



**DEVON
ADVANCED
MOTORCYCLISTS**

NEWSLETTER 70

July - Sept 2022



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Chairman's Chatter

Hi Folks,

Summer is here and it's great to meet up with many DAM members who have been out on the road and enjoying the sun. It's already shaping up to be a busy year with some DAM members riding through the Pyrenees (which you can read about in the magazine) and those staying closer to home participating in the Rider Development Evenings and group rides.



I've unfortunately not been able to attend as many group rides as I would have wanted, at the beginning of March my old trusty NC750X bit the dust (literally) when a driver of a 4x4 decided that they needed the parking space that my bike was already using. I'm sure the NC750X put up a valiant struggle, but it was no match to the Discovery and was pushed off its side-stand, landing on the right side crushing various bits of body work, controls and plastic. After a lot of delay from the third-party insurance company the upshot is I've now a new trusty steed. Step forward the Suzuki V-Strom 1050.



Aren't you rather short to be a v-stromtrooper?

Before finally arriving at my decision to purchase I had plenty of time to test ride as the insurance loan bike was a V-Strom 1050. As the loan bike didn't come with a user manual, I didn't explore the settings and left a lot of the rider assist features alone. With hindsight it was an opportunity missed but I felt as it was someone else's bike best to leave alone. Also online reviews indicated that Suzuki

had missed a trick with the control interface and it wasn't as rider friendly as the Tiger or a BMW GS in changing things on the fly. With manual now in hand, to my mind it's a case of set it and ride, then you won't be distracted by unnecessary fiddling.

So, new bike, the next thing to polish up is my riding skill level as it is seven years since I passed my Advanced Rider Course test. If you are like me and it has been several years since you completed the ARC, well, there are several options available to sharpen your skill level. Simon Jeffery and John Millgate run the Post-Test Training Ride every month (details available at devonadvanced.com) or you can book an Improver session. You get a full observed session with an Observer (we ask for a small donation to the Observer's fuel – payable on the day).

If you are Interested in sharpening up any skill fade then contact the Chief Observer Adrian Veale avdamcso@gmail.com , full details can be found in the back of the magazine, I've booked mine.

Onwards to the Summer and see you at the DAM 40th Birthday Ride Out (if not before).

Nathaniel
DAM Chairman



*You are invited to join
Devon Advanced Motorcyclists
celebrate its 40th year*

**Celebrate 40 Years of Safer, Systematic
and Smarter riders with DAM
12:00 on Sunday 17th July**

Join the group ride nearest to you from these locations at 12:00

Moto Services, Exeter, GB EX2 7HF

Steamer Quay, Totnes, TQ9 5AL

McDonalds, Eastern Ave, Hollowtree Rd, Barnstaple EX32 8PB

To meet at Jonesy's Cafe, Winkleigh for hog roast and live music.

Reserve your place and choose your ride start point at:

<https://www.eventbrite.co.uk/e/326287975117>

The cost is £6.50 per ticket payable on the day.

Don't forget that details for upcoming Rider Development Evenings, Group Rides and events can be found at www.devonadvanced.com



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

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It's all gone a bit international recently- trips to Germany and the Spanish Pyrenees, on and off road. I went on the Pyrenees trip organized by Rod and MSL Tours and I really hope to go again next year. The roads are AMAZING. Excellent surfaces, remarkably few cars, fabulous engineering design through the mountains with fast curves on National roads and challenging small high mountain roads with breathtaking views. The wildlife was wonderful: eagles, black kites, a bee-eater and gorgeous flowers. Coming off the ferry at Plymouth, going home across Dartmoor I was acutely aware of the potholes and dodgy repairs. It really was the best adventure I have had in a long time and I felt very lucky to share it with some DAM members. It struck me what an interesting lot we are, (well, them, anyway.), so many different careers and histories all bound by a love of motorcycling. It doesn't get much better than that for conversation and banter. I can also highly recommend MSL tours for amazing attention.



For me it was also an exercise in 'ride your own ride': most of the other riders were observers and evening conversations ran along the lines of boys' measuring: "Lean angle? G-force? Chicken strips?'. I was more 'Thank God I haven't fallen off, and can I have another large beer, please?' I know I made the right decisions about speed and distance for me and felt supported in that.

DAM's reach has also extended to Shanghai! I teach English online to Chinese students and one student is mad about bikes so I try to include them whenever I can. He is 16 and rides an electric bike for the emergency services, clearing a path for the ambulance, really surprising! Anyway, he had a car turn in his path – SMIDSY- (or possibly just MIDSY) and so I rewrote the fighter pilot article on saccades in simple English and that kept us going for a few lessons. We have also talked about armour - he had a good helmet and an air jacket but was wearing ordinary jeans and trainers, and we went through IPSSGA too. So thanks, DAM, your reach is now worldwide!

It's been such a great few months including the Thruxton IAM skills day (go if you can- I learned so much and it kept me buzzing for days) and The Science of Being Seen in a Rider Development Evening.

Regarding the newsletter, we are grateful for a regular article from the PTTTR group, I would like to include more skills and safety articles if possible. There are lots of ride reports this month. I am hoping for a German trip report for next issue. I would also like to say that it is the editor's challenge to occasionally alter what has been written while trying to maintain the individual character of the writing. All submissions are really appreciated and valued, thank you.



Rod's bike admiring the view

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.

GRETNA AND BEYOND - MAY 22

Helen Beer

11, 10, 8, 9, 8... it's a bit like herding chickens when you fail to step backwards and end up organising a holiday for friends. Finally we were assembled and the BMW Club Gretna Rally was our first stop. Jill and Nick set off the day before but Andrew, John, Andy, Terry, Jim and I gathered at Glos Services for the compulsory sausage roll before following Andrew through Ledbury, Leominster, Ludlow and Whitchurch to lunch at Tillys in Bunbury. Then on to Warrington, Tebay Services for a quick cuppa arriving at Gretna in time for a delicious dinner. Who says all this biking lark revolves around our stomachs? We received a lovely warm welcome and it was good to see familiar faces gathered together again - and from the noise levels at mealtimes everyone seemed to agree. 389 miles.



Saturday and our group had clutches out at 0930. The Club had organised some rideouts but as numbers were limited we happily followed Andrew on a mystery tour via the A75 to Dumfries, A710 to Dalbeattie and A711 to the Wicker Man and The Crown and Anchor Tearooms at Dundrennan. There were cracking views up to Kirkcudbright and then the A755, A75, A714, B7004 and B7063 to the Isle of Whithorn for photos and lunch in the Community Cafe. Up the coast to Luce Bay then Newton Stewart to enjoy the twisty Galloway Forest

Road ...a grand day out on a tank of fuel. Jill and Nick went to the bike museum at Silloth and were entertained by the very enthusiastic owner. 222 miles.

