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ADVANCED
MOTORCYCLISTS**

NEWSLETTER 77

Apr - Jun 2024



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Hi Everyone

Well hopefully that's the end of winter and as evenings start to get lighter, we will see the biking season getting into full swing.

We have a busy schedule planned for this year with lots of events and training available for all the members to get involved in so be sure to keep up to date with our social media and website posting.

Many of our members also attend lots of other biking events together and I will of to the ABR festival again to see what trouble I can get myself into this year, so if you are going them be sure to get in touch as I know there is quite a contingent of members heading there and you would be very welcome to join us

I am looking forward also to the AGM on the 23rd April. For me it's a great opportunity to meet many of you and have the chance to explain a number of the projects that members of your committee and I have been working on throughout the winter.

This year the AGM is also a social event with a QUIZ and a larger opportunity to enjoy time with other members, so I hope to see you there.

So, short and sweet as always and until we next meet

Ride safe, Richard





My favourite season has arrived. Every day I enjoy seeing the emerging flowers in the hedges, an argument for 'slow motorcycling' a bit like 'Slow Radio' on Radio 4 if you have ever heard it? (I know Radio 4 listeners aren't our entire demographic, cringe!) It is great to be able to look forward to more dry roads and light evenings.

Our cover photo sums up for me how lucky we are to live in Devon, both north and south. This is the

glorious road as you drop into Lynton and Lynmouth. The bike belongs to one of our observers. I'm sure all of us would like to say a massive thank you to such a dedicated and generous team. You guys really make DAM what it is. If you have ridden less during the winter, or not at all, then you can ask for a Personal Training Ride to avoid skill fade and sharpen up your ride. Contact: Chiefobserver@Devonadvanced.com

We have an informative ride report on the NC500 that somehow slipped through the editorial sieve for an earlier issue; it looks a great trip and there is useful info if you want to go. I am doing a bit of it soon on my way to Orkney, (sadly in a car).

There is news of the two DAM Westpoint days, if you didn't go last year, they come highly recommended. We also have our Summer Bash to look forward to on 7 July. There is another crossword and a 'Match the Owner to the Bike' competition. Email: magazine@devonadvanced.com with answers.

Several of us have been trying out trials bikes and Leanne has shared her experience and details of a good venue in N Devon if you want to have a go. Hope to see you on the dry roads in the sunshine soon! Keep writing to Denzil, he likes a challenge...

See you out there in the light x

ROOKIE RIDES

A heartfelt thanks to David Mudge for 12 years of dedication and contribution to training better riders.

'Rookie Rides' were born in 2008, topped and tailed by observers, to enable associates to experience a group ride without any pressure. They are friendly, relaxed, social rides with an extended coffee break to enable associates to chat together about their progress. For four years Brian Strong and Betty Nott organised them, and in 2012 they were taken over by David Tripp and David Mudge. It was these two who introduced orange jackets for both the pilot and sweep of rides. David Tripp stood down a few years ago for family reasons and David Mudge continued with the support of other club members until 2024, a total of 12 years.

Many thanks to David for his commitment and contribution to this important club activity.



Rookie Ride 6 January 2024

A View from Behind: Ten out of Ten and 2 stars!!

Betty Nott

The January 2024 rookie ride was a carry-over from December 2023 which was postponed due to bad weather. Brian and I had done a reccy a week before (in November) and it was in delightful weather. That same weather pattern was repeated on the January ride - bright sunshine and shiny wet roads.

I thought I'd arrive early for the start and was surprised to find there were already quite a few eager riders gathered. In the end 28 people signed the start sheet, a number which astounded the coffee stop when Brian phoned ahead with the order for bacon butties.

We had a hiccough at the start as Helen's bike was poorly, however there were folk on hand to sort things out, and Helen says a big "thank you" to everyone and especially to Simon J and Martin who were there ready with their knowledge, kit and reassurance to help. Helen decided to go direct to Rumwell and Martin accompanied her to make sure she arrived safely and that they got their donuts before they sold out!!



DAM Skills Day at Westpoint

Rodney Rayner

Events will include Hazard Avoidance, Emergency Braking, Slalom courses and more. A fun and educational day playing on our bikes.

Members are asked to reserve their place by contacting me at grouprides@devonadvanced.com

Places are open to all but limited to 20 per date. Priority will be given to people who didn't do it last time.

There are two Westpoint dates confirmed:

Sunday July 21st

Saturday Aug 10th



For Sale & Wanted Please use our Facebook to sell anything from bikes to unused ear plugs- anything motorcycle. Our Facebook page is under-used so please get chatting on it and we might attract some new members.



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

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

PLEASE ALWAYS check the [website](http://www.devonadvanced.com) or event co-ordinators for up-to-date information.

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

Date	What	Where
April		
British Summer Time!		
Sat 6	Rookie Ride	See website for details
Sun 14	Group Ride (full members)	9:00 am for 9.30am start.
Thurs 18	Full Members Ride	See website or contact Les Mosco I lesmosco@hotmail.com
Sat 20	Post Test Training Ride	Contact John Millgate trainingrides@advancedmotorcyclists.org.uk. 9:00 am for 9.30 am start.
Sun 28	Group Ride	9.00 am for 9.30 am start.
May		
Sat 4	Rookie Ride	9.00 am for 9.30 am start.
Sun 12	Group Ride (full members)	9:00 am for 9.30am start.
Thurs 16	Group Ride (full members or associate with observer)	See website or contact Les Mosco lesmosco@hotmail.com
Sat 18	Post Test Training Ride	Contact John Millgate trainingrides@advancedmotorcyclists.org.uk. 9:00 am for 9.30 am start.
Sun 26	Group Ride (full members)	9:00 am for 9.30am start.

Date	What	Where
June		
Sat 1	Rookie Ride	9.00 am for 9.30 am start.
Sun 9	Group Ride	9:00 am for 9.30am start.
Sat 18	Post Test Training Ride	Contact John Millgate trainingrides@advancedmotorcyclists.org.uk. 9:00 am for 9.30 am start.
Thurs 20	Group Ride (full members or associate with observer)	See website or contact Les Mosco lesmosco@hotmail.com
Sun 23	Group Ride	9.00 am for 9.30 am start.

