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Devon Advanced Motorcyclists

NEWSLETTER 61

Apr - Jun 2020



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Chairman's chatter



A challenging world at the moment, with Coronavirus now reaching many countries, including ours and this could affect all of us in one way or another, whether touring locally or abroad, or attending bike events. How do we, as individuals and or, as a Club react responsibly and proportionally? There are greater minds than mine, giving thoughts and advice and I would ask that we all give it due consideration.

This is my last one of these, (Chairman Chatter's) as I am stepping down as your Chair at the AGM and you and I will no longer have this medium to share. I have enjoyed the privilege of being your Chair but having done it for four years feel it is time for some bright new individual with new ideas and different views to take over.

As with any voluntary organisation it is the 'volunteers' who make it work, there are always too few individuals, with too many tasks or aspirations of a Club, as we attempt to address the needs of our members, our charitable objectives, with the accompaniment too of an IAM wish list!

You may be aware of a member's survey asking you all as members what you would like as a club to help us into this next decade. We are a broad church with many strengths and competing demands, so please help by completing it, so that we can continue to deliver what I believe to be a consistently high quality training package in making our motorcyclists safer.

There are also moves afoot to improve our website, its been an ongoing saga during my time as Chair and please if you have any ideas or thoughts please forward them to Nick Tucker or Nat Goss who are heading up the team looking at it.

Finally, keep looking ahead, life is a bit like your 'Test' ride, by putting the mistakes you may have made, or make, into a separate compartment, learn from them, but 'crack on' and enjoy it.

Tim Carter

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EDITORIAL

Jill Payne



What a difference a new tyre makes. We have a Harley Davidson MT 350 ex-army bike, great for nipping down the shops and a bit of green laneing, out in all weathers, that type of thing. It needs a fair bit of maintenance but that is Nick's department. I love riding it. The end of last summer the front tyre wore. Nick put on a new one. We then had a matching pair of Continental TKC80s which are popular with off roaders and should have been ideal 50/50 tyres for road and trail.

From the first ride we were both concerned, it handled like it was on ice all the time. It felt as though the front wanted to slip from under me. I was threepenny biting round corners. It started to wear in a very strange way and not getting any better. Then on New Year's Eve we went out for a ride, we were on a very muddy road and down I went, no warning just bang and I was on the floor. The bike sliding down the road. I managed to haul myself up very battered and bruised. Nick walked passed me and picked the undamaged bike up. Then our mate said Nick had come off as well. He was uninjured but his bike was banged up a bit. We managed to ride home, me seizing up by the second and Nick with a very short brake lever. Only twelve days before our holiday and I was crippled, bruised ribs, shoulder and both knees. Lots of ice packs and mild panic. I didn't manage to ride a bike until the holiday, one knee still very sore. I managed it though and had a lovely holiday.

Back to the bikes, the Honda has had new front indicators, handle bars, brake lever and a new set of Barkbusters. The 350 has had a new front tyre, wow, it corners like a dream, what fun again. Perhaps I will be able to keep upright in the mud!

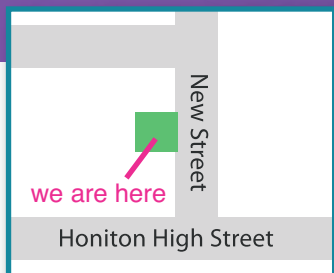
Jill



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

ALWAYS check the website or co-ordinators for up-to-date information

Date	What	Where
April		
Sat 4	Rookie Ride	9:30am for 10:00am start.
Sun 12	Group Ride	9:00am for 9:30am start.
Weds 15	Associates Forum	7:00pm Swans Nest Inn, Exminster
Sat 18	Full Members Training Ride	Contact John Millgate trainingrides@advancedmotorcyclists.org.uk
Sun 26	Group Ride	9:00am for 9:30am start.
Tues 28	Annual General Meeting	7:00pm Swans Nest Inn, Exminster
May		
Sat 2	Rookie Ride	9:30am for 10:00am start.
Sun 10	Group Ride	9:00am for 9:30am start.
Sat 16	Full Members Training Ride	Contact John Millgate trainingrides@advancedmotorcyclists.org.uk
Weds 20	Rider Development Evening	7:00pm Swans Nest Inn, Exminster
Sun 24	Group Ride	9:00am for 9:30am start.
June		
Sun 6	Rookie Ride	9:30am for 10:00am start.
Sun 14	Group Ride	9:00am for 9:30am start.
Weds 17	Associates Forum	7:00pm Swans Nest Inn, Exminster
Sat 20	Full Members Training Ride	Contact John Millgate trainingrides@advancedmotorcyclists.org.uk
Sun 28	Group Ride	9:00am for 9:30am start.
July		
Sat 4	Rookie Ride	9:30am for 10:00am start.
Sun 12	Group Ride	9:00am for 9:30am start.
Wed 15	Rider Development Evening	7:00pm Swans Nest Inn, Exminster
Sat 18	Full Members Training Ride	Contact John Millgate trainingrides@advancedmotorcyclists.org.uk
Sun 26	Group Ride	9:00am for 9:30am start.