Sunday and Peter, a local friend, joined us for the day. Lockerbie first - a very sad and sobering walk around the immaculately kept Memorial Garden. Coffee at the Community Hub in Eskdalemuir then the B7009 to Selkirk, Scotts View and the Old Melrose Tearooms and Antique Centre for lunch. Then we travelled via St Boswell's A699 and along Talla Lake and then on the A701 we lost Jill as she came back to check on Nick who was having an issue with his Suzi clutch. Reunited, it was down to Moffatt and a whizz along the A74(M). 200 miles.



Monday and time to head to Ullapool - sadly we had to leave without Jill and Nick. Nick was able to order the necessary part for his bike but had to wait for delivery and then repair it - they were able to stay in Gretna for two more nights and then catch us up at Tyndrum. The Gretna Hall Hotel did the BMW Club proud and thanx and farewells had been made the night before as we were up at 0630 to make an early getaway for Ullapool. We headed to Moffatt and the A701 again to enjoy this twisty scenic road in early morning sunshine, through Broughton, A72, some minor roads, a bit of motorway and the Forth Road Bridge before the A823 into Powmill for coffee. Despite Covid their selection of cakes was still huge. A91, M90 and A9 to the Ralia Cafe near Dalwhinnie for

lunch. A9 again, A835 and along Loch Broom and we landed. As the Cairngorm mountains come into view with their residue of snow you remember why you travelled so far - you break into a smile despite the wind and rain. Crieff and Braemar were off limits due to road closures. We had booked into the Caledonian and were very happy that it had improved greatly since our last visit ... apart from most of us having to run around under the dribble of a shower before dinner. - at least we had some exercise. We ate at the Ceilidh Place and finished the day with a walk along the prom - the air is pure up there, the views stunning and the evenings longer. 325 miles.

Applecross was on the agenda for Tuesday - A835 then the A832 around the scenic coastal road through Poolewe to Gairloch Harbour for coffee then past Loch Maree to Shieldaig. The A896 right round to Applecross via Arinacrinachd to the Walled Garden Cafe. Then the scary twisty route to Tornapress in rain and strong winds before lovely A roads back in time for dinner at the Indian. There were stunning views of islands and mountains ...if you could take your eyes off the road long enough.... 203 miles.

Our plan for Wednesday was Cocoa Mountain at Durness for their famous hot chocolate. A835 to Elphin, A837 and A894 to the Kylesku Bridge and Scourie, past Loch Laxford and into the Chocolate Shop. Yes it was worth every mile! And the croissants are delicious too. Around the A838 and a photo stop to enjoy the



Atlantic Ocean on a clear day - dark turquoise and deep blue seas, golden sands - perfect. Eriboll, Hope. Altnaharra and the A836 for lunch at the Pier Cafe in Lairg. Then the A838, Kinloch, Laxford Bridge and the A894. We were gifted the most wonderful empty roads, single tracks with stunning views and dinner at the Ferry Boat Inn overlooking the water. 239 miles.

Thursday packed up and ready to leave at 0930. A890 to Lochcarron for coffee in the community cafe and over the Skye Bridge to Cafe Sia for pizza looking up at the Cuillins. The day started well with the first 60 miles dry and sunny for the great twisty roads but then the rain, wind and mist made an unwelcome appearance so the play on Skye was cancelled and we headed back down the A87 past Loch Aish, Invershiel to Mandally and the A82 past Spean Bridge to

Fort William. Loch Linnhe, Glen Coe and Loch Tulla - holding on tight in the wind and rain - to Tyndrum for our next three nights at the Muthu Ben Doran. It was great to link up with Jill and Nick again. 224 miles.

Friday I was spoilt with a pillion ride to really enjoy the scenery. The weather was much better than forecast as we headed to Crianlarich and the A82 along Loch Lomond. Then back to Killin and along Loch Tay - 15 miles of single track with stunning views. I saw a heron, the water lapping on the shore, beautiful flowers and gardens whilst listening to music - the others were studying the tarmac and potholes very hard. Coffee at Kenmore then Tummel Bridge and Queens View for a stroll and lunch. Then Pitlochry, Aberfeldy, Crieff and tea at Tullybannocher Cafe where they served the most enormous delicious scones. The last leg of the day was Lockearnhead, Crianlarich and back to Tyndrum. 170 miles.

Saturday and again I had the best seat in the house. Cladich and Loch Awe - 25 stunning miles to Kilmartin and Tayvallich for coffee overlooking the Sound of Jura. Lochgilphead, A83 to Inveraray then the A819 and A85 for tea at



Benderloch. On to Ballachuish with views of the Five Sisters and the Great Glen in perfect weather. The views, especially from the rear, were amazing. I started and finished the day with a walk and we were all glad this was our last night at this hotel - sadly it was lacking in many ways - Fawlty Towers would be a kind description. 198 miles.

Sunday and off to Buxton for our last two nights at the Westminster... a lovely homely hotel overlooking the park. A85 through Lockearnhead and around Aberfoyle, Stirling and Falkirk to coffee at Tinto Hill Tearoom at Thankerton. A73, B7076 to Ecclefechan then on to the M6 and A6 to Shap for lunch in the Abbey Kitchen. A65 at Kendal then A591 and A590 before the M6 again... and there it all ground to a halt. We wiggled to the front to see a motorcyclist being put in an ambulance - very sobering but apparently it was a single vehicle RTC and he was going to be ok - phew. The road was opened again and we whizzed down an empty motorway to head off at Jct 19 and the A537 through Macclesfield and the famous Cat and Fiddle pass to our destination. 319 miles and off for a Chinese.

Monday started very misty so several of us walked round the Spa town...an interesting meander and after coffee at the Chocolate Shop we headed out for a ride to Monsal Head, Wardlow, Eyam and on towards Heathersage. Castleton, Chapel le Frith and past Macclesfield for the Cat and Fiddle again Toes up! Time for ice creams in the park before our final meal at the Old Sun Inn - traditional and delicious pub grub. 66 miles.

Tuesday and it was home time.... Leek, Stone, Eccleshal, Newport, Shifnal, Bridgnorth and eventually the A49 and Starbucks at Wooferton. The group was now down to 4 with others breaking away en route. A466 to St Weonard's and a wiggly way to Tintern Station for farewell hugs and the last holiday ice cream. A final dash down the M5 and home at 245 miles.

