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ADVANCED  
MOTORCYCLISTS



NEWSLETTER 84 Jan - Mar 2026



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## Chairman's Chatter

### Les Mosco

I hope you had a good Christmas and are now looking forward to more New Year riding as the weather improves and the days get longer. As always, there'll be plenty of DAM events for you to join and enjoy, and the Marketing team are working to produce a diary on the DAM website to show all our forthcoming events. In the meantime, a reminder that on 2nd & 4th Sundays and 3rd Thursdays there are Group rides (for full Members); 1st and last Saturdays Rookie Rides for all levels of ride especially associates still training; 3rd Saturdays Post Test Training Rides; 3rd Wednesdays Rider Development Evenings. (Some dates may change, see website for details.) Hopefully there's something for you there that will appeal and encourage you to be active in DAM, but if you think there's any other type of event we should be running, either one-off or regularly, let anyone on the committee know.

Recently a few Members have asked about the DAM MRA page. MRA is MyRoute-app, a ride planning and navigation tool produced by some Dutch bikers. It's become very popular within DAM as it is one of the better satnav tools for biking and even the free versions give good functionality. Paid versions aren't expensive, especially if you can grab one of their occasional special-offer lifetime deals. Many of our Group rides are created using MRA and Rodney Rayner has created the DAM group within MRA to share gpx files. To access DAM's wide library of routes first get an MRA account. Then contact Rodney on [grouprides@devonadvanced.com](mailto:grouprides@devonadvanced.com) and he will let you in (so long as you're a DAM member) and from there you'll find many routes to try, including new Group rides as they get added.

Our AGM will be on 29th April 2026. That will include some new appointments to various roles, not least vacancies for Secretary and Treasurer but also other help such as being a Committee member, leading Group Rides, Marketing, IT, Finance etc. If you can help with any of this please let us know so we can keep DAM alive. DAM only works through members volunteering their time and skills to keep it going, so if you enjoy DAM please consider how you can help us and get in touch by phone or either

[Secretary@devonadvanced.com](mailto:Secretary@devonadvanced.com) or [Chairman@devonadvanced.com](mailto:Chairman@devonadvanced.com) . Please help if you can.

Finally, get out there, practice your Advanced skills, ride safe and enjoy!

Les Mosco  
DAM Chair



## EDITORIAL

**Diana Percy**

Happy New Year. The cover pic is from a few members' trip to Ireland in the summer.

This is my last editorial for the magazine as Catherine McKinley is going to take over (or should that be 'overtake') after my three years. I will still be doing the admin in the background: the layout, printing and posting. Catherine will be dealing with the receipt of articles on the usual [magazine@devonadvanced.com](mailto:magazine@devonadvanced.com) email. I will also be contactable on that address.

May I make a plea that, if possible, articles are sent as Word docs, in Calibri 12, and that photos are as high resolution as possible? Also, we need the photos separately. Thank you. (If you can't do this, don't worry, we would still rather have your contributions than not!)

I would like to take this opportunity to say a massive thank you to everyone who has submitted articles for publication. Without you there would not be a magazine.

It might also be worth saying here that advertising in the mag is very good value at £30 for a whole page. This may increase, of course.

Every editor brings their own style to the magazine and I look forward to seeing where Catherine takes it. I have tried to offer a range of types of article, including asking writers from other publications if I can share their work including, among others, Kevin Williams of Survival Skills, Bennetts and Motolegends.

Sometimes the material I have chosen to include has caused controversy. There is a disclaimer in every issue saying that the views represented here do not necessarily represent the views or advice of DAM. Personally, I think that DAM (and IAM) have strong enough justifications for their beliefs to consider other views. I think we should recognise that knowledge evolves, and in doing so remain critical and open to challenge, but that is my view!

There are some who think the magazine should be only web-based, and that the paper version is an expense we could do without. If you feel strongly about this, please let us know. There are reasonable arguments on both sides.

Anyway, it has been a blast! Thanks for all your support over the last few years. If you have enjoyed the mag do tell the editor (Catherine) as it is nice to be appreciated.

I am still organising the Rider Development Evenings so please let me know if you can offer anything or have a particular request on [riderdevelopment@devonadvanced.com](mailto:riderdevelopment@devonadvanced.com).

Currently we have these dates to look forward to, all at Swan's Nest, Exminster, starting at 7pm but do come early for a chat and their excellent food:

Jan 21st Iain Jamieson from Rapid Training.

Feb 18th Rodney Rayner and Simon Jeffery on Group Rides.

March 18th Honiton Hearing who will also offer custom moulding for earplugs.

April 15th Hector Vass on Motogym with a possibility of a trial run in the car park.

All the very best and ride safely,

Diana x

NB: Committee meetings are now monthly apart from July and August. Come and exercise your right to have a say in the club.

**AGM: Wednesday 29th April at the Swans Nest, station road Exminster, EX6 8DZ at 7pm.**



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## Yellow Lenses

Many of us (me included) find night driving difficult because of being dazzled by oncoming and following headlights. This seems to get worse with age. Yellow lenses are believed by many to help with our night vision. I asked our resident eye expert, Ian Holten, for his advice and this is what he said:

### Yellow lenses and night driving: help or hindrance?

**By Ian Holten and his ChatGPT friend.** (Please let's avoid the mag being written by ChatGPT as a general approach- ChatGPT can't ride a bike and it is bad for the environment, grateful on this occasion though, thanks Ian)

Yellow or "night driving" lenses are often marketed as a way to reduce glare and improve visibility after dark. While they may feel more comfortable to some drivers, the evidence suggests they are generally unhelpful for night driving and can even be counter-productive.

The key issue at night is light availability. Once daylight fades, our vision relies increasingly on the eye's rod cells, which are sensitive to low light levels but need as much light as possible to function well. Yellow lenses work by filtering out some wavelengths of light—particularly at the blue end of the spectrum—but in doing so they reduce the total amount of light reaching the eye. At night, this loss matters.

Although blue light does scatter more in the eye and can contribute to glare, it also plays an important role in night-time vision. Filtering it out does not improve a driver's ability to detect hazards, judge distance, or react more quickly. In fact, controlled studies show no improvement in driving performance, and in some cases a measurable reduction in hazard detection.

There is also the question of colour perception. Traffic lights, reflective road signs, and modern LED headlights all depend on accurate colour cues. Yellow lenses can distort these signals, which is undesirable when visibility is already compromised.

Many yellow "night driving" lenses also struggle to meet recommended minimum light-transmission standards for use after dark.

In practical terms, the best optical aid for night driving is not a coloured filter, but:

clear lenses with very high light transmission

a high-quality anti-reflection coating

correct and up-to-date vision correction

clean windscreens and headlamp covers

Yellow lenses may reduce the sensation of glare for some drivers, but they do so by sacrificing light—and at night, light is exactly what we need most.

