

A U T U M N 2 0 1 8



Making Progress

Plymouth Advanced Motorcyclists Newsletter

91 Full Members
26 Associate members



In this Issue

- Notes from the Chair
- Treasurers Report
- Adverse Camber – not gone away
- Diary Dates
- IAM Roadsmart – Pillion Passengers
- The Electric Motorcycle Conundrum
- Oh! Those aches and pains
- Porlock Ride Out
- Training Update
- Christmas get-together

Welcome

Hi and welcome to the beginning of Autumn – but what a Summer its been! Fantastic weather took our Members on some fabulous rides, great activity days and hot holidays in France, Spain and even further afield.

We heard reports of a certain lady swimming in mountain rivers in her Bra and knickers whilst in the Pyrenees, whilst other members gathered in groups and wound around France in the sunshine. One embarked on a solo mountain ride stopping only for cake, coffee, photos, petrol and evening beer



We would love to hear about your motorcycle escapades this year for inclusion in our December issue - who knows you may become somebody's inspiration to go further and have more fun on their motorcycle!

Autumn is one of my favourite times to Ride, The crisp mornings offset by the rising sun. A warming cuppa somewhere on route to soak in the blaze of colour offered by the landscape surrounding us fortunate Westcountry dwellers



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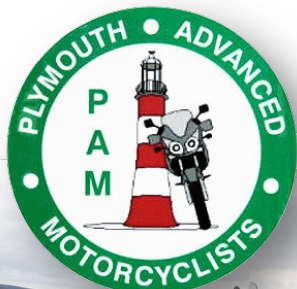
our new website address is
iampamroadsmart.org.uk

Our convenient online Gift Aid form can be found here
iampamroadsmart.org.uk/online-gift-aid-form

Please send your news and views to
editor@iampamroadsmart.org.uk

Notes from the Chair

Barry Hine, Our Club Chairman, Long term PAM Member and IAM National Observer shares some thoughts on "Protecting YOUR Bubble"



The need for our clubs existence has never been clearer – with motorcycle accident statistics remaining stubbornly high and the consequences of an accident being much worse for a rider than other motorists our mandate in supporting road safety is essential. At the core of all our teaching and philosophy is the concept of safety first and maintaining a safety bubble at all times.

Statistics can often be almost meaningless – just another bunch of numbers – but these statistics have been far too close to home this year. A number of us help marshal the Devon Air Ambulance Ride Out, I've sat on the planning team for a number of years sadly this year, there was an incident that lead to the death of one

rider and injuries to the riders and passengers of 2 other bikes involved in the incident.

During the summer two of our friends suffered serious injuries and more recently a new associate suffered a broken bone following an 'off'.

A review of the statistics for Devon & Cornwall show 6 were killed on 2016 but in 2017 more were killed in Devon alone – a worrying trend – there's no let-up for us.

Whatever the ride, and irrespective of positioning for view we must always maintain an adequate bubble to both sides, front & rear to maximise our safety. When we read the Highway Code and its reference to vulnerable road users we must include ourselves in that number. The risks have never been greater with the volume of traffic and the condition of many of our roads, we all need to ride accordingly in order to protect ourselves. It's not a bad idea for so much of our modern lives either!

Thanks to everybody in the club – your membership allows us to continue the work of enhancing the skills of new and existing members. It's the enthusiasm and hard work of all the teams that keep us going - you are inspirational.

Barry Hine





Treasurers Report

August and September tend to be quite busy months, with 17 of our members renewing their subscriptions.

The club bank balance, is currently £7889.63p on the 5th September 2018. We currently have 118 members, of whom 26 are associates undergoing training, 2 are fellows and the remainder are full members.

I have sent out 11 membership reminders, and 6 reminders to members who haven't renewed their IAM Roadsmart membership. Please remember that you must be a paid up member of IAM Roadsmart, to be able to belong to and participate in our club.

On Behalf of all at the Club I would like to welcome the following new Associate Members

Grahame Hooper

Neil Bridges

Martin Rodford

Dr Eliot Catchpole

Daniel Blamey

Jane Mayes

Charles Challis

Jack F Taylor

Daniel Alexander

Six of the above joined us as a result of our observers helping at a **BikeSafe** event, so its great to see so many new members from such a worthwhile event.