I was asked in a shop in Buxton what the best moment of the holiday was.... A very hard question to answer.... Lots of new memories, great company, the warm currant tart in the Crown and Anchor Tearooms, the way everyone looks out for each other (special thanx to Jim for keeping watch!), the vibrant azaleas, the carpets of daisies and bluebells, the sun sparkling on Talla Reservoir, the A701 in early morning sunlight, Andrew finding the very best roads, the views at Applecross and Skye, the massive shared scone at Tullybannocher, all gathering again at Tyndrum and the snowcapped Cairngorms were all special moments.

Twelve days in the saddle, 2800 miles, larger waists and time now to think about the next adventure...

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

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

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

Date	What	Where
July		
Sat 2	Rookie Ride	See website for details.
Sun 10	Group Ride	9:00am for 9:30am start.
Sat 16	Full Members Training Ride	Contact John Millgate trainingrides@advancedmotorcyclists.org.uk
Sun 17	DAM 40th Birthday Ride	Hog Roast and music at Jonesy's Café, Winkleigh. Details on website and FB to follow.
Wed 20	Rider Development Meeting	Tyres: Coaching Inn, S Molton
Sun 24	Group Ride	8:30am for 9:00am start.
August		
Sat 6	Rookie Ride	9:00am for 9:30am start.
Sun 14	Group Ride	9:00am for 9:30am start.
Thurs 18	Group Ride	9:00am for 9:30am start.
Sat 20	Full Members Training Ride	Contact John Millgate trainingrides@advancedmotorcyclists.org.uk
Sun 28	Group Ride	9:00am for 9:30am start.
September		
Sat 3	Rookie Ride	See website for details.
Sun 11	Group Ride	9:00am for 9:30am start. TBC - See website for details.
Sat 17	Full Members Training Ride	Contact John Millgate trainingrides@advancedmotorcyclists.org.uk
Sun 25	Group Ride	9:00am for 9:30am start. TBC - See website for details.
October		
Sat 1	Rookie Ride	See website for details.
Sun 9	Group Ride	9:00am for 9:30am start. TBC - See website for details.
Sat 15	Full Members Training Ride	Contact John Millgate trainingrides@advancedmotorcyclists.org.uk
Sun 23	Group Ride	8:30am for 9:00am start.



As most of you know Helen is a BMW fan and each year there is a BMW Club SW Photographic challenge which takes you to all sorts of lovely places you didn't know existed. I have joined in this challenge for several years now and Helen has ticked off quite a few local ones for this year already. One day in March we had four 'targets' in Croyde, Fairy Cross, Meeth and The Hidden Valley. The weather forecast was good although we started off with frost on the grass and a heavy mist but that soon cleared and we had lovely blue skies all day. Our first stop was the cafe in Croyde Bay.

Unfortunately the cafe was closed but we were compensated with beautiful views over Saunton Sands and lots of men in wet suits who had been surfing. Saunton Sands was gorgeous with the sun gleaming off the sea and the frothy white waves on the edge. We retraced part of our steps back to the A39 to find a very pretty bus stop at Fairy Cross. Did you know there are people who have a hobby





seeking out unusual bus shelters, and included in that list is one in Broadclyst? I wonder how many of you have spotted it as you went past.

Our next place was at the south end of Meeth where there is a nature reserve - a very pretty place. To get to it we had a lovely ride on the A386 through Torrington and towards Hatherleigh where Plan A was to go to Holsworthy and approach Launceston from the north. However Plan B was followed and we approached Launceston from the south and west via the A30. The place to find was Hidden Valley and the name was well chosen and, guess what? It was closed! However when it's open it looks like a fascinating place to visit but not in biking kit.

All four missions accomplished we headed to our favourite watering hole in that area and made our way to Strawberry Fields where we awarded ourselves a lovely lunch of roast lamb and all the trimmings. In fact I ate so much I could hardly move to get back on my bike.

Thank you Helen and BMW for widening my horizons (and my waist)



AND HERE'S ANOTHER THING!

To Celebrate Dam's 40th Year here are 40 challenges:

Anchor Inn, Exebridge TA22 9AZ

Bideford Long Bridge

Blackberry Farm Shop, Milton Damerel

Bow Garden Centre EX17 6LA

Bumble and Sea EX8 2AY

Clipper Cafe, Shaldon TQ14 0DL

Croyde Cafe EX33 1PA

Dartington Glass, Torrington EX38 7AN

Dartmeet

Dartmoor Bakery, Yelverton, PL20 6DJ

Exe Valley Farm Shop EX5 5LZ

Filling Station Cafe, Colyford EX24 6QQ

Fremington Cafe EX31 2NH

Griffins Yard, South Molton EX36 3AZ

Halberton Farm Shop EX16 7AW

Hartland Quay EX39 6DU

Horses/insects/birds TQ13 8NX

House of Marbles TQ13 9DS

Instow Signal Box EX39 4HX

Jenny Cliff PL9 9SW

Knightshayes, Tiverton, EX16 7RQ

Market Square, Holsworthy

Meeth Nature Reserve

Motor Museum TQ13 8LD

Moto Velo, Crediton EX17 3AL

Old Well, Willand EX15 3ES

Otterton Mill, EX9 7HG

Quince Honey Farm EX36 3RD

RNLA plaque, Kingsbridge TQ7 1ED

Scott Memorial PL1 4SH

Sheep, Hatherleigh EX20 3JN

Steamer Quay TQ9 5AL

Strawberry Fields, Lifton, PL16 0DU

Tavistock Market, PL19 0AL

The Pigs Nose, East Prawle TQ7 2BY

Tiverton Canal EX16 4HX

Two Bridges

Venus Cafe, Blackpool Sands TQ6 0RG

Walled Garden, Dunsford EX6 7AA

Well-Made, Meeth, EX20 3QA



WELCOME TO OUR NEW MEMBERS

Sean Ryan, Steve Chitty, Gary Calland, Peter Collins, Christopher Dilley,
Charles Paintin, Matthew Palmer, Robin Whatling, Brian Pilarz,
Andrew Burgess-Farrant, Denise Burgess-Farrant, Ben Higgins, John Lawrence,
Richard Wiseman, Mike Fletcher, Stewart Flackett, Ben Ely, Charles Thomson,
Roger Twaites, David Strickland, Hugh Rose, Nigel Vernon, Mark Pounds,
Dale Stanbury, Adrian Clare, Steve Giblin, Greg Southey, Owen Morgan,
Ian Lathey, Karsten Jaeger, Jon Hancock, Mark Madden.