January and February's Third Thursday's Rides

Les Mosco

January's Third Thursday ride had 5 intrepid riders gather at Moretonhampstead. Simon, Hamish, Tonys (Curley and Matthews) and Les. Despite the near and sub-freezing conditions, the weather was glorious sunshine, except for a spectacular sleet storm which Les had carefully arranged timing for exactly when we were in the warm café for lunch, so we could watch through large picture windows as it came and went. Otherwise, the roads were tricky in places with advanced observations and speed moderation to the fore, including over Dartmoor where



lack of other users meant the sheep were more prominent on the road than normal. We had a welcome coffee stop at Liskeard, after which conditions warmed up a bit, and the ride to Polzeath included some lovely roads, not least alongside the Camel estuary with great views. Luckily, the planned Polzeath café was on its annual holiday, so we stumbled instead into the better TJ's Surf Café which is directly over the beach, great views and friendly staff and good grub. Recommended, but no doubt packed in summer. The ride back alongside Port Isaac Bay and a couple of short A30 sections took us to another excellent café, the Pump and Pedal at Sourton, where a decent electric bicycle can be had for about the same price as a 125 motorbike, but coffee much cheaper. So some different roads, careful and exciting riding in the cold and sunshine, heated clothing a definite bonus.



For February's Third Thursday ride I was joined by 7 riders (Mark, Mike, Aidan, Tony, Paul, Hamish and Tim) including a couple of welcome new faces (and one who just came for lunch, with some excuse about "work getting in the way"; commiserations from us retired folk!). The ride was short but packed with motorbike interest. Starting from Trago 2 Wheel centre, where they were advertising the Vision Zero DAM Young Rider fully-funded Advanced Rider Course, we rode the Bovey-Whiddon Down A382 road, followed by the A3124 to North Tawton and A 3072 to Crediton, all excellent biking roads with lots

of interest and challenge. Then a bikers' coffee stop at the Union Road Moto Velo, surrounded by shiny Harleys, followed by the 3072 Crediton-Bickleigh twists and finally the Exe valley ride into Bridge Honda and the Café 53 bike stop. Marking worked well including in the Exeter traffic, and all arrived safely after the series of enjoyable roads. Thanks to Hamish for sweeping (see his new KTM in the photo) and all for the good company.

The March 3rd Thursday ride had 9 of us, Les piloting and Tony sweeping, on a glorious ride across the top of Exmoor in brilliant weather. We started at Tiverton, with a 2nd pause on the edge of South Milton to pick any "north-erners" joining us, but none did. Then over some lovely lanes over Exmoor, with stunning views of the scenery and some galloping ponies. We had a brief stop at Dulverton, and then some nice twisties to eventual lunch at Brazier Coffee in Tonedale Mill on the edge of Wellington, as always excellent and recommended. After lunch we rode the last fast leg to Honiton. For several riders these were new roads, and with the sun shining they were great riding, see the route on the DAM Member's page if you want to try them yourself!

Rider Development Evenings

Tony Curley

I have been running the rider development evenings for a few years now. These evenings are open to all members of the group and to the general public. Please feel free to invite anyone along to attend. The evenings are intended to be educational, social and enjoyable to all. The key focus for these evenings is to improve the safety of all road users, by making people more aware of different aspects of road safety. We do try to share the events out between two main locations, The Swans Nest in Exminster and The Coach Inn in South Molton. If you have any other locations that we could use (for free), please let me know. If you have a subject you would like me to cover, please let me know and I will organise. I have a DAM email address

Riderdevelopment@devonadvanced.com
please send me your ideas.

Is this What Paris-Dakar is Like?

Barrie Dennett



The Dakar rally is not something which has ever figured high in my to do list, but just a few weeks ago I got a glimpse of what it must be like.

Fuerteventura is one of the quieter islands in the Canaries. It's volcanic with mountain peaks close to 3000 feet. Most of the population lives around the spectacular coastline whilst the interior is mainly mountainous desert and volcanic plains. With EEC money the main roads are spectacularly smooth with sweeping tight bends as they climb the mountain ranges. Ideal for biking.

We escaped cold and wet Devon to get some winter sunshine and with daily temperatures in the high twenties the Canaries were ideal. I've never been very good at lying by the pool or on the beach and so after a bit of swimming I was constantly looking for other activities. Why not hire a motorbike I thought?

Over the years many of my biking mates have nagged me to try adventure biking for off road thrills. I've always resisted, the bikes are toys for youngsters and, it looks dangerous! I returned to biking when I was 50, almost 3 decades ago, and I openly admit to riding an old gentleman's bike - my R1200 with all the bells and whistles. Riding something less than a quarter the engine capacity on unstable surfaces didn't appeal. The one thing I did think was that having embarrassingly dropped my Beemer a few times it would be a lot easier to pick up a trail bike.

There were adverts for bike hire, but what caught my eye was a day's off-road experience. With nothing better to do I booked a day never to be forgotten.

I was picked up from my hotel by Michael, the Polish owner of the adventure company "Actionfuertaventura", he drove me to his base about 25 miles away in the south of the island. Lined up when we got there were three CRF 250 Hondas, take your pick Michael said, then showed me into the "changing room" and asked my shoe size. I have never worn full length calf biking boots and must say they were impressive. Then he produced elbow and knee pads and the Star Wars body armour. It's a pity I didn't know about this for the Shaldon Star Wars bonfire night, I was looking for a stormtrooper outfit.



Getting all the kit on was a struggle. To Michael's amusement he had to show me which way up to put on the knee and elbow pads and help me fasten the boots – well none of it was obvious. Finally, he velcroed me into the body armour and gave me the surprisingly light top layer to struggle into over the padding and armour.

It was hard work and got me thinking, if all this kit is necessary there must be serious risk of crashes. Michael calmed me down with a pre-ride coffee (although at this stage something stronger would have been preferred) and started to explain a few things about the bikes and the dos and don'ts of adventure biking.

The front tyre, he explained is filled with "tyre mush" not air and it has an impact on the ride quality (not that I would have noticed), the ABS is permanently off (scary) and the riding position when the going gets tough is standing on the balls of your feet (not something I'm in the habit of doing and tricky to change gear).

He promised to treat me gently and we set off on one of the wonderfully smooth tarmacked roads. With the big boots and a strange bike, I had problems finding the gears but riding on the road was easy, then Michael turned off onto what I would best describe as a desert track. It was basically loose sand and volcanic rock obviously used by 4 wheel off road vehicles and bikes. I was getting used to the handling of the bike, and my confidence when the wheels temporarily lost their grip was increasing. I also got the hang of standing on



the pegs when the surface became worse, at least I thought so. After several miles Michael stopped and pointed at what to me looked like an impossibly steep climb up a rock covered track. 'Stand on the pegs give it plenty of revs in 2nd gear and don't try to change down'. 'Trust yourself ' and the bike were his last words, I wondered if they might be the last ones I heard. But I did it, it was impressive how the bike skittered and bounced over rocks some the size of footballs and then regained grip and shot up the hill. The reward was a spectacular view over the Atlantic Ocean with huge breakers crashing into the rocks and beach below.

