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MOTORCYCLISTS**

NEWSLETTER 63

Oct - Nov 2020



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# Chairman's Chatter

Hi All,

It is the last Sunday of September, a particularly bucolic sun-drenched morning and apart from moving boxes in the garage, the jobs still to be done are the "Chairman's Chatter" and prepare the bike for a 170-mile trip to Oxford. The MOT has just been passed and the bike has not had the same amount of use as previous years so any "spanner work" is going to be minimal (much to the relief of family, as the use of spanners normally involves a lot of swearing). And with the threat of a second lock down being reported in the media; escaping the current malaise of days running one into another, a break away is going to be most welcome.



It is likely for the foreseeable future that theory training or social events are going to take the form of a Zoom meeting. On September 16th Rider Development evening Rebecca Ashton, the head of Policy and Research for IAM Roadsmart gave her first presentation by Zoom on "Driver Behaviour". It was very well received by those who attended, and Rebecca will be following up with "Are IAM Bikers safer than non-IAM bikers" in November (details to be sent via group email). DAM is still getting to grips with presentation techniques and use of the technology so if other members have a topic and are keen to try their hand at a presentation do not hesitate to contact for assistance.

At the first virtual DAM AGM, several long-standing members of the committee stood down and I would like to thank David Parnell, Betty Nott and Simon Jeffery for their hard work and continued commitment to the club. Catherine McKinley has now stepped into the role of club secretary and the committee is still looking for officers to assist in marketing, rider development and social media. Autumn and winter period are usually a time for planning the next year, so it is an excellent time to join in with the committee planning.

At the AGM, the group members also gave their support for the Young Riders Scheme, riders under the age of thirty account for 33% of killed or seriously injured road collisions. Once the young rider has completed their training and taken the advanced test, they will receive a £100 rebate against the cost of initial training cost of £149. If you know of a young rider who has expressed interest in doing the ARC, then please mention it to them. Don't forget you can also take to social media and use the Twitter @devonadvanced or Devon Advanced Facebook to spread the message of advanced riding.

Right that's enough from me – I'm sure after clearing and moving boxes around the garage again, they'll be enough room for the bike, for me to do the P.O.W.D.E.R.S.S check and then consider taking the panniers framework off, rubbing down and painting them. Consider, mind... otherwise the swearing might start.

I hope to see you on the road.

**Nathaniel**

# EDITORIAL

**Jill Payne**



You nearly had a girly Mag this quarter (not that type of girly mag!), but after an appeal a few gents came up trumps so now we have a more balanced tome.

Talking of balancing Ian Pruce brought my attention to the "self steering" motorcycles on YouTube. whilst a marvellous invention, I do wonder if it would help me when I overbalance at an off camber junction with gravel under my foot, would it save me? The riders in the video clips sit very still, upright and on flat surfaces. Having this assistance on our bikes looks like "way" in the future and I will be riding on a 125 by then!

Ride outs have been going on for a while now and the ones I have managed to get on have had good weather. We are still respecting social distancing and cafes and farm shops have welcomed us. Rodney has been busy organising midweek runs, which have been very popular. Always check the website [www.devonadvanced.com](http://www.devonadvanced.com) for up to date info.

I have managed to get out on my old BSA this summer, which is always fun. There are a few members out there who ride real oldies and they will agree with me when I say we really have to be on our mettle when riding these beasts, as the brakes are barely adequate and don't even have anything as sophisticated as indicators! It is always a relief to get home without a problem too. My old boys are retired from holidays these days and as Helen will confirm we use to toddle off to France and Spain with just paper maps and a bag of tools tied on the back. Our holidays these days have posh luggage and sat navs as well as paper maps and much more sophisticated bikes. I expect like me many of you will be wondering when we will be able to have a carefree holiday with our bikes. I don't feel like I have done enough miles this year and autumn is here already. The only good thing to come out of it all, is that Nick hasn't had an endless amount of tyres to change, although as I write he is grappling with a puncture, from a hedge cutting thorn. I think the tyre delivery man will be back soon by the look of things.

Summer riding gear has been put away without much wear this year, our Spanish trip postponed until next year (we hope). Bikes MOT'd and checked over ready for winter. We are ready for the coming season, let's hope for some dry roads before winter sets in.

Oh. My new jacket has just arrived, must go and try it on.

**Jill**



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and at [www.advancedmotorcyclists.org.uk](http://www.advancedmotorcyclists.org.uk)**

## WHAT'S ON **REGULARLY** ARRANGED BY DAM?

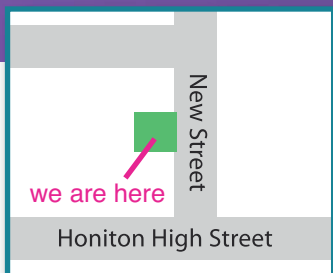
**ALWAYS** check the *website* [www.devonadvanced.com](http://www.devonadvanced.com) or event co-ordinators for up-to-date information, especially with the ongoing COVID-19 restrictions.