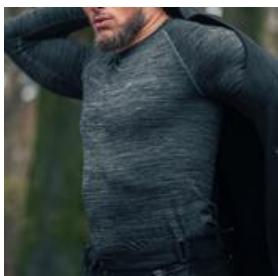
**Moto Gear, No Idea? Learn Here!**

# **LAYERS**

**By Daniel Knight, a new DAM Magazine series**

A huge thanks to everyone for the feedback on my last article about earplugs, it's brilliant that I can use my rather stupid amount of knowledge on these things to help people in DAM help themselves and make better decisions about how they equip themselves for riding. Now, with the temperatures dropping, we should pivot and have a gander at how to layer in all weather conditions. We will make some passing comments around the PPE bits, but these will have their own dedicated articles (provided you all don't get bored!) As always, thank you to Diana (Editor: No need for thanks, Dan, we are really grateful) for letting me do these articles, and if any of you have any questions or suggestions, let me know at "daniel.knight@devonadvanced.com".

## **Think Many, Not Thick**



Many months ago, I did a similar write-up for our Facebook group, but I wanted to expand further after having done even more research and changing a bit of my thinking. All my advice there still stands strong and true, but I wanted to be a bit nerdy today.

In pretty much all worlds surrounding clothing, the general advice of "many thin layers, not multiple thick layers" is commonplace, and there is a lot of fact in it. But especially as motorcyclists, we need to be a little smarter than

layering 40 cotton t-shirts under our jackets. It's not only how many layers you use, but also what layers you use. Unlike an onion, we get to choose what layers we have and we can mix and match as per the conditions (if you have seen an onion take off its jacket when it gets a bit warm, please write in).

### **Base layers - The foundation**

Base layers get viewed as very much a winter only thing, but they're something to be considering all year round. I imagine most of you will end up wearing a cotton shirt in the summer under your mesh or leather jacket, normally because that's what you first grabbed out of the wardrobe. Cotton isn't the best when it comes to acting as a baselayer, as cotton doesn't wick moisture and instead retains it, which means that the body cannot effectively do what it needs to do to regulate temperature: sweat. Even during cold days, you will have noticed a little sweat on your shirt - that means your body is regulating its temperature. By using an absorbent base layer, you are effectively putting your body into a state of constant cold, which isn't good in hot or cold conditions. All you're gonna do is make your body work harder and harder, because we evolved to push moisture outside of our body to make it evaporate and therefore cool off. One place you COULD consider using cotton for moisture retention is actually around your neck: a cotton bandana or neck tube soaked in water before a ride in exceedingly hot climates can then aid in cooling the blood in your jugular and carotid

arteries, but this should be the only place to use cotton. Credit goes to Fortnine for that idea.

For in the summer, I highly recommend using a high wicking style of base layer, normally a polyester, polyamide, those sorts of manmade fibres. You're gonna be able to help your body to regulate the temperature inside, to avoid overheating or getting too cold. I can personally tell you that feeling cold on a 30 degree day on a bike is surprisingly dangerous. For brands, just get something of decent quality. I personally use Under Armour, Dainese and even Trespass wicking base layers and cycle between them every ride. Unfortunately, these base layers (unless anti-microbial treated) will grab and hold onto bad smells, so wash very regularly. If you're on tour somewhere, bring a few of them and have a travel shampoo bottle with some sort of base layer wash (Nikwax do one but many other brands do, there are also some brands that offer sheets of washing powder that could work for traveling), hand wash the used layer, rinse and hang dry overnight. Also, these base layers are generally wanting to be a slim fit, but go to somewhere where you can try a few on and find what's comfortable for you. I'm personally preferring slim to skin-tight base layers because they go from feeling like "oh, I'm wearing something" to "I completely forgot I was wearing something" very quickly.

If you're wanting to look into all year round and winter base layers, wicking is still going to be a top priority - again, regulate temperature. But once you're not dealing with 35 degrees, you can start to investigate something a bit more natural - wool! Wool is an amazing material (provided you get something of decent quality), because of its wicking properties, antimicrobial nature, and ability to create a more consistent micro-climate. Now, there are way more wool allergies out there than allergies to manmade fibres, so do some research and, again, go to somewhere you can try them on. The optimal wool type to aim for is merino - if it gets soaked, merino can get up to about 70% saturated (so think of a 200 gram top absorbing 140 grams of water) before the fibres collapse, which means it's still able to insulate and regulate temperatures with way more water than polyester; the antimicrobial properties mean you can normally go a few days without washing (but seriously, learn how to wash wool items, because you can destroy it if you wash it wrong); and the thinner fibres in merino wool means that instead of getting that itchy feeling with other wools, the fibres actually move out of the way and lay flatter against your skin, so it feels much softer. Again, a slimmer fit so that more of the material is against your skin is advisable. You can consider a blended merino layer, so you get the harder wearing polyamide/polyester to help with wicking and the merino for its thermal and antimicrobial properties.

### **Mid-Layer 1 - First bricks**

Depending on your temperature tolerance, around autumn is when we start looking into our more insulated layers. At around 13 degrees, this is where I start reaching for my thin merino sweater, again for its thermal and antimicrobial properties. You could also get a thin polyester sweater, but make sure wherever you get it from is calling it "insulating" or "warm" - polyester can be constructed to fill many different roles.

Avoid cotton, it doesn't insulate very well. And make sure it is a THINNER layer, this is going to need to sit comfortably under another insulating layer. A normal thin wool sweater may also be considered because you won't be experiencing the same scratchy problem you would with wearing it with a normal t-shirt.

## Mid-Layer 2 - Insulation

There are 2 camps to be in here, heated jacket, or insulating jacket. Heated jackets are an amazing invention but consider if you want something battery powered or plugged into the bike. Typically, battery powered heated jackets won't be able to offer as much heat or length of operation as a bike connected one and can limit how much you could have connected (such as heated gloves, socks, etc.) Bike connected jackets are the alternative, offering more power and the possibility of more connections, without having to worry about running out of juice in your jacket. That being said, you NEED to remember to disconnect before getting off your bike, you could easily strip the connector off a cable and be left without heat. These also require some amount of install and cable routing, so bikes with awkward battery locations may make this difficult.



If you opt for a heated layer, start with a heated jacket or vest - your heart is in your core and your core is the most insulated part of your body for a reason: if you keep your core warm, your heart will be able to keep warm blood circulating, meaning less vascular constriction and better dexterity and less fatigue. If you don't, your extremities will start saying "uh-oh, I'm cold, sacrifice me to survive", restrict blood flow, and then leave you with at best numb hands, and at worst, no hands. **IMPORTANT NOTE** (I'm putting this in capitals for a reason: DO NOT ADD HEAT QUICKLY TO A FROSTBITTEN PART OF YOUR BODY, YOU CAN DESTROY CELLS AND PREVENT HEALING.

Sorry for the shouting, but it is important to remember that. Now, the other option is a simple insulated jacket. Surprisingly, the best insulator we have? Air! And, no, I'm not blowing hot air about this, the best insulating materials maximise how much air they can trap. Generally, down feather is the best option, because ultimately, it's what keeps birds warm in even the harshest of winters, and it's one of the best insulating materials because of how much air it traps. But if the price of down is a bit much (200 quid is about average!), there are plenty of synthetic insulators that achieve similar levels of insulation. Whilst synthetics normally do not insulate quite as well as down, they tend to be more water resistant, end up cheaper and you can get these insulators in other parts of kit - socks, neck warmers, gloves, even balaclavas (although the last is not recommended). Names to look out for are Thinsulate, Primaloft, and Polartec, but it's always worth researching on their own websites to find what may work for you. My general guidance is: if a garment boasts about what product of that brand it is using, such as Primaloft's Gold version, it's normally decent; but if it doesn't say what product it's using, assume the cheapest option.