Congratulations to the Test Passes

Associate

Matthew Chenery

Nick Turner

Jeff Skinner

Chris Mockridge

Ray Armstrong

Graham Storer

Tony Melville

Luke Riley (Young Rider)

Edward Nichols

Stuart Williams

Philip Gray

Stuart Smith

Donald Richards

Observer

Philip Pike

Martin Rushworth

Rodney Raynor

Tony Curley

Steve Westlake

Mark Fouache

Rodney Rayner

Catherine McKinley

Simon Jeffery

Simon Jeffery

Barrie Dennett

Robin Watts

Tim Carter

DAM TRIP TO THE PYRENEES 2022

Rodney Rayner



Let me start at the end **“WHAT A FANTASTIC TRIP!”**.....finally ! I started to plan a DAM exclusive tour to the Pyrenees back in May 2020. Due to Covid the trip was postponed and we finally got away on May 25th 2022. It was worth the wait.

I had previously done this tour in 2018 and again in 2019 with Rick at MSL Tours. They were great trips, well organised and staying in great hotels with great food, therefore I decided to ask Rick to manage all the ferry & hotel bookings for this tour. All the hotels were half board 3 course dinners including wine. Based on Rick’s routes and my own experience of the region I got to work on My Route App and created 16 varying routes in length for our 10 day trip and shared these with the group. After much promoting on Facebook and the club mag we ended up a group of 13 bikes plus one pillion (well done Jess!). The group riders were: myself, Philip Pike, Paul Baker, Trevor Burrridge, Derek Facey, Polly Jackson, Ian Holten, Diana Percy, Edward Gameson, Jon Mendez (with Jess pillion), Mano Cheema, Tony Curley and Darren Robinson.

This turned out to be a very sociable group, with some of the most sociable ones occasionally deciding to ride the slightly shorter routes. This was a “free ride” tour with the emphasis on doing your own thing and having a great time on your bike. The group seemed to naturally split into two groups, the more social group, and the earlier to bed and ride the maximum miles group. I won't divulge who was in which group..... This was always billed as a rider's holiday, and the full monty daily rides were almost never less than 200 plus miles of continuous twists and turns.

Prior to riding in the Pyrenees in 2018 I had organised many trips to the Alps & Dolomites for myself and a friend, and was totally convinced that they were the best biking roads, however I'm now totally convinced that the Pyrenees is better! There is such a great variety of twisty roads, hairpin bends, shoe laces up & down mountains, stunning rugged scenery, and best of all, almost zero other traffic, that this is biking nirvana. The only exception to this biking bliss is the lack of French or Italian cafes on every mountain corner. In the Pyrenees cafes are in short supply, but the local Iberian ham, Tortilla de patatas and the like were delicious when we could find a place to stop, and in our non-existent Spanish, place an order! Cafe con leche, Coca-cola and pointing to something in the tapas cabinet was the order of the day.

So, back to the beginning, we all met up for the Brittany Ferries crossing in Plymouth on May 25th in the rain... I've done quite a few channel crossings by ferry and the tunnel and there are always quite a few other bikes...but I had never seen anything like this, literally 100s of bikes all heading to Spain. To make matters worse UK Border Force were searching almost every car and motorbike. Be warned, multitools are not allowed on motorbikes and they are confiscated. They can be returned once you are back at a cost of £19 (Ed. This was me!) We all finally got on board and found our cabins,



although I think some headed to the Piano Bar with great haste, this set the tone for the trip !! (as I said, no names mentioned) After dinner in the posh restaurant for some and the self-serve café for others, some returned to the Piano Bar and some went to bed..... It was great to finally be on the way and everyone was having a great time.

We arrived in Santander on Saturday at 13:15, but due to the number of bikes it took quite a while to disembark and finally get through customs.

We all met up after passport control and split up to take different routes to our stop-over hotel in Pamplona. The Hotel El Toro is a lovely old Spanish building with charming rooms and great food . It has a beautiful bronze statue outside depicting the running of the bulls. The next day the trip really started, riding 210miles from Pamplona to our next hotel for two nights in Bierge. After finding our way around the outskirts of Pamplona on what seemed a ridiculous amount of roundabouts (although later someone did say I'd gone the wrong way !) within 20 minutes we were climbing and the roads were getting twistier and the traffic simply disappeared. Within an hour we were surrounded by incredible unspoilt remote scenery, looking out for soaring eagles and riding incredible roads in 30C. Part of todays ride took us up the Col de la Pierre St Martin to the French border and back down again. Unfortunately the mid way point was covered in thick mist, but nearer the top we broke through into beautiful sunshine again. We almost didn't make the top as the road was closed for a cycle race the previous day, however through the mist we were waved through the barriers and continued to the top. I've ridden this road several times, once before in thick cloud. I was a little disappointed but knew that later on in the trip we would have the opportunity to ride it again (more on that later). This day's route also took us through the incredible rock formations of Los Mallos Riglos. These natural sculptures tower 300 meter high and look magnificent against the pure blue sky.

Our Hotel in Bierge was the Hosteria de Guara, a lovely family hotel set in beautiful surroundings with olive trees and a magnificent view of the small local village and church on the hill. Dinners were taken on the terrace overlooking the pool and view, accompanied by copious amounts of wine.

The next day's ride, without luggage, was just over 200 miles in a big loop heading west. The fun starts the moment you leave the hotel, riding through ancient landscapes and canyons before heading up & down pass after pass. Unfortunately, one of the mountain roads on the N260 was closed for repair, so we made a diversion around. This resulted in a fortuitous mistake that had us riding sections of the N260 twice ! A fabulous day's riding followed by a swim in the hotel pool before dinner. Did I mention it was still 30C plus?

The following morning we all headed off West to our next hotel in Llavorsi. The transit route is a modest 150 miles of twisting roads finishing by riding over the Port de la Bonaigua and its shoe-lace bends onto the perfectly flowing bends into Llavorsi. We are now staying at the Hotel Riberies in the small town of Llavorsi. It's a lovely little spa hotel and the area is popular for white water rafting. The food in the hotel was delicious, with enormous portions as seems the Spanish way in the Pyrenees. This was my birthday and my wife had organised, through Rick, a cake and 8 bottles of Spanish Cava. Fortunately the cake arrived before desert as everyone cancelled their desert orders.



