next half hour. It seems that it is currently a matter of debate in the Bath & West IAM group, which is my brother's group and therefore explains his actions. Also, that Frank (Ex Observer with KAMG) doesn't use main beam in the sunlight, but always switches to it when filtering. In the end, we agreed it should be a matter of personal choice, but there should be one ground rule:



1. To avoid dazzling oncoming vehicles (Para 94 in the Highway Code) - only switch to main beam in bright sunlight.

I have been using main beam on the rare sunny days since the trip to France, it gives me greater confidence that I can be seen at junctions. I have experienced only the occasional flash from oncoming vehicles, they seemed more advisory than the angry sort of extended dazzle you get at night and always from foreign lorry drivers (Work that one out!), and never from another bike.

I'm convinced, what do others in the group think?

Bruce Gardiner

CADAM Member No. 7251

A BRIEF HISTORY OF BIKING - PART 1

- 1865** The Locomotive Act (Red Flag Act) imposes a speed limit of 2mph in cities, towns and villages, and 4mph elsewhere. A person carrying a red flag is required to walk in front of the motor vehicle to warn others of its approach.
- 1867** American, Sylvester Howard Roper invented a two-cylinder, steam-engine motorcycle (powered by coal). This can be considered the world's first motorcycle, if you allow your description of a motorcycle to include a steam engine!
- 1876** German, Gottlieb Daimler created the first conventional powered two wheeler. He worked for Nicolaus August Otto, inventor of the Four-Stroke Internal-Combustion Engine. When Otto completed his first engine, Daimler built it into a bicycle frame.
- 1896** The first speeding ticket was issued to a Mr Walter Arnold. He was fined one shilling (5p) for doing 8mph in a 2mph zone.
- 1896** Mrs Bridget Driscoll, age 44, became the first pedestrian ever to be killed by a car. As she and her teenage daughter crossed the grounds of the Crystal Palace exhibition, a car belonging to the Anglo-French Motor Car Company and being used to give demonstration rides struck her at "tremendous speed", according to witnesses - some 4mph! The jury returned a verdict of "accidental death" after an inquest lasting some six hours. The coroner said: "This must never happen again". No prosecution was made.
- 1897** The Automobile Club, later to become the RAC was formed.
- 1899** A 31 year old engineer, named Harold Sewell became the first car driver to be killed at the wheel. He was driving down Grove Hill in Harrow, Middlesex when a wheel on his car shed a rim and he was thrown from the vehicle and died instantly. His passenger, a Major Richer, was also thrown from the vehicle and died in hospital three days later.
- 1901** Lloyds Underwriters issue the first ever motor insurance policy
- 1903** The driving licence was introduced. It cost five shillings (25p) and was purchased at the Post Office. The licence simply provided a means of identification - there was no associated driving test. This year also saw the speed limit was raised to 20mph and the introduction of heavy fines for speeding and reckless driving. Also in this year Mr Henry Ford started a company to make cheap motorcars for the masses.
- 1905** The Automobile Association was formed.
- 1906** First AA patrols went on duty on bicycles. Their primary duty was to warn motorists of police speed traps ahead.
- 1908** The Finance Act of that year introduced a tax of 3 old pence (about 1p) on a gallon of petrol, bringing the cost to a total of one shilling and nine pence (less than 9p)

John Lickman



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OTHER MATTERS:

It has been suggested that the group has an **Associate Representative**. This would be someone to liaise between associates waiting for training and the Chief Observer. This position is open to any member. We would request anyone interested, to put his or her name forward for election by the group.

Treasurer: Chris has regrettably informed the committee, that due to work commitments, he is finding it difficult to continue as club treasurer. Whilst not in a hurry to relinquish the position, we would like to invite any full member interested in filling this position to come forward? Many thanks to Chris for all his hard work so far.

FOR SALE: 2002 Triumph Sprint 955.

'52 plate, green, one owner, 2100 dry miles only. Excellent condition.