There was much more of this, maybe the most difficult were the very steep downhill tracks, when, not being in the right gear and struggling to find it was not the best for controlled descents.

We rode along tracks close to amazing beaches and climbed more mountain tracks before, after about 20 miles, stopping for fuel and drinks. This was roughly the ½ way point. I was now beginning to appreciate the lightweight top layer; it was hot in the sun.



The return was deliberately more technical with lots of tricky parts, the most difficult was the loose sand. I just couldn't keep control and after a couple of miles of struggle lost the front wheel completely down a steep bank which threw me over the top of the bike. I was winded but the armour and padding worked and apart from pride nothing was damaged.



Michael helped me pull the bike out of the hole and after making sure I was ok, straightened the mirrors, clutch and brake levers. I was curious to learn why I was so unstable on the loose sand, and he reminded me of his talk before we began about where my weight should be when riding on unstable surfaces, it has to be right at the back and you need very loose steering arms. With power on and no major attempt at steering the bike will carve its way through.

After this fall we stopped for another rest and drink. I think I was a bit shaken and definitely tiring, so this was a welcome halt. Fortunately,

the way home from this point was more straightforward and there were no further instances.

It is interesting to compare and contrast riding styles on and off roads on road and adventure bikes. The way the adventure bike can be thrown around and responds to tricky conditions is impressive. Many times, it went through my head that my Beemer just would not have coped with the terrain. The riding position is far more critical on the adventure bike and that, for me, took a lot of getting used to. One common factor we talk a lot about in advanced riding is keeping vision up. Looking at the big rock you are about to hit on the adventure bike is a huge problem. Choice of gears on the adventure bike is much more critical and I found big differences in the use and impact of brakes.

The day was hugely exhilarating but absolutely exhausting. For days afterwards I had aches and pains in muscles I didn't know I had, my wrists and thighs were painful with all the shocks and bouncing about. Would I do it again? I was told it gets easier with experience, perhaps next time on some gentle Devon tracks.

When I shared some of the pictures with DAM friends some thought it looked like the Dakar. As it happens, I have been to Dakar and driven in a 4-wheel vehicle along some of the route. I'd like to say my 50 odd miles in Fuerteventura was worse, but I would say that wouldn't I?



Trials Riding Experience

Leanne Wilkinson

It's Martin Rushworth's fault, that's what I'm sticking to. Not really, it's mine for accepting to meet up for a try at trials riding put on by ATT, Absolute Trials Training at Keypitts Farm, Ilfracombe. The "play day" as it was called, was last year on 30/09/23, and at least it was somewhat rain free. They've made the farm into an adventure centre with quads and trials bikes plus horse riding areas.

First task Steve Martin (not the film star), our mentor took us to get trials gear, a plain lid for one thing. We could have had trials boots, but they looked a bit grubby inside and out.... that's a NO. Having decided to use our road boots, jackets and trousers we were led to the top field.

For tuition on starting, Steve was so supportive getting us going with advice. He was patient and thoughtful in his way of putting it over. Our initial online contact was Charlie, she will let you know anything you need to know before and during your experience. All in all, a good bunch!

At the field/novice or beginner area, we could choose an electric or a 125cc bike. Having an initial talk on the logic & methods behind riding trials, we were allocated our steed. That was all very well but my off-road technique and balance were not good. Martin did really well after choosing a 125cc first, and we both tried the two stokers.



We only had a little hump, now looking back on the day, to try our balance and stance or position on. This was fine for Mark, but I just couldn't get to

grips with the stance or balance at this point. All the time Steve provided support until we could maintain some modicum of stability.

During the session, Billy Green the National champion, who was there to do a later demo on extreme trials came to pay a visit. He just took our dirt pile with ease and stood a wheel on top.....yeah right, we will do that ...not!

The methodology ... you've got to stand on these bikes, there's no seat. The weight of your body on the bike will change according to the terrain you ride on. You must shift your weight, remain flexible and use your strength and position to stay at one with the machine. If going up an incline, shift the weight forward whilst letting the bike move side to side, bit like a needle in a record groove, although being grounded on the pegs.

The controls are another thing. The gear lever and rear brake lever are out of reach, when you're rooted on the pegs, you must physically move your feet forward to engage them. This is in the design to ensure you don't inadvertently hit the levers by mistake, otherwise you might go flying or stall the bike. Once in a gear it's best to stick with that gear until you're on suitable terrain for faster progress.

The rear brake is needed on tricky surfaces to control your speed or bounce the front round and balance whilst stood still.... very much needed to go over rocks or down steep slopes.

The front brake, operated using one finger most times, is usually used to do stoppies or spin the bikes rear round (No, not for us thanks.)

The clutch is used to a degree with the brake (rear or front). This helps to gain traction, feather the speed and is an art to master.

Both Martin and I had a blat on the electric trials loan bike they have. This we found really controllable in as much as you don't change gear and it's powerful and light for the size. The bike is so responsive, just a touch on the throttle and it's away, brakes are as good as on the 2 stroke bikes. The other thing is you cannot possibly stall them. Both the 2 strokers and electric have a kill cord, this comes off if you do, thus killing power. It's a safety feature designed to stop extremities like hands or feet getting caught in the spokes/chain. You don't want to come away from riding less a hand or foot.

Well, that was on the 30/09/23; I always wanted to do trials or have a go from the age of 15 (another life and time), this was an opportunity, and I'm still relatively fit for my age, so decided after that "play day" I would fulfil my ambition/ bucket list.

Martin thoroughly enjoyed the day as did I. After this experience it was a look to the future for me but don't think Martin wants to make any other plans to do trials.

I decided to do more and have since been back for a training day which was on the 18/11/23. Having bought and done up an older trials bike, I entered this training day but I had bitten off more than I could chew, and injured myself by ripping muscles on my right side. That took over 10 weeks to mend.

Still going to go again next month on the 24 Feb 2024. If it doesn't work out, if I can't cut the mustard, then will sell it and call it a day. You can't recap on your youth, although I'm grateful to Martin Rushworth for the initial intro to the place. Since then if I cut it I might enter an event as a novice or beginner watch out for another instalment. Otherwise I will stick with road stuff.. Thank god for Sex,Drugs & Rock & Roll! (Is that what we do on the road? **Ed.**)



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(cont'd from the last issue..)

Here we are "On Pleasure Bent Again", (Mr Bennett from Pride and Prejudice).