Run Leaders always needed Please contact any Committee member.

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How The West Was Run

Part 2 'The Rocky Mountain Way is better than the way we had...'

West of Manitou Springs sits the Pikes Peak Mountain rising to 14 thousand feet and renowned for hosting an annual hill climb event. The remainder of the year the ascent is more sedate with a speed limit of 25mph for large sections and overtaking disallowed. The top car park is now a building site for the construction of a new research and visitors centre, so vehicular access is only possible to the 16 mile point requiring the last three miles to be travelled by free shuttle bus. Clear skies make the views from the summit seemingly go on forever and compensate for the disappointment of not riding to the top. We indulged in Americas highest coffee and doughnuts, in the busy cafe, before making our descent. The following day involved circumnavigating the base of the peak to visit Cripple Creek, a historic gold mining and gambling town, encountering deer and mountain goats along the way. Whilst having coffee in a very interesting little cafe a local character gave us an excellent history of the area, including tales about former local resident Dr Quinn the Medicine Woman and others regarding a remarkable female brothel keeper. The journey back included a visiting an original first nation trading post.

The forecast for the next two days indicated that our chosen route would be subject to heavy rainfall. A decision was taken to amend the schedule thereby enduring only a single wet day by directly traversing the monsoon rains to reach the drier weather further north. This area of rainfall did cause some disruption to the Sturgis Rally.

The forecast rain started at the morning coffee stop and dictated the requirement to don the waterproofs. Heavy rainfall continued as we progressed through Breckenridge within the Colorado ski area spoiling any appreciation of the area we may have experienced. The precipitation thankfully began to abate as we climbed into the Rockie Mountain National Park, with a welcoming committee of Moose grazing in woods close to the park entrance booths. The temperature fell considerably whilst riding over the mountains dropping to 5 degrees C at one point, the lowest of the whole trip. Wild Turkeys and sunshine welcomed our arrival at Estes Park and after checking into the motel there followed a steady stroll into town, which involved passing within a few feet of a rattlesnake, fortunately it was in a shop window and stuffed.

The next day dawned sunny and warm allowing us to retrace our route over the Trailhead Road to spend the day within the Rockies NP to see the amazing vistas missed the previous day, with the added benefit of watching Marmots sunbathe on the rocky peaks just above the snow line.

Estes Park has a real western feel and this was reinforced by an open air concert of an artist called Cowboy Brad, a John Denver look-alike, attended by a crowd of all ages, many wearing Stetsons. Brad entertained the audience with numerous C&W songs both originals and standards. Set as it was in a park framed by the Colorado Mountains lit up in the glorious sunset, it was just so appropriate.

Estes Park is also the location of the Stanley Hotel, which on one occasion had a single paying guest called Stephen King, who subsequently wrote a book called 'The Shining'. The large impressive white wooden building was worthy of a short detour.

Being ahead of schedule allowed for a more leisurely route to our pre-booked stay at Yellowstone. Journeying Northwest involved riding past extensive ranches with amazing carved wooden roadside entrance arches, with both cattle and horses spread out over huge distances in seemingly arid terrain. The passage from Colorado onwards into Wyoming involved cutting through a corner of Idaho.

The landscape became more forested as we entered the area originally opened up by trappers and hunters. There are numerous mentions of Lewis and Clark, the explorers that were initially responsible for accessing this mountainous terrain. In the town of Afton an extremely large arch made entirely of Elk horn spans the road, reputedly the largest in the world.



Jackson, our chosen stopover, has four smaller arches in the town square and also retains its classic wooden board walks.. There was very much a cowboy feel to the town which was aided by the preparations being made for a rodeo. On reading about the history of the town and learning of its founding by a David Edward Jackson this lead to some wonder about a possible family connection on my mothers side. May have to investigate further.

A short distance north of Jackson is the Grand Teton NP, centred around an extremely picturesque clear lake. There were numerous deer grazing around the car park area that seem very unperturbed by the surrounding traffic. Riding onwards towards Yellowstone we came across our first section of major roadworks and the resulting hold ups.

Roadworks in the mountains need to be completed during the summer and can be very extensive. The road surface is completely removed leaving many miles of loose rocky compact base to be ridden over at walking pace. With manned traffic management at each end the wait can take upwards of half an hour so it was prudent to park the bike and have a chat with nearby travellers and traffic controllers. The topic of bear sightings always interested Jackie.

