

'On Yer Bike'

The quarterly journal of the Cheddar Valley Advanced Motorcyclists



Promoting high standards and attitudes towards road safety

Cheddar Valley
Advanced
Motorcyclists



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Editorial



Well, this is positively my last edition as editor. This is a joint effort with Paul Westlake who takes over from now. It has been fun putting together the new style magazine with *Impact Consultancy Bath*, but I wonder how long it will remain relevant with our burgeoning website having more and more hits (see below).

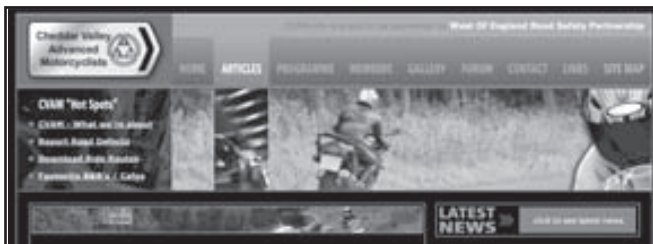
Please send magazine contributions to Paul at: sally.a.westlake@btinternet.com

Eddy.

Last edition's competition

No winners I'm afraid! The rider was in South America and was on the wrong side of those double lines. Those that attended David Mears' talk last year might have stood a chance.

Have you visited our website at
www.cvam.info



**Articles | Events | Members | Gallery | Forum | Links
and lots more...**

Remember to browse these tabs – particularly the discussion forum.

The members area is secure to CVAM members. To access this, simply put in the CVAM group number (1244) and your membership number thus 1244/**** will get members in to the secure area

NEW in the Chair



Hello to All,

I thought it may be a good idea to introduce myself properly, now that I am the new person in ‘The Chair’.

But before I do that I would like to thank Eddy for all his hard work and endeavour, over the past two years, and hope that, with help from the dedicated Committee Members, I can maintain the momentum he has built up.

My name is Phil Dainty, I come from a military (Army) and Police (Avon and Somerset) background, and ride a 2005 Yamaha Fazer 1000. I hold various driving licences, including groups up to the old HGV 1. I’ve been riding motorcycles since 1991 (so a late comer compared to some within the club!), passing my IAM test in August 2007 and becoming an Observer in March 2008.

I’m married to Deb, who rides a 2007 Honda CBF 600 SA (still working on her to take her IAM test!), and have two sons, Gavin 25 and Adam 19. Both lads have car and bike licences, Gavin is bikeless at the moment, but I’m sure some of you will know Adam. He is a CVAM member, rides a 2008 Suzuki GSF 650 SA Bandit, he passed his bike test in February 2007 at the age of 17 (restricted licence), the IAM test in October 2007 (still only 17)and became an Observer earlier this year at the age of 18. Both sons are serving in the Army.

The membership of the club stands at a very healthy 114 members (including Full, honorary and Associates). I know a few members have resigned due to the large membership fee increase imposed by IAM, so I have written to them (and other recent ex-members) asking them to reconsider.

My thoughts on this are that I must pay this necessary ‘ evil ‘ in order that CVAM can continue to go forward from strength to strength. You may not consider you get value for money from IAM HQ, but I am sure you will agree that for your £15, you certainly get value out of being a CVAM member.

If you take a look at the events pages, either in the magazine or on the club web site (www.cvam.info <<http://www.cvam.info>>), the whole committee have already been working hard and have a lot of events planned for 2009, with more in the pipeline. So please, continue doing what you’ve been doing and support these events, whether it is a ride out, talk or other social event. If you have any ideas then please feel free to put them forward. I would also appreciate any feedback (good or bad) in relation to any aspect of the club.

Finally, I hope to get to speak with as many of you as I can, over the coming months, so until then ride safely and I’ll see you out and about.

Regards –Phil

Ultimate challenge

Where do you go after you pass your IAM Advanced Test? Well, ROSPA also examine for advanced riding - indeed five out of seven of the CVAM Senior Observers have ROSPA Gold Passes. IAM offer, also, the Special Assessment. The Special Assessment is designed specifically for riders who, having passed their advanced test are looking for a new and tougher challenge. It costs £60 and It's described as the ultimate test

The special Assessment buys you half a day of an IAM staff examiner of which there're only 5 in the country. Robbie Downing is one; so down here it is he whom you will get. The marking system is a matrix so it is pretty objective. There is no pass or fail; you are being marked against a 100% perfect ride and we all know that doesn't exist. The standard looked for is well above IAM, Observer or Senior standard. So small errors lost in the balance at IAM test standard WILL weigh rather more heavily on the Special Assessment.