The following day was one that I had been looking forward to the most. It starts from the hotel in Llavorsi and immediately on incredible roads to Sort. From Sort we pick up the N260 again and keep on it all the way to Ripoll. I had done this section on my last trip, but as last time it was not a pre-planned route, I turned around and rode the N260 from Ripoll back. This time I had plotted an unknown circular route on minor mountain roads all the way back. It turned out to be a fantastic 250 miles day of riding in our group of five bikes. Everyone agreeing these were some of the best roads they had ever ridden. This became the general consensus of the whole trip.

Regrettably the following day started in the direction of home, however only the direction was regrettable! The routes remained amazing. Can you have too much of a good thing.....? in this case I don't think so!

From Llavorsi we were heading over to Canfranc -Estacion, up & over the Port de la Bonaigua again and heading into France to ride over the Col du Tourmalet & Aubisque. Unfortunately, after the Tourmalet the Aubisque was closed for repair, so we diverted over more unknown & exciting roads to Canfranc.

The Hotel Santa Cristina in Canfranc was in the 19th century a Customs Office and barracks which guarded the French/Spanish borders 5 kilometres away. As such it's a rather brutalist building but beautiful in its way, and quirky inside, with nice rooms and a good restaurant, with beautiful mountain views. The following day was the chance to ride the Col de la Pierre St Martin again..... for some of us !! One member of the social group discovered that they had left

their passport at the hotel in Llavorsi, 175 miles back ! Such was the camaraderie of this group that they all decided to ride back together. What a great group of friends "all for one and one for all".

This left the "A" Group to ride the Col de la Pierre St Martin again this time the weather was perfect, what a fantastic road, definitely a "bucket list" ride. This time the next day was truly regrettable as it was the long ride back to Santander and the ferry home. 250 miles of mainly boring roads, broken up by a few bends where the zero traffic, beautifully surfaced motorway suddenly ended.

We all made the ferry in good time and met up just before check-in. This time there seemed to be even more bikes, and some familiar faces from the outward trip. Parking the bikes in all directions in the bowels of the ship left us wondering how on earth we would all get out.....quite simple really, once the doors open it's a free for all! We all met up on board and said our farewells before going down to find our bikes. I think it was unanimously agreed that this had been the best biking trip ever.

Thank you to everyone on the trip for coming along !

If you missed it this time round, watch this space/Facebook, I'll be organising the same trip again in 2023.

A final thanks to Rick at MSL Tours for all his hard work in booking the ferry and hotels and always being at the other end of the phone or email to answer any questions. www.msltours.co.uk

Did I mention, this trip was INCREDIBLE !

The German Trip to the Black Forest (article to follow)



What gear should we take on a trip?

After the Pyrenees trip I decided to do a very scientific SurveyMonkey study of "Kit we Took to Spain this Year, What we used and What We Regretted Taking". The results were as follows and will be published in the next edition of the Journal of Motorbike Touring Psychology:

1. How Many Overseas Motorbike Trips have you been on?

The majority (70%) had been on 5+ trips (so really should have known better see later)

1. How many "bags" did you take on the trip? For example top-box, panier, soft bag.

The majority took 3 bags consisting of top box and panniers

2. Did you wear ALL your motorbike clothing you took at some point on the trip?

Exactly 50:50

3. Did you wear ALL your casual clothes (excluding the odd pair of pants/socks etc) at some point on the trip ?

Most did at 70%

4. Did you use all your non bike/personal electrical items you took on your trip?

Again most did at 70%

5. If you took a book did you read it?

Out of the 7 people who took a book 5 didn't even open it.

6. What were the top three single items you were glad you took as you needed them (not general items such as clothes but flip flops maybe?)

Leatherman, GoPro, Camel Back Hydration system, PackTalk Bold, Vented summer jacket, Gortex overjacket for the summer jacket, Armoured Jeans, iPad, Tools, Base layer mesh leggings, Base layer T shirt, Straighteners, Flip flops/Crocs, Swimsuit, Swimming goggles, Kindle, Suntan cream, Extra straps for tying bag to bike, Visor cleaner



7. What were the top three items you wished you'd left behind?

30% of people said nothing (teachers' pets!) but the normal humans amongst us said this – heated jacket, heated gloves, GoPro, book, long sleeved top, second pair of shorts, goretex trousers, winter riding boots, smart clothes, electric toothbrush, spare base layers and spare shoes

8. What did you leave behind and miss if anything?

The same perfect 30% said “Nothing” (Cue eye roll) and the rest of us missed these: Mini iron, continental charging plug, multi tool, rugged trainers

TOP OF FORM

9. Any general kit advice to pass onto the next trip goers?

Layer up with riding clothes rather than take winter and summer wear

Good single layer jeans are a must in higher temps

Take a simple water proof layer that can be easily stored

Make sure you know how to convert all the clocks on the bike & sat nav, to continental time and Km/hr.km.

Bag to keep dirty stuff separate from clean stuff.

Don't overfill the available space when you leave home or repacking will become a nightmare.

Don't take a Multi tool as they are not allowed on the Ferry.

Take washing power and only a few clothes.

You won't have time for anything other than riding and drinking!

You won't need as many changes of casual clothes as you think

So the advice and conclusion from this very scientific study which I'm sure you all were expecting is to take the bare minimum, layer up and don't bother with a book as you won't read it.

By the way I only ever needed my summer riding boots and used my straighteners and flip flops every day. Furthermore, I'll be swapping my Go Pro space which I never used with a Mini iron next time.



SOUTH DARTMOOR LOOP by Luke Riley (a member who benefitted from the Young Rider Scheme)

We Love Technology was humbled and honoured to be a part of an epic with DAM. It was a cross country group club ride out starting from handy Sainsbury's on Pen Inn roundabout in the beautiful town of Newton Abbot. The rain was pouring and skies were grey. The roads were slippery and made every amazing member of our



brilliant club test their Advanced Motorcyclists Advanced Biker skills. But even though the weather tried to mess up the day, it didn't, as we were seeing our beautiful motorcycles in all their colours shining and glowing the rain away. It was gorgeous to see the beautiful motorcycles that had come to our Devon Advanced Motorcyclist meet up point from a red Honda to Triumph Tigers and mighty BMW GS's. One BMW GS with that stunning BMW SuperBike like paint scheme and gold wheels.