Most jackets, especially touring jackets, already come with an insulated liner, but these are often basic polyfill options, and these do an okay job, but you can do better.

## Outer layer - wind and rain

Your outermost layer, in this context, is relatively simple: if you're buying a summer jacket, plenty of ventilation AND exhausts; for the winter, ideally exhaust vents still and a waterproof membrane. That waterproof membrane is going to act as a windblocker, which will reduce the amount of your warmth stripped by the wind as you ride. You can do this with either a jacket with a removable internal waterproof membrane (not the most ideal, as too much water absorbs into the outer jacket), a laminated membrane jacket (much less absorption of water but often stiffer) or a rain jacket (adds something else to put on and can be awkward, but generally a great middleground option). For me, I generally advise both a laminated jacket and a rain jacket when it's absolutely torrential or below freezing, you limit the amount of heat lost from the wind and rain and it means that if the rain is heavy enough for a waterproof membrane to fail, you have another one underneath as a back-up - it's EXTREMELY unlikely to happen, but it is a possibility. If you're gonna be getting a rain jacket, I would advise getting something visible, simply because you are going to be using it in greyer and lower contrast conditions, so add some contrast to yourself.

Something to remember about waterproof membranes is the breathability, just do your best to aim for a high breathability rating and it will reduce the "clammy-ness" you get during humid or hot days.

## Finishing touches



Please, please, do your best to avoid using balaclavas and glove liners. Both run into the same problem, which is that for most people who have properly fitting kit, a balaclava will add loads of pressure points and glove liners will just generally be uncomfortable and risk reducing blood flow to the hands. You'll pose a risk to both your safety and barely affect your warmth. There are plenty of great options for insulated gloves, like from Richa, Rev'It, Rukka and the like.

When it comes to socks, it can be a bit more tricky, you run a slightly counter idea to everything we have discussed, mostly because a proper fitting boot won't have space for multiple socks. Instead, aim for a mid-weight sock made from a merino wool (or wool of your choice), or a synthetic fibre like Primaloft; then in summer a thin "liner" style sock made from polyester, polyamide, even perhaps a light wool blend.

And remember, and I think this is the most important thing to consider: your budget needs to be balanced around getting the best you can get without risking your wallet. If you want something "just for now" - visit some charity shops! People drop in everything, which includes baselayers and insulating layers. Just make sure it's a decent, reputable brand, try it on to see if it works for you, and keep it on for about 5 minutes to see if you notice any reaction on your skin (allergies can be surprisingly hidden).

I do hope this proves fruitful for everyone, please don't be afraid to ask any questions if you have any. Stay safe, stay warm.

# How Did We Survive?

## Matt Count

How did we survive? A few close calls on our travels.

In the hills of Almijara, southern Spain, my wife Anita and I had rented DRZ400's for a day of fairly serious off roading. The mountain trails were made of football sized rocks and were quite challenging. Anita was ahead and as I rounded a corner I saw her bike laid on the trail and a pair of legs sticking out of a bush. After I managed to control my laughing I pulled her out of the only bush on that stretch. A few yards either side she'd have gone down the side of the mountain.

In a flat opposite the police station in Podgorica, Montenegro, we were awoken by a lot of gunshots outside. Peering gingerly above the windowsill we saw figures running away. The next morning there was no sign of any trouble and we didn't get any souvenir bullet holes in the bikes.

We were travelling south to north through Sumatra travelling two-up on a 650 Transalp. It was hot and raining and I'd been a bit shaken up earlier that day after riding over a glass bottle. It didn't break but knocked the bike seriously sideways. The road north crosses a narrow-gauge railway several times. As you might imagine it was all pretty basic. It was still raining and taking another rail crossing at an angle, I was on top of it before realising that the concrete block between the rails had been removed - probably to make a new doorstep for someone. The front wheel hit the far rail, and I hauled the bike up with all my strength, pulling muscles in my back. Somehow it worked and we stayed upright. After a break to stop shaking, I reflected that a crash in the middle of nowhere with zero health care would have been a big problem. I paid a lot more attention after that - for a while, until riding up through the centre of India - still two-up on the Transalp. I'd become complacent again and on a bright, warm day we were following a Tata truck on a rare bit of brand new dual carriageway. At 50mph, I decided to pop past the truck. It was a left-hand bend. Mirrors, shoulder check, pull across, accelerate - and come face to face with another truck coming straight towards us. Violent counter steering works well, but I found out at that moment that it only moves the bike. Anita and I were left hanging off the bike and managed to miss the truck by inches. It seems that driving on the left in India is nominal only. Stay safe!



An Ill-Advised Encounter  
in Thailand



Traffic on the  
Island of Java



A Downpour in East Timor



Traffic on Road from Katmandu



Mischievous Monkeys in  
Thailand

# Dear Denzel....

## Advice from our Motorcycling Agony Uncle

### Motorcycling on the Rocks

Dear Denzil,

It gets cold at this time of year and there is a danger of ice on the road. Should I put my two wheeled friend in the garage until the spring?

Yours, Nisa Warm

Dear Nisa,

Thanks for your letter. You can do so if you wish. Or not if you wish. I don't think a 'blanket policy' on this topic (or many others for that matter) is the right thing to do. (Editor's note: Blankets are good for keeping warm?) I suggest you poke your head out of the door each day and make your own decision. Remember that if you do go out and slip off all your friends WILL find out, and you WILL be the subject of mirth and laughter for the next two years at least. I know this from experience.

Motorcycle Roadcraft encourages extreme caution in all adverse weather conditions. In the motorway riding chapter, it says: If there's snow, sleet or ice on the motorway, always ask yourself: 'Is a motorcycle journey really necessary?' Denzil thinks these are wise words, motorway or not.

IAM RoadSmart has recently issued the following statement to observers: 'We want to set an example to others in our use of the roads. This includes knowing when it is not the right time to venture out in adverse weather conditions for an Observed run, Masters Mentoring, or an Advanced Driver or Rider Test. If the temperature is lower than +5 degrees centigrade at the time of your run, then it is unwise to take a chance on the road conditions when Observing, Mentoring or Examining, both in cars and on motorcycles.' Note, they have chosen their words carefully: 'it is unwise', not 'we advise not'.

Your homework is to read what Motorcycle Roadcraft says about microclimates.

Yours, Denzil

### BMW v Triumph

Dear Denzil,

I have recently written the following article for a world-renowned magazine. But I appreciate your considered views before I submit it for publication?

Yours, Dee Tail.

Triumph vs. BMW is a classic rivalry, often compared in adventure and roadster segments, with BMW known for tech/touring (Boxer engine, radar) and Triumph for engaging performance/value (Triple engines, T-Plane crank), though Triumph is catching up in tech and power, offering a more spirited ride, while BMW provides smoother luxury and advanced electronics, with the choice depending on rider preference for tech vs. feel and

brand loyalty.

#### Key Differences & Similarities

**Engine & Feel:** BMW's Boxer engines offer smooth power and low centre of gravity (like the R1300GS), while Triumphs (like the Tiger 1200's T-plane crank) often feel more aggressive, exciting, and produce better top-end power/sound.

