



**DEVON  
ADVANCED  
MOTORCYCLISTS**

NEWSLETTER 65

Apr - Jun 2021



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# Chairman's Chatter

On 29th March the Prime Minister emerges from the behind the Number 10 lectern like Punxsutawney Phil\* and hopefully declares that winter is over and only clear skies ahead for the road out of lockdown.

If there are no significant changes to the roadmap then as per the Governments and the IAMs guidelines DAM will be restarting on road activities in these steps:

**Monday 29th March 2021** Observers begin 1:1 peer review, this acknowledges that many of our Observers will not have ridden over the lockdown and allows a period for them to hone their skills ready to resume on Observed rides.

**Monday 12th April 2021** 1:1 Observer/Associate training, these observed rides will be conducted with the agreement of all parties concerned (minimising travel as required by the guidance). If you are an Associate, please take the opportunity to review previous ride reports and the "Associate CHOICES" (available from the IAM website) which should put you in good stead ready to resume training.

DAM intends to resume Group and Rookie rides as soon as we can do so safely, the Government road map indicates this would be from the 23rd May when restrictions to minimise travel are lifted. The Group Rides Co-ordinator Rod has already received early commitment from ride Pilots and is looking to run additional rides during the week as well, please contact [GroupRidesCoordinator@outlook.com](mailto:GroupRidesCoordinator@outlook.com) to register your interest in piloting a ride.

Additional good news, in acknowledgement of the impact that COVID has had on DAM's activities over the past year it was agreed by the committee to extend current memberships by an additional six months free-of-charge for all existing DAM members\*\*. Last year COVID also delayed the AGM until September (when it was held on Zoom) and the next DAM magazine will contain details of when it will be held this year.

As we get ready to return to back on the road don't forget to post your return to riding experiences and tips on to the DAM's social feeds at Facebook Members Devon Advanced Motorcyclists group. Finally, for a bit a light reading whilst you are waiting to get back on the road check out DAM's history, written by Betty Nott (and ably assisted by Helen Beer) it's available at [www.devonadvanced.com/history-of-dam](http://www.devonadvanced.com/history-of-dam)

As ever stay safe and I look forward to seeing you on the road soon.

**Nathaniel**





\* "This is one time where television really fails to capture the true excitement of a large squirrel predicting the weather." – Bill Murray, Groundhog Day



Search for Devon Advanced Motorcyclists  
and at [www.devonadvanced.com](http://www.devonadvanced.com)

[www.twitter.com/AdvancedDevon](http://www.twitter.com/AdvancedDevon)



## WELCOME TO OUR NEW MEMBERS

Richard Whybra, George Mills, Matthew Chenery, Amy Pike,  
Andrew Layton-Hill and Neil McClung.



And all sorts of PASSES, congratulations to

**Associate**

-

**Observer**

Nick Marks

Gareth Taylor

Mike Griffiths

Dave Cooper

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



The winter weather is now behind us and the Spring and Summer beckon. I do hope we can all get out and about soon as I need to go for a long ride somewhere. I need to get out to some of our old haunts and support them, buy some coffee and lunches.

In the last issue I sold you a bum steer, as they say on the cowboy films, our EHIC card are still valid and when they expire we can change them for a GHIC card. See the Government web site for renewal and all relevant information. It's looking like a pipe dream at the

moment, going abroad.

Back in January our Chairman hosted a zoom quiz, he set some very good questions those that attended had a laugh and I for one embarrassed myself by not getting enough questions right! Back to doing some swatting up.

I have been spending the rainy days reading and have reviewed some of the books that I have read. Let me know if you would like me to review some more. Perhaps I should have re-read the Highway Code.

We have another eclectic mix in this edition of the Mag, thanks to all the contributors. The excitement of being able to get out for a ride is palpable in our house, Nick is trying to keep a lid on me, I expect I will be using the 350 to start with although the Suzuki needs a run out too. Then there are the old bikes to exercise as well. The disheartening thing is that the world and his wife will be out and about as well as us, so be careful out there. Keep cool and enjoy the ride.

