



**DEVON
ADVANCED
MOTORCYCLISTS**

NEWSLETTER 72

Jan - Mar 2023



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Chairman's Chatter

Hi Folks,

January already and as ever with DAM things don't stand still, 2023 means several changes for the club and opportunities for the forthcoming year ahead.

First up is Tim Carter, National Observer and DAM South Team Leader will be retiring from observing. Tim joined DAM in 2014 and when I joined the following year, he was my Observer. Tim has those qualities that you want in an Observer: knowledgeable, professional, supportive and encouraging – tempered with a distinct love of tea and cake.



One observed ride with Tim springs to mind, during a mid-ride debrief at the Starcross Car Park a seagull decided to cover me in glory and Tim (bless him) only laughed for a couple of minutes (as I wrote earlier - professional!). Tim was also my predecessor as DAM Chairman, a role held for six years. So, for one Chairman to another – the coffee and cake are on you next time.

Not only will Tim be stepping down as an Observer, but Adrian Veale and Trevor Olding will now be joining the ranks of IAM Examiners. Adrian has been DAM's Chief Observer since 2018 and an Observer for nine years before that. During Adrian's tenure as CO saw the organisation of the North, South, East and West Observer groups, deployment of communication equipment and also handled the interruption of observed rides due to COVID. A busy time, which also included numerous DAM committee and Observer meetings, his practical approach and wise advice will be missed.





Like many members one of the first contacts that I had with DAM was from Trevor Olding, Trevor has been the Observed Rides Co-Ordinator for over ten years (and Observer as well) and is that crucial link of assigning associate to Observer at the beginning of training as well as monitoring how the on-road training progresses. With the IAM asking for Trevor and Adrian to take on the roles of IAM Examiners obviously leaves some very big boots

to be filled, but importantly it is a very good reflection on not just Trevor and Adrian but also DAM's approach to continued training and mentoring. So to Trevor, Adrian and Tim I'd like to take the opportunity to extend sincere thanks from myself and DAM's members for all the hard work that you have done.

As to the filling of the boots, at the beginning of the year the Observers will be voting for a new Chief Observer. Additionally, many members after completing training ask how they can contribute back to the DAM (well this is the opportunity that I mentioned early!) DAM is currently recruiting for: Observed Rides Co-ordinator, Treasurer, Marketing Officer and finally but not least Chairman. If you are interested and want to help then contact secretary@devonadvanced.com or catch up with me at the next group ride.

Until then Happy New Year and see you on the road.

For Sale & Wanted: Please use our Facebook to sell anything from Bikes to unused ear plugs anything Motorcycle. Our Facebook page is under-used so please get chatting on it and we might attract some new members.



Search for Devon Advanced Motorcyclists and at www.devonadvanced.com



www.twitter.com/AdvancedDevon

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I guess most of us have been riding less over the last few weeks, what with the snow and Christmas inhibiting things. I have been fully appreciating Keis clothing, I bought the trousers in a summer sale and honestly, I can be warmer on the bike than off it! The leads to my gloves had stopped working but the customer service at Keis is excellent, fast, with really good communication. Repairs cost £30 including postage. I've been Blood Biking for Freewheelers and I get a weird pleasure from riding around in horrible weather! (Not when there's a risk of ice though...)

There are several trips on offer for DAM members: a bit of off-roading, and a trip to Geevor in Cornwall, booking will soon open for IAM skills days and the Spanish Pyrenees trip grows closer and there are mutterings about Wales. The account of the Wales trip really made me want to go there- I've never been on a bike- the scenery is stunning; the pic of the helmets drying really deserved to be the cover photo. We are so lucky in Britain with the countryside, Helen's account of the Yorkshire trip made me want to find out about the Fosse Way as a better route for going north and Richie's Moroccan adventure report made me determined to leave these shores again this year.

I found a Puch moped for sale locally, the first bike I rode, fun to remember but luckily I managed not to buy it!

If you are free there are Third Thursday rides, thanks to Les. See calendar or website. Jan 19th 9:30 for 10:00 from Pit Stop, Marsh Barton. 2nd pick up at Woodleigh Coach House at about 10:25 (please let Les know if intending to join there) Finish Tesco, Crediton.



HAPPY NEW YEAR. x

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

PLEASE ALWAYS check the [website](#) or event co-ordinators for up-to-date information.

