

LADAM Newsletter

May 2022



Congratulations to ...

Tom Donnelly and Observer Wayne Lord
Alan Southwart and Observer Peter Borrell
Darren Bishton and Observer Bryan Spence

Who have passed their Advanced test since the last newsletter and

Stefan Davis and Observer Nigel Vernon

Who passed the Advanced test with a First

Richard Withers also passed his Advanced test and will be joining LADAM and training as a Local Observer in May.

In this Newsletter

Welcome to May's newsletter. The weather over Easter has been beautiful so I hope that everyone has taken advantage of it and been out riding.

April saw the start of the series of Tuesday evening Fish & Chip runs and the first of our Day Tours, so read on to find out how they went and what's coming up in future months. Many thanks to all of the contributors this month.

Feedback and stories always welcome, contact zoe@ladam.org.uk or ian@ladam.org.uk



Winter Club Night Programme



The last of our Winter programme in *March* saw Kieran Sangha of Sangha Racing & Restoration giving practical advice and technical guidance about setting up your bike, carrying out basic maintenance tasks and getting the best out of your machine, tyres, brakes and suspension. Kieran's life and his history with bikes is fascinating, starting with Suzuki through to taking over R&S Motorcycle Tyres in Oaklands Road, Leicester a couple of years ago. His knowledge and expertise make this *the* place to go to for tyres, servicing and all and everything bike related.

His talk centred around questions sent to him before the night and covered a wide range of topics from puncture repair kits to the basic tools you should have in the garage, via tyres, chain maintenance, suspension, bike cleaners, oil and a whole load of other questions.

Key take outs for me were:

- Kieran's garage in Leicester can permanently repair most punctures, galvanising the repair from inside the tyre. Next time you have a puncture, this may be cheaper than replacing the tyre
- The best way to clean a chain is to use brake cleaner, followed by a synthetic chain lube. He doesn't recommend chain wax
- If your chain is adjusted properly, there should never be a tight spot, and a chain from some manufacturers can last 25,000-35,000 miles. (I'll be switching my chain next time as I didn't get anywhere close to that on my first OEM chain.)
- He had some recommendations on cleaning your bike, including using JMP Cleaner or SDoc products for a deep clean. However, Mucoff or similar is good for regular washes and it's also fine to use a pressure washer, provided you avoid the wheel bearings.
- Using ACF50 or FS365 protects your bike over the winter months and lasts three or four months before needing to be done again. ACF can also be used to remove any rust from your chain.

These are only a few of the pointers he gave us - if you missed him this time, we hope he will join us again next year. In the meantime, you can find him at 29 Oakland Road in Leicester, telephone 0116 270 0787 and on Facebook.

Check out the Calendar on the website for future events:

<https://www.ladam.org.uk/calendar>.



Summer Tuesday Night Ride Outs

Over the next six months, while the evenings are long enough, join us every second Tuesday in the month for an evening ride out. All rides start at 6:30pm from Leicester North Services in Birstall and will last for around 2-3 hours, taking in a bag of chips somewhere along the route.

April's route was courtesy of Mike Anthony, and it was a cracker. Starting in slightly drizzly conditions, Mike led the group of eight on a challenging route across country to Grantham and the Neptune fish & chip shop. Best laid plans and all that – they don't open on Tuesday evenings. Or at least, they were closed by the time we got there.

However, totally undeterred, the group headed to McDonald's to get in the promised chips and then enjoyed a night ride back west, skirting around Melton Mowbray and finished just north of Leicester.



The second man drop off system was used to keep all riders on the right route and it worked really well, particularly on the return leg in the dark. Steve Tamsett did a great job as Tail End Charlie and even though there were occasions where the group was spread out over quite a distance, we all ended up in the same place at the same time.

Bill tracked the ride on Relive. If you haven't seen it already on Facebook, enjoy it [here](#). It was a fun ride, ridden at a suitably progressive speed, with a great mix of roads, loads of bends and a brilliant opportunity to practice night riding, which I for one, don't do enough.

Many thanks to Mike for doing an excellent job of planning and leading the ride.

The next ride will be on *10th May*, again led by Mike. Watch Facebook and email for more details. You don't need to book, just turn up. The rides are open to everyone, including Associates (but speak to your Observer first). You will need to be prompt, however, as all rides will leave at 6:30pm sharp.

