



**DEVON
ADVANCED
MOTORCYCLISTS**

NEWSLETTER 74

July - Sept 2023



OCEAN MOTORRAD

THE HOME OF BMW BIKES IN DEVON & CORNWALL



OCEAN PLYMOUTH

Longbridge Road,
Plymouth, PL6 8LD
Tel: 01752 202828

OCEAN FALMOUTH

Falmouth Road,
Penryn, TR10 8AD
Tel: 01326 375100

OCEAN TORBAY

349 Totnes Road,
Paignton, TQ4 7DF
Tel: 01803 666666



Scan the QR code to
request a test ride

theoceangroup.co.uk/bmw-motorrad

Chairman's Chatter

Dear Members,

Welcome to my first Chairman's Chatter, for those who don't know me I am Richard Whybra and have been granted the honour of being elected Chairman at this year's AGM, taking over from Nathaniel to whom we are all grateful for his leadership for the last three years; it will be a big pair boots for me to fill.

As summer approaches and the season gets into full swing we have many events and shows planned this year, some of which you will read about in this edition. My thanks goes out to all the volunteers for their hard work promoting DAM and recruiting new members; it is this work that means DAM has continuously grown in strength year on year. I know that the observing team led by Simon are already planning for a record-breaking year.

Over the summer I hope to get to meet and chat to as many DAM members as I can at these events, rides and shows and I am as always keen for your thoughts and ideas for the group so please say hello!

Short and sweet this time so until the next Chairman's Chatter see you on the read and ride safe!

Richard



AGM Report

Nathaniel Goss

The Annual General Meeting on Tuesday 18th April 2023 marked many changes within DAM's committee and Observer team. It was also a great opportunity to celebrate the achievements of the past year and to thank the members who have contributed to the club's success. In my last Chairman's Chatter, I wrote that Tim Carter, Adrian Veale, Trevor Olding and David Cooper were standing down from their respective roles and at this year's AGM the members thanked and recognised their work.



Tim Carter was presented the DAM Observer Trophy by Chief Observer Simon Jeffery.

The John Colin Iveson Trophy was presented to Trevor Olding (Observed Rides Co-Ordinator) and Adrian Veale (Chief Observer) for contributing the most to the wellbeing of the group. With the John Trulove Trophy being jointly awarded to Trevor Olding and Nick Tucker (Webmaster)

There's always a lot of information reported by committee officials and David Cooper (Treasurer), Barrie Dennett (Membership) and

Simon Jeffrey (Chief Observer) kept it informative, interesting, and not without the odd chuckle (mainly at the Chair's expense when he couldn't get Power Point working).

Barrie reported that the total figures for 2022/23 were 348 associates and full members, with the age range of members spanning the youngest at 21 to the oldest at 85 years old. Simon's presentation hit the key points that the test passes for 2022/23 were 54 and exceeded previous years' results, with 15 being firsts. He thanked the observer team, which now comprises



33 observers (14 x national observers and 19 local observers), for giving up 1,528 hours of their time to provide the advanced riding course.

Les Mosco, chair of the legacy sub-committee, updated the AGM with developments on the club's expenditure of the legacy budget. He confirmed that the sub-committee has delegated authority to allocate funds with the focus on enhanced advanced rider training and attracting younger members. He explained that there are presently three offers with financial contributions: 1st pass re-sit, IAM Masters taster and the IAM Masters.

When I initially took on the role of Chairman three years ago, the committee created the Young Riders Scheme and asked for the members to support and fund this endeavour.

Each subsequent year the members have continued to support this, and it was my pleasure that on the evening it was passed unanimously by the members again. DAM AGMs are well attended by members and to me it demonstrates their continued commitment to the charities objectives of promoting road safety to all motorbike riders in Devon.

The AGM was my last as chair and I would like to extend my good wishes to the incoming chair Richard Whybra, and I know that DAM members will support Richard in the years to come.



EDITORIAL

Diana Percy

Now that full summer is here I expect we've all been biking more and enjoying the dry roads. Lots of awful roads have been resurfaced and it is relief to ride on them, (plenty of potholes still left for excitement on some though!).

We have some great reports of trips in this edition and I also wanted to try to give a bit more focus to women bikers. At the Thruxton skills day I heard about the Gina Herridge fund and her husband kindly said I could include the information in the mag. If anyone has anything to add on female bikers then please get in touch...(haha yes, v funny...no thanks, lol etc). Helen Beer never ceases to amaze me with her miles covered and she even found a Scottish cow with chopper handlebars this time.



We have a new advertiser: Bideford Auto Services. If you want a proper old-fashioned bikers' garage with excellent, super-friendly and helpful mechanics then try them. I take my car there too. They sponsor the Bideford Bike Nights and the Bideford Bike Show which are well worth a visit.

There are many great new initiatives from DAM at the moment- the Michael Whitfield legacy is really offering fantastic opportunities now. I'm looking forward to the mega skills day at Westpoint in August.

The pics of vintage bikes dotted around the mag are from Bassella Museo in the Pyrenees (thanks, Leanne).

Have a great summer and hope to catch up with you in person soon.

Diana x

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

DISCLAIMER

THE VIEWS EXPRESSED IN THIS NEWSLETTER DO NOT NECESSARILY REPRESENT THOSE OF THE I.A.M. OR DEVON ADVANCED MOTORCYCLISTS. PUBLICATION OF AN ADVERTISEMENT IN THIS NEWSLETTER DOES NOT IMPLY APPROVAL OF THE GOODS OR SERVICES BY THE I.A.M. OR DEVON ADVANCED MOTORCYCLISTS.

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
July		
SUMMER!!		
Sat 1	Rookie Ride	See website for details.
Sun 9	Group Ride	9:30am for 9.30 am start.
Sat 15	Full Members Training Ride	Contact John Millgate trainingrides@advancedmotorcyclists.org.uk
Thurs 20	Group Ride (full members or associate with observer)	See website or contact Les Mosco lesmosco@hotmail.com
Sun 30	Group Ride	9:30 am for 9.30 am start.
August		
Sat 5	Rookie Ride	9:30 am for 9.30 am start.
Sat 12	Westpoint Skills Day	Westpoint Arena car park 9am-4pm
Sun 13	Group Ride	9:00am for 9.30 am start.
Thurs 17	Group Ride (full members or associate with observer)	See website or contact Les Mosco lesmosco@hotmail.com
Sat 19	Full Members Training Ride	Contact John Millgate trainingrides@advancedmotorcyclists.org.uk
Sun 27	Group Ride	9:30 am for 9.30 am start.
September		
Sat 2	Rookie Ride	See website for details.
Sun 10	Group Ride	9:30 am for 9.30 am start. TBC -See website for details.
Sat 16	Full Members Training Ride	Contact John Millgate trainingrides@advancedmotorcyclists.org.uk
Thurs 21	Group Ride (full members or associate with observer)	See website or contact Les Mosco lesmosco@hotmail.com
Sun 24	Group Ride	9.00am for 9.30 am start.



