
ESSEX ROSPA ADVANCED MOTORCYCLISTS

ROSPA

*The Royal Society for the
Prevention of Accidents*

ERAM NEWS

www.rospariders.co.uk

Issue 1—May 2008



The Committee

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Newsletter Editor	Elke Turner	07745 647760	news@rospariders.co.uk

Group Activities

Group Social Night	Essex Police Sports Pavilion, St Margaret's Road, Springfield, Chelmsford, Essex CM2 6DN 7:30pm on the 3rd Thursday every month
Social Rides	Usually Sunday, meeting places / times will be announced at Group Night. Please see our website and/or our newsletter
Newsletter Advertising	Please contact the Treasurer for rates to commercial advertisers on small, half or full page sizes. Please contact the Editor to change contents. Personal small ads are free to members. Please send them to the Editor.

Editorial

Welcome to the very 1st Issue of the ERAM Newsletter!

My thanks to all contributors and apologies if your items have not yet been included.

Enjoy the reading and any feedback would be very much appreciated. Please don't hesitate to send me your story about your favourite bike or road. I'm also interested to publish write-ups of your latest biking holiday.

Just email me on news@rospariders.co.uk

Articles in this issue include:

Group Ride Report from February

From Mick Jones—The ROSPA Test

From Paul Collins— The ROSPA Approved Tutor Qualification Route

Don't miss the Event Calendar on the back cover or check our website for the latest updates: www.rospariders.co.uk

Wanted

Several committee members were elected at the AGM in March: Sandra Murphy (Secretary and temp Membership) and myself (Newsletter Editor) have joined the Committee. There is still a gap for a Treasurer—Ashley or Smurf will be delighted to hear from anyone who fancies taking this role on.

Inside this issue:

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Front Cover : A fellow biker enjoying a ride on the Nuerburg Ring in Germany.

AUGUST EDITION COPY DEADLINE: 1st AUGUST 2008

Disclaimer Notice: The articles published hierin do not necessarily represent the views of the Essex Rospa Advanced Motorcyclist Group. They are the opinions of individual contributors and are published with a view that free expression promotes discussion and interest.

Membership Report

For those of you who don't already know me, I'm Smurf (yes everybody calls me that so please don't call me Sandra because I probably won't realise you are talking to me). As well as Group Secretary, I'm also handling membership. We've had two new members recently, so please join me in offering them a warm welcome. Statistics show that most members find out about us via word of mouth, so if you know fellow motorcyclists who are not yet members of RoSPA, please make (oops I mean encourage) them to join us.

Looking at the database it would appear that some of you have not yet renewed your membership for 2008. Membership runs from January to December, and renewal fee is £15. If you are unable to come along to any of the meetings or social events to renew, please contact me either by email or phone and I'll pop a renewal form in the post. My contact details can be found on Page 2 in this Newsletter.

Can I also remind you to let me know if you have changed your email address since joining, in order that I can keep you informed of any unscheduled events.

Next edition, as well as informing you of all our new members, I'll give a breakdown membership figures.

So until then - enjoying your riding, Summer is coming!

Smurf

aka Sandra Murphy



WELCOME NEW MEMBERS

Colin Snow
Brad Pearrman

The Bat Bike, seen at the Paris Motorcycle Show in October lat year.
Colin, don't you wish it was yours? (Ed)



Group Ride Report— Sunday February 24th

At the February Group Night on Thursday 21 Feb Richard Parker announced his run to St. Ives in Cambridgeshire on the following Sunday (24th). The weather forecast was mostly dry and 12C for Essex with chances of showers further north. On the day the sun was out in the morning and it looked like a perfect biking day.

Our meeting point was the services at the Boreham Interchange and 11 bikes turned up including 4 guests which was nice to see. Richard gave his pre-ride briefing and explained the marker system.

The ride leader drops the person riding behind him/her as a marker each time there is a left or right turn or at a roundabout or whenever the leader thinks it's helpful. The marker stays there and directs all other following riders in the right direction. Usually that happens via hand signal. The last person in the Group is called the back marker or 'Tail End Charlie', when a marker can see the Tail End Charlie the rider has to join the route again in front of the back marker (or behind then overtake when it is safe to do so). This system allows all riders to ride at their own pace with going off route. Easy peasy!