Now I can't get this confirmed but the inference I have been given is that the Special Assessment is comparable to that of a PC1 Rider test but obviously without pursuit as there

is no dispensation to break the law. A mark of over 65% will put you at about PC1 level. But that is not the real point. If you wish you can get a half-time debriefing. You *will* get a final debrief and a written report. But it's the *obiter dicta* where the real value kicks in. Robbie will look at some points of detail but he will tie these in to wider and more structural advice about your riding.... Now that really raises the game and if you think you can fudge some minor error by some means or another..... forget it..... I tried and you can't!

Nothing turns on a Special Assessment – no-one else need even know you have undertaken it – but you will get a thorough dissection of your ride, good and bad and more importantly you will get a real insight into how to make that step change to put you on to the next rung of the ladder or perhaps get on to a different ladder altogether.

Eddy Lambah-Stoate

BMW off-road skills course

Alistair Barr

A damp ride over to Wales in July led to the village of Abercrave tucked away in a valley north of Swansea. I was staying at the Abercrave Inn for the next 3 nights whilst I attended the 2 day BMW Off-Road Skills course. For those of you who watched “Long Way Round”, that’s the place Ewan and Charley stayed, and you might even get to sleep in the same bed... My friend Clive, from Cumbria, had arrived shortly before and soon we were

exploring the delights of the real ale in the bar. Over a meal we met another couple of guys staying there who were also on the course. Three of us were booked on the level one basic course and the other was doing the level one advanced course which covers pretty much the same manoeuvres as the basic course but spends less time practising those and more time out on the trails. Having previously done no (intentional) off road riding the basic course was the one for me!

At 9.00 the next day we were at the BMW warehouse being kitted out with our motocross boots and checking over our bikes. When I booked there had been a choice from the G650 XCountry, G650 XChallenge, F800GS or R1200GS. I had reasoned that the

1200 would have been too much of a handful for my first off road experience and maybe the 650 was a bit small, so the 800 seemed like the ideal compromise. For the next 2 days we split into groups of 6, each with an instructor – we had 2 instructors but I think that was more accident than design! The site is about 8 miles from the warehouse and it was a very strange experience riding there on an unfamiliar bike with no indicators or mirrors. It does make shoulder checks and lifesavers that much more relevant.

There are some 4000 acres of forest criss-crossed with trails, everything from wide, smoothly graded forestry roads to narrow, rutted tracks with deep puddles and overhanging trees and just a few gradients which you’d



have difficulty walking up or down! When it rains, as it did frequently on day 1, it's a very bleak place. The very first exercise was to drop the bike and learn to pick it up correctly – a skill that saw a lot of use over the next couple of days, and a very good reason for the intentional removal of easily broken parts.

The rest of the morning consisted of mastering the basics with all the manoeuvres carried out standing up. Exercises included lots of slow speed riding and turning, and braking from speed just to understand what it felt like when this happened and to respond appropriately. One guy came off when trying to beat the record for rear brake only skid length. I think the result was a broken collarbone. When

doing the front brake only exercise, I found that it always helps to turn off the ABS! A short trail ride to lunch was the opportunity to put these new found skills into practice.

The rest of the day was spent with more exercises interspersed with trail rides gradually increasing in difficulty and variety. By the end of the day I had decided that the F800 was not the bike for me, as had Clive – we couldn't get to grips with its very snatchy injection which is not ideal when clutch and throttle control are critical. I remember Rob Allen warning me about this as he'd found the same when he attended the course shortly after the bike's launch. We felt sure that BMW would have fixed it by now. Wrong. 3000 revs at 5 mph isn't a great combination



on bumpy surfaces. I'd be interested to know whether this "feature" applies also to the road bikes or if it is masked in normal conditions. I later had a brief ride on the G650 XChallenge but decided that it was a bit too tall. I felt comfortable on a G650 XCountry so chose to use that the following day – obviously a less powerful bike but with bags of torque, much easier to control and lighter to pick up.