Are they going to ride their bikes up that hill? (Les's Third Thursday rides)

THE MICHAEL WHITFIELD LEGACY UPDATE

DAM members will be aware that a past member, the late Michael Whitfield, gifted in his will £32,400 to be used for DAM Members' benefit and that a Legacy Committee was appointed to manage the Legacy. That Committee offered funding contributions for its first ideas for



enhanced training, made up of F1rst Pass packages (fully funded) ; IAM Masters Taster (fully funded); the full IAM Masters Course (2/3rds funded). Applications closed on 1st May and generated 32 valid applications with F1rst and full Masters especially popular and oversubscribed. The Committee lifted the limit of 10 max per scheme and approved all 32. Applicants were notified in mid-May and the enhanced training is now happening. This will raise riding standards within DAM and be a fitting tribute to Michael. Thanks to all DAM Observers and IAM Mentors who will be delivering the training.

Also to be funded by the legacy is a "Michael Whitfield Enhanced Skills Day", to be held on August 12th at Westpoint. Details and booking is being publicised separately.

These schemes use the 2023/24 budget allocation with more thinking to come for later. If DAM Members have any ideas for other enhanced training please drop an email to lesmosco@hotmail.com (who may not reply directly but will put your ideas into the mix for the Committee).

We asked around for memories of Michael, and Betty kindly came up with a few photos so it is very nice to be able to put a face to this generous man. He rode a BMW 75 apparently. Michael Whitfield is second from the right above.

5 November 2011:

West Bay when Brian Strong and Betty Nott led the Rookie Rides.

L-R: Chris Cooke, Michael Whitfield, Laura Strong, Betty Nott, Roger Langabeer, Brian Strong and Andy Cushing.



Established 1985



Bideford Auto Services Ltd

Gammaton Road, East-the-Water (At the top of Manteo Way)
Bideford, Devon EX39 4FG

Tel: 01237 471953

Car & Motorcycle MOT - Servicing & Repairs
WE WORK ON ALL MAKES AND MODELS

All work carried out by vastly experienced and highly
qualified Motor Technicians

Come and say Hello!

@ The Bideford Bike Show - Quay Side - Bideford on Sunday 28th May 2023
12.00 till 5.00 pm

or

Bideford Bike Night - Thursday 25th May 2023 from 6.00 pm



RMI



2023

In association with:



Bideford Auto Services Ltd
01237 471953

CROXFORD CONSULTANCY
ian.croxford@aol.com
07896159803

From 6pm

27th April - 25th May

29th June - 27th July

31st Aug - 28th Sept



Bideford Quay Car Park
www.bidefordbikeshow.org

GINA'S TRAINING FUND

This training fund was set up in March 2023 as a legacy training bursary in the name of Gina Herridge (aka Gina Bromage) who was a highly regarded motorcycle trainer, coach and mentor within Somerset Advanced Motorcyclists and beyond in the wider activities of IAM RoadSmart region one and nationally.



Gina was keen to help the skill development of both riders and instructors; she was particularly concerned to assist female riders who she felt were often at a disadvantage financially.

Following Gina's death on the 2nd of March 2023 her family were struck by the number of riders, again very often female riders, who expressed their profound gratitude for the training and skill development that Gina had given them. From these messages was born the idea of creating a training bursary in Gina's name to enable her riding education work to continue.

The training fund will be held in the financial accounts of Somerset Advanced Motorcyclists (registered charity 1099016), a group that operates under the IAM RoadSmart constitution, and be treated as a restricted fund. Somerset Advanced Motorcyclists is a wholly volunteer organisation and the management of GINA'S TRAINING FUND will not attract any overhead costs; all monies will go to the directed purpose of supporting training bursaries.

Once the fund is established the bursaries offered in any one financial year (1st April to 31st March each year) shall amount to no more than 33% of the whole fund held.

Applications for funding support should be sent to:
Peter Herridge 5 St James Park, Yeovil,
Somerset BA20 2EX
peterherridge@me.com

Each application will be assessed on merit. The bursary will support up to 50% of the cost of any training activity and will be agreed before the training commences. A bursary award will be paid on evidenced booking of the training.

Applications will be assessed by Peter Herridge, Yvonne Moors (Bournemouth and Wessex Advanced Motorcyclists), Catherine Bates (Bournemouth and Wessex Advanced Motorcyclists) and Amanda Smith (IAM RoadSmart Field Service Delivery Manager). Approval for an application may be made by any two of the four named assessors. Should any of the four assessors wish to step down from the role a replacement assessor will be nominated and named here.

The data from all applications will be treated confidentially and under the extant rules of GDPR.

Applications are expected for support in participating in the following IAM RoadSmart activities:

Advanced Rider Course
Skills Days
Masters Riding Course

Applications for novel training ideas, such as coaching training will be considered.

At the outset GINA'S TRAINING FUND is established in support of female riders. Funding may be extended to male riders at a later date if agreed by all four members of the assessor panel in place at the time.

If the fund becomes too small to be workable or moribund for any reason the remaining monies will be transferred to IAM RoadSmart for use in its wider road safety charitable purpose.

JUNE THIRD THURSDAY RIDE REPORT

Les Mosco



Let's start with an apology and a quiz. This wasn't my best Thursday piloting: wrong turning en-route to Totnes added half an hour and there were too many narrow lanes. And lanes are in the Highway Code quiz: when 2 vehicles cannot pass on a narrow hill, who is supposed to give way and reverse? Answer follows below, but only after thanking Tony, Barrie, Leanne, Jim, Mano, Adrian and Steve as sweeper for their company on this ride. Glorious weather starting at Sowton, eventually to Totnes for a coffee stop and 2nd pickup, and then the only part of the route as originally planned, from Totnes to Torpoint ferry. After Torpoint, Cornwall council were in full Roads Closed diversions mode, but after the 2nd closure an ice cream stop (thanks Leanne for buying) led to a lucky chat with a local lady who warned us the signed diversion was a 30 minute loop back to the ferry, and gave us better directions to make progress. This by chance merged not onto my planned ride, but the route I'd originally recce'd so we stuck to that to arrive at the planned and excellent Trelvalick Farm Shop and Café at Pensilva. Good grub, service and views and recommended. After that it became narrow lanes, and on an uphill stretch we met the DPD white van man who was determined not to reverse back up the hill, despite 8 bikes too heavy to turn in the steep single track and soon another van behind us. After 15-20 minutes standoff, thanks to Tony for his diplomatic skills and knowing that the quiz answer is the Highway Code says the downhill vehicle should reverse back up the hill. Did you get that correct?! So the van eventually reversed up, and we moved on. By this time we were all tired (I blame the heat and DPD as well as too many lanes!) and after I stopped to replan a more direct route to Bovey Tracey, Tony took the lead as his satnav had home in Bovey pre-programmed in, and so over Dartmoor and a 2nd ice cream stop (thanks to Tony for that one) to then split and make our separate ways home. Key lesson for me: rides should not be too long and with fewer lanes, and I must re-read the Highway Code! Another key lesson: you won't be any worse than me in planning and piloting group rides, Rodney Rayner is always on the lookout for more pilots, so if interested please get in touch with Rodney, or me if specifically interested in leading Third Thursdays. Otherwise I'll be trying for more flowing roads for July Third Thursday!