Richard introduced Geoff Preston as the back marker and ended his briefing with a comment to the newbies 'you'll soon get the hang of it' which was funny.

We left Boreham at 9:30-ish and Richard took us on a good route of mainly country roads towards Braintree and then onto the A1017/A60f past Sible Hedingham working our way towards the glorious road that is the A143 (a favourite bike route). Richard had mentioned in his pre-ride brief that we will have a short stop to re-group along the way and we did this just past the Stradishall Café.

This stop was long enough for Sandra to clean her visor and others to stretch their legs which was welcomed by our guest riders.

Turning left off the A143 onto a rather quiet

lane (B1063) we caught up with a large group of cyclists enjoying the dry February morning. These guys were not hanging around but gave us enough room to pass them all without any fuss. We rode through various villages on our way towards Fordham at which point we turned onto the A142 for a short while and then the A1123 across the Fens.

All 11 of us arrived together at The Local Café in St. Ives at noon and we filled the café pretty quickly. The service and the food were brilliant. Everyone was enthusiastic about the ride and we learned that for a few of us it was the first long ride ever. I find it interesting as it reminds me of my own first long rides only a few years ago. War stories of a biker, how much time do you have?

Richard took a different route to go back and you will have to come on a ride with him to find out which way he went as I can't remember the exact route. Sorry!

Colin, one of the guests was keen to get back to watch the football?!?! And it might have made him just that bit faster on the way back (only joking).

After 150 dry miles we arrived together back in Boreham, all with a smile on our faces, as you do after a good day out. Our guests thanked Richard and Geoff and the rest of us for a good day out on the bikes. .

Unfortunately I'd forgotten the camera as promised at group night but hopeful I made due by writing this ride report. This will team me!

Safe riding,
Elke and Phil



This picture, not taken on the February Group Ride but showing Phil enjoying himself on the Nuerburg Ring in Germany. Please don't hesitate to ask him about his experience riding abroad

For those of you who are interested in the racing here are the Race Dates for the next 3 months:

May 2008

16th - 18th MotoGP rd 5, Le Mans, France.

24th - 26th British Superbike Championship rd 4, Donington Park GP Circuit.

30th - 1st June World Superbike Championship rd 6, Salt Lake City, Utah, United States.

30th - 1st June MotoGP rd 6, Mugello, Italy.

June 2008

6th - 8th MotoGP rd 7, Circuit de Catalunya, Barcelona, Spain.

13th - 15th British Superbike Championship rd 5, Snetterton.

20th - 22nd MotoGP rd 8, Donington Park, Great Britain.

26th - 28th MotoGP rd 9, Assen, Netherlands.

27th - 29th World Superbike Championship rd 7, Misano, San Marino.

27th - 29th British Superbike Championship rd 6, Mallory Park.

July 2008

11th - 13th MotoGP rd 10, Sachsenring, Germany.

18th - 20th MotoGP rd 11, Laguna Seca, California, United States.

18th - 20th World Superbike Championship rd 8, Brno, Czech Republic.

18th - 20th British Superbike Championship rd 7, Oulton Park.

August 2008

1st - 3rd World Superbike Championship rd 9, Brands Hatch.

8th - 10th British Superbike Championship rd 8, Knockhill, Scotland.

15th - 17th MotoGP rd 12, Brno, Czech Republic.

23rd - 25th British Superbike Championship rd 9, Cadwell Park.

29th - 31st MotoGP rd 13, Misano, San Marino.



The ROSPA Test by Mick Jones

I have heard numerous times that advanced motorcycling is a form of art. I have also heard just as frequently that often art is only truly appreciated in the eye of the beholder.

The analogy perhaps isn't that strange, as often within my role as an examiner the appreciation of a perfect ride can vary considerably between myself and the applicant. Often the difference isn't that insurmountable especially once each party knows what the other is looking for.

