

# LADAM Newsletter

July 2022



*Congratulations to ...*

---

Will McLeod and Observer Jonathan Read

*who has passed his Advanced test since the last newsletter*

The IAM couldn't operate without its volunteer Observers and their willingness to be assessed and then pass on their knowledge. In the past two months there have been several successes for our Observers, so congratulations to:

Paul Tompkins for qualifying as a Local Observer

Zoë Eastwell for qualifying as a National Observer

John Adderley and Steve Tamsett for flying through their National Observer reassessments

Steve Rowthorne and Jonathan Read who aced their reassessments as Masters Mentors

## *In this Newsletter*

Welcome to July's newsletter. The weather in late spring and early summer has been lovely, with more sun than rain and perfect biking conditions. As a Club we've taken advantage of this with day trips, Saturday rides, Fish & Chip rides and training rides. Judging by the Facebook posts and the write ups in this newsletter, everyone has enjoyed riding with like-minded riders and thoroughly recommends the rides to anyone who hasn't tried them. There are too many other features to mention here, but I hope you enjoy reading them all. Many thanks as always to all the contributors this month.

Feedback and stories always welcome, contact [zoe@ladam.org.uk](mailto:zoe@ladam.org.uk) or [ian@ladam.org.uk](mailto:ian@ladam.org.uk)



## The Training never stops...

---

*I'm a firm believer that you can never have too much training and the trip up to York at the beginning of May for the i2i Machine Control training certainly confirmed that. I did the full course three years' ago, so only joined for the second day and while I was encouraged by how much I had retained and used, it was good to have a refresher! Below, Wayne Lord shares his reflections on the two day course.*

As a motorcyclist, I am always looking to improve my skills and so when I heard there was a possibility LADAM might organise a trip to attend the i2i course, it was a no brainer. I had seen it advertised and had been tempted to attend. As a club we were told that if we could generate enough interest, we could get a club discount and have a dedicated course just for us.

After a few emails, I was booked into the B&B and onto the course along with fifteen of our members. I mentioned to Bill (Morris) that it might be good to ride up as a group if enough people could travel up to Yorkshire at the same time and as we got closer, it was agreed that seven of us were going to meet up at 'The Mill on Soar' carpark, where Steve Tamsett had volunteered to lead the ride.

Despite feeling under the weather, the night before, he managed to lead an interesting and progressive ride towards the east coast, before heading north, avoiding the alternative A1. BM had found a great stop off point on a recent trip to the coast, where we broke the trip up and I realised my diet was going to be put on hold for a few days.

After a few stops, we arrived at our guest house, 'The Red Lion', where we received a warm welcome from the staff who checked us all in. I was pleasantly surprised to find a nice spacious ensuite room, although I'm not sure if its the Plumber in me, but I found myself testing the shower before joining the rest of the group in the beer garden. As we sank a few pints other members started to arrive. The weather was great and it was lovely to sit and have a chilled-out chat with the rest of the group and get to know them better.

Following a full English breakfast which set us up nicely for the day ahead, we all set off for the Airfield where we met up with Tom our trainer. Straightaway he made us feel at ease and I could tell instantly he was going to be a character. I heard his sense of humour compared to an episode of Father Ted and I found myself thinking somewhere between that and Mrs Browns Boys.



Tom started off by giving us a demonstration using a wheel and a tyre, where he explained some of the different forces they are under when we are riding and manoeuvring which set us up to try out techniques and exercises that he set for us. From the start it was obvious that Tom is a very experienced and competent professional who is happy to share his experience. The course has been structured to suit riders of all abilities and all the exercises were explained and demonstrated before we were let loose to have a go.

First off, I'm sure we were all amazed when we watched Tom ride down the Airfield with no hands on the handle bars and do a slalom between cones with his arms out wide, looking like a scene from the Titanic. Yes, you guessed it, then it was our turn.



The point of each task was either designed to dismiss any myths that often get talked about amongst motorcyclists, or to prove that techniques work. This included methods such as weighting the foot pegs to make the bike turn or looking where you want to go. He takes no prisoners when he talks about these methods as being 'Fecking Shite' and he goes to great lengths to prove this, by riding down the runway swinging his body right round and looking backwards, to literally hanging off the bike. On the other hand, whenever he shared a theory he found useful, he was able to back it up with mathematics, physics and a demonstration.