That evening was a course dinner at the Abercrave Inn with plenty of opportunity to chat through the thrills and spills of the day, compare aches and pains, and with the help of a couple of pints, forget how many times that day you'd wanted to be somewhere else! And of course, for the instructors to start sowing the seeds of adventure in your mind – how about the Dakar?

Maybe they're on commission.....

The second day started with some 'gentle' warm up exercises to get us back in the groove. There were then some further technical lessons such as getting out of trouble when you stall or fall going up a 1 in 3. This was combined with more challenging trail riding (deep water filled ruts, a river, and a bit of unintentional flying but with a safe landing). One good lesson in wet ruts is never to get too close to the guy in front. If he has a problem and you have to stop abruptly, the water comes over the tops of your boots. Again, there was a bit of drama when someone in another group had a tumble and they had to call out the rescue helicopter. Mild concussion I believe, but better safe than sorry and a reminder how vulnerable we are.

After lunch there was the opportunity to try the different bikes on a technical circuit that they had marked out. Even the instructors would let you try their bikes.

All too soon the day was over and it was back to base to hand back the bike and the boots and to collect my certificate. It had been the correct decision to stay on for the night after the course – I am not sure that I could have coped with the ride home after such an exhausting couple of days.

So what did I think of the course? The structure was excellent and a lot of thought had obviously gone into it. Master a basic technique then get taken somewhere to put it into practice – in some challenging situations – and then repeat it. The first time I felt well outside my comfort zone but 2 or 3 times later I am really having fun –



time to move on to the next challenge and move outside the comfort zone again for a while! This same basic theme recurred throughout the course. And it's amazing how some terrain is more easily crossed on a bike than on foot.

The other question is whether the skills I learned are relevant to road riding. Certainly on the basic course I felt that most, if not all of the skills are transferable – balance, throttle control, slow speed manoeuvres, anticipation. Certainly gravel car parks will never worry me again. Of course the great thing is that if you do drop the bike whilst practicing you don't have to worry – it's somebody else's, your no-claims remains intact and they'll quickly magic up a replacement if it breaks! And they wash it down for you afterwards.

Will I be back for the advanced course? It depends on how quickly the pain is forgotten and how well I ride out the economic downturn.

A great outing. I did it a couple of years ago when Charlie Borman was on the range preparing for the Dakar. I was out of my comfort zone most of the time and dislocated (temporarily) my shoulder in the last 20 minutes of the last day. Still rode home again. Highly recommended! – Ed



Date	Time	Venue	Event
November 2008			
Sun 2nd Nov	10:30am	Budgens	Lunch Run - Graham Holt - circular route around Exmoor
Mon 10th Nov	7:30pm	Bath Arms	Club Night and AGM - The Annual General Meeting will be followed by a talk by Barry Seward entitled "Police or Independent Investigators - Who is right". Barry has experience of both so it should be a good talk.
December 2008			
Sat 6th Dec	10:00am	Winston's Hotel, Churchill	Associates Course - Theory session
Sun 7th Dec	10:30am	Budgens	Lunch Run - Tony Field is taking a ride out to Amesbury always good fun.
Mon 8th Dec	7:30pm	Bath Arms Cheddar	Club Night
January 2009			
Mon 12th Jan	7:30pm		NO CLUB NIGHT - We are holding The CVAM Meal instead on the 24th.
Sat 24th Jan	7:30pm	The Woodborough	Annual Meal - Fully Booked
February 2009			
Sun 1st Feb	10:30am	Budgens	Lunch Run - Bob Samwell
Mon 9th Feb	7:30am	Bath Arms Cheddar	Quizz Night Nick Schroeter - This is a great evening, and your opportunity to knock the reigning champions off their perch (Adam, Tim and Phill Dainty!!!)
March 2009			
Sun 1st Mar	10:30am	Budgens	Lunch Run - Details to come
Mon 9th Mar	7:30pm	Bath Arms Cheddar	Club Night Guest Speaker Sgt Mike Smalley, - Weston Collision Investigation Department and Police Motorcyclist. Mike will be giving us a talk about collision investigation and causes, with particular attention to motorcyclists. Extremely interesting and very relevant to us.
April 2009			
Sun 5th Apr	9:00am	Budgens	Breakfast Ride - Details to come
Mon 13th Apr	7:00pm		NO CLUB NIGHT - BANK HOLIDAY
Sat 25th Apr Sun 26th Apr	10:00am- 4pm	Haynes Museum Sparkford	Bikesafe - Further details to follow, but we have been asked to set up a stand to promote CVAM. (Looking for volunteers for this one. Could Observers consider using it as an observed ride destination please?)

