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MOTORCYCLISTS**

NEWSLETTER 68

Jan - Mar 2022



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Chairman's Chatter

Now that Christmas is over and unseasonably mild weather has arrived, it's time to plan for what to do in '22. As we've all experienced over the past year there are no guarantees and DAM has had to continually adapt and respond in different ways to keep the show on the road. Last year we held the AGM in October, but the committee are planning to hold the next in April 22 bringing it back to the traditional date. As it won't be a works do they'll be no cheese or wine but a 40th birthday cake instead for a party (*depending on what No. 10 say*).



2021 was a busy year with seventy new members joining DAM and the first Rookie Ride in '22 kicked off with forty attending, a record no doubt! Thankfully on the following Sunday the weather stayed mild (after the torrential rain) over the hundred and forty odd mile route of Crediton, South Molton, Exmoor, Lynmouth, Minehead to Exeter on the Chairman's Ride. It was a real pleasure to meet up with old and new faces, even if Lynmouth was somewhat closed for the winter.



Image courtesy of Betty Nott

The ride outs are just one of the activities that a member can participate in, don't forget that there are also the post-test training rides and rider development evenings. Indeed over the past couple of months the newest committee member Tony Curley has been busy fettling and polishing the details of the speakers for the upcoming RDEs.

These activities happen by members of DAM volunteering and often new members want to contribute back to DAM, but not sure how to. If there is a particular area that you are interested in, becoming an observer, presenting a rider development evening, pilot a group ride or contribute an article for the magazine details for the committee member can be found at the back of this very publication. Or, if you are passionate about the training that you have received and want to spread the word Alan Goran (marketing) would be very happy to talk with you.

So, with everything that is going on (and upcoming) DAM wants to make sure that we can keep in touch with you. To do this means replacing the aging mass emailer which has some peculiar quirks and requires a lot of love and attention from Nick to make sure everyone gets the messages. The new mass emailer planned has a lot of "bells & whistles" and as its integrated into the new website should be less labour intensive! Make sure that you have an account on the new DAM website www.devonadvance.com so that you don't miss out on the upcoming events celebrating DAM's 40th.

As ever look forward to seeing you on the road and onto the next 40.

Nathaniel

DAM Chairman

As you will read unfortunately Jill has taken a tumble off her bike, I'm sure like me you send her your best regards and wishes for a speedy recovery. Hope to see you back on the bike soon Jill!

EDITORIAL

Jill Payne



Happy New Year to you all and my apologies for the late edition of this Mag. Many thanks to Nathaniel for putting it all together. You see I have done it again and had a fall. I try to be a good rider but again I had a tumble. A stupid mistake, I touched my front brake on a slippery left turn. I will need to enrol on the next slow riding course. The poor old bike got off lighter than me with slightly bent handlebars and scratches on the silencer; it now matches the other side! It will be a while before I can ride again but I am looking forward to the better weather and that we have booked to go to Scotland in May; so that is my goal to get fit for then.

On a lighter note I have been reading about the "new" BSA Gold Star. A bike that looks like it will be a bike to bumble about on a summers day, a bit like I do on my old BSAs without the oil leaks and the slight nervousness about getting home without breaking down somewhere on the way!

Stay safe on those slippery roads and I will be joining you all as soon as I can.