Gradually over the two days, we worked our way through Mod 1 and Mod 2 which are designed to break you in slowly and practice and experiment in a safe environment. We mainly concentrated on aspects of riding that lots of riders either find difficult or often get wrong and find themselves in trouble. The main things were cornering, slow riding and braking. Braking from 60mph with only one hand on the bars and only two fingers on the brake, while still riding in a straight line, really brought the training home and the focus on core strength.

I'm sure I can vouch for all of the members who attended that they got something from the course and some of us were already talking about booking up for next year to attend Mod 3 and Mod 4.

For anybody that was not able to attend this time, I can highly recommend i2i machine control training and I have already adopted quite a few tips from Tom into my riding.

*There are more opportunities available for other structured training this year – speak to Bill or Steve Tamsett for more details.*



## Summer Tuesday Night Ride Outs

*May's* route, which feels a long time ago, was courtesy of Mike Anthony who led the ride cross country to Daventry's Trawlers Traditional Fish & Chip shop. Nine riders set off across a great combination of major and minor roads, including some fun single track roads. Once again, the second man drop off system was used and worked well, particularly on the way back where the riders were strung out due to a closed road.



On arrival at the Fish & Chip shop we were somewhat alarmed to see a crowd of people around the neighbouring chemist, where a Porsche driver has unfortunately managed to mount the kerb and drive head first through the window, amazingly avoiding the brick pillars on either side.

On a warm sunny evening five LADAM members set off from Birstall Services at 6.30pm heading for Long Bennington (Newark) on the *June* Tuesday night Chippy run, led by Greg Garner. Here is his review of the ride.



The outward journey of just over an hour was a steady ride through the stunning local scenery of the Wreake Valley and the Vale of Belvoir, arriving at Sharricks Fish Bar around 7.35pm, to enjoy the dining delights of cod 'n' chips 'alfresco' style!

The return journey was not for the faint hearted as we negotiated the constant twisting turning lanes, skirting past the villages of South East Nottinghamshire, including a full 360 degree around the Belvoir Castle estate, and North East Leicestershire.

Faces beaming with ear to ear smiles, we finally ended our ride at Beacon Hill, in glorious sunshine around 9.45pm. A most enjoyable evening shared between a group of motorcycle riding enthusiasts.

The next two rides will be on *12<sup>th</sup> July and 9<sup>th</sup> August*. Remember you don't need to book, just turn up. The rides are open to everyone, including Associates (but speak to your Observer first) and there is no limit to the number of riders. You will need to be prompt, however, as all rides will leave at 6:30pm sharp. There will also be a final ride in September.

If you have a favourite chippy and would like to lead a evening Fish & Chip ride, please speak to Bill Morris or Mike Anthony who will be managing the rota, [bill@ladam.org.uk](mailto:bill@ladam.org.uk) or [mike@ladam.org.uk](mailto:mike@ladam.org.uk). We will be taking votes at the end of the summer for best chippy and there may be a reward for the leader of that ride.



## Saturday Group Rideouts

Bryan Piggan has done a fantastic job leading the Saturday Group Rideouts while Rodger takes a well deserved break. There is a rideout every Club Saturday, leaving around 9:30 from Birstall with rides ranging far and wide, usually returning to Birstall by 1pm, although some rides are longer.



If you've never been on a LADAM group ride, you really should give the Saturday ride a go as an introduction. Riding in a group develops new skills, which help make sure that no one gets left behind and that everyone enjoys the ride. Riding with a group of Advanced riders may also be an eye opener if you ride in other groups.

All Associates will get a chance to join the Saturday ride with their Observer. Anyone can lead a ride and we really need other leaders, so if you have a favourite ride you would like to share, please do volunteer. If you can lead a ride, catch up with Rodger or any one of the committee on the next Club Saturday and see what it involves. You need to have passed your Advanced test, but don't need to be an Observer.



## Day Trips

Bill led a trip not quite to *Aberystwyth* on the May Bank Holiday weekend and Steve Tamsett led a second ride up to *the Peak District* in June. Reports below.