Date	What	Where
<b>October</b>		
Sat 3	<b>Rookie Ride</b>	9:30am for 10:00am start.
Sun 11	<b>Group Ride</b>	9:30am for 10:00am start.
Wed 21	<b>Associates Forum</b>	7:00pm see website.
Sat 17	<b>Full Members Training Ride</b>	Contact John Millgate trainingrides@advancedmotorcyclists.org.uk
Sat 24	<b>Group Ride</b>	9:30am for 10:00am start . Clocks back 1 hour.
<b>November</b>		
Sat 7	<b>Rookie Ride</b>	9:30am for 10:00am start.
Sun 8	<b>Group Ride</b>	8:45am for 9:15am start. Memorial Ride.
Wed 18	<b>Speaker Evening</b>	7:00pm see website.
Sat 21	<b>Full Members Training Ride</b>	Contact John Millgate trainingrides@advancedmotorcyclists.org.uk
Sun 22	<b>Group Ride</b>	9:30am for 10:00am start.
<b>December</b>		
Sat 5	<b>Rookie Ride</b>	9:30am for 10:00am start.
Sun 13	<b>Group Ride</b>	9:30am for 10:00am start.
Weds 16	<b>Associates Forum</b>	7:00pm see website.
Sat 19	<b>Full Members Training Ride</b>	Contact John Millgate trainingrides@advancedmotorcyclists.org.uk
Sun 27	<b>Group Ride</b>	9:30am for 10:00am start.
<b>January</b>		
Sat 2	<b>Rookie Ride</b>	9:30am for 10:00am start.
Sun 10	<b>Group Ride</b>	9:30am for 10:00am start.
Sat 16	<b>Full Members Training Ride</b>	Contact John Millgate trainingrides@advancedmotorcyclists.org.uk
Wed 20	<b>Rider Development Evening</b>	7:00pm see website.
Sun 24	<b>Group Ride</b>	9:30am for 10:00am start.

**Calendar of Events still disrupted at time of print and extra pop-up group rides may be arranged, sometimes midweek.  
Please see the Website for up to date information.**

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# WELCOME TO OUR NEW MEMBERS

Michael Griffiths, Stephen Brookes, Ian Sayers, Simon Discombe, Bill Folley,  
Nick Whittaker, David Greensmith, Gary Stapleton, Jeremy Knight, Nigel Jones,  
Paul Withers, Simon Bird, Des Senior, Sandy Sanford, Adam Tapp,  
Tino Alessandro, Tim Archer, James Robinson, John Vandenberg, Tamsyn Pearce,  
George Brown, Stephanie Ebbans, Andrew Pratt, Martin Gregory, Simon March



And all sorts of PASSES, congratulations to

## **Associate**

Martin Jackson  
Steve Parker  
Tim O'Callaghan  
Nigel Jones  
Neil Cornish  
Simon Chance  
Thomas Olivelle  
Jordan Westcott  
Richard Thorns  
Jeremy Bloomfield  
Paul Duchemin  
Tony Jones  
Andrew Robertson  
Michael Tuck  
Simon Iskander  
Larry Klatzko  
Martin Peirce

## **- Observer**

Tim Carter  
Adrian Veale  
Simon Jeffery  
Simon Jeffery  
Ian Holten  
Brian Strong  
Gary Crook  
Gareth Taylor  
Adam Gaisford  
Alex Thomas  
Steve Westlake  
Philip Pike  
Gareth Taylor  
Philip Pike  
Tim Carter  
Simon Jeffery  
Mark Fouache

The new web site is now up and running, it is very good, lots of work by designer Alex at welovetechnology.co.uk and our sub committee, I think you will all agree we have modernised and it looks very slick. Enter [www.devonadvanced.com](http://www.devonadvanced.com) in your browser address bar and follow the instructions on the home page to register as a member.

## WELSH CHALLENGE

The news of Wales reopening meant we could have our annual weekend at the Metropole in Llandrindod Wells - smiles all round. With all the uncertainty there was only 8 of us this year but that was more than enough to have a good time. I had put in my usual request to find some Western Section photos and we set off on the 3rd August hoping that we, as visitors, would be made welcome and there would be enough cafes open along the way - after all this biking lark is mainly about tea and cake!

Day one was 246 miles - 5 of us gathering at Sedgemore Services before enjoying the Chepstow to Usk road and the very wiggly way to Llantrisant (photo of Dr William Price of Druid fame) and Lavernock (the Marconi memorial plaque). Seeing signs for Barry brought back memories of a childhood holiday at Butlins. The Rhondda Valley and the A4059 over the Brecons were stunning and we had red kites overhead as we arrived at 1700. Somehow 4 of us managed to arrive before our leader .... It is still a mystery.... I stopped off to take a photo and it seems Jill went the wrong way and Nick went the right way taking John, Trevor and me with him.... It was one of those days when we could have ridden for longer but we had the planned photos in the bag and a relaxing social evening ahead. Andy, Mike and Dave all had a good ride up although more direct than us. The hotel had good COVID-19 measures and we had our own dining room - felt like royalty.



Tuesday was supposed to be a hot and sunny day but whilst sleeping someone got into the weather app on my phone and stole the good forecast and replaced it with a wet and windy one. Five of us headed to West Angle beach where the cafe was full but they seemed to think bikers would be happy to sit outside in the rain for a coffee... very odd! We moved on to Poppit Sands where it finally stopped raining and we enjoyed a cuppa outside. We could tell the beaches would have been stunning on a sunny day. We did 239 miles on a mix of minor roads and sweeping B roads (at one point the sat navs were having a mega domestic



- not the owners - just the sat navs) whilst the other three did 259 miles to Anglesey and back to check if it was flat enough for a walking holiday. We were so late back we almost had to dine in our bike kit but two more photos in the bag.