Piedralaves to Zamora 30/09/2023



Ted was woken at five by loud pop music but Nick and I slept through it. After breakfast Ted made a run for it, before I got hot under the collar again then we loaded up to go. I'm afraid I chickened out and Nick rode both bikes down the slope and a few yards up the next slope. I walked to the bike and already got quite hot. I got toggged up and sat on the bike, my glasses already steamed up and the bike slid backwards. I launched it forward a few feet stopped and slid back again. I couldn't see. I launched again and just kept going, slipping and sliding on the sand and gravel. Around a very dodgy bend then the heaven of black top. I stopped the bike and took my helmet and jacket off then poured water over my head and had a couple of sweets to get a sugar fix. It was already 27 degrees and 40 in my helmet! Once out of town the roads meandered through the mountains, the temperature dropped to 19 and we both felt quite chilly. After fifty miles I stopped for petrol, a local biker said there was a big hold up on the motorway, we weren't going that way so that was fine. The temperature was rising again as we rode northwest towards Zamora. There were long straight roads with big tight bends, then a café in the middle of nowhere. It was 12.45 and time for a stop. What a racket, a local radio station doing an outside broadcast. We half recognised

some of the tunes. More Nestea and tortilla for lunch and then the place started to jump, people arrived from everywhere, shouting to be heard and the three chaps behind the bar were like poetry in motion serving everyone. One of them was so tall I cringed every time he went near the ceiling fan. Back on the road the scenery turned into a North York moors, scrubby grass and big granite boulders. Cows and horses grazed lazily. The roads had changed to shorter straights and more bends one upon the other. It all changed again to open plains with old windmill bases with no blades and some pine forests. The roads then went into rollercoaster mode, blind summits and turning at the same time. I was having fun. Nick did comment later that we reached motorway speeds there. Oops. We had the roads to ourselves most of the time it was great. We found the hotel with parking outside, no off-roading here. All four of us were back together again. In the evening we all walked into town where there was a parade to celebrate St Geronimo's day (your guess is as good as mine but I don't think he was the patron saint of skydivers!). We had tapas and watched the world go by. There was a giant stork's nest on the town hall roof, which looked like it would fall at any moment. 19 to 33 degrees today, getting cooler. 153 miles.

Zamora to Riaño 01/10/2023



A lovely breakfast and lazy start today, as we didn't have far to go. The roads were straight and a bit boring running alongside and crossing the motor way. A small 30-seater coach was following us, we were doing the speed limit but he decided to overtake us by going onto the motorway then getting in front of us at the next junction and was away. How fast was he going? We stopped for petrol and coffee after about forty miles. Ted went on as he wanted to ride some of the Picos in the afternoon. The long straight roads continued. Vast ploughed fields, some alfalfa and the maize harvest just starting. There were

fields of over ripe sunflowers, then just one field of bright yellow sunflowers gleaming in the sun.

Stopping at a café for yet another drink and an ice cream a fellow motorcyclist came in and we nodded at him. He must have heard us speaking English but didn't make any contact with us. When we left, we saw that he had a British plated bike. No accounting for some folks. About 20 miles from our next hotel the scenery suddenly changed again. A large river with someone fishing, mountains with tiny dots of climbers, way up high. We followed a valley road around the mountains it was lovely and twisty and cool. Our digs for the night was a Hostal Rural near Las Salas, motorcycle friendly, where the bikes were under cover in their courtyard. The house was a very old place run by a Russian lady and her Ukrainian friend. There was a small bar, and we had a lovely evening meal. There were lots of bikes on the road as it was the gateway to the Picos. Rob had managed to stay in contact with us all day and Ted arrived not long after us. He had been for a ride up into the mountains. 124 miles today.



Riaño to Santander. 02/10/2023

A 9 degree start, wow it's cold, we are not used to this! Extra layers went on, the temperature rose to 13 at the top of Puerto de San Glorio and then suddenly turned very windy and the temperature jumped to 27 then 30 degrees as we got to Potes. Wow, this town has changed from previous visits. We filled up and went on to Panes for a drink; it was getting hot again. On to Santander for the now expected long wait to get on the ferry. We weren't disappointed on that count. After the long wait the bikes were strapped down and we had a shower and slap-up meal. 109 miles.

Plymouth to Brixham 03/10/2023

On arrival Plymouth I had a very anxious chap next to me in the hold, who couldn't wait to get out and was pestering me to get out of the way. I reminded him we had another wait to get through passport control; he got right grumpy with me. We managed to wave Ted goodbye but didn't see Rob. He did make it home in one piece. The ferry docking coincided with rush hour in Plymouth as well, so we spent ages getting going. At last, we made it home tired and laughing at our adventure. 30 miles. Beans on toast for dinner. Yummy.

Overall, we had a great adventure, Nick and I did 1861 miles, not huge but enough in the heat. Ted and Rob did more miles than us Ted by design, not so much Rob. Ted did a lot more sight-seeing. I was finding it all too hot. I wonder where our next adventure will take us.

Jill & Nick. Ted & Rob.

EARLY BIKES COMPETITION

Can you match the bike to the owner?

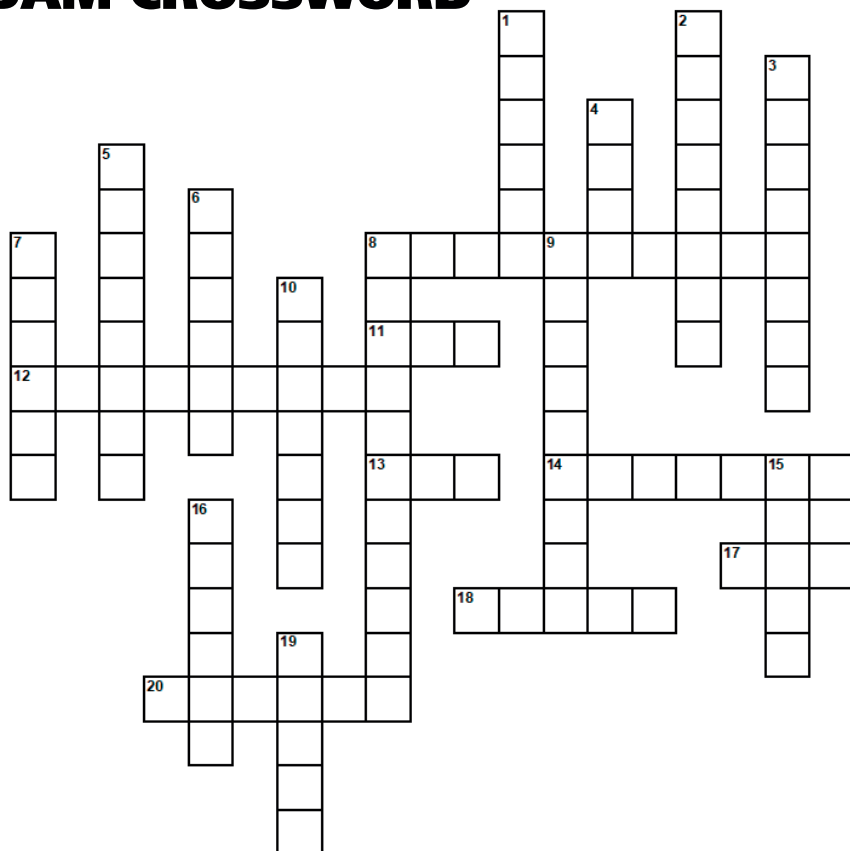
Match photos 1-9 with the people a-i (sorry if the numbers aren't that easy to find): **a)** Mano Cheema **b)** Gary Crook **c)** Rodney Rayner, **d)** Diana Percy, **e)** Martin Rushworth **f)** Steve Harcus **g)** Ian Pruce **h)** Bob Watson **i)** Polly Jackson