Jill

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

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

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

Please see the Website for up to date information. www.devonadvanced.com

Date	What	Where
January		
Mon 3	Rookie Ride	See website for details.
Sun 9	Group Ride	9:00am for 9:30am start.
Sat 15	Full Members Training Ride	Contact John Millgate trainingrides@advancedmotorcyclists.org.uk
Sun 23	Group Ride	9:00am for 9:30am start.
February		
Sat 5	Rookie Ride	9:00am for 9:30am start.
Sun 13	Group Ride	9:00am for 9:30am start.
Thurs 17	Group Ride	9:00am for 9:30am start.
Sat 20	Full Members Training Ride	Contact John Millgate trainingrides@advancedmotorcyclists.org.uk
Weds 16	Rider Development Evening	Biker Down with Tony Heywood. See website for details.
Sun 27	Group Ride	9:00am for 9:30am start.
March		
Sat 5	Rookie Ride	See website for details.
Wed 9	Rider Development Evening	Scooter and side car talk Matt Bishop. See website for details.
Sun 13	Group Ride	9:00am for 9:30am start. TBC - See website for details.
Sat 19	Full Members Training Ride	Contact John Millgate trainingrides@advancedmotorcyclists.org.uk
Sun 27	Group Ride	9:00am for 9:30am start. TBC - See website for details.
Sun 27	Start of BST	Clocks go forward to GMT
April		
Sat 2	Rookie Ride	See website for details.
Sun 10	Group Ride	9:00am for 9:30am start. TBC - See website for details.
Sat 16	Full Members Training Ride	Contact John Millgate trainingrides@advancedmotorcyclists.org.uk
Weds 20	Rider Development Evening	Michelin Tyres with Ian Tollett. See website for details.
Sun 24	Group Ride	8:30am for 9:00am start.



WELCOME TO OUR NEW MEMBERS

Andrew Browne, Steve Jones, Carl Morley, Stuart Smith, David Boddy, Jonathan Cook, James Moore, David Turner, Stephen Woodward, Peter Blackburn, Robert Bull, David Boyes, Michael Price, Tom Jarvis, Robert Harris, Julie Ridd, Tamas Jankowicz, Paul White, Rob Campbell, John Ridd, Stephen Taylor, Duncan Taylor, Freddie Hepburn, Leo Hood, Ray Armstrong, Locryn Peters, Graham Hirst, Martin Bradshaw, Dave Casban, John Wilton, Charles Hansard, Robert Wilson, Graham Storer, Eddie Nichols, Christine Peek-Gould, Hugh Marshall-Sims, Roger Beaver. Jason Petersen, Roy Broad, Anthony Howes-Denton, Paul Rogers, David Hall, Stephen Parker, Nicholas Oxley, Tom Bougourd, Chris Mockridge, Tony Melville, Kevin Millage, Simon Beardmore, Chris Buxton, Nick Turner, Tony Hawes.



And all sorts of TEST PASSES, congratulations to

Associate

James Moore
Tom Jarvis
Charlie Wilkes
Trevor Bishop
Mac Ringelberg
Mano Cheema
Kayvan Harandy
David Palmer
Steve Jones
Mark Roberts
George Brown
Wayne Lyness
Mark Wileman
Stephen Moore
Daniel Knight
Nigel Denny
Eric Hall
Glen Askew
Bob Hall
Tino Alessandro
Christopher Uzzell
Nigel Bond
Richard Whybra
Dave Hewlett
James Robinson
Mark Lewis
Martin Gregory
Gary Stapleton

Observer

Philip Pike
Adam Gaisford
Trevor Olding
John Millgate
Dave Mudge
Dave cooper
Brian Strong
Gary Crook
Ian Pruce
Robin Watts
Adam Gaisford
Ian Pruce
Tim Carter
Philip Pike
Ian Holten
Martin Rushworth
Stephanie Ebbans
Tim Carter
Gareth Taylor
Dave Cooper
Simon Jeffery
Martin Rushworth
Brian Strong
Tony Curley
Philip Pike
Martin Rushworth
Tim Carter
Ian Pruce

NORTH DEVON ADVANCED MOTORCYCLISTS (NDAM)

NDAM's 4th quarterly update for 2021.

We have had 10 associates in total through their ARC training, with 4 more still being trained including 1 awaiting their test.

The Group Rides & Rookie Rides continue to be regular, well attended and enjoyed by our members, as Simon Jeffery is regularly Piloting combined North & South Rookie Rides which are currently very popular. (Thank you Simon & Dave)

Both the NDAM WhatsApp group and Facebook page continue to be busy and receives lots of posts, we have now grown from 61 to 80 members on our NDAM Facebook page!!!