Wednesday and 187 miles and three more photos.... Firstly was Claerwen Dam in the Elan Valley then a look for Bwlchyrhiw Chapel again but Jill's sat nav was very confused so we abandoned that idea and went to the Botanical Gardens....in the rain and they wouldn't let us into the cafe without paying the entrance fee. There was no way, in that weather, we were walking round in bike kit so after Jill had a few more words with her sat nav I was put in front for the Wool Museum...which was closed. So back to Jill leading and Lampeter and the Co-op car park where we secured coffee (this was our morning coffee at 1515) and free sausages (the staff in the food trailer felt sorry for us soggy holiday makers). Us girls felt so spoilt! Back at base I realised I hadn't taken my helmet off for 9 hours as it was so wet and windy - very autumnal.



Thursday and time to head home - but first we needed the photo of the chapel and Dave had found it on his Ordnance Survey App and led three of us on some very nadgery lanes to the elusive spot...yippee - holiday challenge complete. 281 miles later we landed at home. Over the 4 days we'd had a mix of tarmac (rough and smooth), dirt tracks with gravel, mud, potholes, slime, grass, sharp bends and mega grins. Despite the misbehaving

technology and the inclement weather (monsoon rains, fog and strong winds) we'd laughed and enjoyed a little bit of normality in these still difficult times. Thanx to all for your company, Jill, Nick and Dave for sorting the photos and Steve and Dave (Western Section photo challenge organisers) for ensuring we visited some very different places!

**Helen Beer**

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# DAM trip to the Spanish PYRENEES, May 2021.

I'm planning a DAM exclusive trip to the Pyrenees for late May 2021.

Out and back via Plymouth/Santander

10 days (9 nights, of which 7 nights are half board in Spain).

2 nights Bierge, 2 night Lavorsi, 2 nights Canfranc, 1 night Pamplona.

All information is on the tour Facebook page:

<https://www.facebook.com/groups/536318013660509/>

If you are interested to join the adventure please log in and request to join.

All updates and information will only be on the tour Facebook page.

It'll be a great trip, the roads are incredible.

**Rodney Rayner, Tour organiser.**

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## At The A.G.M.

**The John Truelove Trophy** was awarded to Gary Crook. This Trophy is awarded to the Observer that has given most over the last year. As well as his observing duties Gary put his life saving skills into action recently too.

**The John Colin Iveson Fellowship Trophy** has been awarded jointly to Simon Jeffery and Dave Cooper, for their enthusiastic work on the Committee.

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## Young Riders Scheme

DAM is offering a **Young Riders Scheme**, to encourage riders under the age of thirty to train for their IAM test. The minimum of an A2 licence is needed. Once their test is taken they will receive a £100 rebate. Ten places are on offer, so if you know a rider who qualifies please let them know and get in touch.



# COVID CAPERS

**Helen Beer**

We'll all remember March 2020 when life as we knew it changed. Lockdown with all the cancelled plans - my first reality check being no Rugby in Italy - the timing for us was good as they closed Italy 30 mins before we headed to Gatwick but understood the implications of that measure as the country battled with the virus. The whole pandemic unfolded in front of us all - hard to imagine we would see such dreadful things happening in our lifetimes. Mostly I settled in to gardening and chores, painting fences , power washing paths and catching up with friends using technology instead of chatting over coffee. I made bread and cakes and tidied cupboards. Exercised as we were allowed. We received refunds on our pre booked holidays and waited to be set free again - each day watching the news carefully as tales of more deaths hit the headlines and the key workers received thanks for their hard work in such challenging conditions. Celebrations became quiet affairs and partying only took place in your lounge. But by mid May things started to improve and we were allowed out to play - just in tiny groups. A quick plan was hatched and Dartmoor was the first choice with Betty. It was great to be out again and just for a few hours to return home for our own





facilities. We realised how much we had missed our stunning countryside - we were all appreciating nature more - noting the birds feeding their first and second broods over this quieter period with less traffic. The animals on the moor had to be approached with even more caution than usual - the new lambs hadn't seen vehicles at all.

Trevor and I thought we'd attack Ted's DAM Photo challenge so it was Aveton Gifford ( do ask him why he headed up hill for a tidal road - you'd think 33 years with SWW would have taught him something ) and Totnes. Then kayaking (we were allowed in the sea again - mindfully of course). Sunday it was Bellever and Monday a play with Cookie on to the Moor. Tuesday we rode to Lyme to meet John H with a photo stop at Colyton and Wednesday another ride with Betty for some more challenge photos - Milton Abbot and Sticklepath, We had laughs along the way - some of us more geographically challenged than others but with sat nav, What3Words and good mates who like route planning we made it!

Saturday and another ride with Trevor to get some DAM challenge photos at Sidmouth and Lamberts Castle and out again on Sunday for Ivybridge, Plymouth, Brixton and Ermington

We just kept 'filling our boots' - next Sunday was Tiverton, Witheridge, Kings Nympton and Eggesford. Monday was time to play with Dave C - North Bovey and Holne.