### *Almost Aberystwyth! With Bill Morris*

The sun was shining; forecast good for most of the day (even in Wales!) and just 160 or so miles between The Mill on the Soar and the aquamarine loveliness of the sea in Aberystwyth. We set off on the stroke of 08.00 a.m. as planned, me (Bill) at the front, Mike Anthony as Tail-end Charlie (TEC) and 7 other LADAM advanced motorcyclists in between. No associates on this one which was a little disappointing but maybe understandable given the distance? The training foci for the ride were (a) group riding skills and (b) self-reflection for improvement using a very simple form devised by Greg Garner.



Breakfast was planned for 9.30 ish just outside Bromyard in Worcestershire. What wasn't planned was the closure of the Fosse Way and the subsequent detour. What could possibly go wrong? We'll just head down in the direction of Banbury, pick up the detour signs and re-join the Fosse. We followed one upside-down detour sign which took us to a cul-de-sac! Obviously, this was part of the deliberate plan for us to practise slow-riding and U-turns!

Un-phased, we re-joined the Banbury Rd. to pick up the detour. We never did find the detour, so onwards and onwards towards Banbury until we arrived in Banbury - as far from Wales as we were when we set off! A quick chat with Mike and we headed for Reg's café – in Banbury! A hearty breakfast was enjoyed by all and some well-deserved micky-taking relating to the ride-leader's lack of navigational skill.

Things could only get better, couldn't they? To cut a long story short, we practised some complex roundabouts then headed out of Banbury for some impromptu motorway-riding practice to retrace our original route via Stratford and the A46, nearly 2 hours behind schedule!

- *Self-reflection point number 1:* when leading a group ride, check with the AA for any road closures.
- *Self-reflection point number 2:* don't rely on your sat-nav when trying to negotiate Banbury.
- *Self-reflection point number 3:* reliable comms between ride lead and TEC is priceless.
- *Self-reflection point number 4:* not sure how you do this but... find out if there is any heavy traffic on your route due to the annual Dog World show just outside Alcester! (always a good opportunity to practise filtering).

We stopped near the Bromyard Downs on the A44 for coffee and micky-taking about Banbury and steering clear of motorways, but everyone was laughing because the sun was still shining, we really were close to the Welsh border and we were riding motorbikes with friends.

- *Self-reflection point number 5 (with thanks to Mike Anthony):* When you're leading a group ride, there are always 8 people behind you who can do it better than you!

And so onwards along the splendid A44 towards Leominster, then Rhayader and the equally splendid Elan Valley circuit. A quick coffee and lunch in the slightly disappointing Visitors' Centre followed by the circumnavigation of this gem of Victorian architecture - a series of dams and reservoirs joined by a ribbon of twisty, single-track tarmac including at least one real hairpin bend and lots of sheep.



This road (which actually does lead to Aberystwyth) is proof that God exists and probably rode a motorcycle. Tempting as it was, we turned right at the junction with the mountain road to Aberystwyth instead of left. If we had decided to head to our intended destination, the day would have been too long so we all agreed to head back in the direction of England.

The route back took us through beautiful Powys and Shropshire with red kites and buzzards circling all the way to Ludlow and the magnificent Clee Hill. On a clear day, is there a better view anywhere in England? If you haven't been there... do it!



From the top of Clee Hill, we passed through Bewdley and my old stamping ground Stourport-on-Severn and our final fuel/coffee stop before heading back to Leicester via Evesham and Stratford. The ride stopped officially at the start of the M69 in Coventry. Almost 12 hours in the saddle, 320 miles – almost made it to Aberystwyth!

- *Self-reflection point number 6:* This was my first go at being group lead and I will happily do it again, now armed with new knowledge and skills.
- *Self-reflection point number 7:* The second-man drop-off system worked incredibly well and no-one got lost. We could have grouped together in a staggered formation more effectively going through towns and negotiating junctions but it was still pretty good.
- *Self-reflection point number 8:* The more-experienced sheep in Wales (mutton) generally ignore motorcycles. However, their smaller offspring, known collectively as lambs are brainless and lethal!
- *Self-reflection point number 9:* The colour of the sea in Aberystwyth is actually brown, so now I feel a lot better.