OIRO £4700. Call Pete Taege. Tel: 01371 852 177 or mob: 07788 432 465

WELCOME TO THE REAL WORLD



When NOT to crash into a motorcycle

Another careful driver



THE BREAKFAST CLUB



I was never any good at maths, or map reading (more of that later!) but 6 of us meet up at Boreham Services at the appointed hour. We then wobbled off into the still morning air 2 Pans, a ZX6R, Sprint ST, Speed Four, KLE1000 and a gymnast on a CBR600RR. Destination Thurrock services.

On route, for reasons unknown, the ZX6R pilot peeled off and did not rejoin the group. At Thurrock we met up with an SV650, Bulldog and a Faser. After what seemed an eternity of flapping about with my Pan trying to start it (thanks again Ian for pointing out what that 'kill' switch thingie does!!), we were off!



We managed all of half a mile before we hit a queue of stationary traffic on Her Majesty's bridge. We regrouped just 'Garden of England' side of the bridge and joined the A2. Here we remained through Rochester and Chatham. This was fairly slow due to our favourite culinary delights of red traffic lights and roundabouts. Once digested we continued through Sittingbourne and Faversham. It was now time to move onto desert and we turned left towards Graveney and Seasalter. By now the sun was well and truly basking the tarmac, so were able to stretch our legs until we reached the delightful coastal resort of Whistable. We treaded our way through the busy High Street and my regards (not!) to the £112K Continental GT driver in front whom was more interested in driving his mobile phone than rear observation. We followed the coastal road along to our breakfast stop at Herne Bay. As we all turned left towards the seafront at Herne Bay the road ahead was closed (bugger!) due to a charity fun run. After some not very dignified u-turns we found our way onto the seafront and the Bandstand Café. Here we marvelled at the food, weather and scenery. Once stomachs were replenished it was off towards Rye for ice creams via Canterbury. I lead us on a slightly different route than I had planned (well-that's my excuse!) and we negotiated our way through the town and past the magnificent Cathedral standing there in all its splendour. I found the B2068 and as we all positioned ourselves in the right turn lane, thought to myself: "What's that car doing across the road?" Then I saw a strange red sign that said: "Road Closed!" (Doh!) Now caught off guard and trying to look professional (yeah right!) in front of a group of professional

riders, I lead us on, trying to think of how to get back on course. My prayers were answered (or so I thought) by a small van ahead which indicated right into a narrow lane. A local I thought - so must know a short cut. So I followed him and everyone followed me. The lane got narrower and narrower and I realised that we were probably riding down someone's private drive (oh bugger!) and would shortly end up at their front door! (tea and biscuits?? Er... probably not!) We then saw an unusual road sign: 'Beware Deaf Cat'. The narrow track then turned around on itself and we ended up back at the main road. At this point I had to ask the assistance of Mr. Maxwell (well Garmin actually) and between them they plotted a course and got us back on track. Hmm must get one of them satellite thingies! We then reached the very picturesque town of Rye, having sampled the delights of the unclassified roads that transverse the sandy marshlands of Lydd and Camber. We remained at Rye for the afternoon, before setting off for home early evening, enjoying the company of the unclassified road next to the Royal Military Canal into Appledore. We continued, gently meandering through the 'Garden of England', namely Tenterdon and Headcorn before we reached the 'Magic Roundabout' and home.