What A Time We Had



After a long wait over the winter months the time was approaching fast. I needed to get some factor fifty face cream for my fair skin and went into town on our Honda then promptly fell off in the car park. I hadn't even started the engine! Some

kind holiday makers picked me up. A bruised elbow made me think twice about wearing my mesh jacket on holiday as the protection isn't as good as my main jacket. I packed two days before the off, re-packed the next day and still made an adjustment or two on the day of departure. We were all chilled on the day and had plenty of time to get to Plymouth when my sister texted to say there had been an accident on the Brixham road and it was closed. We sped into action and left straight away. All roads were blocked solid and after doing four turn rounds we headed for the Dartmouth ferry and Plymouth from there, another road closure on the way but there was a way round. Eventually we made it to the port two hours and fifty minutes after leaving home. The 33 mile trip usually takes fifty minutes to an hour.

After a long wait in the sun, we were on board. The crossing was very calm and we were all in high spirits. There were a lot of bikes on the ferry and the port at Santander had passport control taped and we were away with little fuss, although Nick and I were the very last off. The twenty five strong group split into smaller groups and headed to the El Toro hotel just outside Pamploma.

Nick and I took the longer route that Diana sent to us. The first part being through small towns and villages then onto the N roads, all relatively quiet. Five miles out from the hotel and we stopped to fill up and Nick noticed he had a puncture. Luckily after a bit of foot pump action, it held enough air to make it to the hotel.

Last to arrive, we just had time to have a quick scrub up before dinner.

By the time Nick and I appeared for breakfast some had already left and most were making their way out. Simon and Leanne were still around and after we had our breakfast, they helped Nick mend



his puncture. Thank you both. The four of us left together then Simon and Leanne went left and we went straight on at the first roundabout. I thought I'd picked the wrong route as it was full of lorries for a few miles. Then as we turned off onto the N-132 we were on our own. We passed a very impressive viaduct and corn fields full of poppies. We stopped at Sanguesa for a drink and to check Nick's tyre, which was fine. We found out via WhatsApp that Polly's bike had broken down but being about twenty miles ahead and Polly having plenty of assistance from with her travelling companions, we carried on our way to Bierge and the Hosteria Guara. From Sanguesa we rode on the N-240 to Sabiñanigo, Fiscal then Ainsa where we had another stop for a drink and tyre check. From Ainsa we took the nadgery A2205 to Adahuesca. As we came off the A2205 I disturbed a small flock of bee eaters, what wonderful colours they were, it was lovely to see them. On an even smaller road, the A1230 to the hotel we saw a stork walking in a field. Jan and Roger later told us they had passed a whole field full of Storks. Most of the others had taken a more northerly route and had a grand day too. Other birds seen on the trip include eagles, vultures, grey wagtails, yellowhammers and woodpeckers, along with all the usual swifts, swallows, martins and other garden birds.

The hotel was lovely and plenty of food, some a bit strange. There were five starters of which we were given all then a choice of mains and sweet. We all went to bed bloated the next two nights. Polly's bike had disappeared into the ether and it turned out the back wheel bearings had failed. On a new bike with five thousand on the clock! I won't say anymore about it as Polly is still sorting it all out. So Polly and her luggage were taken as pillion for the rest of the holiday.

The following day Nick and I chose to ride a shorter route that Rodney had prepared. We rode the A138 up the side of the Rio Cinca which is very low, then along the N-260 and south along the A139 back to Barbastro taking small roads the A1232 and A1230 back to the hotel for a sundowner before dinner. Some had a dip in the cool pool; the others had a longer ride. Everyone enjoyed themselves and not a spot of rain yet. The staff at the hotel were very obliging and presented us all with a bottle of local olive oil when we checked out.

On to the hotel Riberies at Llavorsi further north and near Andorra. I think the rest of the group went north along wiggly roads on a much longer ride than us. Nick and I rode a southern route then gradually heading north along the N-123 and N-230. We had some stunning roads some little wiggles. The C1311 to Tremp was lovely, followed by the swooping bends of the N-260. The last five miles it started to rain so we dived into a bar in the town of Sort for a drink then rode the last bit to the hotel in a shower. It was great riding on roads with very few other vehicles.

The rest of the group got quite wet as it started to thunder. Again we were fed very well by the hotel.

The next day five of us went to the motorcycle museum at Basella, taking the N-260 then crossing the Coll Del Canto on wiggly roads, then south on the C14 with its big swooping bends. The museum in the middle of nowhere was lovely, about two hundred bikes of all sorts. The whole place was put together really well. It was a good day out.



Coll de Montllobar, C1311 17

The journey back was across the Coll de Boixols, another wiggly mountain road. Then back onto the N-260 and back to the hotel.

The ride to our final hotel was a long way. The rest of the crew went on a northern route over the big cols on the French side of the border, taking the roads to the Tourmalet and Somport and everywhere in between. Nick and I again took an easier route as my fitness isn't so good. We took N-roads nearly all the way stopping for a drink or two on the way, Nestea being our holiday drink



Moto museum at Basella



of choice. It was quite a long ride for us although again the N-roads with the big swooping bends were great. The last leg on the N-330 took us to the hotel Christina at Canfranc. The huge railway station building at Canfranc has featured on TV programmes including Michael Portillo's Great Continental Railway Journeys and has been undergoing renovation recently. Half of it is now a splendid hotel. We rode through a small shower of rain but not as much as the big group encountered. We booked into the hotel and some took the chance to have a swim before dinner. We all had another impressive meal.

I was a bit anxious about the long ride to the ferry as my shoulder and back were giving me gyp. Overnight I decided that we should break the journey up and while the others either went for another ride in the mountains or visited the Station and town, we set off for Vitoria. We had a lovely traffic free ride, then after being forced off the main road for road works, we decided to stop at a café in a small village called Yesa. The café was opposite the local police station four or five policemen were having their morning coffee in the café. We ordered Nestea and the café owner looked aghast and implied we could get a cure for that and Nick at least should be having something stronger! I said we didn't want to drink anything stronger as we were riding motos. He shrugged and served us our soft drinks.

On towards Pamploma the traffic got a bit heavier as we circled the city, then out into the countryside to Vitoria. We had booked a small hotel six kilometres outside the city on a huge trading estate.

Negotiating the huge trucks we turned into a small road that ended in a little oasis with an old farmstead, church and a hotel, surrounded by small corn fields. Mad. It turned out that the place was an autonomous hamlet called Lermenda with 20 inhabitants and the industrial zone had been built around it. The hotel was lovely a combination of old and new and very peaceful considering the location. We ate our evening meal out on the terrace next



to an immaculate lawn and vegetable garden, with a very attentive cat called Obama.

Having split our journey up we only had a hundred miles to ride to Santander. After a leisurely breakfast we took the quiet N-roads before joining the major roads into the port. Parking in the shade and waiting for the others who had ridden the full two fifty miles in one go. All arrived safe and sound, and then chaos ensued as we were all kept waiting for hours to load onto the ferry, some being let on and some having to wait in the heat of the day. There were Portuguese, Spanish and other nationalities heading for the IOM races, over excited and blaring their horns. The ferry was forty five minutes late leaving, finally underway we could all relax. There were large pods of dolphins following in our wake for a while, what a sight to see. Nick and I also saw a whale slowly breaching the surface and disappearing from view. We all had a good nights sleep and after breakfast said our goodbyes, again some of us being held up in the bowels of the ship for ages before being let off. Nick got off early and had to wait nearly half an hour for me.