### *The Peak District with Steve Tamsett*



On the 11th June nine LADAM members joined the Peak District ride starting and ending in Ashby. During the round trip of around 150 miles, we visited quite a few of the Peak District highlights including Matlock Bath, Chatsworth, Ashbourne, Winnat's Pass and Castleton.



It was a fine day and apart from the now customary Sat Nav glitches along the way the ride passed without incident. Great scenery and excellent roads. All riders gave good feedback but were surprised that more of our members didn't take part. Next time we have a LADAM ride-out day, why not join us!

See more photos of both trips on our Facebook group page: <https://www.facebook.com/groups/LADAM>

There won't be any day trips in July and August as the France and Wales trips are planned. However, we can fit another one in for *September*. We don't have a ride planned yet, so if you would like to volunteer as leader, please let Bill know. The ride should be a full day, with stops for lunch and at 1½ hour intervals. You'll need to be a member and if you're not an Observer, there will need to be at least one Observer in the group (not a problem!)





## Tips from the Chief Observer

---

*This edition, Steve continues the journey through IPSGA, the cornerstone of the IAMRS System. This time he concentrates on P.*

### P is for Positioning

As you can probably guess, your position is dictated by the information available to you. We try and navigate a path of least resistance by maintaining a constant safety bubble around ourselves in pretty much everything we do; we only encroach into that safety bubble when we have consciously decided to do so. The emphasis being on our decision to do so, not by accident, or someone has forced us.

We give all hazards a wide berth, as much as practically possible and we are always weighing up the pros and cons of changing our position to gain benefit. Changing our position can not only keep us out of harm's way but can also be used to maximise our information gathering, for example using the width of the lane we're traveling to see further around bends.

Position is also used at junctions to improve visibility or for moving so that other road users don't block your view. Position is always a fluid thing, be prepared to alter it for your own benefit. Remember though, that you should be prepared to sacrifice position for safety – which in itself is all about positioning...

Please feel free to get in touch with Steve to discuss further on [steve\\_r@ladam.org.uk](mailto:steve_r@ladam.org.uk).

### Using Positioning at Roundabouts

There has been much discussion recently about positioning around roundabouts and, in particular, about straightlining where there is more than one lane of traffic. This was the subject of much debate at the recent Observers meeting.

The discussion highlighted a difference in opinion within IAMRS which we have tried to reconcile. One examiner told us that we shouldn't straightline roundabouts and another categorically said that we should. Our neighbouring IAM group, CWAM, advocate straightlining and it's something we have always taught in the past.

- First, we asked Greg to look at what different regulatory sources have to say about it. He reviewed the Road Traffic Act 1984 and 1988 and The Road Traffic Signs Regulations and General Directions 2016. His conclusion from this review was that there is a requirement to follow your chosen lane on approach and through a roundabout.

His review of the Highway Code highlighted two relevant rules:



*Definitely not like this!*



- Rule 185 states “follow the correct procedure at roundabouts” and Rule 186 states “stay in lane until you need to alter course to exit the roundabout”
- In addition, Lines and Lane Markings Rule 131 – Lane dividers states “these are short, broken white lines which are used on wide carriageways to divide them into lanes. You **should** keep between them”.



More like this

- Second, Greg looked at the IAM Roadsmart and Roadcraft publications. The IAM Advanced Rider Course Observer Handbook, pages 34 and 35 states “a straight line may be taken through the roundabout if it is safe and **no other users are present**” and “if there is any doubt as to whether safety will be compromised or confusion caused, **stay in lane.**”

Motorcycle Roadcraft on page 39 states “The route through the roundabout will depend on the presence of traffic and the road surface. **The best route is generally the shortest between the entrance and the exit.** Before you change position, consider rear observation.” Bear in mind that Roadcraft is a “Police Riders Handbook”, aimed at building a skillset to be employed in all situations including emergency response.

- Greg also reviewed driver training within the Emergency Services, which has an exemption that may be relevant to this question, where something can be “only at a time and in a manner that does not endanger any other person or cause another road user to alter their speed or course in order to avoid an accident”. This exemption considers positioning for safety and/or vision, but also for stability.

So why might you want to straightline?