Charles and Jack and Daniel Alexander joining via direct application to **iAMRoadSmart**

Welcome to you all and I hope you enjoy the club and your training.

As part of the new website, the committee have also decided to add a **Paypal link**, this provides you with a quick and convenient way to renew your membership by card whilst applying **GiftAid** to your payment at the same time if you wish.

At present I am still working through the set up procedure, but it should be working shortly.

Finally some of my biking history.

This is how it all started; At 16, I needed transport, and a mate was selling a James 250 with a 2 stroke Villiers engine for £20. (Note mine was only a passing resemblance to one picture !)

As an accomplished cyclist, I learned to ride it by riding it up and down the unmade road I lived in for an hour until I had got the hang of it, then off to the local dual carriageway to see how fast it would go. as I'm not sure when the 70mph speed limit came in, i wont tell you what indicated speed I achieved! It proves that CBT is a good thing!

This bike didn't last long as it was terrible to start and I found the contact breaker points screw was stripped. I very soon sold it and bought a brand new Honda SS125!

More about that next time!

Kevin Moorey

PAM Treasurer and Membership Secretary



Adverse Camber – Has not gone away

It's really great to see the return of the PAM Newsletter; so very well done to Mark for the recent resurrection in the form of a fresh and vibrant electronic iteration. On the button Mark! (Oh that looks bad!). Anyway an e-version was something I was constantly badgering the previous editor about but he said he had a life-threatening allergy to electronic wizardry. He said that whenever he attempted to do anything vaguely ITish he came out in a rash and heard the voice of Satan in his head. He insisted that the voice was accompanied by the sound of a thousand Harley Davidsons so loud that he had to lie down with a wet towel draped over his head.



I still see him from time to time riding around on his agricultural machine (Moto Guzzi Nevada 750) with his missus wedged firmly between him and a rather precarious oversized Givi top box. I just don't get this amorous relationship with products Italian (although I have in the past enjoyed the occasional 'spag bol' washed down with vintage Chianti). Through this column I'd like to assure John's missus that she has no need to fear the power output of the Guzzi as it has the acceleration and performance of a pre WW2 Massey Ferguson cultivator!

Having said all that, I must say that he does get out and about. One week he was seen in the Picos de Europa, burbling serenely down the Nansa Valley and within days he was pootling around the Devon countryside on a PAM Skills Day. He was of course thoroughly outnumbered by Beemers. I spoke to him briefly and included a few words of admonishment about his rather juvenile love of internal combustion engines and the occasional neglect of his missus as he popped and spluttered around the Devon Hills on his tractor. How did she put up with his fondness for PTWs? "No problem whatsoever since I took down the Pirelli Calendar in the workshop and put up a picture of her ladyship in Gortex perched cheekily on top of a friend's Kawasaki HS2!"

Then he surprised me by saying he was thinking about putting in for a full retest to try for a F1rst. Well good luck John; just make sure you take all your meds and ear defenders – that Guzzi is well raucous! And that brings me nicely to a topic that I've been meaning to rant about for a long time – noisy motorbikes; more specifically excessively noisy motorbikes.

At a time when most forms of transport (trains, planes, boats, cars and bikes) are getting quieter why is it that there are some hooligans that insist on removing exhaust baffles or even the complete silencer(s)? Have you noticed that it's either the smallest scooters and bikes or those brutish American imports that offend the most? I rode one of those not long ago and ended up with hearing loss and vibration white finger that lasted for the rest of the day.



There is a village not far from Plymouth where the inhabitants have had their lives blighted by just one noisy motorbike. It can be heard any-time before dawn as it rasps its way up hill and down dale. It's only a Suzy 125 but the silencer has been removed and replaced by a straight through system. During the hot weather this summer when residents left their windows open there were scores of complaints as simple country folk were woken by a noise that sounded like a combination of an angry bee and a chainsaw.