Also please double-check times after clock change. www.devonadvanced.com

Date	What	Where
January		
Sat 7	Rookie Ride	See website for details.
Sun 8	Group Ride	9:30am for 10.00 am start.
Sun 15	Chairman's Ride	9.30am for 10.00 am start
Thurs 19	Group Ride (full members or associate with observer)	See website or contact Les Mosco lesmosco@hotmail.com
Sat 21	Full Members Training Ride	9:00am for 9:30am start. Contact John Millgate
Sun 29	Group Ride	9.30am for 10.00 am start.
February		
Sat 4	Rookie Ride	9:30 am for 10.00 am start.
Sun 12	Group Ride	9:30am for 10.00 am start.
Thurs 16	Group Ride (full members or associate with observer)	See website or contact Les Mosco lesmosco@hotmail.com
Sat 18	Full Members Training Ride	Contact John Millgate trainingrides@advancedmotorcyclists.org.uk
Sun 26	Group Ride	9:30 am for 10.00 am start.
March		
Sat 4	Rookie Ride	See website for details.
Sun 12	Group Ride	9:30 am for 10.00 am start. TBC - See website for details.
Thurs 16	Group Ride (full members or associate with observer)	See website or contact Les Mosco lesmosco@hotmail.com
Sat 18	Full Members Training Ride	Contact John Millgate trainingrides@advancedmotorcyclists.org.uk
Sun 26	Group Ride	9:00am for 9.30 am start. SUMMER

RICHIE & DAVE'S MOROCCAN ADVENTURE

Richie Blyth

I often get asked 'What's the difference between touring and adventure touring?', well to be honest I do not really know, all I know is I like my touring to be an adventure. I do not want it all planned out for me before I leave or have deadlines to meet. I guess to me that is the difference.

The pin was put in the map, Morocco was the destination. The date for departure was put in the diary, 18th Sept and four ferry crossings were booked: return crossing for Plymouth/Santander and return crossing Algeciras/Tangier Med. And that was that as far as plans went. The idea was to do as much off-road riding as possible without destroying our bikes or ourselves, and to find off grid accommodation whenever possible. We studied the net for places of interest within Morocco, Dades Gorge/Valley, Todra river/gorge and Volubilis. Atlas and Rif mountains.



Due to the recent pandemic, we were desperate to travel so as the departure loomed to say we were excited would be an understatement. Our ferry was due to leave at 4pm, so we left home at 8am for our hour ride to Plymouth with a minor detour to Ocean BMW for a last-minute oil and filter change then on to Princetown for lunch. We arrive in the ferry port Plymouth at 3pm and we are soon on board with the other 200+ bikes.

Some 20hrs later we are in sunny Spain heading for Burgos via an amazing mountain road which helps satisfy our need for twisty roads. The next day we head south on more twisty mountain roads to Plasencia, then Ronda and

eventually Algeciras. The road from Ronda down to the coast is a must, one of my favourites in that part of Spain.

The next day we have a short 50 min ride to Algeciras port to catch our ferry to Tangier. I had previously visited Morocco in 2015 when the port experience had been a real challenge, this time I had read on the net that Algeciras/Tang Med port have been brought into the 20th Century, we would soon find out. We arrive port side to be greeted by an elderly chap who chatted to us for a few minutes then became sad and said he was sorry to hear about our Queen. We all hugged.

Boarding the ferry was very relaxed, we were the only two bikes on there. Once on board we had to do fill out the customs form and hand it in to the on board customs office. All of which was totally hassle free especially as the forms were now in English as well as Moroccan. In 2015 I remember they were only in Moroccan which caused a few problems. We arrive in Tangier Med, passport control then importing the bike: we were given a small ticket about 5cm x 3cm and told not to lose it as we will need it to export the bike when we return. Now this fills us with dread as we are both 50 yrs + and getting a little forgetful. We head out of port with top of the list to find an ATM and a phone shop. As you cannot obtain money outside of the country and I had read that using UK data in Morocco was extremely expensive, the best plan was to buy a Moroccan sim card which would be a lot less expensive. Heading out we are stopped by a couple of chaps who are trying to sell us sim cards we politely decline and ride on into the town and soon find an ATM, Dave watches the bikes while I go to the ATM, I can see an old lady hovering around the bikes, I'm sure Dave has it all under control. Obtaining the cash takes a while but eventually success and I have 5000MID which is about £400. When I return to Dave, he says the old lady was trying to sell him Viagra!

We head east, we hope to get to Chefchaouen the blue and white city so called as all the buildings are blue and white. We arrive soon after 5pm having travelled largely on roads still under construction or in dire need of construction. We soon notice that small stones or pebbles painted white replace the need for an orange cone to denote the edge of the road or a hole, also a man with a small piece of red cloth tied to a stick warns of moving hazards such as oncoming traffic or road construction equipment. We arrive in Chefchaouen with coordinates for our accommodation, to find no accommodation on the X which marked the spot. So, we asked a group of young men and with the aid of maps and pictures we manage to get directions from them. We have found a real gem, a beautiful little home, brightly painted with traditional fittings. Our host asks us if we would like an evening meal, we happily except so he



makes a phone call and before we know it a lady has appeared and is cooking us Moroccan chicken tagine.

The next day after an amazing breakfast we head south towards the mid Atlas, by mid afternoon we have arrived at the Roman ruins of Volubilis, it's a truly amazing sight we wonder around the ruins for about an hour in 34 degs before we decide its time to move on. Later while enroute to this evenings accommodation we ride through the Ifane national park, this provides another first for my touring- monkeys roaming the forests and strolling the roads. Tonight we have found another small family home near the town of Ifrane,

a husband and wife team who are just starting in the accommodation business. Much like what we have seen so far on the roads this accommodation is also under construction, we look past that and accept the excellent hospitality. More superb home cooking.