Remember to check www.cvam.info for latest information and changes.

Date	Time	Venue	Event
May 2009			
Sun 3rd May	9:00am	Budgens	Breakfast Ride - Em
Mon 11th May	7:30pm	Bath Arms Cheddar	Club Night Guest Speaker - David Dennis from Weston Magistrates Court. He will be giving us a talk about Traffic Offenders, guidelines for sentencing. This will be a good opportunity to find out how magistrates work and your chance to put questions to a Magistrate.
Wed 20th May	7:00pm	Budgens	Evening Ride - Phil Dainty
June 2009			
Sun 7th Jun	9:00am	Budgens	Breakfast Ride - Details to come
Mon 8th Jun	7:30pm	Bath Arms Cheddar	Club Night
Wed 17th Jun	7:00pm	Budgens	Evening Ride - Details to come
July 2009			
Sun 5th Jul	9:00am	Budgens	Breakfast Ride - Details to come
Mon 13th Jul	7:30pm	Bath Arms Cheddar	Club Night Guest speaker David Gollicker of Safecam. - David is in charge of Communications and Marketing for the Somerset Road Safety Partnership, who you may have seen on the local news programmes. This will be your chance to ask all your questions about camera enforcement.
Wed 15th Jul	7:00pm	Budgens	Evening Ride - Details to come
August 2009			
Sun 2nd Aug	9:00am	Budgens	Breakfast Ride - Duncan Day
Mon 10th Aug	7:30pm	Bath Arms Cheddar	Club Night
Wed 12th Aug	7:00pm	Budgens	Evening Ride - Details to come
September 2009			
Sun 6th Sep	9:00am	Budgens	Breakfast Ride - Details to come
Mon 14th Sep	7:30pm	Bath Arms Cheddar	Club Night
October 2009			
Sun 4th Oct	9:00am	Budgens	Breakfast Ride - Details to come
Mon 12th Oct	7:30pm	Bath Arms Cheddar	Club Night
November 2009			
Sun 1st Nov	10:30am	Budgens	Lunch Run - Details to come
Mon 9th Nov	7:30pm	Bath Arms Cheddar	Club Night
Sun 6th Dec	10:30am	Budgens	Lunch Run - Details to come
Mon 14th Dec	7:30pm	Bath Arms Cheddar	Club Night

Please note that all rides will start at the Budgens Petrol Station Langford, half a mile North of Churchill Traffic Lights on the A38. The Garage and Shop are open 24 hours a day and toilets available.

*The last edition contained the first part of a detailed article by Paul Westlake. This is continued in this edition, but to get you in the mood, a brief reminder of what this weekend was about by **Tim Jeal**.*

Observer Training

Weekend in Wales

25-27 April 2008

Open to Observers and Senior Observers from Region 1, the aim was ‘To enhance the performance of qualified Observers within the Region’.

The objectives were:

- 1. To raise the awareness of the skills required to brief and debrief an associate.**
- 2. Further develop and have a better understanding of Communication Skills.**
- 3. Assess and develop demonstration rides to the highest level.**

I was unexpectedly invited to attend this first training weekend following the late withdrawal by Dave Mason. It turned out to be a most beneficial time for me, and, I believe, all the other Observers and Senior Observers who attended.

I arrived at Llandrindod Wells where we were to be based for the duration after an uneventful ride from Nailsea, the 90 mile ride taking just over 2 hours, including a stop for petrol. I was to share a room with Andy Maddox who was our other Observer attend-

ing. Nick Schroeter was the Senior Observer from CVAM.

Following breakfast on Saturday, we all assembled for the Introduction and Theory session at 0900hrs. This started with Tim Soper and Robbie Downing role playing Observer and Associate respectively. Tim portrayed the inept Observer, failing to demonstrate a grasp of the essentials of the first briefing and ride with a new Associate. Robbie reacted in a totally ‘underwhelmed’ manner to this clueless beginning to his introduction to

Advanced riding. The reaction of the audience to this demonstration was then sought, and after some pithy comments about Tim's behaviour, we were then treated to the complete opposite, with Jon Taylor, the IAM Staff examiner from Kent taking the role of Observer. He gave the textbook briefing, thereby illustrating the benefit to the Associate of a clear, structured briefing.