**Technology:** BMW is often ahead with standard tech like radar, blind-spot warnings, and active cruise control on higher-end models, though Triumphs are rapidly integrating TFT dashes, cruise control, and advanced systems.

**Ride & Handling:** BMWs (especially GS) excel in long-distance comfort and stability, sometimes with adaptive suspension, while Triumphs can offer sharper handling, better braking feel, and more traditional, sporty suspension setups.

**Value:** Triumphs often offer better value, packing more features for the price, especially when compared to similarly equipped BMWs, which can get expensive with options.

**Style:** Subjective, but BMW's GS styling is iconic (or polarizing), while Triumphs often have more traditional or aggressive looks (Scramblers, Speed Twins).

Which to Choose?

**Choose BMW if:** You prioritize cutting-edge tech, long-distance touring comfort, the unique feel of a boxer engine, and are less budget-sensitive.

**Choose Triumph if:** You want more engagement, value for money, aggressive styling, excellent standard features, and a more traditional sporty ride.

Dear Dee,

Triumph.

Yours, Denzil.

## Motorcycles are for Life but not for Christmas

Dear Denzil,

Can you put me in touch with a suitable support group please? I am new to riding and my family is making unreasonable demands on my time over the forthcoming festive season. It appears that I am not permitted to ride at all on 25th December because apparently families are 'oh so much more' important than motorcycling. I can't be the only one on this situation, can I? Please help.

Yours, Al La-Lone.

Dear Al,

Fear not, the motorcycling community is awash with people in a similar situation. You are not alone. It has been a perennial problem since the first motorcycle was manufactured in 1885. Remarkably, over that whole period of 140 years, no one has yet found a solution. Support groups have come and gone, each one ultimately stymied by this intractable problem. While I am unable to advise on any support groups, there is a coping mechanism which I use: I put on my usual motorcycling gear and adopt a moping posture while sitting next to the Christmas tree admiring my new heated gloves and hope above hope they allow me out eventually.

Yours longingly, Denzil.

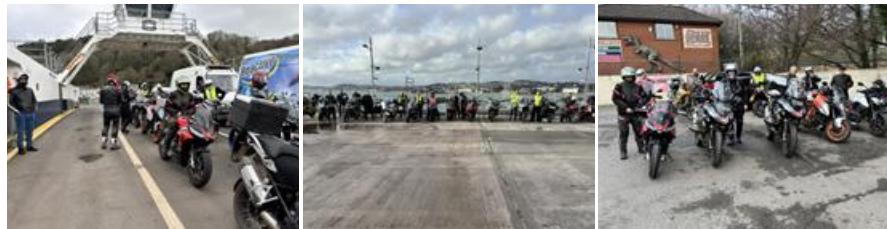
PS It has never worked yet though.

# THIRD THURSDAY REPORTS

## Les Mosco

### Sunday December 14th Ride Report

At 10:00 13 of us started the ride at Pit Stop Cafe in Marsh Barton, with another 3 joining at Sheldon bridge. Piloted by Les, with Tom Lawton and Tony Matthews sweeping first/last parts of the ride, no mishaps and an enjoyable ride in good weather, just some muddy/leafy roads to navigate. A380 and Colley Lane to Teignmouth and then the coast road to our first photo-stop at Torquay Beacon Cove with the bay reflecting bright sunlight. On to Brixham for our early lunch stop, and the chat with the car park attendant who half-helped us by saying that any bikes overflowing the meagre motorbike spaces just needed 1 parking ticket per car bay for all the bikes squeezed on to it. After lunch the Dartmouth upper ferry and to Totnes steamer quay, including the 2 seamless navigational errors unnoticed by most! A few finished their rides at Totnes so missed the pleasant Dartmoor roads via Ashburton, Poundsgate and Widdecombe, with some especially obstinate ponies in the road and a small flock of escaped sheep but all was well to the end at the Jolly Roger at Bovey. Best-decorated-Christmas-bike prize to Dave Edmonds for his tinsel and twinkling lights. A good ride, good company and chat, not a ride to do with Summer tourists but reasonably clear traffic on the day, thanks to all for joining.



### THIRD THURSDAY – NOVEMBER



Hazards. November's Third Thursday ride was a good example of Advanced riding to cope with the day's multiple riding hazards. The first was the brilliant sunshine but 3C ambient that greeted the 11 of us starting at Tiverton Tesco. So careful riding and acceleration sense up the A396 Exe Valley Road, looking for damp/slippy areas on the shaded corners, wet leaves and pine needles plus the usual pheasants. Ridden safely by all. Pilot error missed the Wheddon Cross left turn, quickly corrected, and then some impressive roads over Exmoor with great views in the clear Arctic air. The approach to Lynton included the usual hairpins plus a newly surfaced steep narrow downhill where deep loose gravel had to be avoided. After leg stretch in Lynton the coast



road had more stunning views over the Bristol Channel all the way to the Brecons. Lunch at Watchet where the quirky East Bay cafe (in the portakabins) looked after us well. After lunch it was low bright sunlight all the way as we travelled south on the lovely B3190 and back to the A396 to return to Tiverton. Thanks to Steve Salter for sweeping, Gerbing for my heated clothing and the

GS for its composure throughout. (Other bikes are available, so I'm told!!!) No mishaps and a very enjoyable 4 hours for all!

## December third Thursday Ride Report

**Andy Coomber**

I feel it in my fingers, I feel it in my toes, goes the line from the famous Wet Wet Wet song.

And that in a nutshell described the day out. Wet. No, Very wet. With a horrendous forecast for the day six "Intrepid" riders met at The Hog and Hedge services with a view to ride into Cornwall and over Bodmin moor before returning to Devon to complete the ride.



As we got ready to leave the services a quick look at the rain alarm app on my phone revealed our situation, we were surrounded by thick heavy rain clouds and it wasn't a case of if, it was definitely a case of when. No sooner we turned on to the main road heading for Okehampton the rain started. Within a mile it was lashing down. I riding mid pack had the honor of following Ian on his Moto Guzzi, who through his excellent control of his machine didn't show a brake light until we came to a dead stop in Okehampton town centre at the traffic lights. Until that point I wasn't sure if he had an issue with the bike. Being a fellow Guzzi owner you soon learn that it's always a possibility. The combination of mid-December light levels and thick heavy clouds made the town's Christmas lights shine brightly, being only mid-morning. Bringing a welcome cheer to what was a miserable day. We continued through west Devon following the old road towards Launceston. Stopping in Lifton for roadworks meant putting a foot down into a shallow river of water running down the road. Did I mention it was raining? We then went on the dual carriage way for a stint across the Tamar and around Launceston before turning off to head north to Davidstow. Following traffic and doing everything possible to remain safe in the appalling conditions was for me the order of the day only to be passed by and flagged down by Tony. He then told me and the rest of us as we had bunched up into one unit that Les (our leader) had managed to get himself lost on