We set off this morning further south towards Tinghir, the Atlas mountains are unbelievably stunning. Around each corner there is a breathtaking view, as you absorb the mind blowing views thinking they cant get any better, around the next bend they do...



We ride great roads south, through amazing scenery. Down through Todra gorge, the location used to make blockbuster films like The Mummy and Indiana Jones. We find a small hotel built into the rock face on the south side of the gorge for just 5 Euros a night inc breakfast. That evening after studying the map we find a mountain trail that will take us from Dades valley up through Dades gorge then across the mountain to a town called Agoudal. It is approx 70 miles. We have no idea of the quality of the road or if it goes all the way as our satnav won't calculate a route, we are not bothered by this we just look at it as part of the adventure.



So the next day we set off all excited at what we hope will be a day of off road riding. We have a 90 min ride to Dades Valley where we come across a chap on a bicycle looking after a herd of camels, we stop to take photos. Dave is very happy as that was on his wish list to see camels. Dades gorge came and went, the view from the top of the gorge was the money shot. We continued on the road to Agoudal, this soon turned from tarmac to hard packed dirt then as we climbed it turned to a goat trail. A single width track of hard packed mud and rock with a unfenced drop of approx 1000ft. Now this was fun, at about 3000ft we passed three Swiss bikers, a GSA, two up on a GS and a young lady on a sports bike. We rode on for several hours on amazing tracks with mind blowing views, at about 9000ft we met with a 4x4 on the track he pulled to the inside so we could pass. That was not happening! There is no way I was going to squeeze by on the outside of him with a sheer 1000+ft drop so we also pulled to the inside and he eventually pulled across to the outside and we gave a relieved wave and passed by him.

By the time we reached the top we were at 12000ft we stopped once more to admire the view, it was at this time my thoughts moved to the Swiss bikers. They were in for a real challenge unless they turned back which to be honest I hope they did. After a short rest and light refreshments we throw our legs back over the saddle and set off, we had only rode about 500m when the track turned into a brand new road the worst of it was the new gravel dressing was about 2in deep. Oh more fun!

This was probably the highlight of our time in Morocco. From here we decided it was time to visit a city so we headed west to Casablanca. When I had visited Casablanca in 2015 it was crazy busy, this time however it appeared less busy, I think this was due to the fact a city tramway had been installed. Don't get me wrong it was still busy but not crazy. We found a hotel in down town Casablanca we arrived late afternoon to find there was a film being made in the hotel. This added to the fun, I entered the hotel lobby while Dave watched the bikes, as I entered I was asked to be very quiet so not to spoil the filming in the hotel lounge. I was at the reception booking in when Dave burst into the lobby shouting to me that we had to move the bikes Lol filming was halted and very angry looking man appeared from the lounge wearing a headset with a clapper board under his arm. He said to Dave "Can please talk slowly?'," Dave now still talking with an outside voice but slowly was informing the angry man we had to move the bikes. I rushed over and told Dave we need to talk quietly not slowly. At this point the concierge ushered us outside to help us with our luggage, once our luggage was inside we went and parked to bikes in a nearby secure garage. Back at the hotel filming had resumed once more to be disturbed by us, once again the angry man appeared rushed us into the lift with our luggage and shut the door rather firmly. It was at this point we realised we hadn't been given a room key or even told our room number. Dave exited the lift to gather the room number and key, and of course to spoil filming one last time.

The next day we decide to ride east to the Rif Mountains, we are told they are as beautiful as the Atlas. Of course as we ride east we ride through even more of the Atlas ranges which we are more than happy with. Tonight we will stay in the Ifrane region again, this time a small-holding beside the main road to Ifrane. Our hosts are a husband wife and daughter team all of whom are very





keen to make our stay a good one. The old man keeps saying he wants us to give him a 10/10 score, to be fair there was no reason not to they looked after us very well.

The next day further east to Guercif , then on to Al Hoceima on the north coast via the Rif mountains. The Rif were indeed very beautiful, very dry and a lot less populated than the Atlas. Many of the bridges were washed away fortunately leaving us with dry riverbed crossings, all good fun.

From Al Hoceima we head west to Tetouan which will leave us a short ride to Tangier med and the ferry back to Spain. The ride across the north coast was a combination of twisty mountain roads and fast sweeping bends. Some of the mountain roads reminded us of the alpine alps, very green with a gorgeous fresh alpine smell. You really can experience all kinds of riding in Morocco.

We decided once back in Spain to head north to Portugal to spend a few days with a pal who lives there, we ride more great mountain roads from Cadiz to Elvas, Miranda do Corvo. En route we did a few days of the ACT (All Country Tracks) through Portugal. While in Portugal we visit the town of Tomar which is the home of the Convento de Cristo with links back to the Knights Templar and walk the 30mt high aquaduct which is a mind focuser.

After a few days chilling with our pal in Miranda do Corvo and a day sheltering from the only day of rain we saw all trip we then once again head north to Braganca then the totally amazing road from Leon to Potes via the Picos which



I've done many times and never tire of it. When riding to Potes we pass the dam and notice the water is extremely low then we notice a road running through the bottom of the dam. So now I'm looking for a road down to it,



success we find a track down to the dam and ride around in the bottom of the dam taking some amazing photos.