After coffee, we were assigned to our mentors for the rest of the weekend. I was teamed up with Gina Herridge, a Senior Observer from SAM, and Richard Kendall from WaBAM. Richard had been a Senior Observer with Bristol, but following a house move and a two year layoff, had joined WaBAM as an Observer, and wanted to sharpen up his performance. As a new Observer, still in training, I had only 5 hours practice under my belt.

Initially, the three of us set about the introductions, and then Gina adopted the role of Associate, with Richard and myself alternating as Observers. Gina had chosen a route, from several which had been previously prepared,

by the Organisers, and led off, doing her best to ride as a new Associate. Richard was the Observer for the first part of the ride.

From Llandrindod Wells (LW), we went via Rhayader and Llangurig to Llanidloes, where we stopped in the car park for the first debrief. Richard, (and to a lesser extent I) explained to Gina where we thought she could improve her riding, the theme having been 'cornering'. I then took over as Observer, and Gina then put into practice what we had said to her during the debrief. The roads were superb, billiard table smooth, and with very little traffic, although we did encounter some sheep which had strayed onto the road just after a right hand bend. Our route was via Newtown back to LW, where we again debriefed, this time with me leading. We realised that we should have stopped earlier than we did. A point which highlighted the fact that with a real Associate, 20minutes to half an hour would be a much more suitable time for the ride between stops to discuss the ride so far.

Following a bite to eat, Gina asked me to do a demonstration ride to 'show'

her how the cornering should be done, and so we left LW for Builth Wells, via some interesting bits of rural road. To my delight, when we stopped, Gina was of the opinion that she could find very little fault with my demo. Richard then repeated the exercise on the way back to LW, where another debrief occurred. Unfortunately for him, Richard incurred somewhat more criticism of his demonstration than I did, so I ended the day feeling rather smug about our achievements during the rides.

Heavy overnight rain found us riding on wet roads on Sunday morning, and following a discussion, it was agreed that Gina would demonstrate some techniques she uses to help Associates get to grips with wet road cornering, which is something that she finds crops up regularly when she is out with them. This time we went through Rhayader towards Aberystwith. It had taken rather longer to book out of the Hotel than had been anticipated, so our road time was restricted. When we turned to go back, Richard and I took it in turns to put into practice Gina's techniques.

On return, we just had time for another quick debrief before going back to the Forum and a general discussion about what we had gained from our time.

Personally, I benefited enormously from the time, having learnt a great deal over and above what I had already learnt from our own CVAM Observer training. This does not mean that we sell our Observers short in any way. What it does highlight is that there is a wealth of information available, and no one individual group has all the answers.

It is therefore abundantly clear to me, and, I think, to all of us who attended this course, that this is a valuable way forward in training Observers, and the IAM should be encouraged to continue to offer this type of training, perhaps even make it mandatory, so that high standards can be reached and maintained to the ultimate benefit of the Associate, the Observer, and the IAM.

Finally, it only remains to congratulate Tim Soper, Dave Shenton, Robbie Downing, Jon Taylor and everyone else involved in organising and running this weekend for all of us from Region 1. Thank you.

*Now for the final part of
Paul Westlake's article where he deals
with the brief and debrief – Ed.*

Briefing

The first role play was between Tim Soper and Robbie, who played the unwitting associate, and did the unwitting bit very well I thought. Tim was to play the part of a less than professional Observer.

The briefing from Tim started with his apology for being late; his head was still hurting from the night out last night. He then went on to ask a few questions, but rather than use the answers to form a plan, used them as a basis for humorous remarks, some of which could have been taken personally by the Associate.

The overall briefing from Tim probably drew on all the unprofessional & thoughtless comments that have ever been made, but set a tone for what could have been a very short relationship between the Associate & the IAM (other associations are available, but we are cheaper).

He portrayed a Member who did not take advanced training seriously. It was pointed out that the first point of contact between an Associate and a club is often the Observer. The Associate will often look upon the Observer as an expert, and as such, the Observer has a duty of professionalism to the Associate.

The second briefing, given by Jon was more thorough.

He checked the riding background of the Associate, then the bike and personal equipment. The Associate's documents were looked at to ensure he was legal.

Finally an eye test was undertaken.