If you have a favourite chippy and would like to lead a ride, please don't be shy. Speak to Bill Morris or Mike Anthony who will be managing the rota, bill@ladam.org.uk or mike@ladam.org.uk. You'll need to be quick so we can get your ride in before the end of the summer. We may even take votes at the end of the summer for best chippy and there may be a reward for the leader of that ride. (Sorry Mike, the Neptune may have already missed that one!)



Saturday Group Rideouts

The Saturday Group Rideouts provide a great opportunity to explore with a group of like-minded motorcyclists and to practice your advanced and group riding skills. Rodger has been leading a rideout every Club Saturday, leaving around 9:30 from Birstall and his rides have ranged far and wide, usually returning to Birstall by 1pm, although have been 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 Members who have passed their test are welcome and we are encouraging all Observers to accompany their Associates on one of the rides to develop these group riding skills as part of their Advanced training.

Rodger is keen to give others a go at leading a rideout and will be taking a break from May for a couple of months. 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. If you're not interested in leading, then maybe try acting as "tail end Charlie".



Day Trips

The first of our new day trips took place on 2nd April and saw eight riders set off from Lutterworth on a tour of the (north) Cotswolds.

This was my first time leading a group and below I give my view from the front of the group, while Steve Tamsett took the role of Tail End Charlie and gives his view of what he observed from the back of the group.



The Route

Due to a very heavy frost, the start time was pushed back an hour and our group met at the Elms in Lutterworth for a briefing at 9:45. As it was still rather chilly, the briefing was quickly concluded and we set off at around 9:55.



The plan was to get into the Cotswolds as quickly as possible, so we took the Lutterworth by-pass and joined the B4027 aka the Fosse Way, through Brinklow, Bretford and Princethorpe. Instead of continuing along the Fosse Way after crossing the M40, we took the much prettier route through Ashorne and stopped for a coffee at the

Touchdown Café at the Airfield in Wellesbourne.

The next leg took us cross country to the spectacular views from Broadway Tower. Here we lined up perfectly in the car park for the photo at the top of this article . Starting off again, the route then wound down Fish Hill and into Broadway. Still staying on smaller roads, we came out of Broadway via Snowhill and then took in the very pretty villages of Upper and Lower Slaughter before riding through Bourton in the Water and then cross country again, avoiding the A424. Our stop for lunch was the very lovely Burford Garden Company, although the fresh gravel in the car park was not so lovely.

After lunch we took the A361 up to Chipping Norton and then veered off the beaten track again towards Hook Norton, heading towards Kineton via Sun Rising Hill near Edgehill. Continuing to avoid the Fosse Way, from Kineton we made our way towards a much-needed petrol break and stretch of the legs in Southam.

The next short hop from Southam took us back towards Princethorpe and on to our final coffee stop at the McDonalds near Thurlaston. Here after a review of the ride, we parted ways, rather than all heading back to Lutterworth, so I headed back through Rugby and on to Market Harborough to arrive home at around 6:15pm.

View from the Front

This was the first group ride I have led and so I was a little apprehensive, although apparently you can't get lost - you just explore new places. However, I took the responsibility of ending the ride with the same number as riders as started quite seriously! I had planned and ridden the route in advance with a friend and, although I had to make a few tweaks, I was reasonably confident on timings and they worked out pretty well, despite the hour delay in starting.



As the group was relatively small, we decided not to use the second man drop off, but instead to keep an eye on the rider behind. At junctions and changes in directions, each rider could only move on if they could see the rider behind. The first leg went well and so I was able to relax and enjoy the ride more, although I was looking at the satnav much more than the views to avoid unplanned exploring. We managed to keep a good pace throughout and didn't really get held up in any of the very popular Cotswolds' towns. We did almost lose touch with riders at the back going through Broadway, but that was quickly resolved and we managed to regroup.

I was hesitant to overtake, despite some clear opportunities, as I was concerned about getting separated. While this didn't slow the group down too much, we could have made more progress if I had put in the overtakes and I really needn't have worried about getting split up, as we had a good process in place. Lesson learned for next time!

One other lesson learned was not to rely on my indicators. I thought I was giving plenty of advance notice to the riders behind me, but I'd forgotten that I have self-cancelling indicators and unfortunately they often had cancelled themselves before getting to the turn. Not so helpful after all.