If anyone is interested in seeing more photos or reading more about our trips please check out our Facebook page 'One World Ride It'.





WELCOME TO OUR NEW MEMBERS

Darren Evans, Jason Smith, Tristan Babington-Taylor

Congratulations to the Test Passes

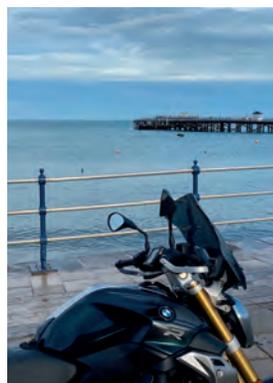
Associate	Observer
Charles Paintin (F1rst)	Barrie Dennett
Richard Wiseman	Tim O'Callaghan
Adrian Clare (F1rst)	Brian Lee
Ian Kennett	Terry Dormer
Greg Southey (F1rst)	Martin Rushworth
Tamas Jankovics	David Mudge
Kit Adams	Robin Watts
Tim Garrett	Steve Brookes
Simon Payne (F1rst)	Tim Carter
Tony Hawes	Trevor Olding
Nick Evans (F1rst)	Catherine McKinley
Ben Higgins (F1rst)	David Cooper
Ian Little	Brian Lee
Stu Taylor	Derek Facey
Ben Ely	Simon Jeffery
Ian Davey	Brian Strong

SCRAMBLE TO THE FINISH LINE - SW PHOTO CHALLENGE



The challenge had to be completed by the end of November and it was already the end of October when I gathered my friends and made plans to finish it. Firstly Betty and I did 177 miles collecting the Somerset photos. The M5 was full due to it being the end of half term but the Helicopter Museum offered a warm welcome for coffee before Cheddar Gorge, the East Somerset Railway and finally Walton Hill with its cracking views. It was then a mad dash to Rumwell Farm Shop near Taunton for the last of the donuts.

Next was the Dorset Dash in early November. Yvonne, Nick, John and Andrew escorted me round Moors Valley, Kingston Lacy, Swanage Pier and Whitewalls Viewpoint - a 200 mile play with just a few heavy showers and farewell cuppa in Holme for Gardens near Wareham.



The final push to Cornwall and an overnight stop at the Premier Inn in Hayle to enable us to catch up with Chris and Rod. Betty planned a route and put me in front - luckily - despite the mud, gravel and hairpins she is still speaking to me...my sat nav just galloped from postcode to postcode. Castle Motors at Liskeard first then coffee at St Austell Garden Centre. Sunny Corner at Malpass was a beautiful spot despite no sun. Porthoustock Beach and the last one of the day Polgigga Duck Pond. 189 miles and lovely to be back in Cornwall visiting new places and seeing familiar signs. We were spoilt with home made goodies for breakfast with our local friends who then led



us to Godrevy Lighthouse just a few miles away. Then to Portreath just because it's stunning. Lappa Valley for the last photo of the whole challenge and celebratory coffee and cake at Lifton Farm Shop. 133 miles and home with mega grin factor.

Mega thanx to Tim for organising the challenge and to everyone who joined me along the way.

TIPS FOR RIDING AT NIGHT



by DAM Members

I posted on FB asking for everyone's tips for increasing safety for riding in the dark and this is what you came up with, not in order of priority:

- Check your lights, especially tail lights. If an indicator light bulb goes choose to have a working right indicator; it is more important than the left.
- Check angle and adjustment of headlight- a load can change where it shines
- Keep warm
- Rest more
- Watch out for animals
- Remember how bright modern bike lights can be-don't dazzle other road users
- Bikes can be identified as cars in the distance, especially those double headlights-is it a car far away or a bike close?
- Make sure your visor is scratch-free.
- Watch out for standing water
- Remember other road users may not be looking for bikes
- Kevin Williams of SOBS recommends yellow headlights
- Expect to go more slowly than in daylight
- Use the cats' eyes and white lines to guide you
- Get some bright reflective clothing
- Don't ride if you are tired



YORKSHIRE IN THE FALL. Helen Beer

I'd only just thawed out from camping at the Sorebutts when it was time to head north to Yorkshire - winter kit and lots of layers - I wasn't getting caught again. Clutch out at 0730 and 356 miles later we landed at Harefield Hall in Pateley Bridge. This turned out to be a great choice by our organiser Graham - a superb country hotel with friendly staff and delicious food - and central heating. A small pretty town with a river walk. I linked up with John at Sedgemoor Services then with Graham and Andrew at Morrisons in Cheltenham. Graham took the helm and he loves a wiggly routes avoiding main roads as much as possible. The rain held off until after lunch and there were lots of autumn colours although it was still September.