Email: magazine@devonadvanced.com for a prize for the first correct entry.





DAM CROSSWORD



ACROSS

- 8]** Constrained view of the road ahead (5, 5)
11] p.O.w.d.e.r.s (3)
12] p.o.w.d.E.r.s (9)
13] Royal Enfield built like a (3)
14] This large water bird helps people cross (7)
17] In 2009 it became compulsory for all motorcycles over 125cc to be fitted with (3 acronym)
18] p.o.W.d.e.r.s (5)
20] P.o.w.d.e.r.s (6)

DOWN

- 1]** Which company started weaving silk and now manufactures motorcycles (6)
2] p.o.w.d.e.r.s (8)
3] Steering above 10-15mph (8)
4] Octagonal sign (4)
5] Surname of American engineer credited with discovering and perfecting the process of vulcanising rubber (8)
6] Motorbike manufacturer owned by the Volkswagen group (6)
7] What should NOT be compromised when positioning f a bend (7)
8] A road surface hazard which allover goes if you hit (5, 6)
9] The font used in UK roadsigns (9)
10] Riding in low temperatures, which hazard is particula prone to icing as they freeze first and thaw last? (7)
15] Central reservation reflective road stud colour (5)
16] p.o.w.d.e.R.s (6)
19] p.o.w.D.e.r.s (5)

Dear Denzil, (our very own agony uncle...)

Dear Denzil

Oh, how I used to think that I understood things. Take Highway Code Rule 129 for example:

“Double white lines where the line nearest you is solid.

This means you MUST NOT cross or straddle it unless it is safe and you need to enter adjoining premises or a side road.

You may cross the line if necessary, provided the road is clear

- *to pass a stationary vehicle*
- *or overtake a pedal cycle, horse or road maintenance vehicle, if they are travelling at 10mph (16kph) or less.”*

Now I know that this means that we can't cross the solid line to overtake Farmer Palmer pulling their overloaded trailer full of Mangelwurzels at 5mph. I may find judging a MAMIL's velocity on their super-swish carbon bicycle thingy difficult when I draw near them - however I always give them more than the suggested 1.5 metres room when overtaking.

However, it's the crossing of a solid the white line 'to pass a stationary vehicle' statement that has me vexed. In days of old my Observer used to say that meant a vehicle that was parked/at the end of its journey. Yet not long ago (26 April 2023) in a New Rider Supplement enclosed in the popular weekly Motorcycle News publication, they had a list of Essential Biking Laws (in the form of questions & answers):

Q: *Can I overtake on a double or single solid white line?*

A: *(the relevant part of their answer): The Highway Code states that 'you can cross a solid white line to overtake a stationary vehicle' so technically, you can cross a solid white line and (slowly) overtake a line of stationary traffic on a bike.*

We are told that the Highway Code has been carefully worded. So, if the Highway Code really means only overtaking parked cars, why don't they say 'parked' instead of 'stationary'?

I am now wondering that if conditions are favourable (i.e.. there being good visibility ahead, no one approaching from behind, no oncoming traffic, no entrances/junctions/laybys to the left or right, no pedestrians trying to cross between the vehicles & also a safe gap ahead in the queue to get back into on the left), why shouldn't I slowly filter past a stationary queue if it means crossing a white line?

***I will await your wise ponderings.
Anon of Anonland***

Dear Anon

I can understand why you wish to remain Anon.

An important practical consideration is whether you trust all those lovely drivers in the queue not to let their foot off the brake momentarily and roll forward 2mm. If just one of them does, their vehicle is no longer stationary, and you will have made a contravention of the RTA 1988 sect 36 & TSRGD schedule 9 part 8.

From a legal point of view, the answer depends on whether you can convince a judge that 'a queue of stationary vehicles' is the same as 'a [singular] stationary vehicle'. I suspect the judge's decision will largely depend on whether there is a 10-year-old child on life support following a collision with a so-called advanced motorcyclist.

The IAM RoadSmart advanced riding standard is much simpler: No.

**Yours on the left,
Denzil.**

Dear Denzil

One new(ish) Highway Code rule is causing me some head scratching. It is regarding the exiting of roundabouts. There seems to be a number of views regarding pedestrians.

Some people believe Rule H2 applies: "At a junction, you should give way to pedestrians crossing or waiting to cross a road into which or from which you are turning".

There is Rule 170 (in the Road Junctions section): "Take extra care at junctions. You should ... give way to pedestrians crossing or waiting to cross a road into which or from which you are turning. If they have started to cross, they have priority so give way (see Rule H2) ..."

Yet Rule 187 (in the Roundabouts section) says: *“In all cases watch out for and give plenty of room to ... pedestrians who may be crossing the approach and exit roads ...”. There is no mention of giving way to stopping for pedestrians.*

Even if one considers the exit to a roundabout part of a junction where Rule H2 applies, the phrase ‘should give way’ is used rather than ‘must give way’. Perhaps I might consider that wording in regard to everyone’s safety (including my own), each time I use a roundabout.

Don’t get me wrong - if a pedestrian were to be crossing the exit road as I left a roundabout, I would treat them with courtesy & care by slowing down (even to the point of tooting my horn if they appeared preoccupied by one of those large flat talking devices that many seem to almost permanently hold to their faces as they walk, eat or drink these days).

You see what worries me is that I believe most other road users would not expect a motorcyclist to stop whilst exiting any roundabout - there must be a significant risk of getting rear-ended by another vehicle (due to them having to process plenty of information already whilst navigating & exiting roundabouts). Also I note that roundabout exits do not have any road markings across the carriageway, as opposed to the entrance to roundabouts - this might suggest one should be leaving a roundabout without giving way, as it is not a junction.