The Observers have continue to be busy with Taster rides generating a lot of interest in the last 3 months & converting more than a few new DAM members.

NDAM also have an additional Local Observer Andy Pratt, he passed his IMI assessment with Adrian Veale our Chief Observer, well done to Andy who now has a new associate well under way.

The Committee and Adrian have agreed to train a further 2/3 local Observers in NDAM in readiness for 2022, as we already have at least 10 local bikers waiting for Spring to start their IAM ARC courses.

Chivenor Army Commando Base – DAM will be attending with the Mobile Display Unit (Thank you Tony Curley) with Observers & Committee members joined by North Devon Blood Bikes & Devon & Cornwall Police Bike Safe team on 9th December to demonstrate how seriously we all take Road Safety and keeping motorcyclists as safe as they can be.

Regards

Martin Rushworth

(North Devon Team Leader)

National Observer / Local Observer

Assessor / Masters Mentor



Group Ride Announcements: Group Rides are no longer restricted to the second and fourth Sunday of the month. The rides will be announced on the Members Facebook page and the DAM Facebook page, with limited information. Full details of the rides can be found on the new DAM website <https://www.devonadvanced.com/>

As previously, there will continue to be a bulk email to the membership one or two weeks before each ride.

For earliest notification I would urge members to regularly check the new website, and if applicable Facebook.

Rodney Rayner

DAM Group Rides Coordinator.

Groupridescoordinator@outlook.com

DAM CALENDAR

There are only a few left. If you would like a calendar contact Betty. The calendars are £5 each and they go quickly so please send your order to.

Betty.nott20@gmail.com.

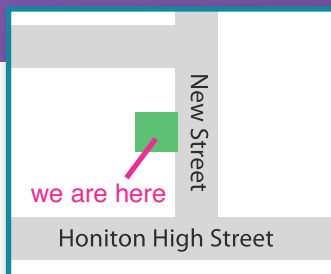
If you want yours posted that will be an additional £1.50.



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OOPS! I DIDN'T EXPECT THAT!



Somebody told me that 'the Golden Rule' appears 22 times in Roadcraft, therefore I think it must be important.

'You must be able to stop on your side of the road, in the distance you can see the road (surface) to be clear.'

As an advanced rider, you probably won't be able to remember the last time you had to brake really firmly, so it's quite unlikely that you'll practise it routinely.

But what if you get caught out? We all like to go around corners smartly and in our part of the world, most of them are unsighted. Is it lean angle that limits our speed or is it the Golden Rule?

We talk a lot about the need to get the right road speed for a corner before losing a gear or two, settling the bike and tipping into the corner. We use or should use the limit point and the Golden Rule to decide a sensible entry speed, but what if we really do have to stop? How will we use the brakes? How much grip will we have? How will the leaning bike react under firm braking? Why didn't I practise this when I practised everything else?

At a training session a year or two ago, we compiled a list of the experiences of a group of six riders in relation to unexpected events in unsighted bends. These included a broken down bus, a tanker delivering heating oil, a tractor with a large plough, a large sheet of wet plastic laminate laying in the road, a large pool of oil. Take your pick!

On every ride I do, at least once in mid corner, I ask myself 'Could you?' Could I really stop in the distance I can see to be clear?

'Probably' and 'I expect so' are not the right answers!

Ride safe!

David Cooper

www.devonadvanced.com

LETTER TO THE EDITOR ABOUT NOTHING IN PARTICULAR BUT A LOT THAT'S IMPORTANT!

First, I really enjoyed October's Newsletter, which was both interesting and thought-provoking. So well done Jill, and all contributors.