There were letters to the local press, complaints to the police and one brave local resident stopped the rider in order to inform him about the nuisance he was causing. The police went to see the rider and he produced a current MOT certificate, alleging that the bike was therefore legal. Well constable, the current Motorcycle MOT does not have any system of objectively measuring noise emission and so a bike with a current MOT may well be lawfully entitled to be ridden on the road. But at the same time it might not be legal if it is contravening the (inadequate) Motorcycle Noise Act (1987)".

Adverse Camber has learned that a more senior police officer has arranged for some proper noise emission testing so that the perpetrator can stuff his current pipes with wire wool or (temporarily) refit the OE! In other words there isn't likely to be a sensible lasting remedy to this sad situation. I read in the National Press the other day that the DoT has said that it was considering the introduction of new powers to "combat excessive noise" from motorbikes (*Times On Line August 11 2018*). I'm sure that the residents of that (not so sleepy) Devon village can't wait!

Ride safe!

Adverse Camber

Save the Date!

IAM Training Weekend

6th and 7th October

Pre-booking required

(see website)

Betty Cottles Inn
Okehampton

8:30 to 16:00

SANTAS ON A BIKE

01 Dec 2018

Charity Run (NON PAM)

The normal Departure is
from Lee Mill Industrial
Estate By 12:00

(Time and routes TBC)

CHRISTMAS PARTY

07 Dec 2018

PL1 City College Restaurant,
Kings Road Centre, Devonport,
PL1 5QG

Time 18:30

Riding with a Pillion – tips from IAM Roadsmart

No matter if it's once in a blue moon or every day, the key principles of riding with a passenger are the same. Richard Gladman, IAM RoadSmart's head of riding and driving standards, shares eight ways to ensure the safety of your pillion..

Is your passenger holding on tight? If they're a newbie pillion or a nervous passenger, ask them to wrap their arms around you. As well as making them feel secure, it gives you peace of mind that they are holding on correctly.

When taking a corner, it is common for your passenger to lean in the opposite direction of the corner. Before you set off, remind your pillion to be relaxed and comfortable and to lean with the bike. If they try to stay upright when taking a corner it will make it difficult for you to turn.

Don't forget that you have a passenger on board. And remember to ride smoothly to prevent any sudden movements from your passenger, especially when accelerating and braking.

Encourage your pillion to keep their feet still and warn them of the dangers around them. Their legs and feet will be close to the chain drive and hot exhaust pipe, at the very least it could damage their shoes, and at worst their feet. It may even leave a mark on your exhaust which is a nightmare to clean off. If your passenger does not have any motorcycle footwear, make sure they are wearing boots to protect their ankles.

It's crucial that your pillion is wearing just as much protective wear as you. Get your pillion dressed in a protective jacket, trousers and gloves. You wouldn't get on your bike wearing just a jumper and shorts, so why should they?

A passenger's crash helmet should be as good as yours. Instead of passing on your old helmet which could cause more damage than good, make sure your pillion has their own helmet which is fitted correctly and is comfortable.

Have you thought about the impact a pillion has on your suspension? Most bikes have settings to enable you to change the stiffness of the suspension for when you have extra weight on your bike. If your motorcycle does not have electronic suspension settings, seek out advice from an expert so they can adjust this manually.

How confident is your passenger? If you have a nervous pillion carrying a heavy backpack on the back of your bike, this could cause a few issues when accelerating and braking as they may be a bit wobbly. To make them feel more comfortable on the bike (which will result in an easier ride for you), secure any luggage to your motorcycle. A correctly fitted top box will provide a back rest for them and a comfort blanket for you.

Richard says: "A pleasant ride in the country can be spoiled if your better half is terrified and balanced inappropriately on the back. With a bit of briefing and proper preparation, a ride as a

pillion can be great fun. It will also challenge your riding skills to be smooth. If your other half likes it, he or she may just realise how important the new bike purchase is."



BikeSocial solves the electric challenge

A couple of Swiss riders recently set a record riding 1260km in 24 hours on an Energica electric superbike. Energica are the most prominent of the serious electric motorcycle manufacturers, having brought a credible machine to production, successfully completed a couple of TT Zero races and, now an endurance record too. The Energica Ego used 126 kWh of power to complete the 844 miles at an average speed of 35mph including charging time. Energica claim that the bike's power consumption is equivalent to 12 litres of fuel which equates to 319mpg.