- You may want to avoid a hazard for example oil or gravel or a pothole and straightlining allows you to ride around it.
- Motorbikes are inherently more stable going in a straight line and taking the shortest distance across a roundabout allows you to maintain stability, particularly where there is significant curvature to the roundabout.
- It is possible to make progress by straightlining a roundabout where there is more than one lane and in doing so move past slower moving vehicles and improve your safety bubble.



Arc de Triomphe  
Madness

Our conclusion is that straightlining is permissible on roundabouts with more than one lane of traffic. While the Highway Code says you *should* stay in line, it doesn't say you *must*. However:

- Ask yourself why you need to straightline the roundabout and if doesn't gain any advantage, then don't do it.

- As with any positioning, you **must** be aware of other traffic and both maintain your safety **and** avoid confusing any other road users.
- If any of the lanes are clearly marked to go either left or right **only**, you must not go into those lanes if you are going straight ahead, regardless of any other traffic.

We have checked this with both examiners and they are agreed on this approach. Hopefully this answers any questions that you have on this subject, but if you would like to discuss it in any more details, please talk to any one of the committee.

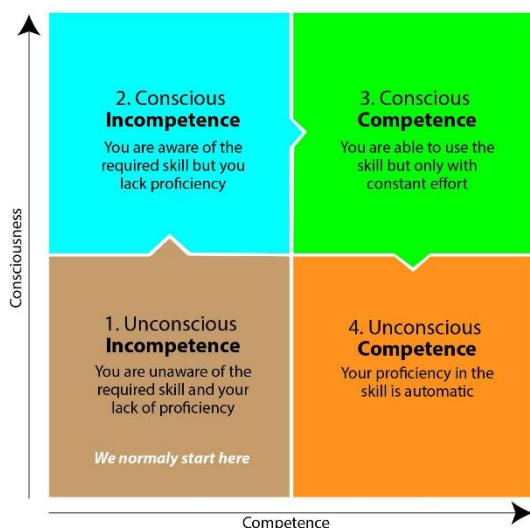


## The Benefits of Self-Reflection

*In the article below, Greg, gives an introduction to Self-Reflection. We have started to introduce this into our rides and hope that it will make us all better riders.*

No doubt we have all been posed the question during our advanced rider programme 'What is an advanced rider?', the answer to which is simple, 'A thinking rider'. In order to maintain our high level of knowledge, skill and behaviour, that thinking should continue on to our post ride too. We should avoid trying to analyse our mistakes whilst actually riding, instead choosing to remain in the moment and focussing our attention on the task at hand. We can reflect on the ride once we have finished.

When we learn a new skill, we go through the learning cycle (see below diagram). As we progress through our learning journey, we use our process of thought to analyse our level of performance, which can be through discussion with our observer or reading the Run Sheet post session. Sometimes there is also subliminal process, where we feel that we have not performed.



During phases 2 and 3, we will need to use the positive reinforcement of what we did right in order to understand and develop a picture of what good looks like. But just like dwelling on mistakes, this should be left to the reflective stage post ride. What we are aiming for as an accomplished advanced rider is to be in the 'unconscious competence' stage, where the skill element just happens, which frees up our conscious thought process for information gathering, processing, giving (or in IAM terms, Take, use, give TUG).

However, skill fade is always lurking, if we fail to recognise this, we will certainly end up back in the 'unconscious incompetence' stage, where we are not aware of our shortcoming.

One of the best ways to develop and/or maintain a high level of competence is through self-reflection. This adds clarity, which makes you a better decision maker. By conducting an internal Q and A session, you are exposed to your goals, fears, shortcomings, and opportunities. If you are goal oriented, your mind will strive for the optimum way to achieve results.

Reflective learning practices can be very beneficial both to those who are excelling and those who are not. Reflection encourages the individual to assume responsibility in their learning and this empowers them. Reflection can improve performance, memory, and motivation levels.

LADAM have produced a self-reflection tool to help all our members, be they associates going out for their first session, or accomplished members with years of experience. This tool asks just four simple questions:

- ✓ What did I learn from this ride/session?
- ✓ How will I use this within my riding?
- ✓ What further development have I identified?
- ✓ What will I do to develop this need?