Ledbury, Yarkhill, Biddenham, Leominster, Ludlow and a detour around Wem as the A49 was closed (Graham struggled with the first 5 Road Closed signs but finally understood as we merrily followed him right to the closure). Lunch at the Raven Cafe at Prees Heath just south of Whitchurch then main roads to Subway near Clitheroe for a cuppa before the last leg - Clitheroe, Lisburn, Broughton, Skipton and Blubberhouses (memories of Bunkhouse Events there in the 1990's). A relaxing evening discussing the choices of places to visit over the next couple of days - the scenery up that way is stunning - wide open spaces and miles of twisty roads.





Saturday and I was being spoilt ... a choice of pillion seats to thoroughly enjoy the scenery. Andrew leading today - Grassington, Kilnsey (what a sight the VW camper van festival was), Hubberholme, Langstrothdale, Hawes and Askrigg for coffee. The Dales with their Becks in the sunshine were just amazing. Orton to the chocolate shop and more tea then Garsdale Head, the cobbles in Dent, Sedburgh, Appleby, Kirkby Stephen, Brough, Middleton in Teesdale, Barnard Castle (nobody stopped for an eye test), Leyburn, Masham and 168 miles later we landed with the smell of home fires in the last few towns and the sun going down. There was much merriment mounting and dismounting the tall GS's - one system was getting on first and off last - all hands on deck to assist! Discussions over dinner included indicators on blue Audi's, mini roundabouts and wearing an old lace tablecloth - a good sense of humour is vital!

Sunday and time to head home - and of course an indirect route (353 miles for me) to ensure we made the most of our break. Andrew led us down the A1 for a while and then a stop at Hill Top Farm Cafe, Melton Mowbray (as recommended by a lovely lady in the fuel station). Then some fun narrow roads though Thorpe Satchville, Tilton on the Hill, Market Harborough, Magna Park, Cunningham to Timothy's Tea Rooms at Moreton in the Marsh for a cream tea and farewell hugs as folk were now disappearing on their own routes home. The Fosse Way, Melksham, Westbury and the A303/A30 for the final leg... just made it before dark.

MOTORCYCLE RIDING KIT: PLEASE NO FLIP-FLOPS! **Daniel Knight**



With motorcycling season having come to an end (apparently. Personally, my riding season is 365 days a year!), it might be the ideal time to have a look at some new kit for yourself, but it could have been a while since you've done that, so here's some of my advice and tips when it comes to that sweet new suite of gear:

1: Fit Is Everything: when you're having a look at new kit, doing some research is great, but please don't just buy online. Call up your local shop and get some kit ordered in if they don't have it, because otherwise you might be a thousand pounds down in kit that is too big, too tight or even painful. With helmets, we are wanting the fit to be as snug as we can get it without any hard, hot or pressure points. Why? Snug, because it will bed in over time, you shouldn't buy an oversized helmet because it's the design you like. Without pressure points, because this is what won't go, your head is pressing through the comfort liner, straight into the EPS (Expanded Polystyrene), therefore meaning the helmet is likely not the best head shape for you. Yes, every helmet is different. If in doubt, talk to the staff at the shop, they may be able to customise the fit of the helmet. With everything else, the best word is "slim", minimise the excess material, because that will constitute a potential weak point.

2: When Ya Riding: Whilst deciding what to go for, consider when you will be riding. If you're brave/stupid like me, everything except ice is an opportunity to be on the bike, so choose stuff that will accommodate for this. For example, a laminated waterproof suit with direct ventilation is great for most of the year, but it will be Hell in the middle of July - trust me, I know. It might be worth thinking about also getting some lightweight kit for in the summer, such as a mesh jacket or something like a casual style jacket, like my Rev'it Cedar hoodie, as well as a pair of single layer jeans (I recommend Bull-It, Richa, Rev'it or Oxford for options)

3: Protect Ya Giblets: Textile clothing has come leaps-and-bounds from where it once was, but unfortunately leather will always be the most protective option.

Provided you go for a reliable and reputable brand, you will be looking for a CE label telling you what certification it meets. For armoured and abrasion resistant clothing, it will be on a scale of A, AA and AAA, the more A's the better. Typically, most textiles that won't weigh like an elephant will meet A or AA, which is pretty good for our average road speeds, whilst also typically offering more flexibility and general comfort. Leather will typically be in the AA or AAA range, so whilst a lot more protective, can sometimes feel heavier or more restrictive. The oddball is in non-traditional textiles, like jeans and the aforementioned riding hoodie. Despite their simplicity, they can range anywhere in the abrasion scale, so there's plenty to choose from. Armour is a lot easier: Level 1 and Level 2, higher is better. There are options from traditional plastic with foam inside to this paper thin stuff that you forget is there. Really, beyond comfort, there's no bad choice here.