The trip was built around visiting Yellowstone and it was a pity that our usual travelling companions were unable to be here. The park is immense, covering nearly 9000 sq km, and after entering by the south gate we made our way alongside Yellowstone Lake and River, to reach our motel at Gardiner on the Montana border. The first glimpse of bison grazing by the roadside was made during the journey, but there was to be a lot more the following day .

First full day exploring the park, began visiting Mammoth Springs, a geothermal site, with beautiful white calcified pools created by hot water streams. Following a recommendation from a park ranger we then ventured eastwards through the Lamar Valley, a prime area for viewing wildlife. Spotting numerous deer posing by the roadside before an extremely large herd of bison brought a halt to proceedings by deciding the grass was greener on the opposite side of the road and forming a disorderly queue to cross whenever they wanted. They are huge creatures and there is no point trying to argue with them. We came face to face with a solitary bison slowly heading along the road directly towards us. A nervous wait was endured as the bison changed lanes without indicating and steadily meandered past to my left. The recommended safe distance between you and a bison is 100ft , this was definitely too damn close. The first bear sighting of the trip occurred soon after with the a black bear spotted hunting some distance away, but with the aid of binoculars it was brilliant to observe from a position of safety. Vista points offer amazing extensive views over the park with the forest seemingly endless. Riding towards the north gate we encountered two more bear sightings, along with a wily coyote, and were halted by stubborn mountain goats at one point, before being greeted by four elk cropping the lawn at back of our motel room.

The second day involved visiting a number of hot springs and areas of geothermal activity around the West side of the park, including Old Faithful a geyser that erupts at regular intervals. The visitors centre is probably the most commercialised part of the park and relatively busy, but it is a must thing to see. Riding back via the Yellowstone Parks smaller version of Grand Canyon, we peered down into the gorge with its stratified rocks channelling the Yellowstone River over beautiful waterfalls.

Moving onwards took us further North into Montana, a state with mountains visible wherever you are. Our normal daily routine developed into departing overnight stays after breakfast, normally between 9 and 10 AM arriving at destinations by 2 to 3 PM, covering about 200 miles. This allowed time to take regular pauses at attractions, explore destinations and find suitable restaurants for dinner. It became a very chilled method to enjoy this incredible country with little stress or pressure. Choosing hotels close to the centre depending on price allowed the opportunity to visit the heart of each town. At Great Falls, the Econolodge Motel was selected, and everything seemed perfect. Following check in, we wandered out in search of an eatery, the town was incredibly quiet and pretty much closed. We then realised that being a Sunday most places were shut for the day, and it became apparent that we had lost track of the days as the travelling had continued. An open bar was eventually located that came with the bonus that all drinks and food were half price. So every cloud as they say.

Entering the Glacier NP we were rewarded with the sighting of a rather large bear ambling away to the right of us. It briefly stood up, looked in our direction sniffing the air, before continuing its slow walk towards the treeline. This bear was huge and was soon confirmed to be a Grizzly. Quite a spectacle and we were elated to have spotted such an incredible creature. The road climbed up the scenic Logan Pass with a couple of distant glaciers visible on approach to the Visitors Centre at the summit. The road downwards clings to the mountain side and is equally stunning and taken at a very sedate pace.

Continuing westwards through northern Idaho and into Washington culminated with an overnight stay at the town of Wilbur, a 'one horse town', with a motel at one end, garage and shop at the other and a restaurant in the middle. The young couple at the motel were grateful hosts and trying hard to run this business they had only recently purchased. Later during a conversation with the chef at the restaurant we were found to be the first Europeans to visit the town in the five years of her residency there.



A landscape of extensive wheat fields led to the Grand Coulee Dam, the largest concrete structure on earth, and we followed its water course for some distance, its progress impeded by other impressive dams and power stations. The Americans definitely make a big thing of generating hydro power, with most rivers we observed used for this purpose at some point along their route.

The temperature had risen to 27 degrees C by the coffee stop taken at Pateros before heading into the Cascade Mountains. The temperature steadily dropped to 8 degrees C as we climbed higher along twisting roads passing through small former mining towns and first nation communities to the historic old town of Winthrop



and onwards to the main pass, only open during the two summer months and devoid of any human habitation for 70 miles. In the distance the rain clouds were gathering and the waterproofs were once again unpacked as the moisture began to fall. A rider travelling from the opposite direction informed us about continuous rain ahead but it proved to be more intermittent showers. Staying protected from the moisture and heading over the Washington Pass the breaks in the rain became long enough to enjoy the incredible views from some of the vista points.