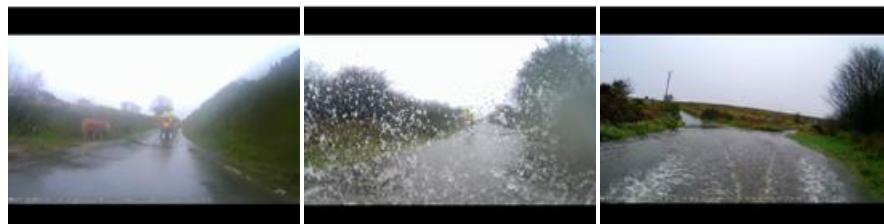
his own ride and was on his way back. Soon enough the big GS went past and back to his rightful position at the front. We turned left on to the north Cornwall coast road and headed for Bodmin. Bodmin was our coffee stop/ lunch stop combined. Walking into an almost empty high street due to the rain we happened upon an excellent coffee shop inside the local butcher's shop. This gem of a cafe is in the towns old council chambers and had excellent seating and more importantly on a day like this, warm radiators. Giving a hope of dry gloves for the return leg. Suitably fortified with coffee and pasties, we ventured back outside into the rain, which to be fair was a lot lighter than when we arrived. Having left Bodmin we headed east on to Bodmin moor and with ever lightening skies and improving visibility turned off by the famous Jamaica Inn at Bolventor. No beer for us as we swung onto the moor itself. This was for me a first as I'd never stopped on Bodmin moor, it's normally an obstacle between Devon and the coast. Colliford lake was filling fast with water pouring out of every field. Les stopped us for the team photo, good job he took the photo as I was unable to easily remove my sodden gloves. Seems goretex is equally good at retaining moisture as it is at keeping it out.

This next leg was for me the highlight of the day, crossing the moor with water pouring out of everywhere. We rounded a corner to find a couple of cows and a calf blocking the way. Step forward Paul using his knowledge of farming to lead us past the animals with no harm to us or them. With the mist hanging on to the highest hill tops it was possible to glimpse bits of Caradon hill TV transmitter as we went past. Cutting off the corner of Launceston we headed East to our final destination Strawberry Fields farm shop and an opportunity for more coffee and a final chat. We said our goodbyes and went our separate ways. I headed back to Exeter along the main A30 coming off at Tedburn. Just before the white horse garage a person was waving me down with an urgency that can't be ignored. As I rounded the corner I was faced with a lake where the road should be. In the middle of this water was a car up to its bumper and clearly dead. I should have stopped, turned around and found an alternative route. As I said, should have... It's an adventure bike, it'll be fine, I said to myself and carried on. The water rose rather fast and I was soon standing on the pegs with both boots in the water. Knowing where the air intake is and the high location of the plugs onwards I went. The bow wave coming over the front mudguard. More power required to fight the drag and with that the levels receded fast. I made it out with a bike, still ok. That could have gone terribly wrong and been a rather expensive end to the day. The Yamaha never missed a beat!

Thanks to Les for leading, Tony for sweeping, Paul, Dave and Ian for all being great company

Report by Andy Coomber.

Some water pictures with wildlife



# An Autumn Canter Around the Cotswolds

Andrew Carr

## An Enchanting Ride through Rolling Hills and Picturesque Villages

The Cotswolds, renowned for their charming honey-coloured villages, sweeping hills, and quintessentially English countryside, offers an idyllic backdrop for a motorcycle journey, especially in the vibrant hues of autumn. Our three days of riding along some of the region's most scenic routes, through historic villages, and hidden gems, promised unforgettable memories. The weather forecast looked promising too!



### Day 1: Arrival and a Western Cotswolds Loop into Wales

An early start for Helen, John and myself to meet up at Cotswold Motorrad in Cheltenham with locally based Graham who hadn't taken much arm twisting to agree to lead

us around the lanes for the next three days. After a mooch around the bikes and a much needed warming coffee, Graham led us out of Cheltenham down a back lane behind the dealership and in no time we were out into the countryside heading west past Gloucestershire Airport and on towards the Malvern Hills, looping south through the Wye Valley to Abergavenny giving Baffle Haus, our usual haunt, a miss this time, and onto the nearby café at more picturesque and peaceful Goytre Wharf for some lunchtime refreshment.

We then returned to Cheltenham and our base for the next couple of days, The Cheltenham Chase Hotel and Spa.

Distance: Approximately 250 miles (including our ride up from the West Country)

Rob, another locally based friend and BMW rider picked us up and a wonderfully convivial dinner was taken at Morans in Cheltenham where some good grub and banter nicely finished off the day. Rob would join us for the next couple of days riding.



### Day 2: The Heart of the Cotswolds

Five of us congregated early in the hotel car park, well not too early as the full English breakfast needed to settle! Helen on her GS750 Sport, John on his 900XR, Rob on his 1250GSA, Graham on his GS1300 and me on my trusty 12 year old, 80,000 mile 1200RT.

Initially south to Tetbury, famous for its royal connections and antique shops, and then onto the café at CTL Motoring Company in Cirencester, where an eclectic mix of 80's motorcycles from our younger years in various states of restoration were up for sale. We all agreed we would stick with our current BMW's!

Onto Bibury and quick ride past picturesque Arlington Row, then through the Coln Valley and to Chipping Norton for lunch, returning via Batsford Arboretum and Winchcombe to Cheltenham.

Our taxi (Rob again) picked us up at seven for dinner at the India Lounge in Montpellier. Thoroughly recommended....if you can find it!

Distance: Approximately 130 easy miles

## Day 3: Cotswolds and a Loop into Herefordshire

Today's route took in many of the smaller noteworthy Cotswold Villages passing through Salperton, Upper and Lower Slaughter before heading to the Cotswold Halt Café on the Toddington Heritage Railway where the arrival and departure of a steam train obliged! Classic Cotswold countryside ablaze in autumn colour. Our route then took us west via Upton Upon Severn, skirting the Malvern Hills and on towards Bromyard where a lunch of bacon sandwiches was taken with Graham's brother. We returned to Cheltenham, skirting past the River Severn at Wainlode Cliff and said our fond farewells to Rob and Graham at the Norton Garden Centre at Twigworth before the three of us returned to our hotel for dinner and to pack.

Distance: Approximately 125 easy miles

## Day 4: Homeward Bound

After three dry colourful days Sunday was wet and we headed home via the BMW Western Section Club Skittles event near Tetbury 133miles. John discovered that his new waterproof jacket and trousers were not as waterproof as he had hoped!

Distance: Approximately 135

## Final Thoughts

A motorbike trip through the Cotswolds in autumn is a feast for the senses. From winding lanes blanketed in golden leaves to picture postcard stonework villages you will experience the very best of rural England.

We would thoroughly recommend a stay at the Cheltenham Chase Hotel and Spa – We found reasonable rates, lovely rooms and friendly staff.

Ride safe and savour every moment!

## DAM Memorial Ride Sunday 9th November

**Helen Beer**



Many thanks to those 22 who rocked up smiling for this year's Memorial Ride despite the shabby forecast. We were v lucky with no rain until the last leg.

Betty gathered everyone for the pre ride brief and off we set - things went according to plan until Ottery St Mary where some managed to get away from the scheduled route. Rodney went off in hot pursuit but only

returned with one of the ten or so escapees. All was not lost though as they managed to pick up a marker a few miles down the road. As those of us at the rear caught up some markers had abandoned their positions and legged it to the coffee stop but somehow we all managed to get to the pub safely and Dave waited a few mins for us. After his poignant words and remembering those we have loved and lost in the club we headed to the pub where we had a warm welcome, coffee and bacon baps.