I particularly enjoyed Christine's article on her Thruxton track day. I did one at Castle Combe a year or two back. She asked "...to read the thoughts of other members..." Like you, Christine, I admit that I was pretty near petrified before starting my track day, and, yes, I'm a bloke admitting to this! I hadn't been on a track before, and the exhaust noise test just added to the hype - "mmm I just hope the Deauville passes". As if!!!! In the end, I enjoyed the day immensely, and learned a lot too. But just imagine it - a burgundy red Honda Deauville, complete with panniers and top box flying round Castle Combe on full chat - or so I thought. I later found out that the lap record was almost exactly half what I'd clocked, which, coming back to the honesty theme, was a salient measure of my skill level at the end of the track day. It was particularly salient given your observation that "one young woman...flew past everyone on a Honda 125.." so power is less important than rider skill. Yup - got some way to go there, then? No point in not being honest.

Which brings me to the third point involving honesty, and inner feelings, essential parts of advanced riding, which we blokes don't really talk much about. So why do we ride bikes? Well, I contend that we ride bikes because we want to (mostly) and we drive cars because we have to (mostly). So, there is more 'passion' about riding for those of us who do, than driving. I too love the sense of freedom and took my bike to mid Wales recently when common-sense, and the clobber I needed, would have suggested that the sensible choice was the tin one. But roll the clock back a few months, and I know there was that Covid thingy, but even so, I wasn't riding my lovely RT, and I needed to understand why. I had a long hard think about the reasons. It was a fabulous bike, smooth, powerful, easily commanding the road whether twisty or straight, smooth or rough, a real luxury mile-muncher, the bike of many a dream and a real candidate for nomination as one of the best bikes ever made. So, I wanted it to be my 'forever bike'. But, reluctantly, I had to face the honest truth that it was too heavy for me. I had dropped it, and I'm not bothered by losing face, but I was bothered, really bothered, that I couldn't lift it - a real problem if it were it to happen in the middle of nowhere. Yeah, I know that stuff about technique, and I'd watched the Youtube video with the slender lady lifting the

Harley, and other heavy stuff. But I didn't want to admit failing at something, so I was just trying to convince myself – yes there was an ego issue here, too. But no, I couldn't (lift it) – the thing was glued to the ground. And it was this that was stopping me from taking it out, robbing me of my motorcycling freedom. Looking back, the Deauville bothered me too – it was also nearly as heavy, but I could – just – lift that.

So, a lot more soul-searching went on. I had to resolve whether I wanted to live without a motorcycle as I had done for 40 years – my cycling came first and still does. But I eventually knew I didn't. But equally I didn't want to ride a second-rate bike either; I didn't want to give up the pace of the RT which was exciting and could readily project me into naughty territory (and did, as a certain lady in the club will testify). Nor did I want to forego the ability to tour. But motorcycle chains are a complete 'no-no' for me – the deal-breaker. I have enough bicycle chains to keep clean & lubricated without adding big ones to the tally, and shaft-drive I'd already found was too heavy. The saviour came in the form of an ageing belt-driven BMW F800 that I spotted in Bristol. Classic bad buy with 4 owners, no service-history, I bought it on whim. Like the dog in the cage at the rescue centre it just seemed to be mine, alloy warts and all, and so it was delivered a week later with soggy tyres, flat battery, and no coolant in the reservoir - but just 5k miles on the odometer. 2 months and over 1000 miles in, it was the right choice. It's full of fun. Of course, the RT is the better bike in just about every respect, and I really miss that plush calm that you get with the RT when hustled along Devon's poorly maintained back roads, but that really isn't the point for me. The smaller bike has restored the sense of fun & freedom that I remember from years ago when I rode Hondas 50 & 250. And because I know I can pick it up, I probably won't drop it, but if I do, it's likely to sustain much less costly damage than the RT, and to be frank about my feelings, I don't much care - it's cheaper, older so I'm just less bothered. But the real point here is that being honest about my feelings has restored my fun, when I could have protected my ego and left the RT in the back of the garage.....

My final point relates to the picture in the article describing "A Ride Back in Time" about the visit to Somerset Classic Motorcycles. Pictured there is a Honda CL bike. Only just a few months ago I got talking to my daughter's neighbour in Whaley Bridge, and having found out that I was a bit of a motorcyclist, she invited me in.... There, in the lounge no less (!) were four small motorbikes, and two of them were a pair of pristine CLs from the late 1960's, bought as a pair for husband and wife, a 200 and a 360 – one blue and one red, both warm dry & snug!. A bit of a coincidence ?