We have been out, for our first social ride! What a lovely day 30th March, warm sun and a trip over the moors was gorgeous. There were many bikes out a couple of idiots, though most like us just out enjoying the freedom of a ride. I noted a couple of DAM riders out, saw their stickers as they meandered past us in the opposite direction. The roads full of mud and potholes lovely. I did jump once as a van came up to a junction on my left a bit quick. I saw him coming as the sun shone on his roof in the lane approaching the junction. It still made me jump though. I have a thing about people approaching fast on my left. Getting back in the saddle was just like we had never been away. Roll on the opening of cafes and the roll out of group rides.

**Jill**

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

**ALWAYS** check the *website* or event co-ordinators for up-to-date information, especially with the ongoing COVID-19 restrictions.

This calendar is a best guess only and there will be additional weekday rides arranged to try and accommodate more members whilst under COVID-19 restrictions.

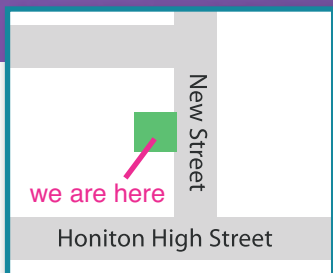
| Date        | What                       | Where   |
|-------------|----------------------------|---|
| <b>May</b>  |                            |   |
| Wed 19      | Rider Development Evening  | 7:00pm Swan's Nest Inn, Exminster or Zoom.                          |
| <b>June</b> |                            |   |
| Sat 5       | Rookie Ride                | 9:30am for 10:00am start.   |
| Sun 13      | Group Ride                 | 9:00am for 9:30am start.  |
| Sat 19      | Full Members Training Ride | Contact John Millgate<br>trainingrides@advancedmotorcyclists.org.uk |
| Weds 24     | Rider Development Evening  | 7:00pm Swan's Nest Inn, Exminster or Zoom.                          |
| Sun 27      | Group Ride                 | 9:00am for 9:30am start.  |
| <b>July</b> |                            |   |
| Sat 3       | Rookie Ride                | 9:30am for 10:00am start.   |
| Sun 11      | Group Ride                 | 9:00am for 9:30am start.  |
| Sat 17      | Full Members Training Ride | Contact John Millgate<br>trainingrides@advancedmotorcyclists.org.uk |
| Weds 21     | Rider Development Evening  | 7:00pm Swan's Nest Inn, Exminster or Zoom.                          |
| Sun 25      | Group Ride                 | 9:00am for 9:30am start.  |

Due to the effects of COVID-19, the Calendar of Events is still disrupted at time of print  
Please see the Website for up to date information. [www.devonadvanced.com](http://www.devonadvanced.com)



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# NORTH DEVON ADVANCED MOTORCYCLISTS (NDAM)

So everyone, what's been happening in North Devon since moving up here from Chudleigh in November 2019? The answer is quite a lot actually!

Before I get into the detail, I have to share with you the fact that I had no idea the sheer number of fantastic A & B biking roads I would find up here in the Braunton area, especially that B3232 towards Great Torrington Common which is my favourite, and NO motorways!

I managed to train three associates in the time I had before lockdowns, Anne Sheridan from Holsworthy, Stephanie Ebbans from Barnstaple (F1rst pass) and Steve Brookes from Ilfracombe (F1rst pass). Both Stef and Steve have subsequently started their Local Observer training with myself and Adrian, and with a bit of luck will be qualified by the end of April if not before.

For those of you that weren't aware, DAM have never had an opportunity to fully and constantly recruit anyone in this area before, only RoSPA have had that honour, until now.

Having two national road safety organisations in the same area is a bonus as far as I am concerned.

At the moment I'm working on how best to engage with existing members of DAM already living in the North Devon area, and of course to engage online with new members and associates. It's a very long way to travel to Exminster from North Devon for slow rider training for example, and then ride home again.

I am also working alongside Andrew Robertson our new training lead, and the idea is when DAM run a slow riding training event at the Swans Nest near Exminster for example, NDAM will run the same event up here at the same, time giving our North members the same training opportunities without having to travel 2.5 / 3 hours and 120 miles.