A few days of walking, cycling, catching up with friends and baking and then another loop of Dartmoor with John H . Then some more challenge photos with Trevor - Ashreigney and Hatherleigh,

Good News - from June we could play in bigger groups - oh how do you pick 5 favourite biker friends? You just have to mix and match I guess. So with Betty (not only is she a good rider she is also good at route planning!), John H and Gareth T we set off for some more photos - Stoke Gabriel, Dartmouth and Prawle Point (where the Piglet Cafe had just opened - perfect). The car park at the end was interesting - a very narrow steep rutted track into a sloping gravel car park with a drainage channel... and luckily the car I met on my way back reversed for me... and it turned out to be two chaps I'd engaged with in the cafe...They didn't know about the car park so decided to take a look too. They had to reverse for ages - his skills improved during this period - and they were full of laughs when we eventually passed, the driver asking if my mates were coming down the hill too. My response was 'I hope not' - or something similar!

More good news - CW's had reopened and Mitzy was ready for collection. She'd spent lockdown there making friends with the Royal Enfields as well as the pre-loved BMW's they still sell. Good to have her back

And of course she needed a good long play day. Betty to the rescue with



Malmsmead, a circular wiggly gravelly hilly route back to Malmsmead (ask Betty ) Countisbury, Lynmouth, Braunton and Bishops Tawton - another grand day out.

The following day (I like this retirement lark) we did a recce ride for our forthcoming DAM ride - Totnes, Lifton and Hartland. Lifton was open with take away coffee and yummy bakery but Hartland was closed - the view still stunning from the top of the hill. Back via Roadford for the sundial.

There's been Weymouth, Holmbridge, Bournemouth and Frampton thanks to Tim's BMW Challenge as well as a huge loop led by Paul B around Cornwall (319 miles) - many thanks for including my requests in your route planning.

Finally , in these wafflings, was Calstock Viaduct - an amazing structure over a beautiful river - people messing about in boats in the sunshine, you wouldn't think there was a pandemic, restrictions and huge changes going on...

I feel the new normal will be very different - shops are reopening with social distancing measures, sadly many businesses have closed and yes I often felt uneasy heading out enjoying myself with so much heartache on the news. But we all have to live our lives and, with due regard for those taking care of us and keeping ourselves and others safe, a few rideouts in that lovely sunshine was a great tonic!

Stay safe and enjoy.

**Helen**

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# A Nod to the Finger

Ian Pruce

The key to advanced riding or driving is knowing how to apply IPSGA to every situation and decision we make. Once it's understood and practised it becomes difficult to remember how one managed before. And without realising it, more is seen, understood, and used to enhance the driving or riding experience. The most important aspect being Information, without which poor riding and driving plans are made.

When I returned to riding in 2000 one of the things, I came to notice was that riders would acknowledge other riders with the nod of the head. A salute, if you will, between people with a common and shared way on the road. (True, some groups who ride large machines don't always acknowledge other riders and there's not a lot of camaraderie with mopeds or scooters.) However, regardless of who does or doesn't, it falls clearly within TUG, under the aspect of giving information.

Almost the last thing I report on as an Observer, in the Other Skills section, is courtesy. How does the associate communicate with other road users, be they pedestrians, cyclists, motorcyclists, or car drivers? Indeed, how do those other road users communicate with the associate or me? Well I look for good clear signs, the clearest being the raising of the left hand to thank the person who has shown courtesy.

What I often see from motorcyclists is a nod to the other person and unless one knows what to look for, this nod can be missed. In much the same way as it is easy to miss the effort of the car driver who has managed to raise a forefinger an inch off the wheel to say thank you.

Courtesy is beneficial when overtly shown because it is clearly recognised and often reciprocated. A clear thank you from me to a driver may benefit the next rider. When a driver who receives a clear thank you from a rider then receives one from each of those following, be it one or ten in a group ride then I suggest there is a positive attitude toward motorcyclists and that's one of the things we should promote.

To those who give a clear courtesy signal, well done. To those who give a nod, consider changing and to those who sometimes give neither .....

In the Police Rider's Handbook (Roadcraft) there is a suggestion with a couple of questions.

On your next few journeys, make a conscious effort to give and acknowledge courtesy signals. How does this affect your own state of mind? How does it influence the actions of other road users?

**Thank you.**





## **Dave Thorpe Off Road Centre** Alex Thomas

As a road motorcyclist, I have always had half an eye on what the off road bikers get up to. I get adverts and videos on my social media account daily for the Trans European trail and Enduro holidays across Mongolia or Morocco. The more I see, the more I think I quite fancy something like this. But it's a big decision to fly somewhere and to ride an Enduro bike and not know if it's really something you want to do.

Like many bikers, I've ridden a couple scramblers in fields. I tried to take my dad's GS 650 off piste on Dartmoor, only to find that road tyres don't work well on peat and mud. I learned that a 650 is really heavy to pick up! How Ewan and Charlie Travelled the world on those big 1200s I'll never know!

A quick search online and I found the Dave Thorpe Honda Off Road Centre in Somerset. It's an hours drive from Exeter. My appetite was whetted, and I fell into a YouTube deep dive, watching peoples GoPro footage and advertisements for this experience. Videos of Dave racing in his heyday and winning three world championships. I was back on their website, found a day to suit me and booked in. Easy peasy.

The day came. I drove to the meeting point at the Raleigh Cross Inn, Dave met us there and obeying the new social distancing, I stayed in my car, and then the group followed Dave in our cars down a very potholed mud track. My BMW 320 didn't enjoy that, but I was getting a taste of what was to come.