We were finding that all the National Parks scattered throughout the US exhibited different characteristics even though some are relatively close to each other. Camper vans and RV's are numerous and very large, becoming major obstacles on some routes. We were not in any hurry or trying to break any distance records and often these vehicles would pull in at the earliest opportunity to let you proceed. The incredible scenery and wildlife always made for steady progress and you were always on constant look out for groups of stationary vehicles that might indicate an interesting animal sighting or view.

From the Cascades it was all downhill through steep sided valleys to sea level involving the last miles of wet riding of the tour. We were now at the most Northerly point of our journey.

To be continued...

Colin & Jaquie Holt

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Advanced Riding Topics #1 – Using the Other Side of the Road

This article is important. Really. It will save your life. It's about when it is appropriate to use the other side of the road. With due care and attention, it can improve your safety and enhance the smoothness of your ride. In other circumstances, particularly at higher speeds, it can be exceedingly dangerous.

Clarifying the terminology

IAMRoadsmart uses a particular term, off-siding, to describe the practice of crossing the centre line markings [solely] in order to extend a view. However, this is just one example of using the other side of the road.

When is to acceptable to off-side?

Never. Repeat, never. If the only reason for choosing to cross the centre white line is to extend a view, this is off-siding. It is dangerous. Sooner or later, you will come into conflict with approaching traffic at a relative speed of up to 120 mph. That will hurt. Don't do it.



Other than off-siding, is it acceptable use the other side of the road?

Yes. In many circumstances it is even encouraged if it enhances safety.



The most common reason to use the other side of the is to avoid (move away from) nearside hazards. Examples are pedestrians, nearside junctions and parked cars. In these circumstances, provided there is sufficient view ahead, then the safest thing could be to move across the centre line. But proceed with caution... you are 'out of position', so other road users may be surprised to see you there.

If there is also an offside hazard or approaching traffic then it is unlikely that moving to the other side of the road would optimise safety, so another 'riding plan' should be considered. In most cases this would be to slow down, or even to stop.

In making the decision to use the other side, think carefully about:

Advantage – is it really necessary to be there in order to maximise your safety bubble, or some other advantage?

Perception – does (or could) your chosen position cause confusion to another road user?

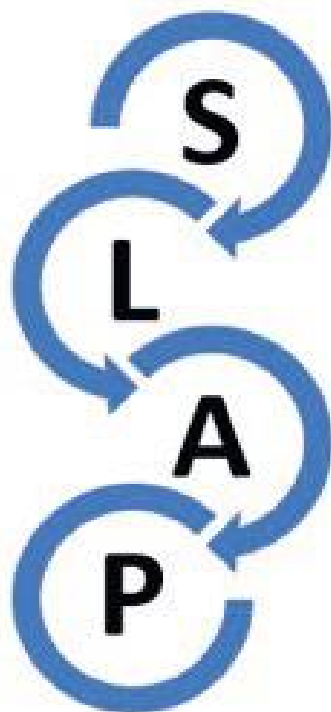
Lane markings can help you decide

The central white line markings can help in assessing the safety considerations. Where the central white line is a 'long-dash' hazard line, this indicates a reduced view or some other hazard. In these situations, it would be wise to apply even more caution.

Where there are double white lines in the centre of the road, the situation is clearly explained in the highway code: you should aim to keep the whole of your vehicle to the left of the double white lines. Other than in a small number of specified circumstances it is illegal to cross double white lines.

Single track roads

With single track roads there is no 'other side' as such. There is normally grit (or grass or mud) in the centre part of the road, and this area should be avoided to reduce the risk of a skid. Using the



right-hand side can result in advantages (e.g. smoothness or maintaining a long view ahead).

The same principles as above apply: is it really necessary and what could be the perception of other road users?

One rule of thumb is that if the space to your left is wide enough for an approaching car to get through then you really do need to reconsider the 'necessity' aspect.

Trimming a bend or series of bends

The IAMRoadsmart advanced riding standard acknowledges it is often possible to trim (or straighten) a series of open bends. A pre-requisite for this is that there must be a clear view through the bends so there is no '... risk of conflict with other road users ...'. The guidance is silent on whether this trimming may include using the other side of the road.

If you are on the open road with no other traffic, then you may choose to use the other side with the intention of making the bends smoother and the ride more stable. On the other hand, each of us will make our own decision about whether using the other side in these situations really is necessary, taking into account the perception of other road users. A particular risk to take account of is the possibility of a vehicle in your blind spot planning to overtake you.

The more skilful the rider the less likely it is that using the other side is deemed necessary in these circumstances.

Can you explain all that again, please?

Safety and legality are the overriding considerations when facing a decision whether or not to use the other side of the road.

Using the other side where the only advantage is to extend the view ahead is not considered safe in any circumstances.