So, there is a strong possibility that our Marketing lead Alan Goran and I will be using our Facebook pages and website to promote 'NDAM' and using these platforms to reach out more to Barnstaple, Bideford and Ilfracombe along with all the other neighbouring towns and villages. There are a huge number of untapped motorcyclists up here especially around Ilfracombe to engage with and convert to DAM members. (All with the additional help & assistance of Adam Manning on Facebook, and Nick our Webmaster of course!)



There will be news items, the Young Rider Scheme, our training schedules, bike chatter, bike nights & bike shows to attend, ride-outs, and where/when we will be laying on free 'taster rides' for potential new members to book. (That's when I'm not on duty for the North Devon Blood Bikes with Devon Free Wheelers)

In February 2021 the DAM committee agree to run an advertising campaign in the 'Insight' monthly magazine which reaches over 13,000 households and businesses centred around the Barnstaple area. The magazines were delivered in February, March and April in readiness for the spring start and end of lockdown. We are hoping the advert lets the area know that DAM is now active and ready to offer advanced motorcycle training for the first time in the North Devon areas.

The DAM committee have also agreed to run marketing advertising with **Radio EXE** broadcasting covering the whole of the Devon area.

**This airtime delivery will include 4 x 30 second adverts on Radio EXE every weekday for two months and includes some weekend coverage.**

We are planning for a start date around the middle of April.

#### **Coverage -**

Monday to Friday between 6am-10 am / 10am-1pm / 1pm-4pm / 4pm-7pm.

Saturday 6am-10am / 10am-1pm / 1pm-4pm.

Sunday 10am-1pm / 10am-1pm.

You can hear these 30 second adverts on FM & DAB channels, so please tune into Radio EXE on frequency 107.3 FM.

For DAB select 'Radio EXE' on DAB digital radio to hear the DAM advert.

You may need to do a fresh station search on your DAB radio. On car radios that list national and local stations separately, look in the 'Devon' section listed as 'Radio EXE'.

This is just the start of things to come, although it's looking like May/June before the

Covid-19 restrictions are fully lifted and no restrictions on people attending public events.

Clearly, we will be looking for additional Observer support up here to run these events.

We're off to a reasonable start with 4 taster rides booked in already – Can't wait!

NDAM will be sharing everything we do with the rest of the club, just in case you want to come up and have a fabulous day out with us, and why wouldn't you?

Stay safe everyone.

**Martin Rushworth** (North Devon Team Leader)  
National Observer / Local Observer Assessor / Masters Mentor



Answer to Ian's puzzle, from the last mag is a Level Crossing.

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# ODE TO A ROAD – OR RADDONS FOR MAD 'UNS

Christine Robins

There's a strange balance about the A3072 – or rather about the important bit over the Raddon Hills. At each end, where it crosses the river – the Creedy and the Dart – there's an ancient cob and thatch cottage which looks like a wizard (or possibly a hobbit) lives there. It begins and ends with a hairpin. And in the 7 miles between the hairpins are – maybe 47, maybe 50 – corners. And this is why if you're a Devon biker, whether it's a misty morning or a sunlit evening, you'll come and pay your respects.

You'll buzz up through the bluebell woods at Shobrooke - mind those furrows in the middle of the road – and over the crossroads and down, bearing slightly left, leaning right. Here comes the hairpin, and it's downshift and lean left into the clay banks of Great Gutton (great name) and upwards curving right, then left and right and down again into the dip of Westwood Farm, where your bike will always get muddy, left over the brook and skirt Stockleigh wood, past the whitewashed house with the wine-coloured hollyhocks, and just before the next left you'll catch sight of two large Gromits and a multicoloured gorilla (statues of course) in someone's garden. But no time to wonder why, because the road's bending right and going upwards – with clumps of manhole covers, four at a time, just where you want to be, another straight, another red clay right-hander, snaking your way up to Coffintree Cross where you pass the road to Cheriton Fitzpaine. More undulation past Hasswells and you're climbing now. You float round two left handers which you will need to think about when you come back – they'll be sharp righthanders after downhill straights.