Aren’t roundabouts for maintaining a reasonable vehicle flow, rather than having to potentially stop at exits if a pedestrian is waiting to cross there? Perhaps the design of having dropped kerbs for pedestrians at the exits of roundabouts is a poor design, that might encourage pedestrians to cross there?

I personally (when a pedestrian) might choose to walk a little further away from a roundabout before trying to cross the road.

I welcome your wise deliberations.

***Your servant,
Confused of Budleigh***

Dear Confused

(I suspect a very close relation to Anon). No part of the Highway Code should be read in isolation. To the extent that it provides guidance, the Code tackles a lot of different circumstances from the perspective of different groups of road users. Give the authors a break!

Starting at the beginning, this sentence from the very first rule (rule H1) in the highway code really says it all:

None of this detracts from the responsibility of ALL road users, including pedestrians, cyclists and horse riders, to have regard for their own and other road users' safety.

Or put another way: there is an onus on everyone not to do stupid stuff. Later on, there is some general information about giving way:

General rules, techniques and advice for all drivers and riders

This section should be read by all drivers, motorcyclists, cyclists and horse riders. The rules in The Highway Code do not give you the right of way in any circumstance, but they advise you when you should give way to others. Always give way if it can help to avoid an incident.

Repeat after me: always give way if it can help to avoid an incident.

As well as the guidance to drivers and riders there is also an expectation that pedestrians should also look out for themselves when crossing a road (whether at a junction, roundabout or elsewhere). Extracts from the Green Cross Code section:

A First find a safe place to cross and where there is space to reach the pavement on the other side. Where there is a crossing nearby, use it. It is safer to cross using a subway, a footbridge, an island, a zebra, pelican, toucan or puffin crossing, or where there is a crossing point controlled by a police officer, a school crossing patrol or a traffic warden. Otherwise choose a place where you can see clearly in all directions. Try to avoid crossing between parked cars (**see Rule 14**), on a blind bend, or close to the brow of a hill. Move to a space where drivers and riders can see you clearly. Do not cross the road diagonally.

D if traffic is coming, let it pass. Look all around again and listen. Do not cross until there is a safe gap in the traffic and you are certain that there is plenty of time. Remember, even if traffic is a long way off, it may be approaching very quickly.

All these Highway Code extracts overlap and try to say related things in different ways ... so it is not surprising that too literal an interpretation of one section at a time can uncover some apparent anomalies.

Now, Devon Advanced doesn't have many acronyms, I thought I'd introduce new one to consider when making such decisions ... **BEST**:

Balance: Have a balanced interpretation of the guidance and **decision making**.

Empathy: Imagine how you'd behave if the pedestrian was your own 10-year-old child.

Share: The public highway is a shared space; let's all share it safely and courteously.

Tolerate: Be tolerant of other road users - they don't do it on purpose (except the Audi drivers).

Ride your Best, Denzil.



TWO GO ON THEIR ADVENTURES

Nick Marks

The Scottish NC500 & the 3 highest pubs in England, Scotland & Wales.

Day 1

Depart Dawlish 6am on 30/07, M5 to Gloucester services by 8; breakfast then on on to Keele Services, fuel; arrive route 59 cafe 12.30 (no good) next Stanforth's in Skipton for their famous pies. Now through the Dales to Kettleworth, lovely. Wensleydale ice cream then Tan Hill via some real hairpins! 360 miles 7 hrs ride time. Arrived Tan Hill Inn at 3.15pm. Great stop over- like Warren House Inn with knobs on!!! Weather was kind, 97% dry.



Day 2

5am alarm rings and I rise, wipe the sleep from my eyes, the shaving razor's cold & it stings. 6am start weather not good- rain! Off to Penrith then M74 to Abington Services, coffee & fuel then on through the bad weather to Glasgow and over Erskine Bridge to join A82 past Loch Lomond and on to Fort William... We pulled in at the Tarbet Hotel and a very kind lady on reception gave us coffees, on through Glencoe & The Great Glen which was breath-taking even in the rain... perhaps it added to its majesty...stopped off at Thistle Stop Café, excellent. Next, Drumnadrochit and we spotted Nessie on Loch Ness, finally overnight at Inverness Premier Inn East, another hotel with good accommodation & good food, arrived at 5pm ...320 miles & 7hrs ride time. I used all my training today. Thank you DAM & my observer Gareth Taylor who if nothing else taught me observation-an essential tool!! And, of course, my trusty steed my BMW R1250 GS Adventure which just handles everything with such ease. So, despite the weather 100% rain ... fantastic day!!!



Day 3

Lie in this morning, 8 am start on the NC500, over the Moray, Cromarty & Dornoch Firth, then photo at Dunrobin Castle then up the A9 to Wick... Breakfast & fuel at Tesco then off to John O' Groats, lots of pics there, next Dunnet point, the furthest North you can go in mainland Britain, then crossed from Caithness to Sutherland through Thurso, Durness to Scourie- just jaw- dropping ride & scenery, very 007 Skyfall. I went in the sea at Durness beach swimming in the North Atlantic!!! 248 miles and 6 3/4 hrs ride time later arrived at the Scourie Hotel at 5.30pm, very pricey & a bit Fawlty Towers esq, no TV & the radio doesn't work!!! Weather great 99% sunny & warm....an amazing day.

Day 4

Early start today 6am another 240 miles and 7.5 hrs ride time, arrived at Aultguish Inn at 4pm, another hotel I wouldn't recommend. Had Transylvanian menu tried it but not on my best cuisine guide. We went from Scourie on the NC500 & rode the "Wee Mad Road" & "The Bealach Na Da" the pass of the cattle ascending rapidly from Applecross to the summit at 774 metres and descending even faster through a series of very tight hairpins to Loch Kishorn.....Wow;

also travelled some awesome roads, we saw wild deer and had breakfast in a super cafe in Ullapool "The Ceilidh Place" & a break at "Nanny's Cafe" in Sheildaig, excellent scone with jam & cream!!! (Which first? Ed.)

Weather great, 99% dry. The NC500 is the trip that just keeps giving, Sutherland- just 007 Skyfall around every bend!! Fabulous run to the Hotel Aultguish through Glen Carron.

Day 5

Well, heading out of Highlands today south to Wanlockhead. We entered the Cairngorm National Park to Aviemore, Route 7 Cafe for our first stop for breakfast, on to Stirling to the Wallace Monument, Then Falkirk via Bannockburn, The Kelpies & The Falkirk Wheel. Arrived Wanlockhead Inn, the highest pub & village in Scotland & overnight at the Hopetoun Arms in Leadtown a definite yes must stay... superb! This is the village where the oldest person who ever lived is buried, John Taylor who died 1706 aged 137



years, he retired from his mining job in the lead mines at the age of 117!! 80% Dry, 255miles, 5.25hr ride time.