We love it all. We started our fun incredible ride through to Totnes. Feeling and leaning into lovely corners and twisty roads, from long sweepers to long straights and corner to corner. Then we arrived in Plymouth at GT Motorcycles, stopping at the cafe within GT Motorcycles. We had the most delicious coffees and really good food to refuel us to the ride towards Dartmoor. We were given the chance to see stunning sensual Kawasaki Ducati SuperBikes from ZX10R's to Panigales. Also seeing latest Yamaha's and Honda motorcycles. Next, we headed off to the breath taking Dartmoor seeing vast miles of nature - life in



all its beauty making you remember the beauty and good of our Britain that can be just around the corner.

Thank you Devon Advanced Motorcyclists for an amazing adventure with We Love Technology. It was a pleasure to come along and be a part of our Group Club Ride.

DAM SAMMY MILLER MUSEUM RIDE 18TH MAY



10 of us made the long trip to Sammy Millers on Thursday, 19th May (my campaign to make 3rd Thursdays a regular event; any other potential Thursday leaders please get in touch with me/Rodney Rayner). Thanks for joining me to Adrian Steele, Bob Watson, Luke Riley, Mano Cheema, Nick

Whittaker, Sam Iskander, Simon Jeffery, and especially Stephen Parker & Tony Matthews who did TEC there and back respectively. Setting off from Honiton Starbucks at 8:30 we had coffee stop at Olives et al in Sturminster Newton, founded by a couple who 30 years ago spent a 1 year honeymoon in Europe on 2 GSs and returned hooked on olives etc! We got to Sammy Miller's about 12,



with 3 hours for lunch and visit round this splendid museum.

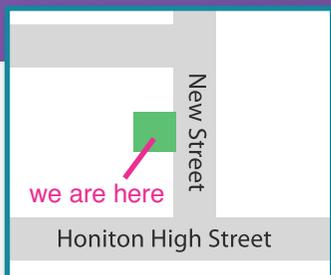


Just under 500 bikes are preserved in immaculate order, many makes I'd never heard of, and a real history of biking. Highly recommended for a visit. Sammy himself at 88 is still going strong, here he was on the day doing some delicate lathe turning. The return journey had a couple of marking hiccups but even so we had a great ride back including the Sandbanks-Studland ferry. We finished the ride at Poundbury, and made our separate ways back home. Glorious weather after a slightly nippy start, a good day for all. Les Mosco.



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ISLE OF WIGHT RECCE RIDE Gary Crook



On Sunday February 27th, 4 DAM members did a recce ride to the Isle of Wight,

Gary Crook, Phil Pike, Trevor Burrige, and Thomas Olivelle.

We arrived at Lymington to catch the 10am ferry, in bright sunshine with a clear blue sky & and a very pleasant sail across to Yarmouth. We travelled firstly to the Needles, then followed the coastal road to Ventnor, Shanklin, we stopped at St Helen's for lunch, at The Best Dressed Crab. From there we rode to Cowes using the Chain link floating bridge, and rode back to Yarmouth for the 1500 ferry back.

This was a long ride, meeting at Honiton BP garage at 7am, riding up to Lymington ferry port, to Yarmouth Isle Of Wight, we did the Coastal road all the way around, with fantastic sunny blue skies, we will be looking at doing a long weekend over to the Isle of Wight.



FIVE STEPS TO HEAVEN

Simon Jeffery
(National Observer)

'And as life travels on

And things do go wrong

Just follow steps one, two and three (and four and five)'

Eddie Cochran, 1960

The riding on Devon Advanced Motorcyclists (DAM) group rides is generally below IAMRoadsmart's current advanced standards ... particularly when it comes to overtaking. If you think the statement doesn't apply to you, you're probably wrong. Many DAM members will have taken their advanced riding test many years ago; the skills and techniques learnt then will have diminished over time. Even a couple of years can make a difference. Here are the most popular ways in which members climb their own steps to heaven.

1. (Not quite) overtaking a queue of cars

Scenario: Riding in a 60mph limit zone behind a queue of three cars travelling at around 50mph. The cars are following each other closely with less than a two second gap between them.

Advanced riding standard: Leave at least a safe 2 second gap between yourself and the end of the queue. Wait for an opportunity to be able to pass all three cars safely in one go, or wait for the gaps between the cars to lengthen to something like 4 seconds.

Step one to heaven: Overtake the first car and 'force yourself' into what is already too small a gap, thus making yourself a sandwich between two fast moving walls of steel weighing a ton each. Be happy, on the first step, that you know you can indeed read a number plate from a distance of five metres.

2. Overtaking on the approach to a bend

Scenario: Riding at 60mph behind a car travelling at 50mph. It would be safe to overtake, other than you need to wait for the approaching car to pass.

Advanced riding standard: As the approaching car passes, move into the overtaking position and make a further assessment about whether the overtake would still be safe.

Step two to heaven: As soon as the approaching car has passed execute the overtake, failing to recognise that the next bend is much closer than you thought, and the limit point is closing in rapidly. Be surprised, on the second step, that a car comes around the bend towards you travelling at a relative speed of 120mph.

3. Overtaking with offside junctions

Scenario: Following a car travelling well below the speed limit on a long straight stretch of road.

Advanced riding standard: Before you decide to overtake, look well ahead to check that there are no offside junctions or driveways out of which cars may appear and turn into your intended path. Thank the highways agency for putting up suitable warning signs about offside junctions.

Step three to heaven: Don't worry about any offside junctions or driveways as you oh-so-desperately need to get past. Be angry, on the third step, that a car has pulled out directly into your path.

4. Dual carriageways

Scenario: Travelling in lane one of a dual carriageway and wish to pass a car in front of you which is travelling at 60mph.

Advanced riding standard: Well in advance, use your mirrors to judge both the distance and speed of traffic approaching from behind. Patiently wait for a sufficiently long gap, signal in plenty of time, and then execute the overtake. If there isn't a suitable gap, match your speed to that of the car, and follow at at least a 2 second gap. Continue to monitor traffic approaching from behind.

Step four to heaven: Get up really close to the car you are going to overtake. Start the overtake in a rush, have a cursory glance in the mirror, and move into lane two, all at the same time. Then signal your intention with your indicators. Get upset, on the fourth step, when the following car beeps its horn loudly and skids into the back of you.

5. Overtake is not immediately on

Scenario: Following a car travelling between 40 to 50mph and a stretch of bendy, twisty road.

Advanced riding standard: On the approach to the first bend move to an overtaking position. Exiting the bend, assess whether the overtake is on. Immediately execute the overtake, or immediately move back to a safe (2

second) following distance. Repeat at next bend. And the next one. And so on.