But for now you just enjoy flying on up that hill towards the highest point, the vanishing point (for the road narrows), dark under the trees of Windmill Plantation, which hides a little S-bend under its leafy shade. And you may be grateful for that shade which hides the steep drop as



the land falls away below you to your left. On the return journey, this will be the moment when you gasp – even if you’ve ridden it before, if you’ve already hurtled down into this vista of hills upon hills rolling away to Dartmoor and beyond.

But you’re not looking behind you, so you thump round the corner to the right-left-right and after another wiggle you’re on the longest, highest and fastest straight, down and up again, along the ridge with Cadbury Castle, Iron age fort and the highest point in the Raddons to your right. And now you’re skirting the side of the hill, to the left and right again, and at Braddon Corner you float round to the left and down the narrowing slope, level out, swoop right past the Blue Cross animal sanctuary. You’ve disappeared into the space between the hills, left and right and left again, skirting Round Hill, and then a serious little downhill straight, with a twisty right-left-right into the trees again and straight, right, straight again, with a dip like a rollercoaster by Polecleaves Wood. And you’re still not at the bottom – you’re still aware of those rolling waves of soft velvety hills stretching northward below you – green, red, yellow – and you come to another floaty left hander, and another steep straight, and now you really are on the descent. Over to your right no longer the hillside, but Bickleigh church, a mile distant and impossibly pretty, looking across the Exe valley. More trees sheltering more steep bends, one a right hand hairpin, and some extra potholes just for fun. You pass the turn to Bickleigh Castle, admire the wisteria on Gandalf’s cottage and, in the valley at last, cross the little bridge over the Dart. What will you do in Bickleigh? You could eat well (if the pubs are open), or just watch the heron fishing under the ancient and much-pranged bridge over the Exe. Or you could just turn round, back towards Crediton and do it all again, just the same only completely different.

## DAM'S HISTORY

For all of you who wonder what we do as a bike club before and after the IAM test have a look on the website under the Members' Section and you will see a title 'HISTORY OF DAM'. This is a comprehensive document showing how and when we started and all the things we have done as a Group over the last 39 years.

We continue to have Rookie Rides, Group Rides, weekends away, holidays at home and abroad, and all are very well supported. We have the annual Memorial Ride when we remember all those members who are no longer with us and the contributions they made to DAM. We have special friendships starting with our common interest. We engage with other IAM clubs, the Devon Air Ambulance Trust when we lead and marshal its annual ride through the beautiful Devon countryside, we are supported by the Devon County Council and they sponsor our annual calendar.

We have been recognised as one of the leading IAM Motorcycle Groups in the country and have received trophies to recognise this and for our magazine.

Next year, 2022, will see our 40th anniversary and already there are plans afoot to make this something special.



*Above: Photo from a DAM trip to Belgium and Luxembourg.*

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## IN OTHER NEWS...

**Rookie Rides;** See the Web Site as extra rides will be organised as soon as restrictions allow, open to Associates only as we will still be running with reduced numbers.

**Skills Days;** Will be resumed as soon as possible. Always popular, for the new members these days consist of some theory, POWDERS and I'm Safe check, slow riding and on road ride. Soon to resume.

**Group Rides;** Will be back on as soon as restrictions allow. Rodney is planning extra midweek rides so watch the Web Site for information.

**Group Ride Pilots** are always needed, contact **Rodney Rayner**.  
[groupridescoordinator@outlook.com](mailto:groupridescoordinator@outlook.com)

**Wouldn't** we all have liked one of these in the front room during lockdown, just to keep us all sharp. Yeah!



*Philip Underhill provided the front cover picture for this edition of the Mag.  
It is from a trip he made to darkest Peru. Philip here with a cuddly Alpaca.*



# BOOK REVIEWS

I am a reader and whilst I will read most genres, motorcycling adventures are my favourites. During this enforced lockdown I have been sitting in our conservatory (the best light) and getting stuck into all sorts of books.

I should have thought of reviewing these books in the last Mag as we should be getting back on the road and having adventures of our own soon.

Here are just a few I found an entertaining read.