The brief then covered the intended route, any signals for turning or stopping, and where he, the Observer, would be positioned during phases of the ride, and his reasons for being there.

Telephone numbers were exchanged, and contingency plans explained in the event that the two became separated during the ride.

The responsibility for the Associate's own safety was explained, the need to ride within the law and to ensure that speed limits were observed.

During questions after this role playing, several points were discussed, including the right to ask for the Associate's documents. In law, you have no right, but it was pointed out that this argument would not allow you to rent a car from Avis. It was considered that the Observer represents the IAM, and as such should be as certain as is reasonable that any ride he participates in is legal. This was also the view concerning the condition of the bike. If a bike has obvious defects that make it unroadworthy, then it could be considered unwise to continue further.

A break for coffee lead us into the de-briefing scenarios

De-briefing

Tim continued to play his cavalier role, opening with some rather contentious comments, then criticizing an overtake maneuver. “Cor, whatever were you thinking when you made that overtake? “Hee hee.” drew the retort, “Well you came with me.”

The debriefing continued in this manner, not emphasizing the good points, rather, the bad. The whole tone of the de-briefing was negative and unlikely to engage the Associate in a learning process. More importantly, the danger in the Associate’s overtake was compounded by the Observer himself following. The contention led the debriefing to degenerate into a series of criticisms, which would likely lead to the Associate losing interest and not continuing with training.

Overall, the de-briefing, like the briefing, lacked structure and objectivity.

Jon’s debrief was much different. A mid ride stop was made after the overtake incident, which Jon did not follow through on. Instead he pulled the Associate over and discussed the planning behind the maneuver and the actual execution of it. The reason for this unscheduled stop was simply that the Observer felt that it would be too dangerous for the ride to continue without some remedial comments being made. The ride was then continued to the end.

The final de-briefing was more coherent. After the stop, Jon asked his Asso-

ciate to reflect on his ride whilst he made some notes. This allowed Jon to serialize the ride, raising points of importance as they occurred.

The first comments made to the Associate were positive; the better points of the ride praised and a generally positive atmosphere generated. Questions on specific points of the ride were raised as “what was your reason for..?” giving the Associate a chance to prepare a response explaining his action, which if necessary could then be analyzed in a positive manner. The poorer points of the ride were dealt with sensitively, being careful of the Associates feelings; after all, he has begun a new level of training and as such deserves the recognition that he is prepared to learn.

The de-briefing ended with homework for the Associate, points to work on, the miles he needed to cover (a note was taken of the current mileage on the bike), and importantly, the date, time and location of the next meeting.

This de-briefing was calm and conducive to good learning. The Associate so far as was possible, was not left feeling

inadequate but rather in a positive frame of mind for the coming practice sessions.

Finally a short precis of the points and criticisms made during the ride & de-briefing should be passed to the Associate as soon as possible after the ride for confirmation.

The following Q&A again brought out several points of discussion.

The approach to the de-briefing was left to the individual Observer, whether it was chronological or themed in its approach.

Criticisms should be linked to Roadcraft or HTBAAM, so that the relevant section can be shown or indicated at the time. This of course means that the book must be there with you. Empha-

sis was placed on the importance of the Observer's own knowledge of the books, which allows a professional display during the de-briefing.

Terminology used during briefing and de-briefing sessions should broadly agree with the Roadcraft or HTBAAM to give a seamless approach.

Question and Answer sessions as part of the de-briefing allow the Observer to assess the Associate's own knowledge and understanding of the techniques covered in any lesson. They also remove the likelihood of assumptions being made regarding knowledge and understanding.

Paul Westlake – CVAM Member and SAM Observer.

Stinger stung

Two patrol officers from North Berwick could not believe their eyes when their radar gun registered a vehicle coming over a hill at 300mph! The gun then stopped working and could not be reset.

They discovered that in fact the radar had locked on to a low flying NATO Tornado fighter jet.

On contacting the RAF the Chief Constable was told; “ Thank you for your message which allows us to complete our file on this incident.

You may be interested to know that the tactical computer in the Tornado had automatically locked on to your ‘hostile radar equipment’ and sent a jamming signal back to it. Furthermore, the Sidewinder air-to-ground missiles aboard the fully armed aircraft had also locked on to the target. Fortunately the Dutch pilot flying the tornado responded to the missile status alert intelligently and was able to override the automatic protection system before the missile was launched.”