As with anything we do, the more effort we put in to this the greater the results we get out. Self-reflection doesn't always come easy, after all, none of us want to think we are incompetent. The key to success is to focus on the positive, not looking backwards and dwelling on our failings, **but looking forwards towards the development opportunities and the exciting challenge of mastering our performance!**



## A LADAM Journey

---

*Each newsletter, we feature one of our Advanced Rider's stories. This month it's Darren Bishton who has recently passed his Advanced Test. Many of us may identify with his experience.*

Like many people I started my love affair with motorcycles in the 80's, just after my sixteenth birthday when I was able to purchase my unrestricted Suzuki AP50 which was capable of, with a fair wind, an amazing 55mph. At that time, I lived in Wolverhampton and unlike many of my friends I joined a local volunteer motorcycle training scheme which took five weeks and was both a theory and practical start to motorcycling. I loved every minute.

Over the next few years, I progressed on to a Honda CB100, passed my test and then rode a Super Dream and a Z250, but after seven long winters I decided to hang up my boots and move to the dark side, and purchase a car. It was many years later that the itch came back, and 12 years ago I decided to return to two wheels but this time, more for leisure than necessity.

This triggered many of my friends' midlife crises as I encouraged them to return to the fold and so we formed a small group of similar aged men, riding for fun. We rode at weekends to grab a coffee in the local area, visited bike shows and undertook the occasional trip away for a few days, both in this country and abroad. This brought back many of the positive memories of yesteryear and we all enjoyed our time together.



Just before lockdown my wife purchased a membership for the IAM Roadsmart course as a birthday present as she had the good sense to know that as the years have gone by, the roads and traffic have developed new challenges. This present was received with great enthusiasm by myself but then a small matter of Covid-19 happened, and for over a year I was not able to join LADAM and start my advanced riding.

When lockdown finally eased, I was contacted by the club and my observer, Bryan was appointed. We met for the first time at Birstall services to start our rides out and from the off, I really enjoyed being in Bryan's company. We were able to ride, discuss and reflect on my riding and Bryan was able to identify my style and areas of development, encouraging me to move away from being what he described as a safe rider to becoming more advanced.

Bryan often related my ability to ride my bike to driving my car and encouraged me to develop a better understanding of the nuances of riding a motorbike, including the importance of gathering and using information, considering the road, the power of the engine and the need to look ahead far more than I had ever done before – in other words all the elements of IPSGA.

It was a steep learning curve, but with Bryan's support and encouragement my confidence slowly grew. I found his regular feedback very useful alongside the weekly reports received via email. Bryan recorded the riding sessions on his video cam, and I was able to play the rides back in the week and consider his sage feedback. In addition to the observed rides, I was able to take part on the overtake session on and around the A5 in February which I loved, and benefitted hugely from further ride outs with Zoe, John, and Steve R.

Finally, nearly two years after I started this journey, it was agreed that I was test ready and Alex contacted me to make the arrangements. If I'm honest I didn't ride to what I perceived was my full potential, but I was really happy with the Pass I achieved. Zoe was able to observe my test and gave really useful feedback on my ride a few days later.

I have ridden a lot since my test as my enthusiasm for biking has continued to grow and I have felt a real desire to continue to develop my skills. It has been a wonderful experience and I have learnt so much. I am grateful for the support offered by all the observers and for their knowledge, experience, and willingness to give up hours of their own time to help and support others. I would obviously encourage as many people as possible to take on the LADAM training as it has had a major impact on my riding abilities and my biking experience.

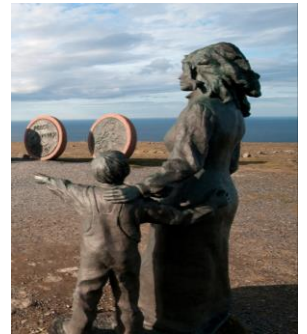
Thanks to Darren for sharing his journey. If you have a story to tell about your LADAM journey, please contact [zoe@ladam.org.uk](mailto:zoe@ladam.org.uk).



## Epic Adventures

If you are on Facebook, you will have seen that Stan Hulme set out on 27<sup>th</sup> June on an epic journey to the Arctic north, in support of the Leicestershire charity, Alex's wish.