At the end of the track, I could see a uniform line of gleaming clean Honda CRF250s. On chairs were set all of our riding gear and I couldn't park my car up fast enough.

Before the event, I had sent off my clothing, boot and helmet sizes to Molly who handles the administration, and there it all was. I squeezed myself into the 32inch trousers (maybe I was thinking of my slimmer days) shin pads, body protector, jersey and boots. After a quick meet and greet, health and safety and summary of the terrain (solid underneath after weeks of sun but loose on top after 24 hours of rain) it was helmets and gloves on, following Dave along a fire track. We all followed calmly, getting used to our new machines and equipment. Yes, I think we all stalled 4 or 5 times

within the first 10 minutes. Bouncing along the mud and shale, rut to rut, we all slowly got used to what was going on beneath us. Dave stopped at the bottom of a gradual incline, the path was about 2 feet wide edged by bracken and the remnants of the forestry commissions work. Dave explained that he and his man, Nick, would watch us to assess our riding levels and decide if we would stay as one group or split into two. I followed Dave up the track, he was smoothly ascending, and I was wheel spinning, sliding, panting and working to get the bike up to the top. We turned left and then descended another narrow path. Dave instructed us to use a low gear as we go down, using the engine and the brakes to control our speed. There were 2 ruts and we had to be sure to keep 2 wheels in the same



divot. Yes, once again, I think we all ended up with one wheel in each rut which resulted in a fun crabbing motion down the hill. One of the guys dropped his bike a couple of times going down the route. It then became evident that there were some pretty good, experienced riders here. One of the fellas was wheelying his bike along the bottom track and flying past us. Closely followed by his dad. It turns out the son was a well ridden motocross and enduro racer who had had some time out. Gradually a few others showed their true colours as experienced off roaders. I was trying desperately to keep up. I was getting the hang of this machine, but the sharp hairpin turns caught me out time and time again. I'd lean the bike into the corner, full opposite lock and spin the rear wheel like mad. It was great fun, but it was clear that this isn't what was going to get me through these woodlands as quickly as the pros.

We completed four loops of this test track and Nick gave us the signal to head back to camp. Back at the assembly point, my forearms were pumping, I had sweat dripping from my nose and a couple guys were aware that their legs were feeling the pump.

My adrenaline was peaking, and I knew that this was going to be an awesome day!!

We split off into two groups, Dave and the pros went off into the woods, and I was in Nick's group. We went out through the trees and onto a lovely hillside where a narrow shale track snaked its way along the edge of the valley. Edged by bracken, gorse and saplings, we couldn't see exactly where we were going, but we could see tracks coming back on the other side. Nick gave us some tips about keeping in a higher gear, ideally second or third, to avoid crossing the ruts, to try riding standing on the balls of our toes on the pegs, allowing the bike to move under us. I was keeping up with Nick who again, like Dave, was just pootling calmly along the valley. I noticed that a few of the others were dropping back and then I got my rear wheel stuck on a tiny lip in the track. It was spinning up and I was fighting to get the bike moving again. I had to get off to push and rev the bike over the lip. At this point I was thinking that this is going to be a long day if I can't get up here..

We completed a circuit of the valley at about 5 or 10 miles an hour. Trying to stay on two wheels. Although I had stepped off the bike a couple of times,

I didn't consider it falling off. However, one of the other lads explained how he picked up his bike 4 or 5 times.

Nick instructed us to do four laps of this half mile track. By the fourth lap, I was wondering what all the fuss was about. I was getting the hang of this. Riding standing up, changing gear without sitting down. Steering with the handlebars instead of leaning and counter steering as I was so used to on my Daytona. I was getting the tight turns nailed. I was carrying speed through the bumps. I picked the wrong puddle and ploughed through it waist deep! Laughing my head off Nick smiled at me and noted why he always takes the middle line on that bit.

After our four laps, Nick was confident we were up to the challenge, he invited us to follow him into the woods. "Now this is off roading!" I thought. We snaked our way through the woods, picked a steep hill to attack and one by one we summited with huge elation! Back to camp for some well deserved lunch. We were all ravenous. Joking about how we won't be able to drag ourselves from our pits in the morning.

It was at this point that Nick asked me if I'd like to switch groups. I was ecstatic for being offered the opportunity. I nervously looked at the other group and asked if he was sure. "yes absolutely. You were on my tail all the way through the last session" I accepted the offer and was readying myself for the change.

Dave gave us the thumbs up after lunch, and that was it. The pace was set. I was caught by surprise and gassed the CRF250 to catch up. There had been talk of using the CR450 but that really would have been overkill. These little bikes had some awesome grunt. Plenty of power to take any of the obstacles in its stride. Dave took us on the loop I had been practising in the morning session. But at about 3 times the speed! Wow! My eyes were on stalks, extending past the peak on my helmet. We flew along the path, being whipped by gorse and saplings. My senses were on overdrive. The corner fast approached, and I was straight around it and back through the waist deep puddle! My face hurt from grinning so much! Now if I thought this morning was exciting, this blew my head off like eating ghost chillies with extra hot sauce!!

Dave disappeared on what looked like a hill climb course. The track went up and up and I thought there's no way I can do that! Luckily he turned





sharp right onto a hidden track and he was pursued by the pro and his dad. "Well, if they can do it, so can I!" So I gassed my little Honda and I thought "I'm gonna bloody make it!" just then I hit a bump which sent my steering all over the place and I ran out of steam 5 feet from the top. The others cheered and helped me get the bike the rest of the way.