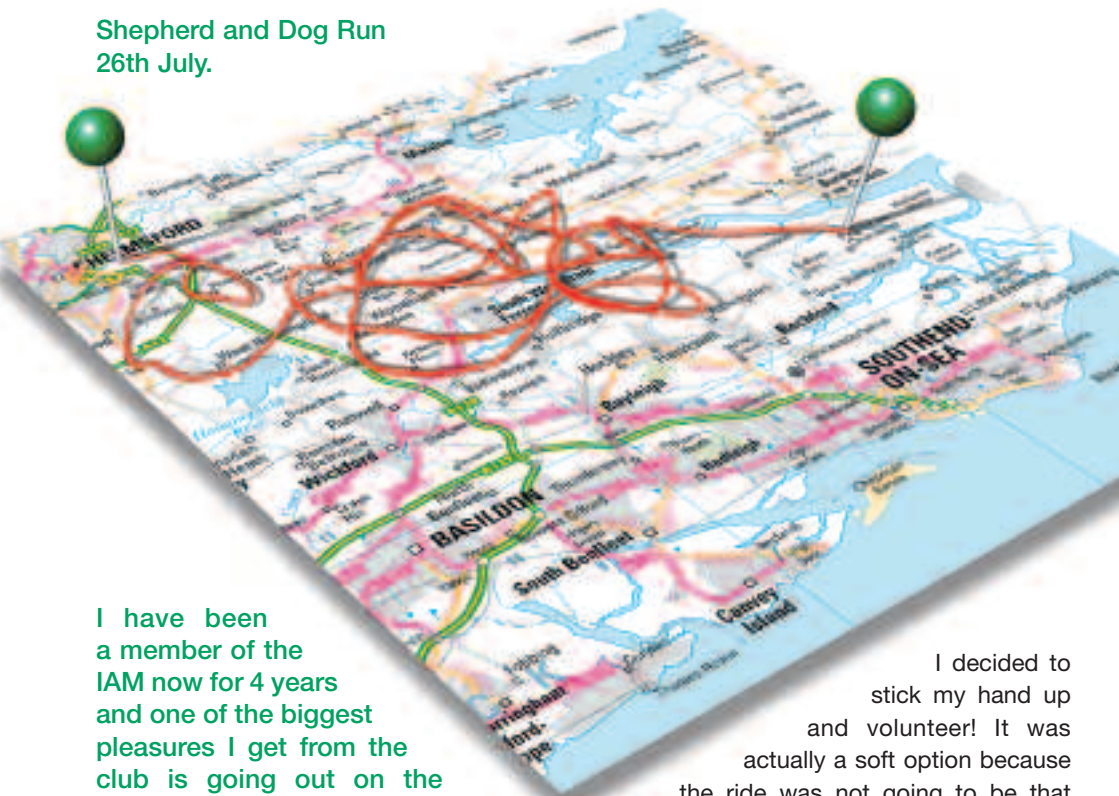
A big Thank you to Ian Maxwell for helping me run the day and Steve Falls for his help in acting as group 'marker' and thanks again to everyone else.

Regards

J.H.

FOLLOW THE LEADER!

Shepherd and Dog Run
26th July.



I have been a member of the IAM now for 4 years and one of the biggest pleasures I get from the club is going out on the social rides. Before now I have let other people organise the rides. All I have done is turn up with a full tank of petrol, safe in the knowledge I was going to have good a time and a nice lunch somewhere. I never cared where I went and most of the time I never had a clue where I was anyway!

I was always amazed how people managed to find such interesting and out of the way roads. I would ride through the countryside and because I did not have to worry about the direction I was going, could concentrate on my riding.

This ride was going to be different because

I decided to stick my hand up and volunteer! It was actually a soft option because the ride was not going to be that long and I live locally, I might as well break myself in gently.

The first thing I had to think about was how far we should go. This was reasonably easy as time was the limiting factor. I decided to make the ride an hour long. I already knew the Shepherd and Dog from the odd lunch time pint. Tuesday night was unlikely to be busy and they have a good size car park. The other advantage was that I know the lanes from Rayleigh (where I live) to Pagelsham are excellent fun. The added bonus was the section of road to Essex Marina, only about a mile and half long, but a lovely smooth surface and because it is all flat you can see right through the bends.



Even during the day these roads are great due to little traffic and the section down to the Marina is a dead end so traffic is light. The nice thing about dead ends is you get to turn around and ride it all again!

Now all I had to do was work out a route from Chelmsford to Battlesbridge. Usually when I go out I don't mind going round in circles but this time I had to make sure I had a clearly defined route. Easy I thought:

I will just go along the A414 to Maldon then B1018 and on to South Woodham Ferrers.