Ted G

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MOTORCYCLE ARMOUR

Diana Percy

Clearly, safety is close to all our hearts or we wouldn't be in the DAM family. Our main aim is not to fall off and not to need body armour. In spite of this, we all think about the protection we wear and want it to be the best possible. I started asking members and doing a bit of research along the way. It has proved to be a challenging task and I will only scratch the surface here. There are many innovations that are new to me. I am no expert- this is a personal round-up of what's out there.

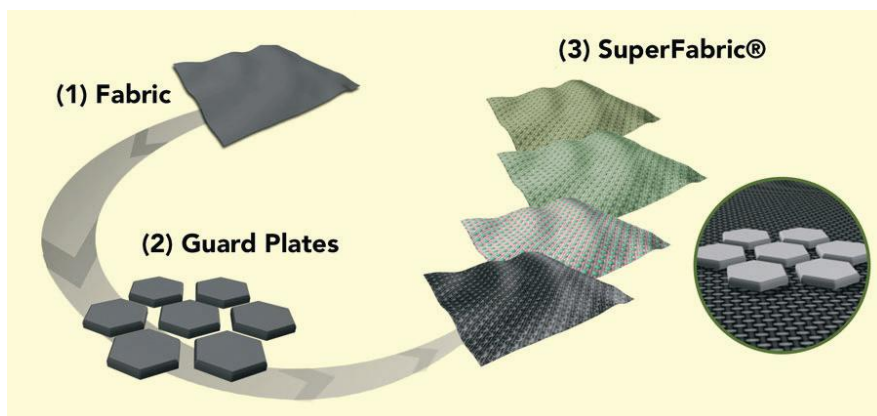
Actual real world motorcycle accident studies are thin on the ground- the most recent I found was 2011, not surprising I guess when you consider that it cannot be investigated experimentally apart from using data from existing accidents, and comparing like with like is hugely problematic with all the variables of speed, bike type, protection, type of crash and more.

Protective gear has come a long way: on my first outings on my Puch moped I wore my riding hat and a long velvet skirt. Later I remember full face helmets coming in and thinking about my ankles and hands- army surplus was a good source of leather gloves and boots but jeans were normal for bikers. Woody reminded me of the sponge that would go in the shoulders and elbows of leather jackets - about as useless for impact protection as... a wet sponge.

Two factors that need to be taken into consideration are abrasion resistance and impact protection.

Abrasion resistance:

Fully dressed in leather, I T-boned a U-turning taxi accelerating away from traffic lights in the 80s and slid down the road feet first and walked away without a scratch - being slippery can be an asset and leather achieves this very well. The ideal thickness for leather is, apparently, around 1.4mm, a compromise between abrasion resistance and allowing movement. Goretex itself has a low friction co-efficient (they say) but then it is often bonded to materials that are more grippy and not so good for sliding down the tarmac. This is why manufacturers such as Knox are now putting sliders on the palms of their gloves. We instinctively put our hands out when falling and if the material grips the surface we meet then the force will be transmitted to the wrist and it can break.



It is often thought that leather has the best abrasion resistance. However when comparing it with Cordura, for example, it depends on the denier (how thick it is). For example, when conducting abrasion tests, leather is often compared to Cordura 500D instead of comparing it with higher density material such as Cordura 1100D. So it could be good to check the denier of your textiles.

Dyneema, (Ultra High Molecular Weight Polyethylene- don't ask me!) I have come across in fabulously strong ropes for sailing but it is also used in motorcycle clothing; it is very resistant and has a tensile strength 15 x stronger than steel and is thus highly resistant to abrasion. Denim using 62% Dyneema® can slide unbroken for 3.75 seconds whereas denim only resists for 0.4 seconds

A material that we may see more of is the new 'SuperFabric'. It has 10x the abrasion resistance of kevlar and is based on a fabric, such as nylon or polyester, on which are superimposed tiny ceramic plates following different patterns. It is waterproof and breathable.