I have just finished reading **Steph Jeavon's** latest book, **Home By Seven**. She rode from the Ace Café to all seven continents on her trusty "Rhonda" the Honda 250. Her encounters with lovely people, menacing men and a leopard seal added to the rich tapestry of this book. The book starts with Steph's "back story" which is quite harrowing in places then she finds her Nirvana somewhere in Africa under the Baobab trees, it all finishes in the rain at the Ace Café!

**Charley Boorman's Race to Dakar.** Love him or not, Charley's quest to take part in the Dakar Rally is a compelling read. The logistics of doing such a challenge, the fitness and energy it takes to ride in the desert. The "race" every day to get the bikes and competitors on their way, with limited sleep, injury and a broken backup vehicle is mind boggling.

**Andrew Benfield's The Wrong Way Round.** *How not to Travel to Burma by Motorcycle.* He rides an Enfield Bullet from Delhi to Rangoon taking along his young girlfriend. They are a total mismatch in every way. The trials and tribulations of taking on such a trip is hard enough without their tempestuous affair. The arduous roads and strange people they encounter on the way is frightening and funny in equal amounts.

**Carlos A. Caggiani's Tracks and Horizons.** Another epic journey book. Carlos journeys from his home in South America through Europe to Italy and home again on a 1947 Indian Chief. This journey took place in 1964-1966 when Carlos was in his twenties. It is a lovely book of it's time and a cracking read. Make sure you get the English translation.

**Jill**

# GUS HONEYBUN'S OUTING

The year was 1975. He was supposed to do 9 bunny hops. For me. Sunday afternoon. Whole family huddled around the PYE rental television set. at the allotted time.

John, aged 12 from Brixton: 12 bunny hops. Suzanne aged 4 from Penzance: magic button. Peter aged 7 from Plymouth: lights switched off.

It would be my turn soon.

Stephen aged 3 from Newquay: 3 hops. 'And finally ...' Sandra aged 5 from Lanner: 5 winks.

My heart was broken. No mention of Simon aged 9 of Redruth. Life changed forever. Dark times followed.

Forty-five years later. Letter from Gus. 'Sorry about missing you out in 1975. I am retired now. Just been going through some old correspondence and found your birthday card. I'm too old for hops these days, but we could go for a ride if you like.'

Simon: 'Yes, PLEASE!'

And that is the story of how Simon and Gus came to meet on a grey autumn day in 2020.

#Gus, #BunnyHops, #AtLast

Don't know what I'm talking about? See [www.wikipedia.org/wiki/Gus\\_Honeybun](http://www.wikipedia.org/wiki/Gus_Honeybun) or [www.youtube.com/watch?v=CSx\\_CoTuFtw](http://www.youtube.com/watch?v=CSx_CoTuFtw).

Thanks to David Greensmith for making it happen; to Judi Spiers for being chaperone; to Pam Jeffery, Betty Nott and Alex Thomas for humouring me.

Simon Jeffery March 2021.



*We must all forgive him, he comes from Redruth! Ed.*

# IT WASN'T PLEASANT (BUT IT WAS MEMORABLE)



Strange how some folk see things. A few visitors to Auschwitz (Concentration Camp, in what is now Poland), on TripAdvisor scored their visit - 'Only one star because it was not very nice'!! Thankfully I was not put off by this rating when on a motorbike trip to Romania a group of us had a day off in Kraków and used the time to visit Auschwitz and Birkenau.

We joined one of the many organised tours which picks folk up from their hotels before setting off west on the 70km journey to Auschwitz. There was much chatter as passengers found seats on the bus and explored how each other

came to be there. So we understood what we were about to see a film was played showing the development of the camp, the way it was run and the conditions of the few who survived and were liberated by the Allies. The bus fell silent and even after the film ended not a word was spoken as each of us tried to come to terms with what we had seen.

Tours of the camps are organised for all languages. You have a guide and are given a radio receiver so your guide can speak to you as you are chaperoned around the camp. Despite the numbers going round the atmosphere of Auschwitz and Birkenau pervade your whole being. These were killing factories where efficiency was key to be able to build the camps and 'process' those who entered them. Every means was taken to ensure there was compliance with the system by duping those brought to the camp as well as deploying terror tactics whilst those guarding them were considered as an elite corp.