All ran smoothly for the rest of the day with lunch at Windy Corner Cafe and farewell hugs at Greendale.

We hope everyone enjoyed the ride and beautiful autumn colours - see you next year.

# BUMBLING ROUND BELGIUM Autumn 2025

**Helen Beer**



It was 4 degrees at 0530 when I headed to Folkestone collecting Andrew on the way. The morning sky reminded me of South Africa - burnt and bright oranges leading into yellow with bright stars above. Daylight came, knocking out the twilight and the start of 5 glorious days. Coffee the other side of Guildford - the A31 was a better route than the motorway. The train brought entertainment with two lads from Manchester - their first trip to Europe was to wing it round France...and we know they made it as their 'Quick Way Down' sticker was on the return gateway. We finally arrived at AEaventures in the Ardenne at 2030. After 493 miles, lots of filtering and slow riding due to road closures and an accident, it was great to be back with Ann and Neil (Ex Southern Section BMW Club) - a real warm bikers' welcome and dinner on the table in 5 mins.

Next day was a late start and lengthy catch up over brekkie. Ann and Neil usually lead rides around their area making it a relaxing time visiting places of your choice or their recommendations. Sadly, Neil had been taken out on the circuit at Assen and was nursing a very poorly leg with metal plates and lots of screws. The crutches were not a good, or sexy, look! But they were cheerful and positive and recommended a relaxed day with lunch at Houffalize and a visit to the BMW dealer at Bastogne where reassurance was given about Andrew's starting issue (the bike that is - it will take more than a dealer to sort his personal reluctance to rise and shine). The dealership was amazing - instant friendly helpful service. We then visited the town - Battle of the Bulge area with an information centre and masses of coffee shops. Back via Luxembourg taking advantage

of the cheaper fuel. Then we enjoyed cassoulet with Ann and Neil's new guests Jennifer and Carl.

The following morning we escorted the newbies on their first European tour to the Biker Ranch at Strauch near Simmerath. Then east to Altenahr for lunch - a lovely sunny day with dry roads, beautiful scenery and great bends. Back via the Nurburgring Grand Prix Circuit, Kelberg and Prum, a relaxed 189 miles.

Another sunny day and our first stop was Motokaiser near Gouvy - an amazing bike shop with clothing, helmets and everything you could think of. I've never seen bikes packed so tightly on such a massive scale - a happy hour browsing around. Next was



the Bäckerei at Burg-Reuland for lunch and the Blockhaus Schwarzer Mann (Ski Chalet) in the Eifel National Park. Our 120 miles included Germany with beautiful scenery, great biking roads and very pretty villages - a stunning day.

Jennifer and Carl had an early start to head home and Andrew and I had another 149 fun miles - Coo Falls, Heindrichs Boulangerie at Waimes, Onderval, Amel, Lommerssweller, Dasburg, Bivels, Vianden, Ettelbruck, Chateaux de Bourscheid, Wiltz, Troisvierges for a late lunch, Difflent, Vielsalm, Trois-Ponts and back with huge grins. Neil's recommended route with mega twisties was excellent for using the edges of the tyres and a relaxing evening with their local friend Bob. For those that haven't tried Ardennes and Eifel Aventures we would strongly suggest you do (info@aeaventures.com) - their rates are very favourable

and B and B, Evening Meal (with drinks thrown in too) and escorted rides what's not to love?

The following day with farewell hugs we moved on. The ride to Saive was in heavy rain and strong winds, not nice, but our time with friends Gisele and Yves was fabulous. Dog sitting, sightseeing on a boat in Liege, walking, catching up with their family and all followed by an easier 484 mile ride home - a perfect autumn break. The next ride on Mitzy will be for new tyres and a service with Charlie at BBR!



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# Gym Practice

## Hector Vass

Hidden away in North Devon some of us have been secretly doing a little gym practice. MotoGymkhana™ an international motor sport regulated by the MotoGymkhana organisation in Japan <https://motogymkhana.org/>



You can read all about the history and see lots of stuff on you tube. To cut to the chase you can think of it as racing in 1st gear (sorry obligatory pun).



Typically Japanese, it is a time trial event around a course set out in cones. Racing is a bit yin (put your race head on) yet yang (chill and get the course right). On race day you only see the course an hour before racing starts and with the aid of a map like this, 45 minutes to walk the course.



Confused? Don't worry it's left around blue cones right around red, yellow cones are gates, jinx lines are white lines on the ground start box, stop box, simples. Getting the course wrong is DQ disqualification and there are time penalties: 1 second added for a foot down or hit a cone.



But that's not the difficult bit, the racing is. Common to all motorcycle sport getting your bike stopped and turned is the difficult bit.



If you have done any IAM track based Skills Days or have done almost any other motorcycle sport even just taster days trials riding, enduro or the like I hazard you feel that they added something to your road riding. We are particularly vulnerable as riders when we are on a collision course with other vehicles aka negotiating a junction.

Motorcycle Roadcraft is our guide for developing Road Craft but we need to find ways to work on our Bike Craft. Given MotoGymkhana stars are masters of manoeuvring skills, you don't need to race but practice the way they practise, and you cannot help but get more proficient and feel safer at junctions.

Some common questions are:

What bike?: given they all work the same, any bike works for gymkhana see pics.

Will I drop my bike?: No, people don't drop bikes doing gymkhana, you dab instead.

Will I crash my bike?: if you don't warm up your tyres

or are too eager on the throttle in the wet.

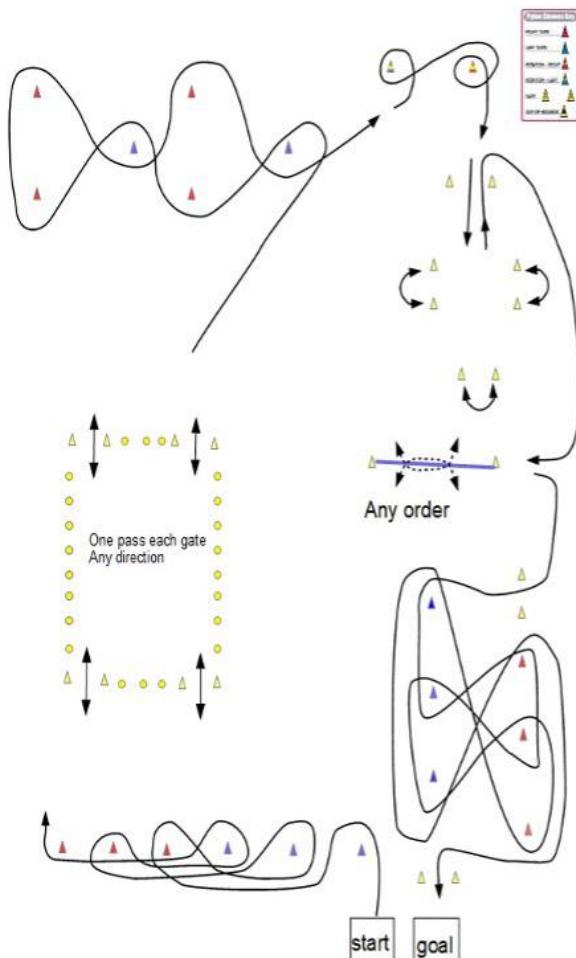
What are some common modifications?: a bit of crash protection, idle up, gearing a few teeth down.