The afternoon continued in this vein, getting good speed through open tracks, darting off into a technical, slow, rutted animal track, through a stream, up the sodden bank, zigzagging across the Somerset countryside to the soundtrack of Hondas laughing like Hyenas.

I must have dropped the bike four times that session. And each time I did, I learned about the limits of the traction or of my own ability. Only to then be able to do something much more challenging five minutes later. The learning curve was huge, but I felt like I went from novice to competent in the course of a day.

We headed back to base at about 14:45, and when I first saw this on the itinerary, I felt that was too soon. But now at the end of the day, I knew we had all had a brilliant time, we were left wanting only for the energy to be able to continue but we knew when to leave a good thing before our confidence over took our ability.

Stripping down, we put our gear into the van, and we all joked and appreciated that 'at least WE don't need to do the washing!' Dave and Nick took care of everything we needed for the day. The bikes were gleaming and get replaced every 6 months or so. The equipment was top notch. Their demeanour was so calm yet they had a real streak of fun in them. I've told all of my friends about it and I will certainly be back!

The only con of the whole experience is that my wife keeps asking me why I'm now looking at off road bikes all the time?! I think I may have unearthed a new hobby for myself. Besides, You can't have too many bikes.. can you?

**Thanks Alex. Sounds like you had a great day. Ed.**

## Midweek Ride Outs

Helen and I topped and tailed each other on two recent mid-week club rides. For my ride Ed, Colin, Steve and Barrie put their hands up. That made a man sandwich made up of two healthy wholemeal girls! The 'meat' of my ride was the B3227. I have dipped in and out of bits of it lots of times but never put the whole road together. When horses and carts were the main means of transport this was a main route through Devon. Coffee was at Rumwell Farm shop. We ran late for arrival as close to Wellington there was a 'road closure' sign which I didn't believe, there was a large lorry ahead and surely the driver knew what he was doing! Wrong! As my husband used to say "if all else fails, read the instructions". After giving into temptation at the coffee stop, it was on the road again to Cross Keys roundabout and the start of the B3227. It really is a lovely road with twists and turns and ups and down BUT remember Wednesday is dustbin day and we got stuck behind a bin lorry between South Molton and Umberleigh and it wasn't going to allow a load of bikers to pass. Lunch was at Great Torrington and then a quick tour of the Common car park to let Barrie see the model of the Mayflower which is going to be burned next year. Then on to Taddipport and Stibb Cross - the end of the B3227. We continued via Shebbear, Brandis Corner, Okehampton and finished at Whiddon Down.

I hope a good day was had by all.

**Biker Bett.**



## Midweek Ride Out 2

We had a lovely ride - Dartmoor was stunning - the heather and gorse both out and far reaching views. We had a goodly gang and another, Rob (Africa Twin from Sidford), had got very confused.com and attended today instead of last Sunday. He was so embarrassed but as we were meeting Jill and Nick at Princetown I invited him on the first part of the ride. Then of course we took a vote - we are a democratic bunch - and invited him for the rest of the day too.

He hadn't tried to gatecrash and was willing to do his own thing but that seemed churlish. Lifton Farm Shop were very accommodating - they only sit 6 inside (I'd booked) but we got a table big enough for 20 in their huge tent in the shade with a breeze. We missed the rain but it was 32 degrees at one point. The roads were fairly empty and we decided to miss the final tea stop and filter home. Good decision as the cafe in Crediton was at bursting point.

**Helen.**



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# WORD SEARCH

## *Bike Quest*

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<b>Ariel</b>	<b>Benelli</b>	<b>Boss</b>	<b>Lambretta</b>	<b>Matchless</b>	<b>Moto Guzzi</b>
<b>Brough Superior</b>	<b>Douglas</b>	<b>Ducati</b>	<b>MV Agusta</b>	<b>Norton</b>	<b>Paton</b>
<b>Enfield</b>	<b>Gilera</b>	<b>Greeves</b>	<b>Puch</b>	<b>Rudge</b>	<b>Scott</b>
<b>Harley Davidson</b>	<b>Hero</b>	<b>Hesketh</b>	<b>Suzuki</b>	<b>Triumph</b>	<b>Vespa</b>
<b>Honda</b>	<b>Husqvarna</b>	<b>Indian</b>	<b>Vincent</b>	<b>Wasp</b>	<b>Yamaha</b>
<b>James</b>	<b>Jawa</b>	<b>Kawasaki</b>	<b>Zero</b>		



## DAM 2020 Devon Challenge

The DAM 2020 Challenge is a new full riding-season-long event, which is open to all DAM members. It gives you an opportunity for fun and riding practice, with, or without friends, getting to know the far corners of this lovely county.

The idea is to visit each of the 30 points listed, some of which have featured in recent DAM calendars. You will visit the lowest and highest roads in Devon, the furthest East, West, North and South, and lots of other points of interest.

Visit each point within the season which runs from 1 April to 31 October 2020, and prove (by photo, or gpx track) that you and your bike have been there. Where a point is remote from the road, a photo of you and your helmet at the intended checkpoint will suffice.

Completers will be given a certificate. A small prize will also be awarded to the Associate (as at the time of entry) who successfully completes the challenge first within the season. Other prizes will be at the organisers' discretion.