Impact Resistance:

D30 is familiar by now to most of us. It was invented in 1999 by snowboarder Richard Palmer. It claims to be 'non-Newtonian' in that it dramatically increases its viscosity under shear stress. Thus D30 is soft, light and flexible until under impact when it becomes rigid. The newer D30 Ghost armour is thinner, and cooler to wear with CE 1 protection. If you fancy another non-Newtonian experience, a happy time watching a liquid change to a solid can be had mixing custard powder with water and squeezing it in your hand, it is even more or less the right colour!

New to me is Axoc: it is German and the hip, knee limb armour is level 2 and is only 7mm thick; the standard armour for limb protection is level 1 from most manufacturers so this is an improvement. Axoc really is a bit different, see link below. They do an under-jacket and trousers which give impact protection. Knox do the Urbane pro Mk 11 which is an under jacket that is also abrasion resistant. You can upgrade to level 2 limb armour.

Back protection has got to be the most important considering it is protecting your spine and central nervous system. Back protection is done to a higher standard to get the same CE certification. Chest protection is still in development for CE rating and will be a higher standard due to the fragility of ribs



An important point with impact protection is that it must protect the right bits; I have tried on many garments and the armour is too low or high. This is especially the case with back protectors where they sit in a pocket -mine flopped sideways until I fixed it with Velcro. Even that felt insecure so I bought the Furygan which has D30, a hard shell and straps.

Apart from the safety aspects there is also how you look. We

may not want to admit it but some of us don't want to look fatter (my hips are not like this- it is the armour...) so the new thinner armour is more likely to be acceptable. Some armour is just too weird to wear- Dainese offers the Madonna style bra!

Questions round-up

Does your back protector cover the vital parts of your back?

Is it long enough? A good explanation is if you search Knox Back Protector Review on YouTube.

Looking at your jacket, would the back armour stay in place if you were sliding sideways down the road?

How thick are your leathers/textiles and what state is the stitching in?

Are you protected from both impact and abrasion?

Is it worth saving a bit of money on CE1 when CE2 is better?

Have you looked at Axoc?

The future is probably in air jackets which will be covered in a separate article.

Finally- the last word from Tim Pointing who had a 120 mph converging speed glancing head on collision with a car while wearing a Dainese wave safety jacket under Rukka motorcycle jacket with its armour in place and came away relatively ok. I guess the more armour you wear the better. Stay safe.

References

Explanation of the CE markings: <https://mag.sportsbikeshop.co.uk/advice/motorcycle-ce-armour-markings-explained/>

Links to materials, products and research mentioned above:

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<https://www.acs.org/content/acs/en/education/resources/highschool/chemmatters/past-issues/2016-2017/february-2017/no-hit-wonder-d3o.html>

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COTSWOLDS NOV 2021

Helen Beer

We all love the autumn colours and friends were happy to escort me around the Cotswolds for shared enjoyment. I booked us in to the Royal George at Birdlip and we met at the Udder Farm Shop, East Stour, for a few fun days together. I left home in plenty of time, Siri found some good music on my phone, the sun was shining ...what could go wrong? Well my satnav took me on an unusual route but when I got to Wincanton I lost the plot and ended up heading back down the A303.... That wiped the smug smile off my face. Stop laughing. I took the first left and a pretty road back to the 'point of error' and some wiggly (read mucky) roads to the Farm Shop. I wasn't the last to arrive but I did have the grubbiest bike... more evidence for my case to sweep and not lead. Andy arrived for coffee but was unable to join us - we didn't rub it in too much. Nick led Andrew, John and me to Birdlip via Stourton, Beckington, Bradford-on-Avon, Upper Swainswick, Petty France, Painswick and to the Highwayman Pub which was supposed to be open...but they wouldn't let us in... the silver lining was we went to

Cotswold Motorrad instead where we received a warm welcome, coffee and a chat with friendly staff. We landed at our base just before dark with 185 miles on my clock. There had been reds, oranges and golds in abundance and Graham, a local friend, joined us for dinner.