That's impressive because assuming roughly half the 24 hours was spent charging the battery, then, the average speed for time spent on the road was closer to 70mph and there aren't many petrol-powered bikes that could average 70mph and 319mpg (or even 35mph and 319mpg for that matter).

So far so good for the power of sparks, but sadly there's a catch. The Energica Ego costs £28,000. For that price I could buy a brand-new BMW S1000RR in sooper-doooperist R-Sport (are you going to tell them, or shall I?) spec for £15,205 and 2087 gallons of super unleaded at my local garage. Assuming I get around 40mpg at road speeds, that's a bike that shattered records at the Superstock TT this year plus 83,504 miles of free fuel (or 20 years' riding at an average of 4000 miles per year) for the same price as the Energica, which will be slower, less nimble and much less likely to last 20 years than the S1000RR.

The BMW makes 199bhp and weighs 179kg, while the Energica makes the equivalent of 145bhp and weighs 258kg. Turn those figures into power : weight ratios and you get 1.11:1 (BMW) vs 0.56:1 (Energica), meaning the BMW has twice the power : weight ratio as the electric bike. Take all that into account and it no longer matters how many mpg equivalents the electric bike does, it's an enormous white elephant and no one in their right mind will buy it.

It's interesting that the only people who aren't banging the drum for plug-in electric motorcycles are the people who make the conventional ones. None of the major manufacturers has shown any interest in an all-electric motorcycle. Honda has the resources, brainpower and curiosity to build what they like and has a Hydrogen-powered electric car in production, Ducati can draw on all of VW/Audi group's expertise while BMW (not exactly short of resources either) and Yamaha have never been shy of trying something different. But no one is making one.

Electric vehicles, charged from the mains are not the answer to our transport problems. The reason has nothing to do with the technology or charging time – because all of that will be fixed eventually - it's about (ironically) energy costs and the environment.

Right now, in the UK, the typical electricity cost of around 13p/kWh reflects the wholesale price of whatever fuel a power station uses to turn the turbines, plus the infrastructure, plus a healthy profit for the French state-owned power companies who run most of the 'privatised' UK power industry. If one per cent of the UK's 25 million car drivers swapped to an electric vehicle that would be 250,000 people requiring additional electricity. Energica claim that a typical small electric car would use around 630kWh to travel the 844 miles recorded by their bike, so scaling that up to the UK drivers' average of 10,000 miles a year, would be 7500 kWh per car per year.

A typical UK household uses 4000kWh per year so every electric car is like running an additional 1.8 houses every year. So, if 250,000 UK drivers bought an electric car the added drain on the grid would be like building 465,528 additional houses which is 150 per cent more houses than the UK builds every year.



Within a very short time the demands on our national Grid would be far outstripping supply and to compensate, the power companies would have to build more capacity and buy more fuel which would put up the price of electricity...for everyone.

To power more electric cars your gran will suddenly find the cost of boiling an egg and heating her flat will increase dramatically. This potential gran-o-cide is the reason we will never get close to mass electric vehicle ownership if plugging them into the mains is our only option.

Hydrogen might be one answer. A Hydrogen powered vehicle is simply an electric vehicle whose sparks are provided by a chemical reaction using Hydrogen rather than a rechargeable battery. Toyota are working with UK based company Powerhouse on a project that turns household waste into Hydrogen (a bit like the DeLorean in Back to the Future) and they already have a facility in America producing the gas from animal manure.

A world powered by renewable Hydrogen might not be too far away, but in the meantime, here's the BikeSocial plan for a better interim solution. Instead of persuading a small number of the 25M car drivers to go electric and banning petrol cars after 2040, the Government should electrify the

haulage industry. Trucking laws already require drivers to do a certain number of hours and then take an enforced rest, so charging would fit well with this. Specifically, they can do no more than nine hours per day and have to take at least a 45-minute break every four and a half hours. Let's assume the manufacturers could build a truck with a 250-mile range and a typical truck can average 40mph. If the service stations replaced the HGV part of fuel forecourts with rows of fast chargers that could top em up in an hour, or a stack of ready-charged battery packs that could be swapped for the flat one (the fuel supplier owns the batteries and the haulage company leases them on a monthly contract where they pay for packs swapped), a driver could pull in, have a break, work on their free-motion embroidery and fill up their sparks.