So if you are about to embark upon taking your Rospa test, how much do you know about what the examiner is looking for.

I overheard at a club night an experienced member telling 'war stories' about the test. Unfortunately, the person was misinformed, so if a war veteran is unsure what chance would another full or associate member have?

There is actually no secrecy to the test. You clearly need to be fully prepared. Just because you have taken a few days training may not be sufficient. You also need to be realistic about your capabilities and where they are likely to slot into the Rospa grading system. An informative guide about the test is available on-line and usually accompanies your test paperwork. So in addition to having a positive attitude there needs to be an element of realism. The Rospa Gold is the 'holy grail' in motorcycling, so it can't be handed out like confetti, especially if it isn't deserved. Also, remember to apply the same high level of preparation to your bike and be prepared for the questions

on maintenance, highway code and road craft.

The examiner is obviously not there to make the process easier for you, but they should be able to do everything within their power to ensure you maximise your performance on the day. In addition to your test guide the examiner also provides their guide. Last summer I did nine tests over a weekend. Most of the time the same repetitive areas come up, hence why Rospa has made it simple for examiners by coming up with a number of predetermined quotes, which describe the rider's action. So in each of the 30 areas you are measured on there are approximately ten quotes. **THEY ARE NOT SCORED.**

They are numbered and ideally you would want to be getting descriptive quotes in the areas 1 to 4. Having said that number 10 is usually free text and this could be both to the positive or negative. As the process isn't then scored, it is then for the examiner to look at the range of comments and determine the grade based upon the overall performance. They are also invited to make the test report personal and provide a pen picture of the ride highlighting the feedback given to the applicant on the debrief. The end result is a slick and comprehensive test report.

So getting back to the test. What is a good test strategy for you to adopt to maximise your performance on the day. I have listed a few pointers below:

- Preparation, can't do enough.

The ROSPA Test continue...

Don't be complacent as the examiner doesn't know you or your previous test history. You are only measured on that days ride.

Don't be afraid to ask questions of the examiner before the test in order to clarify any concerns

Don't make silly mistakes by forgetting the basics, life savers, indicators etc

Poor positioning appears in the majority of reports where applicants fail to achieve the grade they had hoped for.

Make everything obvious to the examiner. This includes use of mirrors, awareness of developing

hazards, positioning, considering overtakes etc

You are measured as much upon restraint as progress, so if an overtake is not on, then don't force it.

Don't worry if you make mistake the examiner might have missed it and after all, it is about the overall ride.

In the event that you feel you have not done yourself justice on the day you can always get a quick re-test.

Hopefully that should resolve a few test myths. I obviously need to remain independent hence why I am not an active committee member however I am always happy to provide test advice so please don't hesitate in contacting me.

Where I don't profess to know a 'Van Gogh' from a 'Constable', I do know a good polished ride when I see one.

Mick Jones

For information regarding training please email our Group Training Officer Paul Collins on training@rospariders.co.uk

Associates please contact Paul to be allocated a Tutor. You should then liase with your Tutor to schedule time/place to start your training.

Tutor Training will be provided by the Groups Advanced Tutors on a structured 3 Day training programme. Interested Gold & Silver RoSPA Riders can train to become Approved Tutors and share their skills and help with Associate Training.

The next Tutor Training Course details will be announced by Paul. Entry upon the course will be subject to passing an exam and short presentation.

ROSPA Approved Tutor (Observer) Qualification Route by Paul Collins

Someone who wants to become a tutor..has to be a **fully** paid up Essex RoSPA Rider's **Gold** (motorcycle) **qualified** member of the group.

He/She has to attend and pass a pre-course written examination and a two minute talk to the other candidates. The written exam is **not** multiple choice style but a subjective long hand written exam.

This has about twelve questions from the following subject areas: *Road Craft, High Way Code, Riding the Essential Skills, motorcycle maintenance.*

Once someone has qualified on this exam they are eligible to join on the next available Approved Tutor's course. These courses are run from the authority of the Groups Management Team determining the groups needs to increase observers, to an increase in the size of the group.