The weather was very good on the whole, reaching about a maximum of 28 degrees and not too humid so we didn't feel too uncomfortable. The boys who rode in the mountains did get a bit of low cloud at times.

We made it home in good time to get the washing machine on then on Saturday the kit was all washed and cleaned. Sunday I cleaned the bike. A good time had by one and all, thanks to Rodney and Rick of MSL for putting together a lovely trip. Mileage was around 1600 give or take.

Jill & Nick.





CHP Finishing Services

Surface Coating and Repair Specialist

OUR DETAILING & CERAMIC COATING SERVICE.

Our recent acquisition of the latest products for the application of protective ceramic coatings have enabled our highly skilled team to offer specialist motorcycle services.

With our dedication to fine detailed cleaning and preparation, followed by a range of specialist ceramic applications designed to protect the surface from daily deterioration, you can be assured of a coating which will last for many years; This service helps to restore tired surfaces, maintain new surfaces, reduce cleaning times, and reduce the worry our harsh environment takes on our machines.

Our director who is a keen motorcyclist, appreciates the importance of ensuring the greatest of care is taken when we receive your pride and joy.

We ensure your machine is treated with the greatest of care and returned to you with the sole aim of producing a protective finish second to none.

Chris Palmer - Company Director

"Your machine will receive an initial clean for assessment, inspected, polished to remove light scratches, cleaned, dried, followed with an application of high-quality ceramic coating – this will help keep your bike protected from the elements, reduce future cleaning time and ensure peace of mind".

After we have protected your bike from the elements, why not speak to our team to discuss purchasing further aftercare products to extend the life of the protection and keep your machine gleaming".

Website: chpfinishing.co.uk
 Email: admin@chpfinishing.co.uk
 Call: 01392 215656

PO Box 26
 Exeter, Devon EX6 8XE



WELCOME TO OUR NEW MEMBERS

Ian Dunne, Olly Nendick, Ramona Willett, Matthew Clark, Roy Bailey, Laurie Parker, Wayne Vallance, David Stanley, Romeo Termure, Bryan Medway, Steven Leach, Andy Gait, Callum Mitchell, Jez Ward, Jonathan Doney, Pete Cort, Martin Trott, Philip Sully Da Silva, Natalie Harris, Andrew Ferrett, Sian Davis, Andy Burden

Congratulations to the Test Passes

Associate	Observer
Andrew Hole	Simon Jeffery
Chris Bittlestone (F1rst)	Catherine McKinley
Chris Andrews	Ian Pruce
Sean Ryan	Rodney Rayner
Antony Alton	Gary Crook
Chris Bulle (F1rst)	David Page
John Knight	Robin Watts
Sean Campbell	Tim Carter
Jon Ward (F1rst)	Brian Strong

GEEVOR TIN MINE TRIP

Chris Buxton

Although an early start, about 20 riders set out from the Hog & Hedge by 8am. It was great to see several new faces and lots of bikes.

There were stunning blue skies for the journey, over the top of Dartmoor, through Launceston down to West Cornwall with two stops, including some traditional cornish pasties at Chiverton. Traffic was heavy at Hayle, but filtering past them is part of the reason we ride bikes. Onwards, skirting St Ives and along the rural north coast road, with a mixture of challenging bends, stunning scenery and a few double



decker buses squeezing through the narrow lanes; why?! We finally arrived at Geevor Tin Mine at about noon.



With a 3 hour window, the group enjoyed the mine tour and the stunning coastline.

The café had a great selection, as well as an amazing view of the coast; and I must go back to try the plate of pulled pork, cheese and dirty fries which looked so good. Good shout ,Nathaniel.

The return journey took us via Penzance and Helston, with some interesting C roads, Truro, then a welcome stop at Cornwall Services for fuel and a re-group. The last leg was via Liskeard, Callington, Tavistock, Princetown is always a great route. 220-ish

miles and 11 hours later we arrived at the Warren House Inn, where about 9 stopped or dinner.

In summary, a great day out; thanks to Simon and all the group.



Have you ever been overtaken by a pannier? Some of you will know that feeling... You check it several times as the fitting has never inspired confidence but there it is tumbling down the road in your rear view mirror...I slowed down for the 30 and it didn't. At least my smalls stayed inside and a very nice man assisted as I returned it

to its rightful place. The kindness of strangers is always heart-warming. All was well apart from the scratches but apparently, according to the lads, shabby chic suited me.

I'd been invited to Scotland and didn't want to be late for coffee at Rich's Cider Farm at Highbridge. John and I tucked in behind Andrew and the holiday began with the M5, Chepstow, lunch in the sun at Tintern Station, Monmouth, Hereford, Woonton, Kington, Knighton, Clun, Westbury and our first night at the Hand and Diamond at Coedway. My new tyres were settling in well with all the flowing twisties and the hedges were full of colours - blue, white, yellow, pink and purple flowers - along with lilac, azaleas, rapeseed and wild garlic there was summer promise in the air. 204 miles.

Wednesday morning with the bike loaded early in the warm sunshine - there was time to sit and listen to the skylarks, wrens, blackbirds, song thrush and chiffchaff (I love the Merlin Bird App when I'm not sure what's singing to me). Some joyful roads through pretty villages to meet Graham and Pete (the leaders, organisers and planners) at Tilly's in Bunbury - along with their mate Paul. A49, M6, A6, Lancaster and Levens Kitchen at Kendal for a cuppa in the sun before heading to Penrith, M6, past Gretna (and the sign to Ecclefechan which always makes me smile) to Dumfries and a warm biker friendly welcome from Lynne and Terry at the The Hill Hotel. I spotted a Tim Hortons on the way - last seen in Canada so good to know they have arrived in the UK (hope the standard is the same). A short walk to eat in town (entertainment with loud music and a pub quiz which we didn't win). Then we walked along the river to see the otters and back through the old town to chatter in the hotel bar where routes were changed for the next day - you gotta listen to the locals! 221 miles.

Off to Oban on the A75, A713 and A712 to Newton Stewart then to Girvan for coffee at the Cafe Royale - on-street parking, really hot Italian coffee, smiley staff and a huge range of yummy cakes. Alisa Craig was clear in the sunshine with calm waters of the Irish Sea. Past Ayr, Troon, Irvine, West Kilbride, Largs to the Gourock-Dunoon



ferry and a cuppa in the sun at Holy Loch Coffee Shop where they abolished closing time to look after us. Up the A815 and A83 around Loch Fyne to Inverary and the A819 along Loch Awe. Past Loch Etive to the Muthu Alexandra for two nights. Dinner at the Cuan Mor and a walk up to McCaigs Tower. 224 miles.

Friday and the offer of a pillion seat was happily accepted - lovely to be spoilt and enjoy the scenery. Breakfast was overlooking the water with big blue skies and sunshine. First stop was the Atlantic Bridge on Seil Island - beautifully covered in purple flowers. Coffee at Cuilfail Hotel at Kilmelford then Kilmartin, Down to Tarbet and lunch by Loch Fyne. Loop of Knapdale, enjoying views of Jura with stunning scenery and a Mum and Pup seal on Port Cill Lualuig. Tea stop was The Salty Dog at Lochgilphead and we visited the scale models of the Kelpies at Ardrishaig. A wiggle out to Crinan for an ice cream and back on the A816 for a



Fish Supper at Ee-Usk. A stunning day full of great scenery, birds, cattle, flowers etc and I watched the lads fall tipsily in love with the waitress as she took vast amounts of money for their dinners. 134 miles.