Unfortunately when I practiced the route to see how long it took there were major road works and so

I would have to have a rethink. With the new route sorted and lasting about an hour I was happy.

I must admit I was feeling nervous about the ride. Was it going to rain? Will they enjoy the route? Will anyone turn up? I was delighted to see a good turn out when I arrived at the car park and although cloudy, the rain held off. After a brief explanation of the marker system it was time to go.

Being out in front felt a little strange at first. This time I had to remember to signal to the person behind to mark the junctions and to judge the pace. I did not want to go too slowly that everyone was bored and racing off into the distance was no good either. It only took a few red lights and the odd car to get in the way for the group to stretch out. It was disconcerting to look in my mirrors and only see 2 or 3 bikes behind me. It would have looked bad if I was the only one to make it to the pub!

I need not have worried thanks to everyone doing a good job of the marking. The main

group of riders were never more than a minute behind. The true test of the marker system is when everyone turns up at the final destination and they haven't a clue where they are. We also got to the pub just as the last of the light had gone. Having taken about an hour to get there, I was feeling quite relieved.

I would like to thank John our 'Tail-End-Charlie'. Next time I will make sure I print some route directions to hand out.

The hardest thing about this ride was writing the report. For the next run I will ask for a volunteer to do the writing!

Steve Falls



£100 car clocked at 480mph

From The Western Mail, Nov 1 2003

CAREFUL driver Joanna James was clocked speeding in her ageing Austin Maestro - at an amazing 480 miles an hour!

Joanna, 28, was stunned to be hit with the supersonic speeding ticket in her 14-year-old runaround car bought for just £100. The 480mph speed in the G-reg Maestro was faster than supercars such as Ferraris and Lamborghinis - and twice the take-off speed of a Boeing 737 jet. Mother-of-three Joanna said, "I couldn't believe my eyes when I saw the ticket said I was doing 480mph. "I can barely reach 48 miles an hour in my old car never mind that sort of speed. "The ticket even said they had photographic evidence of me on a speed camera - but I would have been just a blur like a bullet flying past."

Joanna bought the run-around silver Maestro with 70,000 miles on the clock for just £100 four months ago. She was clocked on speed camera on a 30mph road in Bridgend, South Wales. Joanna, of Sandfields, Port Talbot, said, "It's ridiculous. My battered old car starts to shake and shudder if I even try to put my foot down.

"When my husband Ken opened the notice he was furious. Then when he read I'd been doing 480mph he nearly lost it completely. It took us a couple of minutes to realise it was impossible. "A lot of our friends think it is funny - but I have got no points on my licence and I want to keep it that way. "I always drive carefully. I have my three-year-old Chloe with me most of the time when I am in the car."

Husband Ken, 34, said, "I was really surprised when she had the speeding ticket because she's a very safe driver. "But it is ridiculous to think she could have been doing that sort of speed - it makes you wonder how many other mistakes they make."

The South Wales Safety Camera Partnership - run by three police forces in Wales - blamed the ticket on a clerical error. A spokeswoman said, "We apologise for any inconvenience this has caused. "We will be sending her an amended ticket for 48mph." But Joanna plans to appeal against the ticket with its £60 fine and three penalty points. She said, "I was doing 32 to 35mph because I was concentrating on the signs to find my way home. "And if they think they're going to send me a ticket for 48mph, they can think again. If they can get it wrong once they can get it wrong again. I have no faith in speed cameras at all."



Various useless facts on the subject of speed: Thanks to the in-flight magazine of KLM for these.

The fastest thing in the Universe?

You may think your new bike is pretty nippy, but that's nothing compared to a recent scientific discovery. Embedded in the streams of matter being ejected from hyper-active galaxies are "blobs" of gas, each about the size of Jupiter. These have been clocked at 99.9% of the speed of light (299,800,000 metres per second).

Watching paint dry:

Oil paint is generally regarded as being the slowest drying paint. Of all the oil based paints, that based on Clove Oil is positively the slowest, taking up to a month and a half to dry at room temperatures. So if you are planning to watch it dry, bring plenty of sandwiches and coffee.