Thanks to everyone who joined the ride. Great company and a pretty good ride, even if I say so myself.

View from the Back

Saturday 2nd April saw the first in a planned series of all-day LADAM group rides in 2022. This ride was from Lutterworth with a round trip to the North Cotswolds, organised and led by our Chair Zoë. There were 8 people on the ride and I took on the role of Tail end Charlie. This ride was no exception to our normal group rides as they are all run to IAM rules i.e. progressive but legal.



Zoe kept a brisk pace which enabled all the riders to enjoy the flow of the ride and still take in the sights of the wonderful Cotswold countryside and villages. At times, from my perspective of Tail end Charlie, the ride in front of me snaked smoothly and sinuously across the landscape. Bikes were evenly spaced and, where practical, riding in a staggered formation. It was a thing of beauty.

However, there were challenges and learning points. Occasionally the group found itself entwined in other traffic. Here it was tempting to ride too close to the vehicle in front. Remember the two second rule! The group did not close formation in the early part of the ride at junctions and got too spread out. There were occasions where riders could safely and legally overtake but these opportunities were not always taken.

As the group was only relatively small, and were experienced riders, we decided not to use the 2nd man drop off system. For the most part this worked really well throughout the day but there was one occasion when one of our riders could not see the bike in front and missed a turn.

In summary though it was a great ride and a credit to the training and experience of those involved. Well done Zoë for planning this excellent route!! The ride was about 140 miles in total and was a brilliant mix of fast flowing roads, narrow country roads and beautiful villages. All the riders thoroughly enjoyed the day.

The next ride is on *28th May to Aberystwyth*. Bill Morris will be leading the ride and it would be great to see other LADAM riders taking the opportunity to enjoy a day out in Wales. You can reserve your place now by clicking [here](#) to complete the booking form. Full details will be circulated in due course.



Tips from the Chief Observer

This edition, Steve starts looking at IPSGA, the cornerstone of the IAMRS System. He has collaborated with Greg Garner to give a comprehensive example of how to use the first part of the system effectively.

I.P.S.G.A - What it Really Means

IPSGA, as we all know, is the acronym used by IAM Roadsmart for the system of riding that we all know and love. Observers bang on about it all the time and Associates get to recite it until they're blue in the face, as though it's the difference between life and death. However, the correct understanding and application of it, consciously and subconsciously, is the key to unlocking even more enjoyment on your beloved machine. This time we're going to concentrate on I, which runs throughout the whole system.

I stands for Information

Information is the absolute key to everything. Riding or driving is a constant decision-making activity which is very easy to get wrong if you don't have and use all the information available. The knack is to look for the information and really understand what it means for you as a rider. Think of 360 degree vision, look up, use the limit point and what's happening around you both on and off the road, and then use your mirrors and shoulder checks for genuine information gathering, not just because someone has told you to do it at a certain time. The more you see and understand the information available to you and the more you understand the information you don't have, the more chance you have of consistently planning ahead and making the right decision in all circumstances.

Information dictates the rest of IPSGA so getting that grounded is very beneficial indeed.

Please feel free to get in touch with Steve to discuss further on steve_r@ladam.org.uk.

*There has been a lot of conversation within the Observer group about Speed Limits and how you can tell what the speed limit is at any given point. Greg gives us the full picture of what **Information** you can use to know what the speed limit is in any circumstance.*

What is the speed Limit?

The IAM RoadSmart Advanced rider course teaches us that "As advanced riders we should be able to gather and process information in order to make accurate decisions about riding", establishing the speed limit is a fundamental part of this information gathering process.

A recent topic for debate within the club has been around knowing how to identify what the speed limit is when there are no road signs around? Ask yourself the following question; "how well do I know the legislation around speed limits?"



The highway code provides some guidance, however, you will need to understand how this ties in with The Road Traffic Act 1984 and The Traffic Signs Regulations and General Directions 2002, if you want to find all of the relevant information. The following will hopefully shed some light on the topic and answer some of the questions raised.

Speed Limit Signs

Speed limits are an order, whether they be maximum or minimum, therefore, they must be circular in shape.