For an application form (entry is free) please see the website, or e-mail [ejg33dam@gmail.com](mailto:ejg33dam@gmail.com)

**Good Luck  
Ted**

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# In other news...

**Rookie rides** See the new website [www.devonadvanced.com](http://www.devonadvanced.com) as extra rides are being organised, open to Associates only as we are still running with reduced numbers.

**Marketing / events Co-ordinator needed.** Simon Jeffery has relinquished his rôle as marketing and events co-ordinator Thanks Simon for the sterling service. The Committee are now looking for someone to take this post. Help and advice will be given to anyone wishing to take up the challenge. Contact Dave Cooper for information. [dac.jec@gmail.com](mailto:dac.jec@gmail.com) 07773 139716

**Skills Days;** Will hopefully be resumed from next spring. Always popular, for the new members these days consist of some theory, POWDERS and *I'm Safe* check, slow riding and on road ride.

**Run Pilots** are always needed, contact Rodney Rayner if you are able to lead a ride. [rodneyrhr@aol.com](mailto:rodneyrhr@aol.com)

**Years** of experience gained and shared by DAM Observers could be an unnecessary activity with BMW and Honda, to name but two, developing the automatic self-driving motorcycle. Search the internet for self-steering motorcycles.

**Ian P.**





# ADVANCED RIDER COURSE

The ***IAM RoadSmart Advanced Rider Course*** that DAM offers is the route that bikers can take in order to pass the ***IAM Advanced Motorcycle Test***. It is the same course that is provided by IAM affiliated groups all around the UK. The course costs just **£149** and includes:

- A joining pack.
- The IAM RoadSmart's course book (which is also your logbook).
- Your first year's membership of DAM and the IAM, initially as an Associate and then as a Full member once you pass the Advanced test.
- Training for the Advanced test by Nationally qualified Observers.
- The IAM test fee.

That is a pretty impressive package when taking into account the relative cost of commercial training packages. All IAM Observers go through a rigorous training and qualification process which makes them a truly professional body of people. The ***Advanced Rider Course*** is based on the Police System of Motorcycle Control and is second to none.

## How to enrol on the Advanced Rider Course

There is a straightforward mechanism for becoming a member of both the IAM and DAM:

- First of all, you join the IAM by buying an Advanced ***Rider Course*** and paying the fee (above). You can do this directly by going to their website:

**<https://www.iamroadsmart.com/courses/advanced-rider-course>**



If you speak to a current member of DAM when you meet them out with our Mobile Display Unit, they can help you with this process there and then.

- Once the IAM have enrolled you, they send you a Welcome Pack which will include your training/logbook. DAM is also informed and we too send out a club Welcome Pack. This has a questionnaire, some other forms, this magazine, a DAM membership card, and a white plastic DAM badge for your bike. You will also be politely requested to offer a **donation** of £70 towards your Observer's mileage expenses. This will give you up to 6 sessions with your Observer plus a check ride with a highly experienced National Observer.
- Once you have returned your questionnaire you will be allocated an Observer for your training. This is done through the **Observed Rides Coordinator**, who will ensure your answers to various questions are matched as far as possible, eg. geography, availability and so on.
- On average Associates pass their test after about 5 observed rides, taken over 5 months. This means you could take a little less time, or a little more, but overall you can expect to get around 20 hours of on-road training, covering nearly 300 miles. The minimum time tends to be around 3 months and the maximum nearly a year. A lot depends on your availability and the amount of time you spend riding and practising between observed rides with your Observer.

### Once you pass your test

Well done, you have passed your IAM Advanced test and whilst this is a significant achievement, it goes hand in hand with earning the honour of wearing and displaying the coveted IAM (green) membership badge. This clearly identifies you as a fully assessed Advanced rider and holder of the IAM Advanced Motorcycle Test Certificate.

However, as it says in the Police manual, Roadcraft: "In the period following training, riders can get into serious difficulties because they overestimate their new abilities . . . There is a risk that your new found skills and confidence will take you into situations which you may not be able to handle .

Perform your own risk assessment, analyse your own riding critically and ride within your known limits". Ask yourself " if I were to do this ride again, what would I do differently". There is no such thing as a perfect ride, so

maintaining a critical appraisal of your riding is an ongoing process. In that respect, being a member of DAM has many advantages. Enjoying the benefits of DAM membership DAM offers a number of training events both centre based and more recently road based. Combined with social activities, these will continue to be helpful to you as you continue to hone your skills. The diary dates for most of these events are on the DAM Website and in the What's On page of each magazine.

- **Rider Development evenings.** Held on the third Wednesday of every month. These usually have a guest speaker, on a general interest subject to the motorcycle group. Additionally there may be a presentation from a member the Observer team, On aspects of the Advanced Rider Course. These are not just for Associates during training, they are useful evenings for Associates and full Members for updating knowledge and current best practice. Additionally an Associate forum is held on a bi monthly basis. These are aimed specifically at Associates in training, with no fixed agenda, addressing issues raised by Associates on the night. These sessions are held by One National Observer and One Local Observer.
- **Rookie Rides.** The first Saturday morning of every month. Not full-blown Group rides, but a marvellous place to become comfortable riding in a group and practising your new found skills. Both Associates and Full members can attend Rookie Rides.
- **Group Rides.** Wherever possible these are organised on the 2nd and 4th Sundays of every month. The diary and the website will show what's planned. These are longer rides than the Rookie Rides so you need to be confident with longer distance riding in groups. They are also an opportunity to learn about being a "sweeper" on a ride, or even a "pilot". They are for Full members or very experienced Associates only.
- **Improver Sessions.** These can be organised on an ad-hoc basis through the Chief Observer. You will be allocated a very experienced National Observer and have a full observed session. The aim is not simply to ensure your riding is still to test standard, but rather to help you enhance any area you feel needs greater skill. You will be supplied with a full ride report for future reference. There is a small donation for your Observer's fuel and it is payable directly to the Observer on the day.
- **Full Member development Group Rides.** These are advertised on the DAM website Calendar. Organised and run by two Observers they offer

coaching and development in a group environment.