What about sport bikes?: if it gets serious then convert drop bars to handlebars and remove the steering stops.

I'm not great at taking pics but occasionally someone turns up willing to take them rather than ride so here are some from the West Midlands group practice days last summer.

MotoGymkhana-ists can usually be persuaded to turn up and show off even when there is no tarmac and happy to run days for anyone even IAM groups.

If anyone fancies joining us then give me a shout, comes with the usual mental health warnings - you won't be able to leave a cone alone without buzzing round it a few times.





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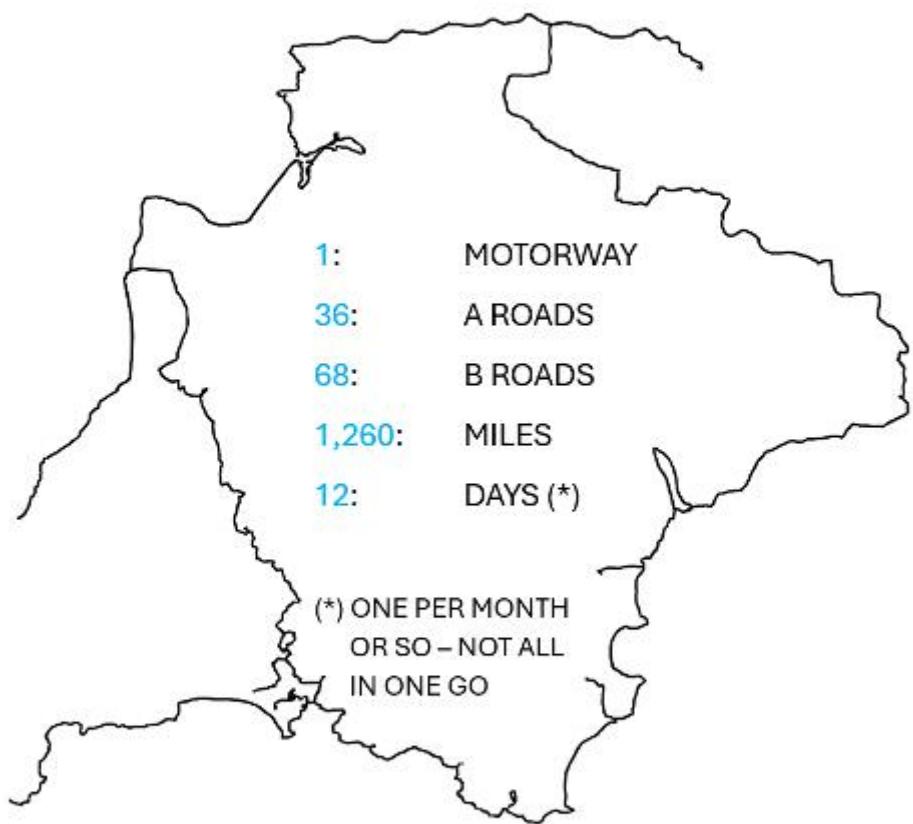
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# WELCOME TO OUR NEW MEMBERS

Tim Pestridge, Ben Vickery, Paul Hartigan, Jay Smith, Mark Leonard, Peter Richards, David Raymen, Karine Chatart, Ewa Sawicka, Mark Venn, Tim Dawes, Andy Pidsley, Mark Fairchild, Javier Baleato

## Test Passes

Associate	Observer
Chris Dilley (Legacy funded F1rst)	Brian Strong
Claire Quick	Les Mosco
Mark Tubbs (F1rst)	Barrie Dennett
James Lacey	Darren Evans
Keith Fox	Gareth Taylor
Grahame Davis	Barrie Dennett
Angus Bryant (F1rst)	Martin Rushworth
Lewis Thomas	John Millgate
Gemma Jones	Tony Curley
Robin Rawle (F1rst)	Chris Palmer
Dean Kelly	Ian Pruce
John McGregor	Les Mosco
Matt Count (F1rst)	Ian Holten
Graham Ranshaw	Simon Padley
Jane Parmenter (F1rst)	Nick Marks
Barnaby Haynes (F1rst)	Robin Watts
Jonathan Parsons	Pete Wright
Paul Rushforth	Robin Watts

A nice message of appreciation from member Christian G. to his observer, Martin Rushworth..  
Thanks to all the observers for their input. (Even if you have passed your test you can ask for help- or go to the Post-Test Training Ride every third Saturday.)

Hey Martin  
Thanks for today just wanted to say how much I really enjoyed it and genuinely feel safer while on the road. The overtaking today was with confidence.  
I get as much education by watching you and how you ride your bike it's great watching the lines and how you travel it seems so effortlessly done.  
I guess that comes with time and greater confidence and a better understanding of your own bike and its abilities.  
I also wanted to thank you for your observations and your constructive criticism. I greatly appreciate it thank you.  
Anyway, I hope you have a fantastic Sunday whatever you doing and thank you once again for your time and your commitment when you should be at home with your wife.

Christian.

# The Observer Team September 2025

NO = National Observer - 42

LO = Local Observer - 6

TO = Trainee Observer - 1

## **NORTH AREA (10)**

NO: Robin Watts TL  
NO: Nigel Bond  
NO: Simon Kidner  
NO: Martin Rushworth  
NO: Andy Pratt  
NO: Hector Vass  
NO: Stuart Taylor  
NO: David Strickland  
TO: Sandie Puttick  
TO: Jonathan Evans

## **EAST AREA (9)**

NO: Dave Cooper TL  
NO: Gareth Taylor  
NO: Ian Holten  
NO: Richard Blyth  
NO: Daniel Knight  
NO: Jonathan Doney  
NO: Leanne Wilkinson  
TO: Paul Haines  
LO: Terry Dormer (inactive)

## **SOUTH AREA (12)**

NO: Dave Page TL  
NO: Phil Pike  
NO: Steve Westlake  
NO: Tony Curley  
NO: Graham Hirst  
NO: Barrie Dennett  
NO: Nick Marks  
NO: Andrew Robertson  
NO: Richard Thorns  
NO: Brian Lee  
TO: Jonathan Mendez  
TO: Sam Iskander

## **WEST AREA (9)**

NO: John Millgate TL  
NO: Simon Jeffery  
NO: Mark Fouache  
NO: Pete Wright  
NO: Alex Thomas  
NO: Richard Wiseman  
NO: Tim O'Callaghan  
NO: Darren Evans  
NO: Andy Burden

## **CENTRAL AREA (9)**

NO: Ian Pruce TL  
NO: Dave Mudge  
NO: Rodney Rayner  
NO: Brian Strong  
NO: Dave Grant  
NO: Simon Padley  
NO: Chris Palmer  
NO: Les Mosco  
TO: Chris Kingsley