Day 6

Heading to North Wales today through England after breakfast at the Hopetoun Arms, then Menck Pass, Gretna Green to highest pub in Wales the Sportsman's Arms, Denbigh 320miles, 7.25hr ride time. Departed at 8.15 arrived 5.30, 98% dry overnight in the Castle Hotel in Ruthin, a Weatherspoon's, does what it says on the tin.

Day 7

Late start today heading to our last stopover, a mere 130miles through a very wet Welsh countryside to The Bear at Crickhowell. Left Ruthin 11.00 arrived Crickhowell 14.30. Excellent hotel, great accommodation & food. 130miles 3.25hrs ride time. 100% wet! Storm Anthony!

Day 8

Final run today to home via Usk & Chepstow left Crickhowell at 09.30, arrived home Dawlish EX79EB 12.30. 130miles 2.25 hrs ride time 95% dry.

It was an absolutely fabulous trip, we covered 2007 miles, 47hrs ride time, average speed 45mph, average fuel consumption 56mpg.

Departed home 06.00 30/07. Arrival home 12.30 06/08. Time lapsed 7days 6.5hrs.

Had a seriously great time and really great company, thanks Mr Gareth Taylor. Met some great people from all different countries, guys & girls touring from Germany, Italy & a guy from Switzerland with his dog in a tank bag!!!!

P.S. If anyone fancies the same or similar trip I have all our postcodes to aid plan a route.



NEAR MISSES (or Cautionary Tales).

Learning from our experiences and those of others.

Asking a friend for new ideas for the mag, he suggested a 'near misses' article, which is something he saw in a flying magazine, (about flying, not actually a magazine flying...). Thanks Nigel.

Look Ahead (Keep your vision Up)

Diana Percy

London, 1980s, approaching a traffic light: it was on amber and I accelerated to get through. Focussed on the light, I didn't look ahead and a minicab did a U turn in front of me. I went over the bonnet and slid down the road feet first. I was fine – very lucky indeed, bike was written off (properly). Two lessons learned: first- don't race amber lights and second, in a way more important (only an idiot races amber lights...), LOOK AHEAD. If I had looked, I could possibly have thought about what that minicab was planning.

Dodgy Petrol.

Nigel Bond

Common knowledge that I overfilled the GTR with oil - the book says it takes 4.5 USQ with a new filter, and that's what I put in I subsequently drained the best part of one USQ to get the level down to in the window. The bike ran fine with the extra oil for 1500~2000 miles, including the occasion of my Masters test to Dorset and back as well as the 90-minute test ... all without any problem or obvious smoking. On the day of our 1st LDC ride (2nd Tues in Dec '23) the bike decided to suddenly switch to exhibiting full symptoms of "oil getting to the cylinders". A strip (a lot must come off it to get to the plugs) showed fouled plugs, and a slick of oil in the airbox. Cleaned it all up, and bike runs lovely, better than ever. As part of the fix, I drained the tank and put the fuel in my 650 Bandit tank as storage. I did not return that fuel to the GTR. Roll forward to this morning; I've dragged out

the Bandit to run it up. For those of you who remember carburettors - you'll know why this needs to be done. Bandit started easier (quicker) than it usually does after a lay-up but smoking like a navvy! (Much like the GTR was). Drained all the fuel, put in fresh and smoke cleared in the time you'd expect the carbs to flush through.

Back to the LDC ride and the GTR. The last thing I did before rocking-up to Costa for the off was to fill the tank (from almost empty) at Sainsbury's (Roundswell). I remember thinking it was a bit yellow (like summer piss, (thanks for that, Ed.)) when I was putting it in.

Make of it what you will, but it's a slam dunk for me! - it was the fuel. I very much doubt that any engine oil was getting into the throttle bodies. It certainly couldn't have been liquid oil - as the intakes start-up 20mm or so inside the airbox. The crankcase breather is a convoluted path that includes hose and airways that are part of the frame fabrication Hard to imagine how mist could have got thru, and with the above evidence it's simple to now believe that wasn't the problem.

Nije Bond

Maintenance and Trusting Your Gut Feelings.

Phil Underhill

My main learning experience was not a near miss, but a crash.

About 40 years ago, I had a high-speed crash when my bike went into an unrecoverable speed wobble. The last thing I remember about the crash was my face hitting the top of the windscreen as the bars hit the lock and the bike went over. I slid a couple of hundred metres, possibly with the bike on top of me part of the time. The injury tally included seven cracked ribs, a broken collarbone, broken jaw, broken right wrist, injuries to left knee, friction burns on chest and left calf, road rash on my nose and chin, and a punctured abdomen. There was also a large chunk chewed out of my left gauntlet cuff by the rear sprocket.

I was incredibly lucky, I didn't hit anything, and was wearing leather boots, gloves, jacket and a full-face helmet - all of which were destroyed but which undoubtedly saved me from much worse injuries.

It turned out I had not tightened the rear axle sufficiently, after adjusting

the chain. This allowed the rear wheel to move slightly, leading to a weave, which became a dangerous wobble at high-speed. I knew there was something wrong as I had experienced a lesser weave at lower speed, earlier the same day, and not investigated with any urgency.

Lessons learned:

- Be meticulous with maintenance, especially when it comes to tightening things correctly. Every component is important but anything to do with wheels, suspension, steering, or brakes needs extra attention, and gets double-checked by me, even if someone else worked on it.
- Never ignore a handling “oddity” (or any other unusual noise or feel.) The bike is telling you something is wrong.
- ATGATT (All The Gear, All The Time.) I used to occasionally wear an open-face helmet or trainers, depending how I felt. The helmet chin bar was worn almost completely through in the crash, and the left boot was worn through in the calf area.
- Realizing I was not invulnerable led me to seek extra training and to keep trying to improve my riding skills. ...Something I am still doing to this day.

See the Road through Others’ Eyes

Les Mosco

Aged 60 I returned to biking after 40 years away, driving, cycling and walking. I proudly collected my Honda Deauville 700 from the dealer in Dalston, London, in all my new head-to-toe riding gear, and set off on the busy city centre A10 out of London. After 200 yards I stopped at the red lights, and just as they turned green and I did the left shoulder check, I was hugely surprised to see a cyclist immediately in my blind spot, virtually touching my bike. I realised he - and me previously as a seasoned London cyclist - had no idea that I’d neither heard nor seen him, shrouded as I was in a helmet and ear plugs (and not yet Advanced) and there’d be a tumble if either of us wobbled

the slightest as we set off. So, I held back, let him undertake me, and then I moved off with safe space to do so. Lesson: always try to look through the other road users' eyes and consider what picture they are seeing and thinking, remembering they've probably never ridden a motorbike and unlikely to be advanced.