Before using the other side of the road also consider advantage (necessity) and perception.

Simon Jeffery

National Observer, Devon Advanced Motorcyclists

Upcoming topics in this series:

- Overtaking
- Roundabouts

If you have a question about the IAMRoadsmart advanced riding standard, send it to our Chief Observer at avdamcso@gmail.com. We will cover it in future edition.

DAM

Devon advanced Motorcyclists



ANNUAL GENERAL MEETING **POSTPONED**

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Anyone for Dennis

Colin Holt

Whilst the effects of storm Dennis were still being felt, I had booked a test ride on the new BMW F900XR, and although an attempt was made by Ocean BMW to delay the ride I opted to proceed. On arrival the bike was parked under the canopy and cut a rather dashing figure not unlike its elder brother the S1000XR. This version is powered by an 895cc parallel twin producing 105bhp and although only the base model, it is equipped with a TFT screen capable of displaying an amazing amount of information, including use for navigation and connection via Bluetooth for phone and media.



After a brief halt to proceedings caused by a heavy shower, the ride got under way. The seat is definitely on the hard side, not uncomfortable for the journey today but may prove more of an issue on longer days. The screen sparks into life as the key is turned and gives plenty of useful information without being cluttered. The speed displayed to top left and the revs sweep across from the middle to the 9k redline.



Once on the move the twin cylinder motor gives a lovely burble, it has been engineered to give the feeling of a v-twin and pulls from as low as 2k with great smoothness. The gearbox is slick and as the bike is not fitted with gear assist so application of the clutch using the light lever is required. The upright seating position gives a commanding view over traffic and when required a quick flick of the right wrist spins the twin into action and overtakes are brisk. The bars are wide enough to keep steering inputs easy and light but narrow enough to make filtering and absolute ease. The engine braking from the twin is amazing allowing the rider to control their riding using only the throttle.

The weather was not completely dry throughout the ride, but the top faring did manage to keep a fair proportion of the moisture away from the rider. The smaller screen fitted to this model was also surprisingly effective. It can be manually adjusted on the move by moving a small lever to the right-hand side, not necessarily ideal for left-handed riders like me.

The bike is so easy to ride smoothly at restrictive speed limits, but when conditions allow the engine has more than enough poke to charge into the scenery at an incredible rate of knots with great composure. I came to believe the F must stand for fun as this machine cannot help but put a big grin on your face.

The F900XR is a very capable everyday bike, which when fitted with luggage, for which mounting points are fitted, is fully capable of crossing continents, for a solo rider. Whilst there is a pillion seat it does not seem ideal for any sort of long-distance jaunt. The dashboard is also very angular and whilst the TFT screen covers most tasks required, the fitting of extra power sockets may prove awkward.

Overall this bike surpasses expectation and most of its minor niggles can be sorted with a few after market parts. For a bike that can bought for the right side of £10,000, it is worthy of consideration.

Thanks to Ocean BMW for providing the bike.

CALL FOR MARSHALS

Devon Air Ambulance **Motorcycle Ride Out**
12 July 2020



Devon Advanced Motorcyclists is proud to work with Plymouth Advanced Motorcyclists, RoADAR North Devon and Blue Knights XVIII (Devon Chapter) to organise this fabulous day out for all of Devon's motorcycling community with the aim of raising money to keep the air ambulance in the sky.



We require new volunteers to help marshal this event

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New Zealand 2020 - Kia Ora

Helen Beer

It was a long time in the dreaming and planning but finally the day arrived (Sunday January 12th). A whole morning to fill before the coach to Heathrow so I waved off the DAM rideout - possibly not my most tactful moment as I bounced around the car park like Tigger, in full holiday mode... thanks for the smiles and good wishes though.

After taking the coach to Heathrow our first challenge was to find a taxi big enough for all of us and our cases and helmets for our over night stay at the Premier Inn. We had an early flight on Monday. I managed to mess up the next morning too - sent a text to everyone an hour earlier than necessary - whoops. We were soon in the air and on our way to Singapore. We'd chosen to stop there on the way out and our hectic holiday agenda started with a visit to

the Gardens by the Bay - totally stunning and wonderful in warm sunshine. Back to the Orchard Hotel and a swim, before a Riverboat Cruise through the city and then dinner outside, soaking up the atmosphere (and struggling with chopsticks). We had a chilled start the next day and took a trip to Chinatown to



visit a Buddhist Temple - we felt privileged to watch a service even if we didn't fully understand the proceedings. The whole town was decked out in colourful lanterns depicting the signs of the Chinese zodiac. Next was Raffles - just because you have to! The Singapore Slings were (apparently) very strong - the orange juice was top quality too. A relaxing experience with plenty of "people watching" in the Long Bar. On the tables were large bags of peanuts, it's the only place in Singapore where you can leave rubbish - it was compulsory to drop your peanut shells on the floor. Singapore was a clean and safe city and the airport was amazing with the biggest indoor waterfall in the world.