## **'FUTURE OBSERVERS'**

Roger Sell – Ashburton  
John Paradise – Newton Abbott  
Philip Ware – Loc TBC  
Neil Gibbett - Barnstaple  
Andy Yarwood –  
ex LO moving into area 2025/6  
Greg Evans –  
NO moving into area 2025/6  
Tim Redman  
Marc Youle-Grayling –  
NO moving to area Q4 2025  
Dave Sutherland –  
NO moving into area Q4 2025



Our Facebook page is quite active now so please continue chatting on it and we might attract some new members. Search for Devon Advanced Motorcyclists and at [www.devonadvanced.com](http://www.devonadvanced.com)

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## 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](http://www.devonadvanced.com)

Date	What	Where
<b>JANUARY</b>		
Sat 3	<b>Rookie Ride</b>	See website for details
Sun 11	<b>Group Ride (full members)</b>	See website for details 9:30 am for 10.00am start
Thurs 15	<b>Group Ride (full members)</b>	See website for details. contact Les Mosco <a href="mailto:lesmosco@hotmail.com">lesmosco@hotmail.com</a>
Sat 17	<b>Post Test Training Ride</b>	Contact John Millgate <a href="mailto:trainingsrides@devonadvanced.com">trainingsrides@devonadvanced.com</a> 9:30 am for 10.00 am start.
Weds 21	<b>Rider Development</b>	Ian Jamieson from Rapid Training. Swan's Nest, Exminster 7pm. Come earlier to eat.
Sun 25	<b>Group Ride (full)</b>	Open to all members See website for details (A Rookie Ride in the north-ish)
Sat 31	<b>Nookie Ride (north-ish)</b>	9.30 am for 10am start. See website for details. Open to all members See website for details (A Rookie Ride in the north-ish)

## FEBRUARY

Sat 7	<b>Rookie Ride</b>	See website for details 9:30 am for 10:00 am start
Sun 8	<b>Group Ride (full members)</b>	See website for details 9:30 am for 10:00 am start
Weds 18	<b>Rider Development Evening</b>	Swan's Nest 7pm . Come early for supper! Rodney Rayner and Simon Jeffery on Group Rides
Thurs 19	<b>Group Ride (full members or associate with observer)</b>	See website for details. Contact Les Mosco <a href="mailto:lesmosco@hotmail.com">lesmosco@hotmail.com</a>
Sat 21	<b>Post Test Training Ride</b>	Contact John Millgate <a href="mailto:trainingsrides@devonadvanced.com">trainingsrides@devonadvanced.com</a>
Sun 22	<b>Group Ride (full members)</b>	See website for details
Sat 28	<b>N'ookie Ride (North-ish)</b>	See website for details. 9:30am for 10am start.

MARCH		
Sat 7	<b>Rookie Ride</b>	See website for details
Sun 8	<b>Group Ride</b>	See website for details 9:30 am for 10:00 am start
Weds 18	<b>Rider Development Evening</b>	Honiton Hearing talk+ custom earplug fitting 7pm Swan's Nest, Exminster. Come early to eat.
Thurs 19	<b>Group Ride (full members or associate with observer)</b>	See website for details 9:30 am for 10:00am start. or contact Les Mosco lesmosco@hotmail.com
Sat 21	<b>Post Test Training Ride</b>	Contact John Millgate trainingsrides@advancedmotorcyclists.org.uk. 9:30am for 10am start
Sat 28	<b>N'ookie Ride Training Ride</b>	See website for details (Rookie Ride in the north-ish)
Sun 29	<b>Group Ride</b>	See website for details 9:30 am for 10:00 am start

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My involvement with Evolution Rider Academy (ERA) is predominantly with their European tours being responsible for routes and guiding, whilst ensuring things run smoothly and timely on tour.

Having toured Spain, Portugal and the Pyrenees many times in the past, I have gained a wealth of knowledge - where and where not to go, how to keep a day's tour nicely paced, interesting and timely.

Learnt the hard way a couple of times too!

Last year Evolution Rider Academy organised and ran two successful tours of Spain and Portugal. We had a collection of good riders with varying abilities – some from the Midlands areas and NDAM members joined us too.

Building on from the success of last year's tours, we now plan to continue offering these routes each year and have 2 fully booked tours at the time of writing. A third tour, however, still has availability (September 16th – 25th 2026).

Would be great if you could join us too!

Andy Pratt.

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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>.

£219  
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](http://www.advancedmotorcyclists.com) or contact Mark Fouache on [tasterrides@devonadvanced.com](mailto:tasterrides@devonadvanced.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 [dhmudge@blueyonder.com](mailto:dhmudge@blueyonder.com) or our Group Rides co-ordinator [groupridescoordinator@gmail.com](mailto: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](http://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](http://www.iamroadsmart.com/masters).

£345

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 [posttesttrainingrides@devonadvanced.com](mailto:posttesttrainingrides@devonadvanced.com) to book your place on a Post-Test Training Ride.

FREE  
FOR  
MEMBERS

**Personal Training Ride:** 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 **Personal Training Ride**, contact [chiefobserver@devonadvanced.com](mailto: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



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**Pete Johnston**  
07854 825 910  
[jcfbiketyres@gmail.com](mailto:jcfbiketyres@gmail.com)

Please note the excellent JCF have a new address: Unit 3, Bishop's Court Gardens, Clyst St Mary, Exeter. EX5 1DH

JCF Bike Tyres now stock the LS2 range of helmets and apparel. High spec (this lovely jacket is AAA) and well worth a look.



## Committee & Club Officers

<p><b>Chairman:</b>  <b>Social Media;</b>          Les Mosco          E: chairman@devonadvanced.com</p>		<p><b>Group Secretary:</b>          Catherine McKinley          E: secretary@devonadvanced.com</p>	
<p><b>Chief Observer:</b>          Simon Jeffery          E: chiefobserver@devonadvanced.com</p>		<p><b>Treasurer:</b>          David Stanley          E: treasurer@devonadvanced.com</p>	
<p><b>Marketing Officer/Events Coordinator:</b>          Tony Curley          E: marketing@devonadvanced.com</p>		<p><b>Group Rides Co-ordinator:</b>          Rodney Rayner          E: grouprides@devonadvanced.com</p>	
<p><b>Newsletter Editor:</b>          Diana Percy          E: magazine@devonadvanced.com</p>		<p><b>Webmaster:</b>          Nick Tucker          E: webmaster@devonadvanced.com</p>	
<p><b>Rookie Rides Co-ordinator:</b>          Simon Jeffery          E: rookierides@devonadvanced.com</p>		<p><b>Membership:</b>          Barrie Dennett          E: membership@devonadvanced.com</p>	
<p><b>Observed Rides Co-ordinator:</b>          Ian Pruce          E: observedrides@outlook.com</p>		<p><b>Rider Development Evening Co-ordinator:</b>          E: riderdevelopment@devonadvanced.com</p>	
<p><b>Legacy Chair</b>          Philip Pike          legacy@devonadvanced.com</p>			
<p>If you are a new associate member please contact Ian as early as possible, preferably by email, even if you don't intend to start your <i>Advanced Rider Course</i> immediately.</p>	<p><b>Other Committee Members:</b>          Steve Hyde          Brian Churchward</p>	<p><b>Trustees</b>          Les Mosco (Chair), Catherine McKinley (Secretary), David Stanley (Treasurer), Richard Whybra, Philip Pike, David Mudge</p>	

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