National Speed Limits

In the UK there are 4 different National Speed Limit categories, which are shown in the table below. *Source: 'Gov.uk website, Highway Code, Speed limits.'*

National speed limits				
A speed limit of 30 miles per hour (48km/h) applies to all single and dual carriageways with street lights, unless there are signs showing otherwise.				
	Built-up areas mph (km/h)	Single carriageways mph (km/h)	Dual carriageways mph (km/h)	Motorways mph (km/h)
Cars, motorcycles, car-derived vans and dual-purpose vehicles	30 (48)	60 (96)	70 (112)	70 (112)

How many of us know that 30mph is actually a National Speed Limit for a built-up area?

Posted Speed Limits

There are many posted speed limits, usually seen in the form of 20mph, 40mph, 50mph and 60mph, although there may be local signs that go as low as 5mph.

Where a posted speed limit is in force, there must be repeater signs, which are smaller in size and are repeated on a frequent basis, see the table on the next page.

A 20mph Zone cannot be placed further than 50m from a traffic calmed area and must be accompanied by the word 'ZONE', it will not be accompanied by repeater signs and it must also have a 'Zone Ends' sign.



Table 14-4 Size, spacing and minimum clear visibility distances (CVD) for repeater signs

Speed limit and type of road (Notes 1 and 2)	Size of sign (mm)	Maximum distance (m) between			CVD(m)
		Consecutive signs on alternate sides of the carriageway (Note 3)	Consecutive signs on the same side of the carriageway	Terminal sign and first repeater	
20 mph zone	—	No repeaters	No repeaters	No repeaters	—
20 mph	300	200	300	200	20
30 mph with street lighting	—	No repeaters	No repeaters	No repeaters	—
30 mph without street lighting	300	250	400	200	30
40 mph	300	350	500	250	40
50 mph	450	450	700	350	50
60 mph (dual carriageway)	600	500	800	400	60
National speed limit (lit single carriageway)	450	500	800	400	60
National speed limit (lit dual carriageway)	600	600	900	450	70
National speed limit (unlit road)	—	No repeaters	No repeaters	No repeaters	—

Source: UK Traffic Signs Manual - Chapter 3 Regulatory Signs. 2008

Variable Speed Limits



On many modern multilane carriageways, you will find variable speed limits, these will generally be displayed on overhead gantries with a limit set above each lane, which may at times differ. The speed (in figures) will appear the same as the regular sign, e.g. be captured within a red circle. Ignore these at your peril as they are accompanied by cameras.

Advisory Speed Signs

There are times when you will see 'Advisory' speed signs, although these are not a legal speed limit, they may be used as evidence of driving without due care or attention.



So how do we know what the speed limit is?

There are times when signs are either missing, blocked from view, or just plain confusing!



However, as advanced riders, it is our ability to pick out and process the information that should set us apart from the rest.

Built up area

On a single or dual carriageway that has streetlights, the speed is 30mph unless otherwise signed. You should take note of the fact that there won't be any changes of speed limits in side roads or repeater signs.



Posted Speed limit

Look out for changes of speed limits in side roads and repeater signs.



National Speed Limit (Non built up area)

Here it is the lack of additional information we should be aware of, for example no lamp posts, repeater signs or changes of speed limits in side roads.



Additional information

We can also use observational links to support our information gathering, for example, there are often changes of speed limit at major road junctions and roundabouts, or as we enter villages.

So, if you now find yourself unsure of what the speed limit is, you know what **Information** to look out for and should be able to work it out quite quickly.



A LADAM Journey

Each newsletter, we will feature one of our Advanced Rider's stories. This month it's Greg Garner, Local Observer. It's a great and quite unexpected read!

When I suggested a motorbike for my birthday in 2021, I didn't expect my wife's answer to be "OK, but you will have to look at what bike you want".

I had experience of riding bikes on and off road, starting with rebuilding a moped I was given at the age of 15, which I subsequently rode in the local fields (Don't tell the farmer!). I took up motocross at 16 and also competed in a few enduros, I rode bikes on the road from the age of 16 up to my early 30's. However, by 2021 it had been over 20 years since I had ridden my last bike, a VRF750.