Step five to heaven: On the approach to the first bend move to an overtaking position. Exiting the bend, maintain the overtaking position, staying very close to the car in front. Keep in that very close overtaking position for the next twenty bends. Be grateful for learning, on the fifth step, that a car's brakes are much more effective than a motorcycle's brakes.

What you could do next

Some DAM members take advantage of the group's **Post Test Training Rides** as a way of keeping their riding skills honed and up to date. These take place on the third Saturday of every month. Keep your eyes peeled for details, or email trainingrides@devonadvanced.com. **The next training ride, on 16th July, will focus on overtaking skills.**

Alternatively you can organise a bespoke 1-1 **Improver Session** with a national observer: contact the group's chief observer at avdamcso@gmail.com for more information.

Many other members are now invincible on the roads and do not need to bother with all this stuff.



DAM'S 40TH BIRTHDAY RIDE Helen Beer

DAM's 40th Birthday - Saturday 16th April 2022



DAM had reached the grand old age of 40 and Betty and I thought this was something to be celebrated. My John had been a very early member of the club and Betty and I have been members for nearly 25 years. We watched the weather closely and were mindful it was Easter weekend the roads and cafes might be busy. When the Met Office and the BBC promised a dry day for tea in the garden we got our act together - Betty sorting and testing the route and me in the kitchen.

Every day is a school day and we learnt someone new was sending out club mass emails - but it was soon out there and folk were booking to ensure there was enough cake.

Betty's bike started to hiccup in the week before the ride but all was fine on the day and 21 bikes rocked up at Totnes ready to enjoy her star-shaped route. There was no map due to her being sabotaged with road closures on her recce rides - winging it might have been the way to go but off she set to South Brent, Bovey Tracey, Whiddon Down and brunch at Bow Garden Centre. Martin brought 10 NDAM members along to join us too.



After much eating and chatting we headed off to Crediton, Bickleigh, Broadclyst and back to Budleigh to sing Happy Birthday to DAM before tea and cakes in the garden.



Thank you Betty for a cracking route - it was a nice surprise to me too - although in my sat nav there were roads I'd not ridden for years. Thank you to everyone for making it a special day.

If anyone would like to read about DAM the history is on the website.

A LOOK BACK AT DAM

Nick Biggs

DAM Founder member - joined circa 1982 - Chairman 1998-2004



Our illustrious editor (Jill) asked me to submit a short article about my early years as a DAM associate before I passed my advanced rider test and became a full IAM member in 1998. Some readers may recall a similar article by me for the DAM 35th anniversary.

This is my 64th year of riding bikes and 40 years as a DAM member. My, how life has changed over that period. In yesteryear, the IAM started with car groups. Exeter

had such a group and there were a handful of bikers which were tolerated as members ! Subsequently, John Truelove (a serving police officer) was the prime mover in encouraging other like minded bikers to join the IAM and form a separate IAM Motorcyclists Group. There was a meeting at Middlemoor cop shop, with an open invite for other bikers to find out what was on offer. Various speakers and at the end, those interested, including me, signed up to what is now the IAM DAM Group. I think we had to have 36 members to form a separate Group to the Exeter car Group.

When the RAC & ACU withdrew support from road safety training for bikers in the late 70's, a new government supported scheme called Star Rider was started. I attended their instructor training course and became their chief instructor in Okehampton. We had a good working relationship with local traffic police, which was of considerable benefit to all concerned We visited schools in the area and I took out groups of up to six learners and helped them prepare for their DVLA test to obtain a motorcycle driving licence. At one of our more recent DAM rideouts, a young man in his thirties came over to me and said he was one of the schoolboys I took out in North Devon !



The Star Rider scheme closed and I devoted my time to DAM. I may well have been the longest subscribing DAM Associate Member (approx.16 years). In those days, there was not the pressure on the group to earn money for the IAM. I soon learned that to follow a good rider was an exciting experience and taught me how much I still had to learn. In these early years we operated the mate in the mirror form of group riding. However, with more riders joining, it soon became clear this was not the best way of keeping a group together ! The drop off system is a great improvement when riding in larger groups.

DAM was having some difficulties with finding suitable folk with the time and inclination to become honorary officers. Having thoroughly enjoyed 16 years of biking with like minded folk, I thought the least I could do was offer myself for such a position. An emergency general meeting was called by our indefatigable secretary, Harry Lowe and I was elected Chairman. The following six years were hard work but with a good committee team, winning awards for our newsletter and introducing an expenses refund to Observers who do such an excellent job of promoting safer motorcycling. My thanks to them and my ever supportive wife Linda (also my fearless navigator), we once again established DAM as one of the leading groups in the IAM.



Since 2006 I have been the appointed Independent Examiner of the DAM accounts but retired in 2018.. It is with much regret that when this article is read, the DVLA will have revoked my driving licence on medical grounds. Due much more to luck than skill, I have not had a single motorcycle accident which broke any bones or required an ambulance. Although I have had many unseated incidents and very near misses! My survival undoubtedly owes a great deal to what I learned with DAM and the IAM.

Although the IAM and the Groups have changed over the last 40 years, I will sorely miss the Group rides. My time with DAM has been a rewarding experience and, I would not hesitate to recommend other bikers to come and join us. Thanks for all the rides, the company and great memories.

OFF SIDING ON GROUP AND ROOKIE RIDES

The Committee would like to thank all participants on Group and Rookie Rides for riding to their highest standard and being courteous to other riders and road users.

In order to maintain these high standards, the Committee would like to remind all riders of the IAM RoadSmart guidance regarding 'Off Siding' (where other hazards do not exist) for the sole purpose of gaining a longer view through the bend:

- When approaching a left hand bend on a road with centre markings, you **MUST NOT** cross the centre line for the sole purpose of gaining a longer view through the bend. This is '**Off Siding**' and is against IAM RoadSmart Advanced riding.
- On a road with no centre markings, but wide enough for two cars to pass, you **MUST NOT** cross the imaginary centre line for the sole purpose of gaining a longer view. This is also '**Off Siding**'.
- On a single track road/lane (not wide enough for two cars to pass) with no centre markings, you may use the right hand side of the road on approach to a left hand bend, for as long as you have an extended view ahead. This is **NOT 'Off Siding'**. However: "You must be able to stop on your side (in this case the left hand side of the lane) in the distance you can see to be clear". Allow **TWICE** the overall stopping distance to allow for any oncoming vehicle to brake too. You must consider that you may have to cross gravel or mud in the centre of the lane to do so.