Saturday and moving northwards again. Dalmally and a stop by the River Orchy. Coffee at the Bridge of Orchy Hotel after a twisty ride needing only low gears alongside the river. In to Glen Coe and a left to recreate the James Bond Skyfall Moment and to ride the TV ad road with the Highland Cow on a bike along the River Etive. Kinlochleven for a picnic in the sun before Inch, Fort William, with snow on Ben Nevis, Gairloch and Spean Bridge. Loch Linnhe brought back memories from CW holidays. Along the A87 after a cuppa at the Invergarry Hotel - The Great Glen and Loch Beag were stunning in the late afternoon light. Past Eilean Donan Castle to the Kyle Hotel in the Kyle of Lochalsh. After dinner in the hotel we walked to The Plock Viewpoint with great views of the bridge to Skye as darkness fell - followed by entertainment at the snooker table. 182 miles.

Sunday and another pillion ride offer - we battled our way through the midges and over to Skye for a full day's play. Everywhere has potholes but the ones on Skye resembled swimming pools.... Gorgeous views of the Isle of Raasay and the Hebrides. Broadford, past the Cuillins and the River Sligachan with coffee at Dunvegan. On to Uig, Staffin, past the Old Man of Storr



and lunch in Portree at the Candle Company. At Drinan we were able to get close to Highland Cattle and down to Elgol where the views back at the Cuillins were stunning. Tearful laughs when mounting and dismounting - easiest way was for the rider to mount second and dismount first.... A topbox is great once you've mastered this system. Back just in time for dinner and a stroll around the harbour. 174 miles.

Moving north again but firstly a visit to Plockton - a beautiful village on the shores of Loch Carron. On to Strathcarron, Ardarroch, Ardheslaig (coffee in the Kishorn Seafood Bar that ran out of milk) then some went to Applecross and

some went to Sheildaig and along Upper Loch Torridon to Diabaig. New roads for most of us - all enjoying twisty narrow tarmac with hairpins. We regrouped at Gairloch Coast and Coffee (the cafe is soooo good I had to have 2 raspberry and white choc muffins - I did share - honest). On to Poolewe, Aultbea and the Aultguish Inn just above Garve (in the middle of nowhere) for 2 nights. A biker friendly hotel with a shed for our steeds. Dinner was huge and delicious. 164 miles.



Paul left us as planned on Tuesday morning and managed to get back to Gloucester in one hit. Another pillion ride for me and first stop Ullapool. On past Loch Lurgainn, Stac Pollaidh (memories of walking it in 2000) and Suilven. Coffee at An Cala Cafe in Lochinver. Kylestrome and a play on the Kylesku Bridge, Scourie, Durness and Choraidh Craft Tearoom. A call to the hotel to report we would be late for dinner...just having way too much fun. Tongue, Altnaharra, Lairg, Oykel Bridge, Elphin, Strathcanaird, Ullapool and back for that late meal. The vastness and beauty is just awesome - stags and deer to view and lots of passing places on the single tracks. 251 miles.

Wednesday and time to head south. Garve, Contin, Beaulie and coffee at the Bog Cotton Cafe in Cannich. On to Drumnadrochil, down along Loch Ness (no signs of Nessie), Balloch, Cawdor and lunch at Grantown-On-Spey just into the Cairngorms still with snow on top. Then the lovely road to Timintoul, Cock Bridge, Ballater (the Queen's favourite place to shop), past the castle to Braemar for tea in the Fife Arms. A cloudier day but still dry - so lucky with

the weather. Our overnight was at the Dalmunzie Castle Hotel in the Spittle of Glenshee. The bikes had a garage and we enjoyed fine dining - a little quirky in a pleasant old fashioned kind of way. 182 miles.

We were banished to the library for our meals - seems 5 was a large group even for breakfast! Blacklunans, Kirkmichael, Moulin and Pitlochry for Graham to do his holiday shopping. Aberfeldy for coffee at the Three Lemons, Kenmore, Loch Tay and a quick stop at the waterfalls at Killin. On to Lochearnhead and the Dukes Pass with a stop at Loch Achy before lunch in Aberfoyle at the cyclists cafe. Ruskie, Blairdrummond, Craigforth and past Falkirk and the amazing Kelpies - stunning views heading south. We then took the A702 and A703 to the Barony Castle Hotel near Peebles. A lovely dinner for our penultimate night and I had a massive room looking over the bikes and hills beyond. 167 miles.

Friday and an early morning walk to The Great Polish Map of Scotland (Maczek's Map) - it was in the grounds of the hotel so had to be done and was really interesting - what a legacy. Stobbo, Drumelzier, Tweedsmuir, Talla and Megget Reservoirs and St Mary's Loch for coffee. Robertson, Hawick, Kirkton, Bonchester Bridge, and Newcastleton for lunch at the Copshaw Kitchen. Lovely gentle rolling scenery down to Longtown, Carlisle passing the castle and to Orton Grange Food Hall for the compulsory ice cream. Past Bassenthwaite Lake (the only lake in the Lake District) then Loweswater, Buttermere, Honiston Pass, Keswick, Grasmere, Ambleside and in to the Windermere Manor Hotel for the last night of our holiday. A walk by the lake after dinner watching folk enjoying the still waters on a balmy evening. 189 miles.

Saturday and we set off in two groups - 3 of us visited Andrew's childhood area - Levens, Milnthorpe, Sandside, Arnside, Silverdale and Carnforth - a whole new bit of England I'd never seen. We regrouped at Tilly's in Bunbury again and headed down the A49 for farewell hugs to Graham and Pete at Hope-Under-Dinmore. Down to Monmouth, Chepstow and the M5 before star bursting homewards. 327 miles.

The banter had been brilliant - a holiday up there with the very best. 12 sunny dry days with plenty of enjoyable miles. Pete and Graham had done a brilliant job searching out accommodation and routes to please everyone - thank you!

NDAM'S UPDATE JULY 2023



Martin is away at the time of going to press but NDAM has been as busy as ever.

NDAM had a stall at Bideford Bike Show and apart from having a great day got 17 enquiries! The Armed Forces Day in Barnstaple on Saturday 24th got a further 6. NDAM took out 7 military personnel in June and 3 have joined up.



The slow riding event at Chivenor was a great success and generated taster rides. There was another slow riding event for NDAM members in Braunton and a very jolly time was had by all.

- Don't forget **Braunton Wheels** - Sunday 30th July a well-attended car and bike show.
- **Ifracombe Bike Show** is confirmed going ahead! This year however will be organised by Satan's Slaves MC North Coast, just awaiting dates to be confirmed by the council – Proposed Saturday 9th September.
- **Barnstaple Bike Nights** are being held on the 2nd Thursday starting April and finishing in September.
- **Bideford Bike Nights starting** 27th April, taking place on the LAST Thursday of each month until 28th September.
- The North **Skills Day** events, at the Barnstaple Rugby Club is on **Saturday 15th July 9am-4pm.**

Any members who have the inclination / time to help at any of these events, I would be very grateful for any assistance, just let me know please.