The overnight flight to Christchurch was easier and a shuttle was included to Ashleigh Court Motel. The bike hire folk (Perry from Te Waipounamu) had left us a welcoming message saying we could have the bikes a day early and they rocked up to take us to collect our steeds - the excitement levels were very

high! Nick loved his Triumph (could be expensive on his return), Trevor had the 800GS and Jill and I had the same as we have at home - a 650 VStrom and 700GS. The bikes were all ready and we could choose our top box size. Our pannier liners, packed at home, slotted easily into the panniers. Paperwork sorted, we were let loose to find our way back to our digs. This was simple as they drive on the left and the roads were quiet. The two boys had sat navs (yahoo - no pressure for me to lead!) and Nick soon got to grips with the TomTom (he is used to Garmin). We got changed and went out to dinner at a restaurant 10 minutes walk away on a recommendation from one the bike shop boys.

Friday morning and we were off early for brekkie at Darfield - everyone noted the pub called The Two Fat Possums. Although Christchurch is very flat you can see the mountains and it was a bit cooler than anticipated so the heated grips got tested. We got fuel at Geraldine where someone mislaid his keys (it's ok Trevor - what happens on tour stays on tour - being used to keyless and having so many pockets created a bit of stress). On to Methven and the Alford Forest area to Fairlie for pies - another great recommend from the rental boys - you need to engage with the locals to make the most. Routes 77/79 made



very relaxed riding - wide and quiet. On through Ashburton and MacKenzie Districts to Burkes Pass. We stopped at Lake Tekapo (with a visit to the Church of the Good Shepherd). Lake Pakaki with Mount Cook on the horizon looked glorious in the afternoon sunshine. We understand we were very lucky to see Mount Cook as it is only really clear a few days a year. The day had warmed up and the roads got twistier but things got interesting with Trevor's GS throttle misbehaving. The rental company arranged to exchange (with upgrade) the next day so Nick sorted a variation to the planned route. We finished the day star gazing at the Mount Cook Lodge Motel - funnily enough the constellations and Moon were upside down!

Saturday found us on the road to Dunedin in warm sunshine. We had a quick stop at the Lavender Farm at Ben Ohau and brunch at the Wrinkly Rams at Omarama (some of the motels do not have restaurants for breakfast). A83 past Aviemore for a stop at the Maori Rock Drawings at Waikoura (where a lot of imagination was required) then on to Oamaru for the pre-arranged bike

swap. A piece of loose plastic in the throttle twistgrip housing was the issue and Trevor was delighted to have a 1250, just like home but no sat nav, so down to Nick then for navigation. The seaside was now calling – we stopped at Hampden and the Moeraki Boulders for refreshments and a beach walk in the warm sunshine. Nick sorted out a scenic coastal route via Warrington with a stop at Karitane to the Heritage Motel at Dunedin.

Sunday morning and we smiled as we rode past The Old Sod Cottage on Route 1 (Waiwera South) and 93 for coffee at Clinton and Bluff for lunch (the Awarua Wetlands). Although cloudy the scenery had been very much like Cumbria and the Peak District - the 100k speed limit meant we had time to drink it all in - especially with no other traffic. We set off for Invercargill next to see the World's Fastest Indian, not in the museum but in a fantastic hardware store. A happy hour was spent mooching round chatting to the staff and locals and taking photos. There were loads of other classic bikes and cars on display, a mini museum within a shop. I also made my biggest holiday purchase - a kiwi cookie cutter. Fairfax and We left Invercargill west and north via Route 99 and Whare Creek with lovely sweeping bends and mountains, very much like Snowdonia. Arriving at the Lakeview Motor Inn at Manapouri - our stop for two nights where we dined outside at their Bistro and enjoyed the views before a lakeside sunset walk - perfect.

Monday called for an early start for our Milford Sound cruise. What a fantastic ride to the boat. The signs advised to allow two hours and Jill took this as a challenge to see how much time she could shave off! Sweeping fast bends, a tunnel and then tight hairpins and alternating between being above then below the clouds. Arriving at the park & ride, a free coach took us from the car park to the water where most of us



lost the fight with the sand flies and midges. They seemed to love all our English repellent products. The trip was fantastic with a knowledgeable and entertaining commentary. Our boat took us out of the fiord onto the Tasman Sea and returned for a 'glacier facial', (going close to a waterfall). The clouds had burnt away and the views amazing. Stopping at The Chasm and Mirror Lakes on our way back our rest day had been an 11 hour play - mega grins! Fiordland National Park is definitely a recommend and the Eglington Valley is worth a stop too. We returned to Manapouri for a stroll along the river and we dined in an old converted church.