It works with haulage because an industry already paying huge running costs could be subsidised via incentives such as tax breaks and the working lifespan of a truck is much shorter than a typical private car, meaning the technology can advance faster because turnover and scrappage is so much higher. There are currently around 300,000 HGVs in the UK. A typical 33-tonner averages 9mpg and so would seriously benefit from the cost savings switching to electric would bring.



Plus, the demand is roughly consistent so the power companies and forecourts could plan their requirements and fund the new power stations (or solar installations along the motorway and main road network) knowing they had sustainable income coming in from the trucks. And because a large percentage of commercial traffic would now be electric, not diesel, the clean air limits for cities would be easier to achieve without punishing private vehicles. And the incentive for trucking companies to save costs would encourage manufacturers to develop the technologies faster. In the meantime, private drivers and riders could enjoy a gradual and phased transition into hybrids and the Hydrogen cars, which the manufacturers would develop faster because they no longer had to muck about pretending to be interested in plug-in electric vehicles to keep the governments off their backs.

Now, I'm only a motorcyclist with a drum kit, not a boffin and surely, if I can come up with this in my lunch hour, someone with a bigger brain and better attention span can work out the details that I'm bound to have missed. Because so far, it's the best plan I've heard.



Words by Steve Rose of BikeSocial

Steve has been riding since before Frankie said 'Relax', owned more than 100 bikes and has written for, edited or published most of the UK's best known bike magazines. Strangely attracted to riding high miles in all weathers, finds track days 'confusing' and describes the secret to better riding as 'being invincible'.



Sunday 7th October

Stu and Pat Riley are leading our annual pilgrimage to Porlock Hill in Somerset, just in time before the clocks change.

This is a long day - please be prompt and ready to leave Costa at 0930 with full tanks & empty bladders. The views are spectacular (if the weather is kind) and always dramatic, be ready for a progressive ride!!

Oh no! Here's those aches and pains again

It's been a long ride and, unless you spend your whole life on your motorbike, your body will not be used to it. The worst part is the backache that came back with you, the pain in your arms, that strange tension on your legs or that numbness in the finger that you can't manage to 'wake up'.

Here's some tips for a speedy recovery:

Problem - Neck pains on your motorcycle

Wind pressure on your motorcycle helmet, tension and grinding your teeth while you ride can cause pain. This pain comes and goes in the base of your neck, preventing you from moving it from side to side. It can be mitigated with some simple stretching exercises plus heat or heating cream containing ibuprofen, as they increase blood flow in the area as well as dilating the muscle, helping it to heal. This pain generally means you have been too stiff while riding.

To prevent it in future, move your head around while you're riding.

Solution - Exercise to reduce neck pain:

Move your head towards your shoulder, smoothly but continuously.

Breathe out along the movement and exhale completely as you finish it.

You should notice how your neck muscles stretch and strengthen.

It is typical to hear your cervical vertebrae adjusting themselves along the movement; it is an unmistakable signal that you are producing the desired result

Repeat this exercise several times while still.



Lower Back Pain after riding

You've just stopped on your way home, parked up and then realised you can't get off your bike! Don't worry – you are one of 99 per cent of riders who suffer lower back pain (lumbago).



Tips to prevent lower back pain:

You should improve your riding position. Adapt your bike to your ergonomics, not the other way around.

Check your bike's seat.

Check the suspension and tune it to your riding conditions.

Take regular breaks off your bike.

Pay special attention to cold wind; stop it from reaching your lower back.

Gently stretch yourself while holding the left handlebar grip with your left hand and with your right hand on the back seat (facing right), then do it the other way around (facing left); repeat it several times..

This is a quite a relaxing exercise for your lower back

Sharp pain in your upper back or shoulders

If you have a sharp pain in your upper back and shoulder blades, you are facing a trapeze contracture. If the pain has just begun, apply cold for the first hours, applying heat afterwards. Do it this way, not the other way around. If there is inflammation and the pain doesn't go away, seek out a good massage therapist.