4: Handsies and Footsies: These are your main contact points with the bike, so take a lot more time trying stuff on. Comfort is key, but don't sacrifice on safety. With gloves, make sure you have decent abrasion resistance and consider armoured gloves. With boots, it's a bit tougher. Abrasion isn't as obvious, but the main thing is the impact protection. Ideally, a stiff sole/shank, toe armour, heel armour and ankle protection is what you need, but make sure you can still move your foot around



5: Don't Let It All Rot: people forget to take care of bike kit, which is sad to see, especially since it significantly reduces the lifespan of most stuff. Your helmet liner will stink and will become significantly looser, your waterproof stuff may not be as waterproof, list goes on. The basic things will be: after every 3 months, wash out your helmet liner with warm water and baby shampoo; wash your jacket and trousers on a cold wash and let them air-dry and, if they're waterproof, reproof the outer (yes, even your £2000 GoreTex stuff); then boots and gloves can generally be rinsed off with lukewarm water and airdried, but may need special attention to zips and leathers

6: Enjoy Wearing It: It may get hot, it may get sweaty, but we have all seen those pictures of those dudes who decide to wear flip flops and end up not having the facilities to wear them anymore. Don't risk it, and smile knowing you're protected, both with your training and your gear.



WALES TRIP OCTOBER 2022



The week running up to the Wales trip meant regular 30 minute weather checks as the weather was not looking good. How do I get out of this? As the week progresses the weather improves and it's just the Friday that now looks wet and the weather for Saturday and Sunday is looking brighter and drier, so looking on the positive, two days to dry out!

All met at Morrisons' Cribbs Causeway at 9.00am on Friday 30th September for fuel and breakfast. Leaving at 10.00am and heading over the old bridge into Wales and Chepstow, with a warm up on the road up through the Wye Valley to Monmouth, then twisty backroads all the way to Abergavenny and the bus station for coffee. A little damp under the rubber but no rain to speak of at this point.

From Abergavenny we headed up through Wales and by midday the rain had arrived and we were wet by the time we arrived at the Elan Valley visitor centre for lunch.

The plan had been to go up the Elan valley and past the reservoirs but the rain had really set in and the skipper decided to re-route in a more direct way to the night stop at Welshpool. It is fair to say that by the time we demounted late

Friday afternoon many were wet on the inside as well as the outside. The B and B hosts at Tynllwyn Farm were fantastic and really helped with drying gear.

Friday evening saw all gather at the Royal Oak Hotel in Welshpool for a really good meal and the odd glass of water!

Day two and we headed North with first stop to stretch our legs and relieve our bladders at the lake Vyrnwy dam and reservoir. (*Ed. I hope not directly??*)

Then down the mountain on a single track road, with amazing views, via Llanuwchllyn to Bala. Martin led us out of Bala on the B4212, with an early right turn onto the B4501, up to the A5 West for a couple of miles and then a left onto the B4407, some amazing roads, wild and single track, bleak moor-scapes, waterfalls (for those observant and looking over their shoulder), slate tips (Blaenau Ffestiniog), zip wires, the Crimea Pass (A470) and Betws-y-Coed for late coffee stop / early lunch.

From Betws-y-Coed we took the B5106 with a right turn and over Pont Fawr (historic bridge) to Llanrwst. We headed out of Llanrwst on the A548 when Martin fell out with his sat nav, a road block, some non-scenic sight-seeing whilst the skipper cajoled the sat nav and off we went, then repeat, with the result of an amazing atmospheric single track road over the hills / mountain (?) and past Aled Isaf reservoir and Lyn Aled, coming out onto the A543 and then the A4501 to Llyn Brenig Reservoir and visitor centre for tea on the balcony!

We then head back to Welshpool on the B4501, A5 to Corwen, first right after the river bridge, B4401, B4391, A490, A495, A490.

Second night at a noisy pub called the Raven for a hearty meal and more glasses of water!

The weather on day two was great, with only one slight patch of light drizzle / mist. Day 3 saw mainly good A roads but Martin found the ones with the most wiggly bits, some of which were reasonably fast and of course fun.

After finishing at the lay-by on the South side of Chepstow, and of course saying our goodbyes, we headed towards the motorway and the old bridge only to find that it was shut and so a detour back into Wales and around to the new bridge.

I believe that Martins sat nav had the last laugh!! Thank you, Martin, for organising a fantastic week end, and thanks to the navigational challenges we discovered some great new roads and scenic views.

David Wilkins

WALES TRIP OCTOBER 2022

MARTIN'S VIEW



“Oh God!” I thought as at the last minute the B&B emailed to say we had too many people unless more people shared. But a few emails and phone calls later we were sorted and panic over. Then a phone call from the hotel for Friday Dinner “You haven’t sent in a pre-order, can we have one by tomorrow?” “You never asked for one” said I but again a few frantic emails and we were sorted, and dinner was saved. Organising these trips is always fraught with last minute problems.

So, with some spectacular routes planned over the mountains, my new bike first serviced, new Sygic sat nav checked for its ability to navigate (well it worked in Devon) and we were ready.





It all started so well. The motorway up to Bristol for meeting up and breakfast was straight forward. An excellent breakfast at Morrisons (although the staff were quite grumpy), fuelled up and we were off. No-one got lost going over the bridge into Wales this year so that was a bonus.

I had plotted a new route through Mid Wales this year, so had no clue where we were most of the time. There was one small diversion I had planned down a little tiny steep and twisty lane. When I pre-rode it a couple of weeks prior it had been dusty and dry and a bit of fun. This time it was muddy, slippery and difficult with grass up the middle. Unfortunately, Barry managed to fall off but with plenty of helpers to pick his bike up we were soon off again. I hope the shoulder has recovered now, Barry.