An early walk on Thursday was a tad chilly but beautiful. Graham had promised us a relaxed bumble around with his friend Pete as sweep and they sure delivered. I was treated to a pillion ride too so I could really enjoy the season's colours. And Graham's bike had a heated seat - so I was well spoilt being able to enjoy it all and listen to music. Not being all that agile due to my screw, age and winter kit Andrew was on hand to help me get up on the GS - much appreciated. 101 fun miles to Andoversford, Salperton Park, Compton Abdale for the Crocodile Spa Water Spout, Fossebridge, Bibury, Aldsworth and coffee at The Old Prison at Northleach. On to Lower Slaughter, Snowhill, Koti Autotalli Bike Shop in Chipping Campden, Paxford, Batsford Arboretum, Moreton in the Marsh, Stow on the Wold and back to Birdlip.

Friday was Andrew's turn to lead and I was again treated to a warm pillion seat for our 102 mile play. Nick was there to assist but the RT is lower so mounting and dismounting were much easier. We took the back roads to Kilkenny, Winchcombe and Broadway. The plan then had a hitch... as we headed out of Broadway the RT had a front wheel washout on a slippery bend - we glided ungraciously across the road. I just couldn't believe it - I don't think I swore but my mind just said Nooooooooooooo as we slid to a halt. Before I managed to get up I had a strong pair of arms hauling me up.... a true gent and friend Andrew had left his bike running on it's side in the carriageway and rushed to help me. We were both fine and the pot protector had done it's job - no other damage apart from a scuffed pannier. The road was quiet too so we hadn't gathered anyone else along the way. John behind had managed to avoid us and Nick checked the road which was incredibly slippery (local knowledge says it's a common resting place for bikes). The left hand side of our kit was badly kissed and that was it - plenty of hugs and this chick needed coffee and chocolate so on to Broadway Tower as planned. We told Andrew we would keep quiet about the incident and use the adage What Goes on Tour Stays on Tour but he was so gutted at dumping me so unceremoniously he wanted to fess up. On to Chipping Campden, Ashton Sub Edge, Wimpstone, Stratford on Avon, Caffine and Machine at Ettington, Shipston on Stour, Long Compton and a walk round

the Rollright Stones at Chipping Norton. Then Stow on the Wold, Charlton Kings and tea and cake at the end of the day with Andrew's sister. Graham joined us for our final dinner

Saturday was time for the home run - just 155 miles but Andrew found a very wiggly way round Chalford Hill - steep and very little road surface too - we were all v glad to land safely at the other end.... The AV8 Cafe at Cotswold Airfield was too busy for us so we carried on via Tetbury, past Westonbirt (looking splendid but busy) before coffee at The Three Bears at Attworth (yummy cakes and the boys fell in love with the baker). Then the A350 to the A303 and farewell waves along the way. Wonder when and where the next adventure will be.