Tuesday and off to Queenstown on route 94 via Mossburn and Five Rivers with coffee at Kingston. As we were early we took a right on the 51 towards Wanaka - hairpins, sweeping bends, switchbacks, all in the middle of a ski area which we will remember for the smell of the beautiful lupins. The air was full of their sweetness and the colours stunning. The Devils Staircase was a lovely road too... On past Roaring Meg to the Cardrona Hotel and then back the same way cos it was so good. We were staying at the Bella Vista Motel and had booked the Skyline Gondola and Stratosfare Restaurant - a wonderful buffet overlooking Lake Wakatipu from 2,500 feet.

On Wednesday morning we called in at the Bespoke Kitchen for breakfast as recommended by the locals, which must be one of the best cafes ever. All the food was delicious and fresh with a wide variety of choices and the huge cake cabinet was something else. After breakfast we set off for Glenorchy along Lake Wakatipu with views of Pig Island and Margaret Glacier. There was very little traffic on good bendy roads, with stunning views ahead and in the mirrors. Coffee at Mrs Woolly's General Store, (sheep themed attractions



are everywhere in NZ) passing through Mount Creighton and Closeburn on the way back to Queenstown. The lake looked very different in the afternoon light. We took a ride up to Coronet Peak for ice creams and a ski lift ride. The views were stunning which was only to be expected after a twisty climb to 1649m. We returned to town to scrub up for a night out - this holiday lark is all go.

We went back to the same cafe for brekkie on Thursday then on to Cardrona, or Bradrona as it's known locally, to see the massive collection of bras hanging on the fence for Cancer Charity. The lads failed in their search to find some to fit our puppies but generous donations were made. Coffee at Wanaka and lovely riding along Lake Heweu and Lake Wanaka and up through the McKerrow Range, Albert Town and Makarora for Hokey Pokey ice creams. On to Fan Tail and Thunder Creek Falls in Mount Aspiring National Park and along the Haast River to Haast Beach and Lake Paringa and a stop at the salmon farm which sadly was closing early. This is definitely a country of surprises, the scenery is forever changing - forest, mountains, rain forest, flatlands, rivers, lakes and farmland. We stopped at Bruce Bay and a local pointed out two dolphins playing in the water. We then headed for tonight's accommodation, the Lake Matheson Motel at Fox Glacier but sadly there was too much cloud for the helicopters to fly for a glacier landing. We took a short walk to a local pub, the Cook Saddle Saloon for dinner. The sun returned and set as we watched and listened to the keas (parrots). We had enjoyed plenty of wildlife along the way including deer, eagles, kites, alpacas, yellow hammers, fur seals, black swans, shearwaters, oyster catchers, gannets, trevally fish and a sting ray!

On Friday morning there was still too much cloud so we abandoned our idea of a helicopter ride, taking the positive spin of thinking how much we had saved, and loaded up for the day ahead. Nick's pannier key had a malfunction (appears it was made of cheese) but a Rok Strap came to the rescue and we were away. Franz Josef glacier was also bathed in cloud so no activity there either. Whataroa for breakfast and then Hokitika Beach where we watched dolphins surfing and Jill treated herself to some jade. We rode on to James O'Malley's at Otira - what a place - memorabilia galore. Arthur's Pass was breathtaking, some wiggles but miles of beautiful mountain scenery, whilst riding through farmland and vineyards. We stopped at Lake Pearson for photos and Springfield for fuel. Riding

through the Tekoa Range, we arrived late at the Alpine Lodge Motel in Hanmer Springs. The road works and deep gravel had been challenging - the large gravel was inches deep with wet tar. When we exited the road works it took about half a mile to get rid of the stones from the tyres, making it feel like you had a puncture. Many of the works were due to earthquake damage and we spent a while removing gravel and tar from the bikes and ourselves...

To be continued



Devon advanced Motorcyclists



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

Good Luck
Ted

Puzzle: No Time For Tests

An IAMRoadsmart examiner has agreed with a DAM associate to conduct an advanced riding test and they meet in a suitable car park.

Due to diary mismanagement, the examiner realises that he has insufficient time to conduct a normal test, so he offers the associate a slow riding challenge instead.

The examiner draws a large chalk circle in the carpark and parks at its centre. Within the circle the examiner may ride at a maximum speed of 5 mph. Outside of the circle he may ride at up to 30mph.