For the next many miles we followed the blue line on the sat nav without any further issues and miraculously ended up at the Eden Valley for lunch. By now it was very wet and hurricane force windy so a hot pasty and cup of coffee was very welcome. Hurricane whatnot had arrived from America.

I decided to replot the route and stick to main road up and over the tops rather than go up the Elan Valley road. It was a good move, with spectacular scenery and bikes at 75 degrees to the road just to go in a straight line with the wind.

We got to Welshpool drenched but in good spirits. The hosts soon sorted our accommodation and lit the fires to dry the kit.

Saturday started dry and bright. Then it all went wrong but I don't think anyone noticed. We probably managed to complete 30% of the planned route but 100% of non-planned route, my sat nav really couldn't decide which way to go, so I either ignored it or tried one of the many options it suggested and we found some randomly brilliant roads. My only regret is we didn't stop often enough for pictures as I was spending most of the time working out where we were. Non-scenic sight-seeing stops as David called them.

Sunday was better from a route point of view but we did go off-piste for a large chunk. But the roads again were brilliant with the A483, A4081 and A470 to Buith Wells being highlights. We finally stopped for lunch in Abergavenny and finished in Chepstow after re-riding the Wye Valley.

So, lessons learned, ignore the sat nav, all the roads are good in Wales so just choose which towns to go through and let randomness manage the rest. Everyone follows you anyway so don't fret if the route strays a little/a lot. And finally, stay at Tynllwyn Farm in Welshpool. David and Jane are brilliant hosts and the place is lovely.

Thanks everybody for making it a brilliant weekend.

Same again next year anyone?





Trips for DAM Members 2023

DAVE THORPE OFF ROAD EXPERIENCE

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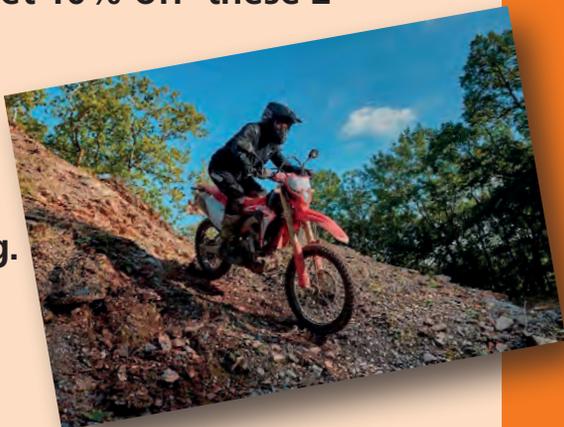
Dave Thorpe OFF ROAD Experience Centre on the edge of Exmoor. State DAM 10 23 when booking.

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GEEVOR TIN MINE

DEVON ADVANCED MOTORCYCLISTS WEEKEND GROUP RIDE

29-31 July 2023 (31st is optional)

A three day tour around Cornwall and Devon incorporating a visit to Geevor Tin Mine.

Details to follow February/March

NDAM'S UPDATE December 2022

Hoping everyone has had a Merry Christmas and a happy New Year for 2023!

Well, what a year we have had, our NDAM Facebook marketing strategy has been very successful with 205 Page members with over 7,500 visits to our page over a 60-day period. (Up 2,000 since the previous magazine!)

For our full members we use our NDAM WhatsApp group to post any interesting news, ride outs, and general chit chat.

NDAM as you know have been attending & supporting Barnstaple & Bideford Bike Nights almost every month, however due to a significant rise in new IAM / NDAM members we had to stop supporting the Bideford / Barnstaple Bike Nights as demand outstripped our capability to deliver ARC courses.

It was quickly decided to train more Observers to bolster the current team which has now been done. By the end of the biking season, we were then able to recommence marketing again in Barnstaple & Bideford where we recruited a few more new Associates for our new Observers.



Ifracombe Bike Show & Bideford Bike Show particularly, were our best source of recruitment using the NDAM Gazebo and the Observer team, supported by other key DAM members.

November arrived along with the rain and cold which saw most of our current in-training Associates (13 of them) suddenly pausing their on-road training until after the winter quarter, where we will re-commence early March subject to the weather conditions at that time. This has provided me a bit of a rest (thankfully) from observing and allowing me more time for Group & Rookie rides!

Our Observers - Steve Brookes had a test Pass with Martin Bradshaw, Andy Pratt had a Pass with Paul Hedden, Tim O'Callaghan had a Pass with Richard Wiseman & Derek Facey had a Pass with Stu Taylor & I had a F1RST Pass with Greg Southey.

Thanks goes to our NDAM IAM RoadSmart Examiner Ian Strawbridge (Strawbs) who has conducted all our test passes. Strawbs is currently recovering from his knee operation and is expected to be on his bike again in February '23. Get well soon!

The Coaching Inn at South Molton continues to host 'DAM Training Evenings' and on Wednesday 15th February 2023 (TBC) Peter Johnston will be returning to show us his skills in the puncture repair workshop.