One further point of safety:

- On approach to blind crests, move to position 1 or 2 depending on the width of the road. Do not sit in position 3. Consider "what might reasonably be expected to happen", usually a car overtaking a cyclist or a wide vehicle approaching.

DAM COMMITTEE

RIDER DEVELOPMENT EVENING SLOW RIDING, JUNE 8TH

A challenging and fun 2 hours was spent doing figure of 8s, slalom, manual handling, double U turns and riding at walking speed in a straight line.



The Winners of the Slow Riding Competition:
Rob Watling from the South.



Steve Blakeman from the North.

A Glimpse of the Black Forest Trip (article to follow)



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NDAM'S 2ND UPDATE JUNE 2022

We currently have 10 associates in training up here at present, with one test pass since our last magazine update – We have also a further two new qualified Observers, Tim & Woody who have now been allocated new associates.

Both the NDAM WhatsApp group & Facebook page continues to be busy, and we have grown again from 103 to 147 members on our NDAM Facebook page, with over 4,666 views over a 60-day period! (Search Facebook – ‘North Devon Advanced Motorcyclists’ & join us to see what we’re up to). The Coaching Inn in South Molton agreed to host ‘DAM Training Evenings’, for our first event on Wednesday 20th April – ‘Michelin Tyres’ with Ian Tollett. This event was well attended with over 35 members from all over Devon attending.

Last Sunday 29th May, saw NDAM attend the Bideford Bike Show with the Gazebo again. Last year yielded double figures in Advanced Rider Courses (ARC) across Devon. This year (in my opinion) was larger still and had more bikers than last year, probably 6,000+ attended which culminated with our sign-up sheet having 21 follow up enquiries for ARC, Skills Days and Taster Ride requests. (Going to need some help I think!) NDAM have also attended Barnstaple & Bideford Bike Nights monthly since April with our NDAM Gazebo, resulting in further Taster rides and new members joining IAM/DAM.

A few of us have also just returned from a trip to the New Forest in Germany with Moto Ventura Motorcycle Tours, which was a huge success and fantastic routes.

IAM have now a new examiner in the North Devon area, Ian Strawbridge is a recent Devon & Cornwall Police biker and has just completed his first IAM test, this is great news for all our new associates who will no longer have to travel for well over an hour to get to a test venue. (Especially in the rain)

As usual, a BIG thank you to all the new and recent ‘NDAM members’ who are supporting the Group rides, Rookie rides & our Observer team up here - Steve, Robin, Andy, Woody, Tim, and myself.

Regards

Martin Rushworth

North Devon Team Leader.



Some DAM Members getting the T-Shirt on the Black Forest Trip



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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 Advanced Rider course book. DAM is also informed and we too send out a club Welcome Pack. This has a questionnaire to help us assign you your Observer, some other forms, plus a lot of information about the club. You will also be politely requested to offer a **donation** of £70 towards your Observer's mileage expenses. This will give you up to 6 sessions with your Observer plus a check ride with a highly experienced National Observer.
- Once you have returned your questionnaire you will be allocated an Observer for your training. This is done through the **Observed Rides Coordinator**, who will ensure your answers to various questions are matched as far as possible, eg. geography, availability and so on.
- On average Associates pass their test after about 5 observed rides, taken over 5 months. This means you could take a little less time, or a little more, but overall you can expect to get around 20 hours of on-road training, covering nearly 300 miles. The minimum time tends to be around 3 months and the maximum nearly a year. A lot depends on your availability and the amount of time you spend riding and practising between observed rides with your Observer.

Once you pass your test

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

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

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

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

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

coaching and development in a group environment.

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

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

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

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

- **Be an excellent rider.** This means a Full member, preferably with a F1rst pass or with some post-test experience or further training. Remember that while observing you need to maintain a very high level of personal riding , primarily looking after your and the Associates safety, while at the same time Observing an Associate in terms of progress with the Advanced Rider Course log book.
- Have a thorough knowledge of the Highway Code and the Advanced Rider Course material. More experienced National Observers will also need to have a thorough knowledge of the Police manual Roadcraft, as well as supplementary material.
- Be an excellent communicator with a real empathy for the Associate and the task at hand. To this end you need to be a conscious competent, which means you know what you are doing and why you are doing it.
- Be able to identify objectively what your Associate does well and what they could do better. You then need to be able to give a constructive debrief session beside the road and at the end of the session, culminating in a concise, well-written ride report. The task is to instruct and enthuse your Associate so they are keen to learn more and keep working at their skills and knowledge until they too are ready for their test.
- Be available for a long term commitment to quality rider training. Not all advanced riders are capable of being an IAM Observer and there is no shame in that. Some extremely experienced Police Class I riders are fantastic at their job, but do not necessarily make good instructors either. However, if you think you have what it takes to be a top class Observer with the IAM and DAM, please make contact and discuss it further. A lot is on offer. Make the most of it and enjoy your skills to the full.

Adrian Veale
Chief Observer, Devon Advanced Motorcycles



Committee and Club Officers July 2022

<p>Chairman: Social Media: Nathaniel Goss E: nathaniel.goss@gmail.com</p>		<p>Group Secretary: Catherine McKinley E: secretary@advancedmotorcyclists.org.uk</p>	
<p>Chief Observer: Adrian Veale E: avdamcso@gmail.com</p>		<p>Acting Treasurer: Dave Cooper E: dac.jec@gmail.com</p>	
<p>Marketing Officer: Position Vacant</p>		<p>Group Rides Co-ordinator: Rodney Rayner E: groupridescoordinator@outlook.com</p>	
<p>Newsletter Editor: Diana Percy E: dianapercy9@gmail.com</p>		<p>Webmaster: Nick Tucker E: webmaster@advancedmotorcyclists.org.uk</p>	
<p>Rookie Rides Co-ordinator: Dave Mudge dnmudge@blueyonder.co.uk</p>		<p>Membership: Barrie Dennett E: membership@advancedmotorcyclists.org.uk</p>	
<p>Observed Rides Co-ordinator: Trevor Olding M: 07738 580 992 E: trevor.olding@gmail.com</p>		<p>Rider Development Evening Co-ordinator: Tony Curley E: tony.curley@btinternet.com</p>	
<p>If you are a new associate member please contact Trevor as early as possible, preferably by email, even if you don't intend to start your <i>Advanced Rider Course</i> immediately.</p>	<p>Other Committee Members: Steve Hyde Brian Churchward Jill Payne</p>		<p>Trustees Nathaniel Goss, Catherine McKinley, Dave Cooper, Philip Pike, Terry Dormer, David Mudge</p>

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