His 6,000 mile, solo motorcycle adventure will take him to the Children of the Earth monument at Nordkapp, 500km north of the Arctic circle and Europe's most northerly point and he will be camping or wild camping for most of the journey. Here is his story of how this came about.



The inspiration for his challenge came about during lockdown while almost climbing the walls out of boredom. I made a choice to shift my focus to a new personal challenge which would take me out of my comfort zone and head two wheels first into my adventure zone, which at the same time giving something positive back.

I've known Emma Hallam, the founder of Leicestershire charity, Alex's Wish for over 6 years. The charity has a global reach and are fighting to find a cure for an aggressive and life limiting form of Muscular Dystrophy called Duchenne. Emma's son Alex has the condition, and at just 15 years old is considered beyond middle aged. Alex's Wish funds global research and clinical trials into the condition and they believe a potential treatment is close... but the clock is ticking!

Like many great causes they'd struggled to fundraise during the lockdowns. Meaning a slowdown in trials and research. As a father of two boys close to Alex's age, that was heartbreaking to see, so my choice of fundraising partner was made for me.

I'm self-funding the project, with a goal for 100% of Donations going directly to the charity to help put their life saving clinical research back on track! I've been really fortunate to work with a number of sponsors and supporters that have kindly helped along the way. From Devitt insurance through to local businesses, medical training and even building off road skills with Steph Jeavons.



It's been a roller coaster of a journey leading up until this point. I was hospitalised with covid last year and had to battle my way back to full health after pneumonia. Then I've had to change the ride from a duo to solo at almost the 11th hour. Not forgetting my bike breaking down in spectacular fashion on a LADAM group ride.

Safety has been a priority in planning my challenges, for myself and my family and so it made perfect sense to get a check-up from the neck up while advancing my riding knowledge and skills. Much has changed since I first passed my test back in the early 90's, on a Honda cub 90, with Star Rider at the old Leicester cattle market. Equally I wanted to know what habits good or bad had I picked up and where could I develop.

I am so glad I made the decision to join LADAM back in December. It's been a fantastic experience working with my observers, James Rushton and Bill Morris. The changes I've made to my own riding have increased my enjoyment of riding, bike control and positioning, by incorporating advanced riding techniques and observation skills.

I've massively appreciated the feedback I've received, and lessons learned so far. It's clearly an ongoing journey of development, and one I look forward to continuing. One I'd highly recommend others, at least consider taking a look at for themselves.

For anyone who may wish to share, or even offer a little encouragement... my JustGiving page is...

[JustGiving.com/EpicNordicAdventure](https://www.justgiving.com/EpicNordicAdventure)

More about the journey and links to all my socials (which I'll update throughout the ride) can be found at [TheInspiredRider.com](https://www.theinspiredrider.com).

*Stan's ride is inspirational and he hopes that it will encourage other riders to step out of their comfort zone. Please consider donating to his charity to help raise funds for this urgently needed research.*



## And in other news...

---

### In Case of Emergency...

Last newsletter there was an article on how to share In Case of Emergency details. Of course, none of us expect to have an accident, particularly not when you've spent a lot of time and effort training, but sadly accidents do happen. For those of you who don't know, I encountered gravel right across the road at a junction at the end of May which caused my bike to skid and throw me off, resulting in a broken leg and wrist.



*Not my bike!*

Fortunately, the bike only suffered cosmetic damage and can be repaired under my insurance, although both of us will be off the road until the beginning of September. However, the accident has made me realise how unprepared I was. Of course, I have been over and over in my head how I could have avoided the gravel in the first place, but I mean about the paperwork involved. So here are a few lessons learned:

- **ICE Details:** Make sure these are accessible on your phone. As well as an emergency telephone number, details should also include your own telephone number, email address and your date of birth together with your blood group and any allergies or intolerances. These could be critical when giving you emergency first aid.

I was fortunate that I was able to call my husband and that there were witnesses who called the emergency services, with the details I was able to give them. However, if I had been more seriously hurt or unconscious, ICE details would have been critical. I had a phone number, but none of the other details readily available.