I have a lengthy CV in terms of driving, instructing and examining all types of vehicles from cars to 38 tonne trucks, buses, as well as forklifts, diggers and even pack ponies! I passed my Advanced Car test with the IAM back in 1996, followed by LGV Driving Instructor, Delegated Driving Examiner and BORDA Off Road Driving Instructor through the MOD. Moving into the 2000s, I attained my advanced driving status in Large Goods Vehicles through the Fire Service as an emergency response driver and went on to spend 10 years teaching and assessing response driving in cars and fire appliances. During this time, I also passed the DSA Approved Driving Instructor, Police 'Advanced' qualification and Skid Pan Instructor, as well as attending courses on vehicle safety systems at MIRA and Driver Behaviour at Cranfield University.

Having now purchased my new bike, a Honda VFR 800 Crossrunner, I sat at home thinking about how I would use my advanced Roadcraft knowledge, understanding and skills from four wheels within my two-wheeled adventures. After all, if I could drive at speeds up to 130mph in a response car and negotiate the city centre in rush hour driving a 28 tonne fire truck on blue lights, riding a bike was going to be a breeze and I was really looking forward to picking up my bike.

The day I went to collect my bike from Market Harborough was a wet, wild and windy March day, not what I'd expected as the days leading up to it were sunny and dry. I was pleased to see that I hadn't lost it as I rode out of the forecourt and out towards the town. However, it didn't take me long on the ride home to come to the conclusion that I would certainly benefit from some form of input if I wanted my riding ability to match that of my driving.

That night I jumped on to Google and searched 'IAM Motorcycle courses'.

Course booked, I received an email from Bill welcoming me to LADAM, quickly followed by a second email inviting me to a taster session. My sister's partner, James, was already undertaking his Advanced Rider programme with LADAM, so we arranged to go out for a ride and have a chat about what the process was like.

On the day of the taster session, I made my way to Birstall services, not really knowing what to expect, but really looking forward to demonstrating my ability and exploring what development opportunities lay ahead. Steve Rowthorne was the Observer and he introduced me to a few people including Bill and other members of the committee, all of whom made me feel at ease and very welcome. The weather was beautiful, warm and sunny and the two of us sat on the benches outside with Steve exploring my background. I can still see his face as I explained my journey and prior experience...

The ride was really enjoyable, Steve put me through my paces with the route he had chosen and his feedback was better than I had expected, with some key development points. We then spent another 40 plus minutes with Steve employing his best sales pitch on life beyond passing my advanced rider test.

Two weeks later I attended my first real session with my new Observer Aimee, who had just completed her Observer training and was accompanied by Steve R whilst she awaited her confirmation from the IAM. Having provided Aimee with the answers around my history, I remember her saying that she had completed her Masters and thought to myself, there is a great learning opportunity here for me.

During the next six sessions Aimee and I spent nearly as much time talking as we did riding, discussing driving in a big red truck with blue lights and sirens versus the vulnerability of a motorcyclist. I took every opportunity to explore and delve into her underpinning knowledge of advanced riding, allowing me to develop my own understanding of the differences between advanced driving and riding.

On one of our sessions, Aimee was demonstrating how to negotiate bends and positive steering input; as I followed her, I was so in awe of how effortless she made riding a motorcycle look! When I got home from that session, my wife asked how it had gone and all I could tell her about was how I had a lot of work to do to be anywhere near to the ability of Aimee.



A couple of weeks on and John took me for my pre-test, confirming I was ready, after which I undertook and passed my advanced rider test. However, the journey wasn't over, the following week I was meeting with my new Observer mentor, Les.

With new associate in hand, Les threw me straight in at the deep end. We agreed on the Friday night that I would lead the session so I did all of the pre planning and was ready to go when Les and I met earlier on the Saturday morning so that he could confirm what I had planned and give me some additional information around the admin requirements.

Six sessions later, I had been through two assessments with Steve T and was now flying solo, continuing with the associate I had, who is now planned in for his pre-test ride, just nine months after I started my own LADAM journey.

Sitting back and reflecting on my LADAM journey so far, I feel two emotions. Firstly, I am very proud to be a part of an inclusive organisation, where everyone in the group is friendly and welcoming, with the opportunity to develop your riding facilitated by a fabulous team of skilled observers, backed by a great committee. The second is exhilaration, meeting up with like-minded individuals, having the opportunity to continue to develop my own riding ability and exploring what the next steps are in my journey...

Thanks to Greg for sharing his journey. If you have a story to tell about your LADAM journey, please contact zoe@ladam.org.uk.



And in other news...