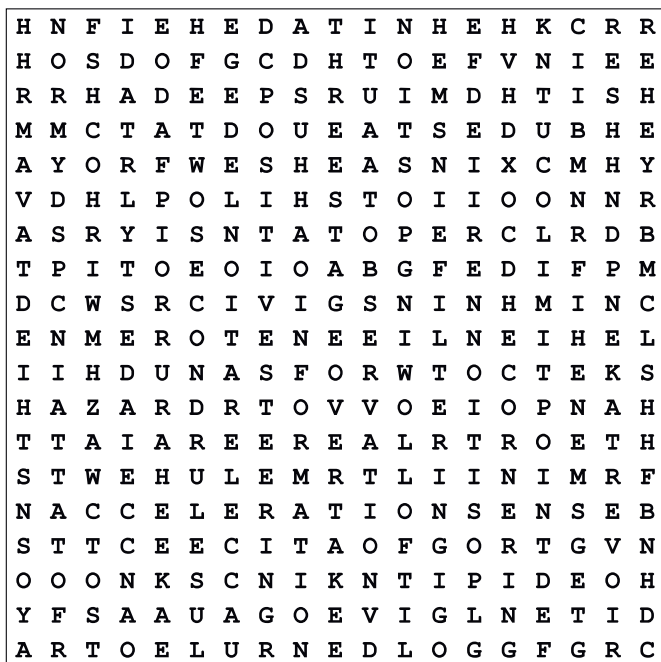
DAM 40th BIRTHDAY T-SHIRT COMPETITION

Over the past 40 years DAM has been involved in many activities in promoting and improving road safety for motorcyclists, so here is your chance to design a t-shirt in recognition of that. The competition is open to all members, submit your design to the Chairman nathaniel.goss@gmail.com and as a group we will vote on the winning design (or designs) which will be made available for purchase.

In the meantime here is a design to get the creative thoughts flowing, think you can do better. I know you can, get to it!



WORD SEARCH - ADVANCED RIDING



ACCELERATION
ACCELERATION SENSE
CORNERING
FILTERING
FOLLOWING POSTION
GEAR
GIVE
GOLDEN RULE
HAZARD
INFORMATION

LIMIT POINT
OBSERVATION
OVERTAKE
POSITION
POSITIVE STEERING
SPEED
TAKE
THREE STAGE OVERTAKE
TWO SECOND RULE
USE

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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 to help us assign your Observer, some other forms plus lots of information about the club.

You will also be politely requested to offer a **donation** of £70 towards your Observer's mileage expenses. This will give you up to 6 sessions with your Observer plus a check ride with a highly experienced National Observer.

- Once you have returned your questionnaire you will be allocated an Observer for your training. This is done through the **Observed Rides Coordinator**, who will ensure your answers to various questions are matched as far as possible, eg. geography, availability and so on.
- On average Associates pass their test after about 5 observed rides, taken over 5 months. This means you could take a little less time, or a little more, but overall you can expect to get around 20 hours of on-road training, covering nearly 300 miles. The minimum time tends to be around 3 months and the maximum nearly a year. A lot depends on your availability and the amount of time you spend riding and practising between observed rides with your Observer.

Once you pass your test

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

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

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

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

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

coaching and development in a group environment.

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

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

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

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

- **Be an excellent rider.** This means a Full member, preferably with a F1st pass or with some post-test experience or further training. Remember that while observing you need to maintain a very high level of personal riding, primarily looking after your and the Associates safety, while at the same time Observing an Associate in terms of progress with the Advanced Rider Course log book.
- Have a thorough knowledge of the Highway Code and the Advanced Rider Course material. More experienced National Observers will also need to have a thorough knowledge of the Police manual Roadcraft, as well as supplementary material.
- Be an excellent communicator with a real empathy for the Associate and the task at hand. To this end you need to be a conscious competent, which means you know what you are doing and why you are doing it.
- Be able to identify objectively what your Associate does well and what they could do better. You then need to be able to give a constructive debrief session beside the road and at the end of the session, culminating in a concise, well-written ride report. The task is to instruct and enthuse your Associate so they are keen to learn more and keep working at their skills and knowledge until they too are ready for their test.
- Be available for a long term commitment to quality rider training. Not all advanced riders are capable of being an IAM Observer and there is no shame in that. Some extremely experienced Police Class I riders are fantastic at their job, but do not necessarily make good instructors either. However, if you think you have what it takes to be a top class Observer with the IAM and DAM, please make contact and discuss it further. A lot is on offer. Make the most of it and enjoy your skills to the full.

Adrian Veale
Chief Observer, Devon Advanced Motorcycles



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Observed Rides Co-ordinator: Trevor Olding M: 07738 580 992 E: trevorolding@blueyonder.co.uk		Rider Development: Tony Curley E: tony.curley@btinternet.com	
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.		Other Committee Members: Steve Hyde Brian Churchward	Trustees Nathaniel Goss, Martin Rushworth, Catherine McKinley, Dave Cooper

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