- **Gather evidence:** Ask someone else to take photos if you can't take them yourself and gather samples of any hazards that may have contributed to the accident. Had I known, I would have gathered gravel from the site, which could then have been analysed to ascertain how it got there. Gathering evidence may help with any insurance claims.



- **Call the Emergency Services:** If there is any chance of any serious injury or if you may need evidence for an insurance claim, call an ambulance and/or the police. If you have done a Biker Down course, you may also consider the Fire Service, particularly if it is a busy time of day for emergencies. I didn't think that I needed an ambulance, but was very glad that the witnesses disagreed and called them anyway. I have no idea how I would have got home otherwise!

- **Recovery:** Don't call out the AA or the RAC or probably any other breakdown company unless you know you have accident recovery. While you will be recovered if you breakdown for free, if you are recovered after an accident, you will be charged. In my case £300 within 30 miles of home and £2.50 per mile thereafter. And they asked me for my card details while I was sitting in the middle of the road waiting for the ambulance to arrive!

Instead, make sure you have the details of your insurance with you, either printed out or available on your phone. This will give details of who you should call to recover your bike, in my case 4<sup>th</sup> Dimension. Of course, I don't know if they would have been as quick to arrive as the AA, or whether the police would have removed it first, but I do know that I wouldn't have been charged. Perhaps a minor detail in the grand scheme of things as they arrived within thirty minutes of my call.

- **Your Insurance Company:** This may seem obvious, but call them as soon as possible so you can get your claim sorted. It is likely that it will still take longer than you hope, but this will minimise it. If you have the number with you and you are able to, call them from the scene of the accident.

- **ATGATT:** Or All the Gear All the Time. I was wearing top to toe textiles, and a helmet that was only four months old. My boots are proper biking boots, but are soft leather. I don't know whether I would still have broken my leg with my Daytonas on, but going forward, it's the Daytonas every time, whatever the weather.



- **It's boring!** I can't tell you how bored and fed up I am. I love riding my bike and am missing some fantastic riding weather and some great rides, including to France. However, it is what it is and so I'm taking the opportunity to catch up on Netflix and reading and am planning the rides I will do when I'm fit again. Can't wait!

## *The World's Largest Female Biker Meet*

It feels like a long time since I first asked for volunteers to help at this event, which is on the 24<sup>th</sup> July. Thank you to everyone who has volunteered for this event, but we're still a few people short, so if you can spare some time on that, please let me know. Email me on [zoe@ladam.org.uk](mailto:zoe@ladam.org.uk) if you can help, even if it's just for a couple of hours.

I will be setting up a meeting for everyone who has volunteered from LADAM and CWAM at the beginning of July. As everyone is spread out across two counties, this will be a Zoom call.

I am still waiting for full details from the organisers, but if anyone has a pop up gazebo or a small table that they are willing to lend for the day, this would be much appreciated.

## *IAM RoadSmart*

The latest IAM RoadSmart News is [here](#), their tips and blogs are [here](#).



## *Contact Details*

---

Website: <https://www.ladam.org.uk/home>

Facebook Private Group: <https://www.facebook.com/groups/LADAM>

For future events check out the [Calendar Page](#)

Chair: Zoë Eastwell – [zoe@ladam.org.uk](mailto:zoe@ladam.org.uk)

Group Secretary: Bill Morris – [bill@ladam.org.uk](mailto:bill@ladam.org.uk)

Treasurer: Steve Tamsett – [steve\\_t@ladam.org.uk](mailto:steve_t@ladam.org.uk)

Chief Observer: Steve Rowthorne – [steve\\_r@ladam.org.uk](mailto:steve_r@ladam.org.uk)

Training: John Adderley – [john@ladam.org.uk](mailto:john@ladam.org.uk)

PR and Marketing: Ian Jordan – [ian@ladam.org.uk](mailto:ian@ladam.org.uk)

If you would like to provide a story, maybe about your journey with LADAM or an event coming up, please contact Zoë or Ian. If we don't get any volunteers, be wary, you may be volunteered! The same applies to ride leaders. You have been warned!

To unsubscribe from future Newsletters, please email Zoë with the word Unsubscribe in the Subject Line. Please note that this unsubscribe will only apply to LADAM Newsletters.