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 26/06/2023)

THE HARD WAY WITH JUST A SIP OF WHISKEY

Chris Palmer

So there I was, 17 years of age! My father had ridden Motorcycles through the 60s, it's now 1980 Margaret Thatcher is making lots of noises; I'm fresh out of school and about to take up my first job as a trainee photographer on a YOP scheme (youth opportunity). In essence, this was often an opportunity for an employer to take advantage of a young person, it paid me £22.50 per week, and cover the cost of my tuition fee one day per week at the College of Art and Design Plymouth.

The dilemma how was I going to get from Barnstaple to Plymouth every Thursday, public transport was not an option. After all in North Devon we had only just invented the wheel! So off to the local motorcycle outlet known as Irelands services, and a chat with that then owner, Colin Ireland. There it was in the showroom, a shiny brand-new Red KC 100 cc Kawasaki, my heart pumped with excitement that this might be my new mode of transport, an entry to the Motorcycling World. Looking back on it, it was quite a sweet little thing with that ugly enclosed chain guard, for the younger readers of this magazine, it was a two-stroke, but I didn't have to mix the oil and petrol together. The oil was in a separate compartment to the fuel tank, and it had a kickstart.

Key in the ignition, one quick, easy, kickstart, the choke pulled out, and she fired up like a dream, that smell of two-stroke in the air almost addictive! Provisional license in hand, insurance arranged, no CBT back then, just a ride up and down the back lane, deposit paid, helmet on, and I was away!!



My father followed me in his car to assess my riding skills, I think I stalled it about a dozen times! I was almost certainly all over the place! I had previously ridden bicycles for many years so I considered myself fairly advanced in my capability, I do believe this helped with basic understanding, with tire grip, trade-off cornering at speed, gravel surfaces, slippery roads when wet, I dread to think what would've happened if I hadn't at least ridden a bicycle and experienced this beforehand.

So there was my trusty new steed, and a big smile all over my face. Protective clothing back then was limited and for those on a budget, we pretty much made do with a pair of jeans, trainers, and some kind of jacket not necessarily specific to motorcycling, sometimes I wore my shorts and T-shirt, particularly when it was hot and sunny, I would race around the A and B roads of the local North Devon coastlines with too much confidence, when meeting up with friends and fellow bikers, very often a race to see who was the fastest, and the best, of course I was always the fastest and the best on a bicycle, so naturally I had to be fastest and best on a motorcycle, a young and crazy fool, who lived on his wits and natural ability. I do believe I survived because my wits and natural practical ability were to a very high level, that said I had my spills, of course I did! Arguably, I shouldn't be here to write this today, I was quick, very quick, and as a result, quick to make mistakes. On one occasion, a rainy drizzly evening, a scratched visor, a corner, a street lamp glaring across my visor, can't see where I'm going, oh nooo look out -I'm riding directly towards a wall, I fixated on my target, and low and behold, that's exactly where I went, into a 5 foot high wall, head on! I was thrown over the handlebars, heading directly towards a big old oak tree, just waiting for me,

Next thing I knew, I was waking up on the side of the road, rainwater washing over my face, I came to, and realised my helmet must have come off during the collision, I know it was buttoned up, it was the seatbelt type, the impact must've been so great that somehow the chinstrap and helmet had worked away from my thick, stupid skull. Fortunately I was pretty tough and resilient, the benefits of being fit, young and healthy. It was dark, wet, I was disorientated, I walk towards my motorcycle, it was buried in the wall, its wheel, and forks bent underneath the front of the bike and completely smashed. I should've been glad to be alive, ironically, I was more concerned about the damage to my bike. A 2 mile walk home, followed by, a report of accident to the police (that was embarrassing) and later the next day, Ireland services, help regarding recovery of my motorcycle (that was extremely embarrassing) and apology to the homeowner for the damage to the wall (now I was feeling really stupid).

That weekend I popped down to Ireland's services to have a look at my poor wreck of a motorcycle, had a conversation with Colin Ireland on what to do: he said best we look out for another scrapped motorcycle with a decent frame, front wheel, forks, lights mudguard etc, it turned out that my frame was also bent!! Luck however, was on my side because only a few days later Colin informed me that another KC 100 the owner had blown his engine, so this motorcycle was up for grabs for not a lot of money, recovering the bike from Bristol. I then spent evenings and weekends in the corner of the motorcycle shop learning how to strip down and rebuild a motorcycle, Colin Ireland, bless him didn't charge me a penny for the use of the space in his workshop, the borrowing of his tools, or for his advice, knowledge and experience, what a lovely man.

I soon had my trusty motorcycle back on the road, all parts fixed and running perfectly, but more importantly, my new gained knowledge, okay, I learnt the hard way, but I did learn something.

That didn't stop me racing around like an idiot of course, why would it, I was a young buck, I was invincible, and still destined to be the best motorcyclist the world has ever known.

The day of my test, simple test, ride around the block, demonstrate you knew how to handle your motorcycle. Use your indicators and hand signals complete an emergency stop and back to the test centre. Answer a couple of questions, simples! There was an older chap, probably in his 40s, taking his test at the same time, I recall how confident he was, we both went out at the same time he was ahead of me, at the first right-hand junction. He used his electric indicator, but no arm signal. I thought about following his lead, but then thought again, at the time we used our indicators and hand signals, so I completed my manoeuvre using both forms of indication. We were both back at the test centre: I passed, he didn't!

(Don't tell anyone, but I was so nervous on the morning of taking my test, my mother suggested I have a small glass of whiskey to calm my nerves, so there I was sipping on whiskey an hour before my test, I know this sounds mad, but it's the truth. In all honesty, it was a very small amount of whiskey I doubt I was over the limit! And besides, things were different back then, apparently, even the local constabulary were inclined to have a few too many and drive home afterwards, different times, a different world.)

After passing my test, it was time to get something bigger, so back down to Ireland's Motorcycles I went, and staying with the Kawasaki theme there it was a Z250 C, again, shiny, red, a beautiful, looking bike, and this one had



an electric starter, wow, and it was affordable, wow, wow, it was going to be mine, deposit paid old bike, traded in, start her up, and wow, the power was phenomenal, she nearly ripped out of my arms as I pulled away, in reality by today's standards, she was slow, but back, then I was now on a proper bike, time to get some decent biking gear!

My Kwaka 250 and I spent many miles together, regular rides out, girlfriend on the back, sunshine, sea, and sand, everything in the world was perfect. Until the next disastrous event... To be continued...



PILOTS NEEDED

**Calling all Full
Members**

**Do You Enjoy
Group Rides?**

**Ever Considered
Piloting One?**

**The Club
needs your
HELP & SUPPORT!**



- No previous Piloting experience necessary.
- Rides can be of any distance and on any day. Just ride your favourite route.
- Please help your fellow members and contact:
- Rodney, Group Rides Coordinator at groupridescoordinator@outlook.com
- If you would like more information I'm happy to help.

Rodney Rayner
Group Rides Coordinator.