- **Masters Training.** This is provided by IAM RoadSmart accredited Masters Mentors. With the test being conducted by a IAM Staff Examiner. You should contact the Chief Observer if interested, or details of the Masters test itself can be viewed on the IAM RoadSmart website.

The test requires a very high riding skill indeed. There are two levels to the Masters programme. Pass and Pass with a Distinction. You will also need a complete and thorough understanding of the Highway Code and the Police Training manual "Motorcycle Roadcraft", as this will also be examined. It is suggested that you should have considerable post-IAM test experience prior to commencing the Masters Program. This program is developed and marketed as the very highest level for a civilian (non-Police) test.

- **Become an Observer.** From time to time DAM is in need of new Observers to maintain it's numbers and Observer teams. You will be trained and assessed by DAMS Local Observer Assessors, to IMI accredited standards. Following completion of your training and assessment you can take pride in being one of the most professional Advanced Motorcycle coaches in the UK. You will then be placed into one of DAMS geographically based Observer teams, where you will be supported as you start to train and develop your own Associates. The IAM insures all its Observers (for volunteer Observing on the road) as long as they remain a member of the IAM and the Group. Your Observer classification and there are two, Qualified Local Observer, Trained and assessed within the group. Qualified National Observer, trained within the group but assessed by a IAM Staff Examiner. This is recorded along with your other membership details on the IAM database.

**Interested in being an Observer?** If you want to develop yourself further, then how about training to be an Observer and pass that knowledge and skill on to someone else? It's not easy and there are IMI recognised competencies that you will be Trained and Assessed against. Observer posts are not available all the time, as DAM only requires a certain number to fulfil its obligations to Associates on the Advanced Rider Course, but if you are interested you should make application in the first instance to the Chief Observer. If DAM is in need of new Observers, you will be invited for a briefing session where the role and commitment will be outlined to you. In terms of Guidance you will need to:







- **Be an excellent rider.** This means a Full member, preferably with a F1rst pass or with some post-test experience or further training. Remember that while observing you need to maintain a very high level of personal riding , primarily looking after your and the Associates safety, while at the same time Observing an Associate in terms of progress with the Advanced Rider Course log book.
- Have a thorough knowledge of the Highway Code and the Advanced Rider Course material. More experienced National Observers will also need to have a thorough knowledge of the Police manual Roadcraft, as well as supplementary material.
- Be an excellent communicator with a real empathy for the Associate and the task at hand. To this end you need to be a conscious competent, which means you know what you are doing and why you are doing it.
- Be able to identify objectively what your Associate does well and what they could do better. You then need to be able to give a constructive debrief session beside the road and at the end of the session, culminating in a concise, well-written ride report. The task is to instruct and enthuse your Associate so they are keen to learn more and keep working at their skills and knowledge until they too are ready for their test.
- Be available for a long term commitment to quality rider training. Not all advanced riders are capable of being an IAM Observer and there is no shame in that. Some extremely experienced Police Class I riders are fantastic at their job, but do not necessarily make good instructors either. However, if you think you have what it takes to be a top class Observer with the IAM and DAM, please make contact and discuss it further. A lot is on offer. Make the most of it and enjoy your skills to the full.

**Adrian Veale**  
**Chief Observer, Devon Advanced Motorcycles**



# Committee and Club Officers 2020

<b>Chairman:</b> <b>Social Media:</b> Nathaniel Goss E: nathaniel.goss@gmail.com		<b>Group Secretary:</b> Catherine McKinley	
<b>Chief Observer:</b> Adrian Veale E: arv-biker@tiscali.co.uk		<b>Treasurer:</b> Edward Gameson E: ejg33dam@gmail.com	
<b>Marketing/Events Co-ordinator:</b>		<b>Group Rides Co-ordinator:</b> Rodney Rayner E: rodneyrhr@aol.com	
<b>Newsletter Editor:</b> Jill Payne E: jill@kickstart-club.org.uk		<b>Webmaster:</b> Nick Tucker E: damweb@ntucker1.plus.com	
<b>Rookie Rides Co-ordinator:</b> Dave Mudge		<b>Membership:</b> Barrie Dennett: E: barriedennett@gmail.com	
<b>Observed Rides Co-ordinator:</b> Trevor Olding M: 07738 580 992 E: trevorolding@blueyonder.co.uk		<b>Other Committee Members:</b> Steve Hyde Brian Churchward	
<p>If you are a new associate member please contact Trevor as early as possible, preferably by email, even if you don't intend to start your <i>Advanced Rider Course</i> immediately.</p>		<p style="text-align: center;"><u>Trustees</u>  David Parnell. Martin Rushworth.  Ted Gameson.  Dave Cooper.</p>	



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