Special mention to Observer 'Derek Facey' for taking on Northern Rookie Rides co-ordinator, (everyone is welcome of course) Derek has put together quite a few rides, both official & unofficial. Always good to keep those on-road skills sharp, especially through the winter season – BIG thank you Derek.

Another BIG thank you to all the new and recent 'NDAM members' who continue supporting the Group rides, Rookie rides & our Observer team up here - Robin, Steve, Andy, Woody, Tim, Derek, Nigel, and me.

**Regards - Martin Rushworth,
North Devon Team Leader.
(Dated 01/01/2023)**



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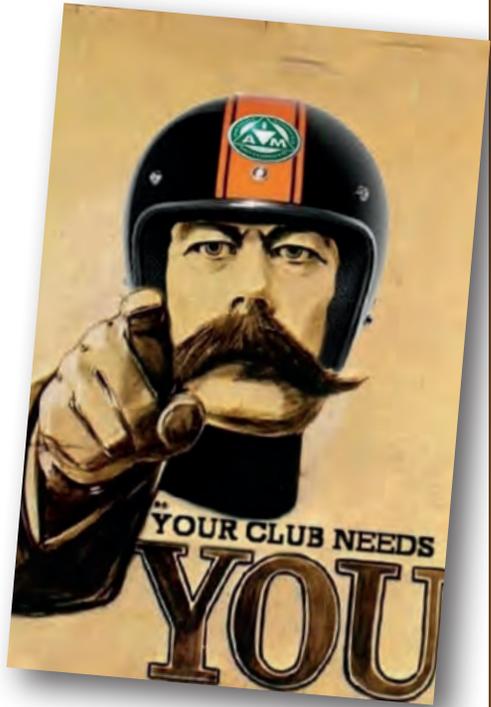
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**Rodney Rayner
Group Rides Coordinator.**

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MAINTAINING THE STANDARDS

“Only you can show what you are you choose by what you do!” [Nori Brandyfoot; Rings of Power]

If you are reading this magazine, you are either a certified, or an aspiring “Advanced Motorcyclist”.

Recently I was following a group of motorcyclists when we approached a T junction decorated with one of these signs.

The county highways agency had also added further decoration by painting a solid white line across the junction.

Five motorcyclists approached the junction in front of me and not one of them stopped at the line. It was treated as a give way.

Now the junction is unusual in that traffic from the right is very rare however, the road being entered is not a one way street; it does turn into one a few metres further to the right. ‘Local knowledge’ may lead one to believe that there is not a requirement to stop, however, to quote Motorcycle Roadcraft [the police riders handbook], When you ride regularly on familiar roads, habit can prevent you from spotting a hazard that you don’t expect”

The highway code states **You MUST stop behind the line at a junction with a ‘ sign and a solid white line across the road.** Wait for a safe gap in the traffic before you move off.





The "**GIVE WAY**" sign and road markings: you **must** give way to traffic on the major road (the upright sign or both the sign and the triangle on the road might not be used at junctions where there is relatively little traffic).

"Give way" junctions, where one has the option of not stopping, are marked with a give way sign and two broken lines. Irrespective of your motivation to be an advanced motorcyclist maintaining your safety bubble is paramount, road signage is there to help you and the Highway Code to guide you; where the code includes "in the description it is a legal requirement with an underlying reason [usually linked to your safety]. The advanced motorcyclist should lead by example.

Pay heed if you are an aspirant you will fail your test if you ignore the rules.



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 £175 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 Advanced Rider course book. DAM is also informed and we too send out a club Welcome Pack. This has a questionnaire to help us assign you your Observer, some other forms, plus a lot of information about the club. 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***

***A lot is on offer. Make the most of it and
enjoy your skills to the full.***



Committee & Club Officers

<p>Chairman: Social Media: Nathaniel Goss E: nathaniel.goss@gmail.com</p>		<p>Group Secretary: Catherine McKinley E: secretary@advancedmotorcyclists.org.uk</p>	
<p>Chief Observer: Simon Jeffery E: sjeffery@synseer.co.uk</p>		<p>Acting Treasurer: Dave Cooper E: dac.jec@gmail.com</p>	
<p>Marketing Officer: Please help us fill this appointment</p>		<p>Group Rides Co-ordinator: Rodney Rayner E: groupridescoordinator@outlook.com</p>	
<p>Newsletter Editor: Diana Percy E: dianapercy9@gmail.com</p>		<p>Webmaster: Nick Tucker E: webmaster@advancedmotorcyclists.org.uk</p>	
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<p>Observed Rides Co-ordinator: Mark Fouache M: 07887 373368 E: fouache@btinternet.com</p>		<p>Rider Development Evening Co-ordinator: Tony Curley E: tony.curley@btinternet.com</p>	
<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>Other Committee Members: Steve Hyde Brian Churchward Jill Payne</p>	<p>Trustees Nathaniel Goss, Catherine McKinley, Dave Cooper, Philip Pike, Terry Dormer, David Mudge</p>

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