Understanding speed limits

What a pity to fail your advanced test by getting your speed wrong! Speed signs can be partly obliterated by or made vague by an abundance of other signs information or foliage.

The majority of test routes include a variety of speed limits to test the rider's ability to read the road. Roads in housing estates tend to be 30 mph unless the estate is limited to 20 mph. There is no legal requirement for local authorities to display 'repeater' signs in 20 mph areas. The only notification will be given is the 20 mph signs upon entering the estate, from then on it is a test of memory until the rider is met with a change of speed limit sign.

If you appear to be on a main road and you are not sure what the speed limit is take a look into the side roads as you pass them. If you see 30mph roundels

at the entrance to the junction, the road you are riding on will be at least 40 mph. If there are no 30 mph roundels it is most likely that the speed limit for the road you are on is 30mph.

If the speed limit for the road you are on is 40 or 50 mph there will be 'repeater' roundels every so often on lampposts etc.

If the road you are on has lampposts at regular intervals but no other speed signs, the speed limit will be 30mph. If there are no lampposts and no speed signs the speed limit will be the national limit.

The national limit is 60mph for motorcycles on all roads except dual carriageways and motorways where the speed limit is 70mph unless stated otherwise.

More on insurance

A series of errors on the motor insurance database could lead to motorcycles being impounded and disposed of in spite of being insured.

The database which is used by the police to verify riders details could in the worst case, show up that you have no insurance, and as a consequence your machine can be impounded on the spot unless you have your insurance with you and can prove you are covered.

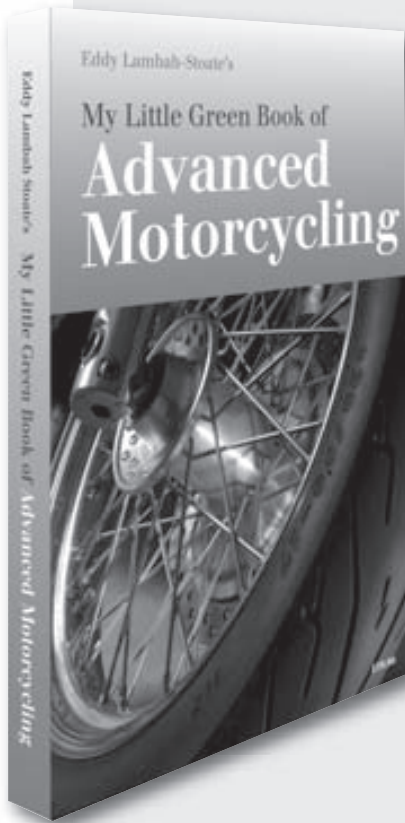
Another scenario is that should you apply for your tax on line it will flash up as uninsured and your request being rejected. You will then need to go to the Post Office in person which defeats the object of applying on line.

You can check you are 'officially legal' by going to the database website at <http://www.askmid.com> and follow the online instructions.

Eddy Lambah-Stoate's

My Little Green Book of

Advanced Motorcycling



[This book] isn't a training manual as such, it's more of a light hearted look at the whole advanced training philosophy, interspersed with humorous anecdotes and road trips which help to illustrate the point. Eddy is an IAM Observer and RoSPA gold standard rider and also holds a RoSPA diploma in advanced riding techniques so he's well qualified for the job!...The book is useful for anybody thinking about becoming an advanced rider/instructor but may also interest an open minded rider willing to improve and think about his/her skills.

Ian Grainger, Editor *Motorcycle monthly*

Riders should be aware that future governments may single out motorcyclists as a means to reduce KSI statistics. It may be that higher powered motorcycles will become the preserve of those who have accredited qualifications at advanced level.

In 2006, a motorcycle was thirteen times more likely to be in a fatal accident than a car for every kilometre travelled. Yet we know it is not a motorcycle that has a crash but its rider. This book is aimed at riders wishing to learn or enhance key skills to pass on advanced riding techniques to others. Inevitably it covers advanced techniques on the way. It is therefore a must for any motorcyclist.

**Dave Shenton, National Motorcycle Manager
*Institute of Advanced Motorists***

To order My Little Green Book of Advanced Motorcycling visit
www.cvam.info £10.00 (plus p&p)

Price to CVAM members discounted to £8.00; email lambahstoate@aol.com

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