Tips to reduce upper back pain:

Buy a light and protective helmet, with good aerodynamics and not too many air entries. • If you have a windshield and it is producing turbulence when you ride, try a lower or higher screen, or even riding without it. Try not to keep the same position on your bike for a long time – turn your head from time to time and let your shoulders have some rest.

If you've had contractures in the past, do some exercises. A contracture not properly recovered can produce muscle fibrosis (hardening of fibres in the muscles) which is difficult to cure.

Stress is a problem as it produces metabolic waste within our muscles, slowing down their movements. Go for a ride on your bike, it will help to relax you!

Carrying a backpack can be the root of the problem and make it worse. Warm water showers and warm baths will relieve symptoms immediately.

If you already have the problem, your doctor can advise you on the use of muscle relaxants, ultrasonic treatments, TENS, infrared and massages.

Combining zinc, magnesium and vitamin B6 will increase the creation of ATP, the fuel of our muscles. An expert can advise you on its use

Wearing a scarf or bandana is a great way of preventing contractures on your back.

Stretch the back of your neck with your hands, open your arms widely and swing them gently.

Repeat the exercise several times.



Preventing numbness in your hands and fingers when riding

Constant pressure on handlebar grips, as well as on clutch and brake levers, is our enemy. Many manufacturers have approached this problem by developing lighter clutches and brakes.

Tips to reduce numb hands



Relax while riding and make corrections to your posture from time to time; try not to lean excessively on the grips.

Don't ride with your arms too high or too straightened. • Check the angle of your handlebar and adjust it to fit your style and needs.

Watch excessive grip vibration – this could be producing the numbness.

Check your handlebars' counterweights if they are installed.

Pay attention to excessive pressure in your gloves: it can interfere with the irrigation of nerves in your hands, subsequently irritating and inflaming the median nerve.

Stretch your arms and cross both hands' fingers, stretch gently, relax and repeat several times.

Training Update



What is training and why do we do it?

We have all experienced it, otherwise you would not be reading this article. To me it is development of skills, through our own efforts which are supported by others, possessing a higher knowledge or skill level. It doesn't stop there and we can continue to develop these skills independently, which is the aim. However there is a natural tendency for skills to fade over time.

We all know we are vulnerable on a bike, but we can give ourselves the best chance of having a long, enjoyable riding career through the development and use of the riding skills presented by the IAM.

PAM has around 120 members, many of whom recognise the benefits of ongoing training and development, so in response to a growing demand, a small, but dedicated train team has been set up. The team is going to be named the Training Steering Group, in the hope that it is recognised that they will not provide all of the training, but will lead on training related matters for the benefit of all members, whether you are Associate, just learning your craft, a Full Member (perhaps a fellow or F1rst), Master or an Observer.

The team membership currently consists of; Adrian Perkins, Jo Cameron, Mark Haimes, Mark Jensen and Simon Gent, so I am sure you will recognise at least one name (face). The team has already started to gather its thoughts, but if you have any ideas or questions then please do talk to us.

The team will run with its current membership for a period of 12 months and will be reviewed and appointed by the Committee each year on 1st October. It is anticipated that membership will change over time to introduce fresh ideas and share the load, but in the meantime, you are welcome to make a request to join us for a session (assuming we have room)

As each of us knows, without the time and commitment from the Observers, we would not have had the valuable experience of becoming an Advanced Motorcycle Rider. All Observers dedicate their time and effort free of charge to help you start your journey of discovery in the world of advanced riding, so without them there would be no PAM. Do you have the skills and time to help, then please contact a member of the training team, who would love to talk to you.

Down to the nitty gritty...

We have produced a very brief on-line survey, which you should have received and hopefully completed, if you have not please do so – it will only take 1 minute of your time.

From the results of this, we plan to devise a training programme which is stimulating, fun and engaging, providing an opportunity for EVERYONE to take the next step, that may of course be just bushing up those rusty skills, you learnt in the dim, distant past (Like our bikes, our skills need maintaining), you may have the desire to do a F1rst, Masters, become an Observer, aspire to become an Examiner, everything is possible.