In Case of Emergency (ICE)

We hope that no one will ever need to make a call with bad news, but we should all be prepared. Here are some of our recommendations for sharing contacts' details when you're out riding with other people:

- If you are an Associate on an observed ride, you should exchange ICE contact details with your Observer and if both of you are happy with it, store each other's details on your phones. If any happens to either of you, the other one will have the ICE contact details to hand.
- On the longer group rides that require booking, we will ask for ICE contact details as part of the booking form. The ride leader will print these out for all riders and let everyone in the group know where they can be found.
- We strongly recommend that you use the Emergency Call facility on your mobile phone. This is different for Android and iPhone, but for Android there are two options:
 - Add the ICE details to your lock screen. To do this on my Samsung:
 - Go to Settings > Lock Screen > Contact Information
 - Add ICE and then the telephone number(s)
 - Add as many contacts as you like to the Emergency call function. To do this:
 - Turn your phone on without unlocking it
 - Swipe up without unlocking it and select Emergency call
 - Select the + button to follow the instructions to add as many contacts as you need
 - On the same screen there is a Option to add and show your medical information. You can go there direct by going into Contacts, tapping your profile picture and then selecting Medical info.

Your phone may be different, but these instructions should give you an idea of where to look on any mobile phone.

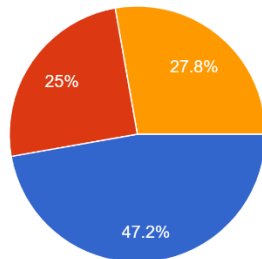
- We also have a supply of Crash Cards which are handed out by the Fire Service, amongst others. These consist of a card with your details which you put behind the lining in your helmet and a green dot, which you stick on the outside of your helmet. The idea is that the green dot lets any member of the emergency services know that you have a card in your helmet with your ICE contact details, as well as other useful information, such as your blood group. If you would like one of these cards, please ask me (Zoë) at the next meeting.

There are other stickers and ICE options, but whichever you use, let anyone you are riding with know how to find your ICE details.

Contribution to Observers' Expenses

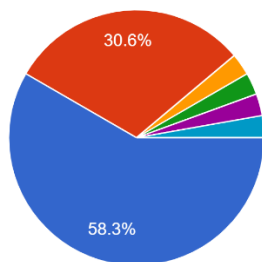
Many thanks to everyone who responded to the poll on Observer Contributions. As you can see from the charts below, we had a good mix of Associates, Members and Observers and the majority felt that the current £10 is a reasonable amount.

Are you:
36 responses



- An Observer
- A Member who has passed their Advanced test
- An Associate who has not yet taken their Advanced test

What do you feel is a reasonable voluntary contribution towards an Observer's petrol?
36 responses



- £10
- £15
- £20
- £20 depending on how far the training ride is over. plus wear and tear on observer bike.
- RoSPA Coventry have been £20 for years. I feel £15 would be a fair contri...
- It depends 🤔. How about £5 for every 40 miles?

Considering the responses to the survey, we have decided to continue at £10 per session, although we will review it later in the year, by which time, hopefully petrol price will have stabilised.

The World's Largest Female Biker Meet

Thank you to everyone who has volunteered for this event. We're still a few people short, so if you can spare some time on 24th July, please let me know. Email me on zoe@ladam.org.uk if you can help, even if it's just for a couple of hours. (If it incentivises you at all, I have more volunteers from Coventry & Warwickshire Advanced Motorcyclists that I do from LADAM.)

For those who have volunteered, many thanks and I'll be in touch shortly.

IAM RoadSmart

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

MCA Leicester

Susie has been away for much of this month helping at a dog shelter in Spain, but will be back with details of gear for summer riding in our next newsletter. Drop into the shop in Leicester in the meantime for advice. I need some summer gloves and a mesh jacket and, and, and...

You can find MCA at 160-162 Belgrave Gate, Leicester, LE1 3XL
Telephone: 0116 262 4983 | Email: susie@mcalleicester.co.uk | Facebook: @MCALEicester
Instagram: @leicestermca



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

Group Secretary: Bill Morris – bill@ladam.org.uk

Treasurer: Steve Tamsett – steve_t@ladam.org.uk

Chief Observer: Steve Rowthorne – steve_r@ladam.org.uk

Training: John Adderley – john@ladam.org.uk

PR and Marketing: Ian Jordan – 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!

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