The world's fastest tiddlywinker...

Ralf Laue of Germany managed to set a new world record in November 2003, when he managed to propel a tiddlywink over a measured mile in 1 minute, 6.1 seconds. How did he keep up with the tiddlywink?

100 metres at 100:

On 10th July 2004 in Green Point Stadium, Cape Town, Mr Phillip Rabinowitz managed to complete the 100 metres in a time of 30.86 seconds. A highly unremarkable time when you consider that Mr Rabinowitz was 100 years old at the time!

The World's Fastest Lift:

Is in the TFC 101 Tower, which is 508 metres high. The lift takes just 30 seconds to carry its passengers to the top, a speed of 17 metres per second, about 35 mph.

So you think we've got it bad:

In the American town of New Rome, Ohio, a 14 strong police force presiding over a community of only 60 people managed to collect \$400,000 in speeding fines in one year! The village, founded in 1941, was formally dissolved in 2004 on the grounds that it was nothing but a speed trap. Ninety percent of the town councils annual budget came from the income from speeding fines!

The world's slowest marathon:

In April 2002, Englishman Lloyd Scott completed the Edinburgh Marathon in a time of six days, 4 hours, 30 minutes and 56 seconds. He was wearing a 60 kilo deep sea diving suit while he "ran".

Life in the fast lane:

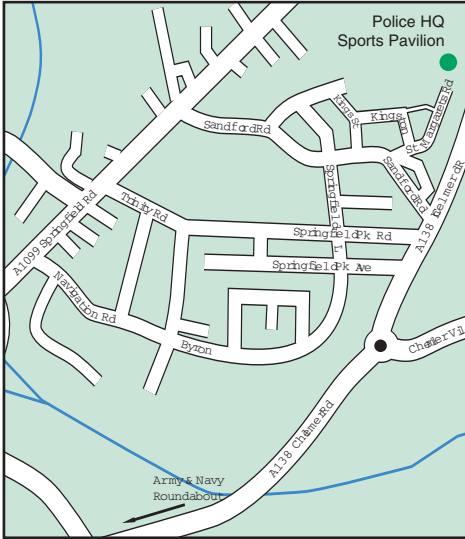
The planet's fastest moving land mass is the Tongan island of Niuatoputapu (don't ask me to pronounce it), which races across the globe at a mind numbing 25.4 centimetres per year.

And, finally, in case you didn't know:

The GASTO speed camera was invented by Maurice Gatsonides, a Dutch former rally driver. His company, Gasto BV, in the Netherlands exports to 35 countries.



HOW TO FIND US



Club Nights: The Sports Pavilion, Chelmsford Police HQ, St. Margaret Road. 8pm start unless stated otherwise.

Please refer to CADAM Events panel for dates. Apologies, but we will need to collect 50p subs from each member present on club nights to cover the cost of hiring the hall. Guest speakers are being planned for the autumn and winter evening meetings as well as the running a small raffle! 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 2005

If you are online and are NOT receiving a CADAM Events reminder email, can you please forward your correct email

address to stephen.falls@cadam.org and we will ensure that you are added to the list. Many thanks.

Oct 11th	Club Night: Tour of the police facilities for camera enforcement. Meet at the club house for 7.30pm	2006	
		Jan	Date to be advised
		Feb 14th	Club Night.
		Mar 14th	Club Night.
		Apr 11th	Club Night.
Oct 29th	Late breakfast run to Ace Café. Ian to lead 9.30ish! 2 Meeting venues? to be advised.	May 9th	Club Night.
		Jun 13th	Club Night.
		Jul 11th	Club Night.
Nov 8th	Club Night.	Aug 8th	Club Night.
		Sep 12th	Club Night.
Dec 2nd	Christmas Bash. Drinks and Chinese meal. Details to follow.	Oct 10th	Club Night.
		Nov 14th	Club Night.
Dec 13th	Club Night.	Dec 12th	Club Night.