Born again, Survived again. (Ride Your Own Ride & Read the Road)

Pete Woodward

In the 90s I had ridden everything from a 125cc scrambler to Ducatis and Laverdas. My last pride and joy was a Ducati 748. I feared for my life every time I rode it, with the local population thinking I was an off duty courier, and needed to be taught a lesson on road superiority by those Chelsea tractors.

Fast forward yet again and following our move to Devon and my underlying passion for two wheels I decided to get back in the saddle (Almost 20 years break) Of course, with another Kawasaki, this time a Z1000SX. Lots of exploring the beautiful Devon countryside and what the Kawasaki had in store. (Turns out it had a LOT!)

Whilst I thought I was a competent and sensible rider, it turns out, I had never experienced a near miss, or more precisely had never been in the wrong place at the wrong time. This changed early on in 2019 when I had taken up the offer of a ride across north Devon on a sunny Sunday afternoon with my brother-in-law. My brother-in-law does like a spirited ride, and as I was following, it dawned on me that I wouldn't be able to keep up this pace, and certainly not keep up the cornering pace.

This leads onto 'That Corner' I remember it well...Tight left hander, junction off to the right in the middle of the bend, lots of signage prior to the bend, big chevrons on the bend, road colour and friction coating all very visible. The problem was, I was fixated on my brother-in-law's (ahem) rear end.

I probably don't need to explain what happened next, but I was too fast into the bend (ignored all the warnings and information!) and

remember grabbing my front brake lever, bike promptly sits upright, and we head across the solid white lines... I can still see the expression on the unsuspecting driver, who incidentally moved over to give me space to correct my line and continue through the bend. For context, I was now travelling at walking pace, but seemed like 100mph! That was too close for comfort and a massive wake up call.

Very soon after this event I enrolled with IAM and DAM to improve my skills and have not looked back since. I have learnt so much and continue to have the best experience, be it one-to-one instructor led sessions, or group and post-test riding.

Looking back on this incident, I can reflect on what might have been a different outcome, but also understand where I can make improvements – Read the road signs, check your speed, and position, look where you are going, anticipate other road users, ride your own ride, to name just a few.

My biggest takeaway is with greater control and awareness of your bike, comes greater enjoyment of the ride. Oh, and if the council have spent a lot of money to inform you of a severe bend, it probably means it is a severe bend and you should pay attention!

Red Mist or Just 'Missed'? (Shoulder Checks)

Ian Pruce

A lesson learned over twenty years ago which has helped keep me safe.

When I lived in Bristol, I travelled to Keynsham regularly. One such trip was to visit my barber. A nice ride of about 5 miles, most of it on a good road in a national speed limit. Having not long passed my advanced test I used this route as a practise route to improve my ability to get best position for bends and apply acceleration sense so that I didn't need to use the brakes as I entered lower speed limits.

On this occasion I noticed a red car in my mirrors some way back. He was getting closer every time I looked, but I was not concerned as I entered the 30mph limit of Keynsham. In about 100 or so metres I'd

be turning right and reaching my destination. I signalled, did a full shoulder check, and discovered the red Rover overtaking me at the junction I was about to turn into. I aborted the turn and continued onwards. I was angry and started to chase after him, before realising that this was causing me to ride in a non-advanced way. I eased off and went for my haircut.

Whilst sitting, looking at myself and still angry, it started to dawn on me that the training I'd received and practised had probably saved my life. Certainly, it prevented having more than a few scratches on the bike. The more I thought about it the more I realised that the only one looking after me, was me. Carrying out that simple check has stuck with me, and it saved me again on another occasion, but not as dramatically.

Thanks everyone.



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WELCOME TO OUR NEW MEMBERS

Matt Lacey, Sophia De Maria, Aidan Hall, Tom Finnigan, Sam Bainbridge,
James Suttie, Andy Yarwood, Joseph Cox, Jon Miller, Henry Taylor, Ray Helm

Congratulations to the Test Passes

Associate	Observer
Trevor Goodman (F1rst)	Tony Curley
John Paradise	Gareth Taylor
Andy Gait	Rodney Rayner
Leo Turner	Simon Padley
Darren Evans (F1rst)	Gareth Taylor
David Stanley	David Mudge
Steven Bell	Graham Hirst
Richard Grew	Tony Curley
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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>.



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

Not sure? We offer a free, no-obligation, **Taster Ride where** so we can answer all your questions. To apply for one of these free Taster Rides visit www.advancedmotorcyclists.com or contact Mark Fouache on 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 dnmudge@blueyonder.com or our Group Rides co-ordinator groupridescoordinator@gmail.com for more information.

FREE FOR MEMBERS

The End of the Beginning

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

For many more that is just the beginning.

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

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

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

**£18
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Alternatively, to take your riding skills up another level, you might consider the **Masters** programme. This provides mentoring support and guidance that will help you attain the highest standard of civilian riding in the country. The coaching encourages the use of professional riding techniques used by police and other emergency services riders.

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

£299

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

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

Contact posttesttrainingrides@devonadvanced.com to book you on a Post-Test Training Ride.

**FREE FOR
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Committee & Club Officers

Chairman: Social Media; Richard Whybra E: chairman@devonadvanced.com		Group Secretary: Catherine McKinley E: secretary@devonadvanced.com	
Chief Observer: Simon Jeffery E: chiefobserver@devonadvanced.com		Treasurer: Brian Lee E: treasurer@devonadvanced.com	
Marketing Officer/Events Coordinator: Position to be filled E: marketing@devonadvanced.com		Group Rides Co-ordinator: Rodney Rayner E: grouprides@devonadvanced.com	
Newsletter Editor: Diana Percy E: magazine@devonadvanced.com		Webmaster: Nick Tucker E: webmaster@devonadvanced.com	
Rookie Rides Co-ordinator: Dave Mudge E: rookierides@devonadvanced.com		Membership: Barrie Dennett E: membership@devonadvanced.com	
Observed Rides Co-ordinator: Ian Pruce E: observedrides@outlook.com		Rider Development Evening Co-ordinator: Tony Curley E: riderdevelopment@devonadvanced.com	
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.	Other Committee Members: Steve Hyde Brian Churchward Jill Payne Les Mosco		Trustees Terry Dormer, Catherine McKinley, Richard Whybra Philip Pike, David Mudge Brian Lee.

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