HONITON HEARING CENTRE



Independent Hearing Professionals Since 1999

Did You Know?

Hearing loss is the 3rd most common long-term health condition. Get in touch for help with your hearing.

Professional Personal Care For You

- Hearing Tests
- Hearing Aid Consultations
- Hearing Aid Repairs
- Custom Ear-Plugs
- Covert Devices
- Hearing Protection
- Amplified Phones
- Industrial Testing
- Musicians Earpieces
- Earwax Removal
- Tinnitus Assistance
- Speech Mapping

Over 20-years providing excellent services to our customers

Need your hearing aid repaired? We offer warranted repairs to all makes and models of private hearing aids.



COLIN EATON
SAM EATON

AUDIOLOGIST - FdSc. HCPC-HAD. MSHAA
PRACTICE MANAGER

Make an appointment online via www.honiton-hearing.co.uk
or call **01404 47070** to discuss your requirements

IAM WOMEN'S SKILLS DAY 20 JUNE 2023



I know a lot of the men in our group attend and enjoy these Skills Days and I've been to a couple before. At the last one I think I was the only female customer, although there were a few female instructors. I thought it would be interesting to see how the women's day differed. Laura and I had a great ride up to Andover in good weather and glorious scenery, and stayed at the Travelodge, Andover (find somewhere else...)

If you have never been to a Skills Day before I would strongly recommend it- the surface of the track is amazingly grippy (apparently has ground glass in the



tarmac!), no potholes or squashed pheasants or side roads so you can practise all the skills in a safe environment. The day is organised around IPSGA : you get a 20 minute information session on the particular skill you will focus on, then you get around 20 minutes on track and then 20 minutes for feedback

and getting a drink etc. There are 6 sessions, each focussed on one point of IPSGA and then a final one where you can ride 'independently'. (I was too tired to do that one plus the 130 mile ride home so stopped at that point- I'm sure most people are made of sterner stuff). You are divided into 3 groups: A- experienced and more confident riders, B- medium confidence and C-less confidence, and there are up to 6 subgroups within these. Thruxton is 2.4 miles round if you are interested, the longest and fastest track in the UK.

I am really not into 'Men's Things' and 'Women's Things'. I much prefer just 'Things'. However, I wondered how the women's day would compare. There were only around 40 riders whereas on the other days the parc fermé had been packed to the gills. You choose which group you go in and I do think there was a tendency for the women to evaluate themselves lower down the confidence scale- the C group was the biggest. I did get the impression that the men were more about wanting to go fast than the women, who were more about wanting to build confidence. The atmosphere was really supportive and I think we both felt we had made friends over the day. Best of all it was great fun and we both learned loads: the braking practice was particularly useful- modern bike brakes are fantastic. My group in B was just two students and our instructor was super-professional and helpful; we practised things I'd never tried before like using counter-steering to make the bike stand up rather than turn.

I asked a friend (a woman) who teaches on these days for her opinion of the difference between men and women, this is what she said: 'Women tend to follow instructions really well, they don't get red mist as much. They listen and are really supportive of their fellow team mates. And they chat..

yep! Women have so much to share when it comes to being a female biker in a 'man's world'. (Who gave them that idea? Ed.) We 'need' to talk about women's clothing, suitable bikes places to meet like-minded riders... Plus they can tend to lack confidence and dwell on mistakes, but dealing with someone who lacks confidence I believe is a safer place to come from than someone who is overconfident in their abilities.'

Anyway, bikers are bikers whatever gender and these Skills Days are huge fun! I hope to go again.

Diana Percy

Photographer on track www.kellydowlingphotography.com



GARY'S TYRE REVIEW



I had a set of Metzeler Karoo 4, 50/50 tyres, fitted to my Triumph Tiger 800 XCa, main reason for getting them is a few of us DAM members are off to the ABR in June. Before this I had Bridgestone Battle Wings 80/20 road/off-road. My test ride of 144 miles (see pic attached), set off from Exmouth in slightly wet slippy roads, over to Tiverton using the back roads up to Wheddon Cross for 1st stop, tyres are great at this point and feel fantastic, then rode up to Simonsbath over Exmoor in the rain & fog, over to Lynmouth for breakfast, tyres just keep getting better even in heavy rain going up the A39 from Lynmouth towards Porlock Hill. From Porlock I stayed on the A39 to Taunton, Hit the M5 to test higher speeds, Most noticeable was the lack off mirror shake on the motorway mirror was clear; it had always shaken at higher speeds so that's fantastic. Then I made my way home with a great smile on my face and a good set off boots under me.

So all in all these Karoo 4s on a Tiger are outstanding in the dry roads, on wet roads and heavy rain they stuck to the road like glue, was very impressed with them on the road, just need to take them off road, doing an off road rally in May 7th with Tim Redman So watch this space for my off road review on the Karoo 4.



7th May Roadbook Rally, organised by Tim Redman Starting Coach House Cheriton Bishop, this was my first time off road with the Karoo 4s, tyres coped well with the gravel roads around Dartmoor, leading me on to the off road sections, 1st of all was the muddy & small but loose boulders, (well, felt like boulders lol), all going great through some rutted parts with deep water , bike



did move under me but was ok through a very deep stream with rocks . Then back on to tarmac, tyres just adjusted fantastically, lastly some grassy meadows finishing at Finch Foundry. All in all, great off road tyres. I was very impressed once again with the performance of these 50/50 Karoo 4, was happy to try new things and harder trials, will help improve my skills.

BRIDGE
MOTORCYCLES
EST 1953

HAPPINESS... ...IS A MOTORCYCLE AND A FULL TANK

First opened in 1953, Bridge Motorcycles are an independent family business and proud to be the South West's biggest multi-franchise motorcycle dealers.

CLOTHING & ACCESSORIES

SALES

FULL SERVICE FACILITIES



...MOVING THE SOUL SINCE 1953



01392 260200
www.bridgemotorcycles.com

Alphin Brook Road, Marsh Barton, Exeter, Devon EX2 8RG

MAIN DEALERS FOR



Kawasaki



THE MICHAEL WHITFIELD ENHANCED SKILLS DAY, WESTPOINT ARENA AUGUST 12TH 9AM TO 4PM.

DAM have hired the large (44 meters by 135 meters) tarmac carpark immediately adjacent Westpoint Arena.

The event will build upon all the skills practiced at the Swans Nest plus Hazard Avoidance, Boot lace Slalom, Walking Pace decreasing slalom, the Snowman and more.

All Associates, Full Members and Observers welcome on this fun and educational day.

To help organisation of this inaugural event please register your place by contacting Rodney Rayner: groupridescoordinator@outlook.com.

(Hope we all end up as good as this guy)





JCF BIKE TYRES

EXETER

MOTORCYCLE TYRE SUPPLY AND FITTING SERVICE

Pete Johnston

07854 825 910

jcfbiketyres@gmail.com

THE MOTORCYCLE CO. SW LTD

- SERVICING
- REPAIRS
- TYRES
- MOT'S
- FUEL INJECTION
- DIAGNOSTIC
- PARTS AND SPARES
- SALES

TEL: 01626 366155
WWW.THEMOTORCYCLE-CO.COM

UNIT 4
OLYMPUS BUSINESS PARK
NEWTON ABBOT
DEVON TQ12 2SN



Facebook Instagram
SEARCH: THE MOTORCYCLE CO

KEEPING UP WITH YOUR RIDING AMBITIONS

What can Devon Advanced Motorcyclists do for you?