There are currently **four** fully qualified **Approved Tutors** within the group, who qualified on the Groups Tutor's course. In addition there are also four, from the Commercial motorcycle training profession, qualified B-Tec Diploma Professional Advanced riding Instructors within the group....so the group have a core of tutors in place, sufficient to the current size of the group, until there is a significant influx of new members.

The course is controlled and run by the Groups Training Officer and additional training staff selected by the Training Officer. The course does not run with less than 3/4 trainee tutor's and not less than two members of training staff.

The Approved Tutor's course is a **three day course** and these three days are **very intense** and a little pressured and **testing**. There is a certain standard required and certainly demanded from RoSPA direct. Have no doubt, the course isn't an attendance course, we need a certain standard and level of knowledge

and responsibility expressed by the right sort of people who would fit tutoring well. Tutoring isn't for all and doesn't suit everyone. For the right sort of person, they will like the course and relish the challenge and enjoy it a great deal.

The **Approved Tutors** and the professional commercial Instructors we presently have in the Group are all good, and indeed having some commercial instructors on board with the group puts the group in a strong position of "on board instant access" to expertise for the group. On the final day of the course is testing day, lectures and conducting an instructional session and a de-brief from the Training Officer. Candidates are then told if they have passed or not. If a candidate has passed the candidate has a final ratification assessment session, in the role of Tutor, assessed by Mick Jones (RoSPA Examiner), who gives each candidate a de-brief and confirmation of satisfaction for role and he informs the Training Officer. If a candidate is assessed to not be satisfactory on Mick Jones final assessment, then the Training Officer will arrange refresher training for re-test with Mick Jones. Once successful after all this the new Tutor will be awarded a certificate from the Group.

Please note for all who have, and in the future qualify to be a group **approved tutor**, it in no way permits you to trade as an industry professional motorcycle riding instructor. You may only participate in the practice of tutoring within the authority of the Essex RoSPA Rider's Group and to their knowledge. You cannot tutor outside of the authority of the group.

Paul Collins

ROSPA Approved Tutor Qualification continue....

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The next Tutor Training Course details will be announced by Paul. Entry upon the course will be subject to passing an exam and short presentation.

TRIED AND TESTED

Group Members recommending companies and services

This month' recommendation is from Phil Reader

Sean Davies Motorcycle Services

Honda Trained Mechanic based in Colchester

Excellent Service, Great Value, polite, helpfull and all round good guy

Give him a call on 01206 366066

Woods Tyres

843 London road, Westcliff on sea, Essex

Good service, reasonable Prices. Loose wheels only

Tel: 01702 479234

Events Diary 2008

Date	Time	Event	Comments
MAY			
Thursday 15 May 2008	7:30pm	ERAM Group Night	Essex Police Sports Pavilion, Chelmsford
Saturday 31 May 2008	Meet 8:30am for 9:00am start	Coors Brewery Mu- seum - Burton upon Trent. 320 miles round trip	We're meeting in the car park of Birchanger Services on the M11
JUNE			
Thursday 19 June 2008	7:30pm	ERAM Group Night	Essex Police Sports Pavilion, Chelmsford
JULY			
Thursday 17 July 2008	7:30pm	ERAM Group Night	Essex Police Sports Pavilion, Chelmsford
AUGUST			
Thursday 21 Aug 2008	7:30pm	ERAM Group Night	Essex Police Sports Pavilion, Chelmsford
SEPTEMBER			
Thursday 18 Sep 2008	7:30pm	ERAM Group Night	Essex Police Sports Pavilion, Chelmsford
OCTOBER			
Thursday 16 Oct 2008	7:30pm	ERAM Group Night	Essex Police Sports Pavilion, Chelmsford
NOVEMBER			
Thursday 20 Nov 2008	7:30pm	ERAM Group Night	Essex Police Sports Pavilion, Chelmsford
DECEMBER			
Thursday 18 Dec 2008	7:30pm	ERAM Group Night	Essex Police Sports Pavilion, Chelmsford