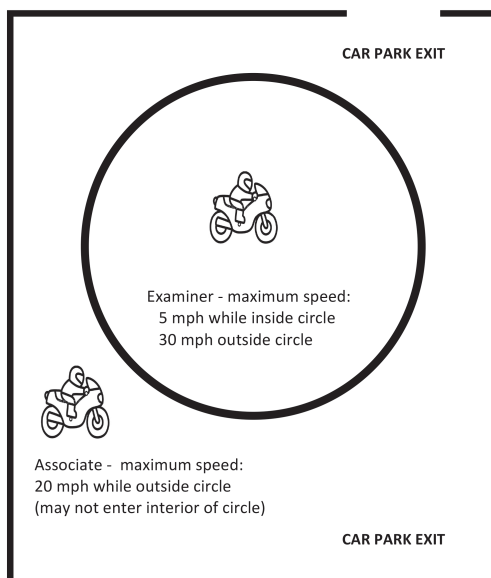
The associate may travel up to 20mph, but may not enter the circle.

The challenge is that If the associate can catch up with the examiner before the examiner can reach one of the car park exits he will be awarded a F1st pass, otherwise he will fail.

The associate realises that he can travel half way round the circle at his permitted speed of 20mph in a shorter time than the examiner can travel the radius of the circle with his maximum speed of 5mph ... so he accepts the challenge.

How can the examiner ensure that the associate fails his test?

Answers to marketing@advancedmotorcyclists.co.uk by 15 April 2020.
A prize will be awarded to the first three correct answers received.



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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 Motorcyclists

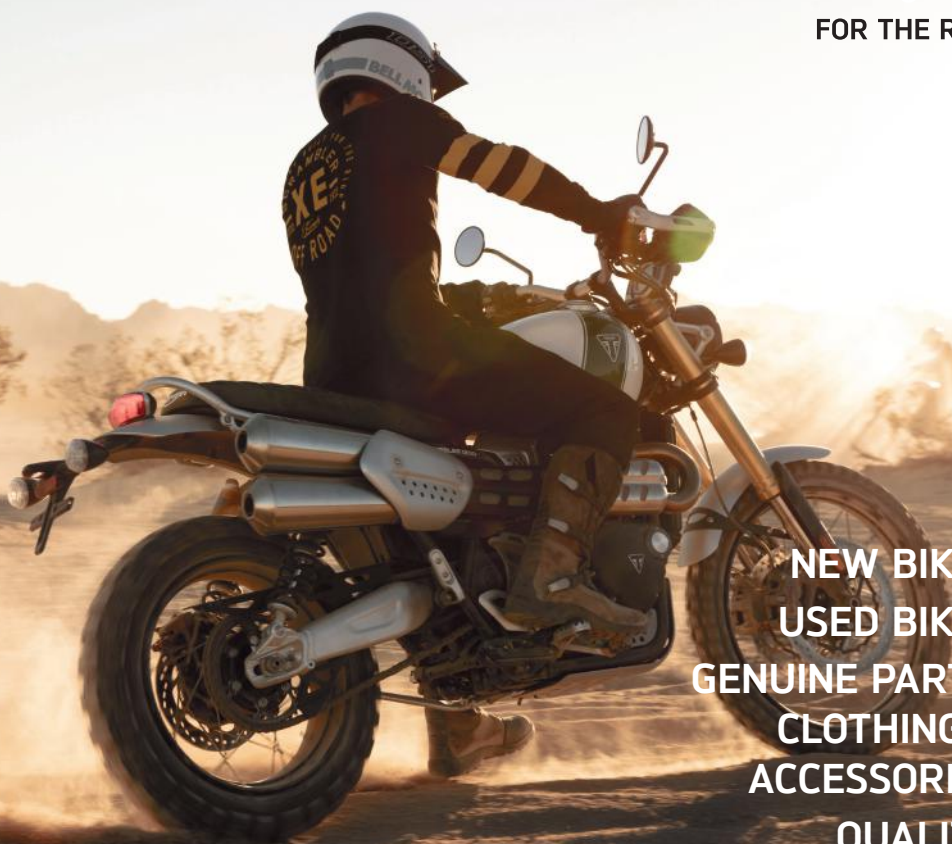


Committee and Club Officers 2020

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Group Secretary: Dave Cooper E: dac.jec@gmail.com		Treasurer: Edward Gameson E: ejg33dam@gmail.com	
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Chief Observer: Adrian Veale E: arv-biker@tiscali.co.uk		Group Rides Co-ordinator: Rodney Rayner E: rodneyrhr@aol.com	
Rookie Rides Co-ordinator: David Tripp M: 07775 813 676		Other Committee Members: Steve Hyde Brian Churchward Betty Nott Catherine McKinley	
Observed Rides Co-ordinator: Trevor Olding M: 07738 580 992 E: trevorolding@blueyonder.co.uk		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 Advanced Rider Course immediately.	



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