In three minutes time, you'll know exactly that.

Devon Advanced Motorcyclists is THE leading provider of IAM Roadsmart's Advanced Rider Course in the whole of Devon!

We are here to make competent and confident motorcyclists.

We have a team of 35 nationally qualified Observers who can help you become the best motorcycle rider you can be. And help you stay that way.

If you have no ambition for this, stop reading here.

The Advanced Rider Course

We are affiliated with the national road safety charity IAM Roadsmart. Our role is to provide on-road coaching to enable IAM Roadsmart members achieve a nationally recognised advanced riding standard.

Advanced riding is the ability to maintain focus on the road and traffic environment and to take timely action to deal with it safely, smoothly, and systematically. It's a frame of mind.

Our members come from all walks of life and all ages. Our common goal to be the best riders we can be. The only prerequisite is that you should have a full (A or A2) motorcycle licence.

To apply for the **Advanced Rider Course** visit
<https://www.iamroadsmart.com/courses/advanced-rider>.



**£175
PLUS
PETROL**

The course includes the Advanced Rider Course manual, one-one on-road riding sessions with your allocated Observer, the price of the advanced riding test, and one year membership of both IAMRoadsmart and Devon Advanced Motorcyclists.

Not sure? We offer a free, no-obligation, **Taster Ride where** so we can answer all your questions. To apply for one of these free Taster Rides visit www.advancedmotorcyclists.com or contact fouache@btinternet.com.

Social Rides

At any one time, we have up to a hundred people like you preparing for their advanced riding test.



FREE

We encourage new members to attend our regular social rides aimed at those new to advanced riding. We call these Rookie Rides, and they take place on **the first Saturday of each month**. You can use the opportunity to compare your advanced riding experiences with other new members.

Once you have passed your advanced riding test, you will be eligible to join our other Group Rides. These tend to be longer, all day, rides, and normally on more challenging roads than the Rookie Rides. You'll be riding in the company of experienced advanced riders and come to enjoy the best riding roads and destinations the county has to offer. Put these regular dates for Group Rides in your diary now: **the second Sunday of every month, the fourth Sunday of every month, and the third Thursday of every month**.

Devon Advanced Motorcyclists also organise a number weekend or longer trips throughout the year to UK and European destinations.

Detailed arrangements about forthcoming Rookie Rides and Group Rides are emailed to members on a regular basis. Contact our Rookie Rides co-ordinator dnmudge@blueyonder.com or our Group Rides co-ordinator groupridescoordinator@gmail.com for more information.



FREE FOR MEMBERS

The End of the Beginning

For some new members of, passing their advanced riding test and joining in with the regular social rides is sufficient for them to keep their advanced riding skills honed.

For many more that is just the beginning.

We continually encourage all our members to take opportunities to keep their advanced riding skills up to scratch. Newly acquired skills can (and do) fade remarkably quickly.

IAM Roadsmart offer a **Fellowship** membership status: in return for an additional annual subscription, Fellow members are automatically offered a re-test of their advanced riding skills every three years. What better way to keep you on your toes?

Information about **Fellowship** membership can be found at www.iamroadsmart.com/membership.

£18
PER
YEAR

Alternatively, to take your riding skills up another level, you might consider the Masters programme. This provides mentoring support and guidance that will help you attain the highest standard of civilian riding in the country. The coaching encourages the use of professional riding techniques used by police and other emergency services riders.

Information about the **Masters** qualification can be found at www.iamroadsmart.com/masters.

£299

If something less formal is your thing, we run a variety of events offering ongoing encouragement of advanced riding.

On the third Saturday of each month, we run **Post-Test Training Rides**. These offer you the opportunity to ride with experienced observers who will offer suggestions for improving and refining your ride. No fee. No obligation. No reason not to!

Contact triumphjohn955@gmail.com to book your place on a Post-Test Training Ride.

FREE FOR
MEMBERS

Martini Rides: Your DAM membership means you are eligible for bespoke one-one coaching from one of our Observers. Just fill up your Observer's tank and away you go. Any time, any place, anywhere.

To arrange your **Martini ride**, contact chiefobserver@devonadvanced.com.

Be a Giver

The ultimate way you can hone your advanced riding skills is by passing your knowledge along by joining the club's team of Observers. Observers are not only excellent advanced riders, but also possess the personal qualities to coach and encourage others to ride to the best of their ability. You will receive training to a nationally recognised standard overseen by the Institute for the Motor Industry.

If you think you have what it takes to become an Observer, get in touch with Simon Jeffery, your chiefobserver@devonadvanced.com

SOME THINGS DON'T DEPEND #9 OFF SIDING

A billion words have been written about off-siding. I'll summarise it here with just 40. You're welcome.

If you ride on the wrong side of the road when you have restricted view ahead, sooner or later you will hit a wall of steel at a relative speed of 120 miles per hour.

That will not even hurt.



Committee & Club Officers

<p>Chairman: Social Media; Richard Whybra E: chairman@devonadvanced.com</p>		<p>Group Secretary: Catherine McKinley E: secretary@devonadvanced.com</p>	
<p>Chief Observer: Simon Jeffery E: chiefobserver@devonadvanced.com</p>		<p>Treasurer: Brian Lee E: treasurer@devonadvanced.com</p>	
<p>Marketing Officer/Events Coordinator: Tim Redman E: marketing@devonadvanced.com</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@devonadvanced.com</p>	
<p>Rookie Rides Co-ordinator: Dave Mudge dnmudge@blueyonder.co.uk</p>		<p>Membership: Barrie Dennett E: membership@devonadvanced.com</p>	
<p>Observed Rides Co-ordinator: Ian Pruce E: observedrides@outlook.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 Les Mosco</p> <p>Trustees Richard Whybra, Catherine McKinley, Philip Pike, Terry Dormer, David Mudge</p>	

DISCLAIMER

THE VIEWS EXPRESSED IN THIS NEWSLETTER DO NOT NECESSARILY REPRESENT THOSE OF THE I.A.M. OR DEVON ADVANCED MOTORCYCLISTS. PUBLICATION OF AN ADVERTISEMENT IN THIS NEWSLETTER DOES NOT IMPLY APPROVAL OF THE GOODS OR SERVICES BY THE I.A.M. OR DEVON ADVANCED MOTORCYCLISTS.

THE SWANS NEST



CARVERY SERVED EVERY DAY OF THE WEEK

01392 832371

The Swans Nest Exminster

*award winning carvery
superb salad counter
outstanding desserts*

*family gardens
country wines*



"Real food - guaranteed"



FOR THE RIDE



NEW BIKES
USED BIKES
GENUINE PARTS,
CLOTHING &
ACCESSORIES
QUALITY
SERVICING & MOT'S

Triumph Overall National Award Winner for the UK,
Triumph Dealer of the Year 2017
& MCN Dealer of the Year (SW) 2016



Total Triumph A38 Wellington Road,
Taunton, Somerset TA4 1ES

01823 358899

www.totaltriumph.co.uk