Theory, practical, discussion, presentation, demonstrations... You name it, we are happy to consider it and see if we can weave it into programme.

Best of all, the intention is that all training sessions organised by the team are FREE!



Continuous Rider Development (Session 2)

On a dismal September 22nd, we held our second CRD event it was well attended despite the horrendous weather and those who attended all gained benefit from it, with each Observer working with the participants in an area they wanted to address...add some polish, work towards a F1rst/ Masters, a general re-assessment, advice and reflection on specifics, development of Observer skills, etc

A big **Thank you** to Barry Hine who kindly volunteered to 'lay down' his motorcycle to allow for a demonstration of "How to correctly pick up your Motorcycle, a challenging prospect for many of us especially considering the weight Dry weight of the GS1200 Adventure is somewhere around 230kgs!

The CRD's provide an opportunity for ALL full members to develop an element of motorcycling that is of interest to them. Any specific ideas for future CRD's .format, timing, location would be greatly appreciated.





**Autumn scenes around Dartmoor and the Westcountry are too good to miss
So don't forget to come along and enjoy our Sunday rides**

We offer refresher rides to all PAM Members regardless of when they passed the IAM test - it's a good opportunity to check your Roadcraft, skill level and may help you Stay Safe



What is a Refresher Ride?

1. *An informal discussion about your riding and any issues and/or concerns you may have, and an overview of the current Advance Rider documentation*
2. *An observed ride over a pre-arranged route that includes all types of roads.*
3. *A discussion and debrief about the ride followed up with a written report and possible action points.*

If you would like to take advantage of this offer – Just have a chat with one of our Observers or email us at: training@iampamroadsmart.org.uk

Analysis of data by Surety Insurance has shown that the rate of claims by IAM RoadSmart Members goes up markedly after a member has had their Green Badge for more than five years

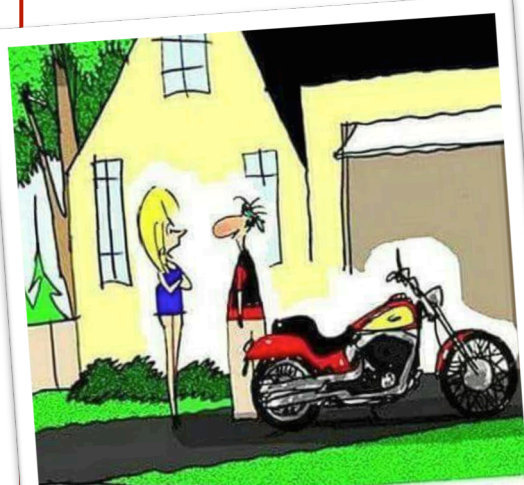
Thank you...

To all who have assisted in putting this, my second newsletter together

A particular thanks to John Challenor for tracking down the inimitable Adverse Camber and obtaining his own unique take on all things motorcycle

I hope those reading it have enjoyed or found interest in something contained within

See you down the Road, Mark J



"What do you mean you were having so much fun riding your new bike you lost track of time? You've been gone for over a year!"

Christmas Meal Get-together

The chosen venue for our festivities is PL1 City College Restaurant,
Kings Road Centre, Devonport, PL1 5QG

A highly rated 3 course festive meal will cost £17.50pp

07 December 2018 from 18:00

Please contact Barry Hine to book your place pay £5 per person deposit

The Christmas Menu @ PL1



2 courses £12.00 per person

(£1 donated to charity)

3 courses £17.50 per person

(£1.50 donated to charity)

Starters

Celeriac velouté with crème fraîche and apple

Smoked ham hock terrine with piccalilli and sour dough

Lime cured mackerel with fennel, orange and chicory salad

Goats cheese mousse, beetroot and granola

Mains

Butter-roasted turkey breast, stuffed and rolled leg with all the trimmings

Confit duck leg white bean and Toulouse sausage cassoulet

Pan-fried fillet of sea bream tarragon and mustard

Wood mushroom and gruyere tart

Desserts

Spiced vanilla cheesecake with mulled pears

Christmas pudding with brandy sauce

Chocolate and chestnut torte with Irish cream Chantilly