Arrivals at the camp had few possessions, maybe a case or a bag with a precious cooking pot, doll or small memento but everything they had was removed and taken to a warehouse which became known by both inmates and guards as Canada because at the time Canada was perceived as being the magic land of plenty. Germany was desperately short of materials so all such materials, even their reading glasses and prosthetics were removed and 'recycled'. To-day the items, some such as suitcases with the name of the owner marked on them, frozen in the recycling process, can be seen piled high. Just a small sample of what had gone before.

We read and hear about Concentration Camps but to walk through the gates with the inscription: 'Arbeit macht frei' a phrase meaning 'work sets you free' - even this was designed to mislead, was an experience that I shall value because I could see for myself what we can do to each other if we contort our own values and lose sight of how to behave.

**David Parnell**

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## ADVANCED RIDER COURSE

The ***IAM RoadSmart Advanced Rider Course*** that DAM offers is the route that bikers can take in order to pass the ***IAM Advanced Motorcycle Test***. It is the same course that is provided by IAM affiliated groups all around the UK. The course costs just **£149** and includes:

- A joining pack.
- The IAM RoadSmart's course book (which is also your logbook).
- Your first year's membership of DAM and the IAM, initially as an Associate and then as a Full member once you pass the Advanced test.
- Training for the Advanced test by Nationally qualified Observers.
- The IAM test fee.

That is a pretty impressive package when taking into account the relative cost of commercial training packages. All IAM Observers go through a rigorous training and qualification process which makes them a truly professional body of people. The ***Advanced Rider Course*** is based on the Police System of Motorcycle Control and is second to none.

### How to enrol on the Advanced Rider Course

There is a straightforward mechanism for becoming a member of both the IAM and DAM:

- First of all, you join the IAM by buying an Advanced ***Rider Course*** and paying the fee (above). You can do this directly by going to their website:

**<https://www.iamroadsmart.com/courses/advanced-rider-course>**



If you speak to a current member of DAM when you meet them out with our Mobile Display Unit, they can help you with this process there and then.

- Once the IAM have enrolled you, they send you a Welcome Pack which will include your training/logbook. DAM is also informed and we too send out a club Welcome Pack. This has a questionnaire, some other forms, this magazine, a DAM membership card, and a white plastic DAM badge for your bike. 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 2021

|   |  |   |  |
|---|--|---|--|
| <b>Chairman:</b><br><b>Social Media:</b><br>Nathaniel Goss<br>E: nathaniel.goss@gmail.com   |   | <b>Group Secretary:</b><br>Catherine McKinley<br>E: secretary@advancedmotorcyclists.org.uk                              |  |
| <b>Chief Observer:</b><br>Adrian Veale<br>E: arv-biker@tiscali.co.uk  |   | <b>Acting Treasurer:</b><br>Dave Cooper<br>E: dac.jec@gmail.com   |  |
| <b>Marketing/Events Co-ordinator:</b><br>Alan Goran<br>alan.goran@ymail.com   |   | <b>Group Rides Co-ordinator:</b><br>Rodney Rayner<br>E: groupridescoordinator@outlook.com                               |  |
| <b>Newsletter Editor:</b><br>Jill Payne<br>E: jill@kickstart-club.org.uk  |   | <b>Webmaster:</b><br>Nick Tucker<br>E: webmaster@advancedmotorcyclists.org.uk   |  |
| <b>Rookie Rides Co-ordinator:</b><br>Dave Mudge<br>david.mudge@environment-agency.gov.uk  |   | <b>Membership:</b><br>Barrie Dennett<br>E: membership@advancedmotorcyclists.org.uk                                      |  |
| <b>Observed Rides Co-ordinator:</b><br>Trevor Olding<br>M: 07738 580 992<br>E: trevorolding@blueyonder.co.uk  |  | <b>Other Committee Members:</b><br>Steve Hyde<br>Brian Churchward<br>Polly Jackson<br>Andrew Robertson                  |  |
| 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 style="text-align: center;"><u>Trustees</u></p> Nathaniel Goss, Martin Rushworth,<br>Catherine McKinley, Dave Cooper |  |

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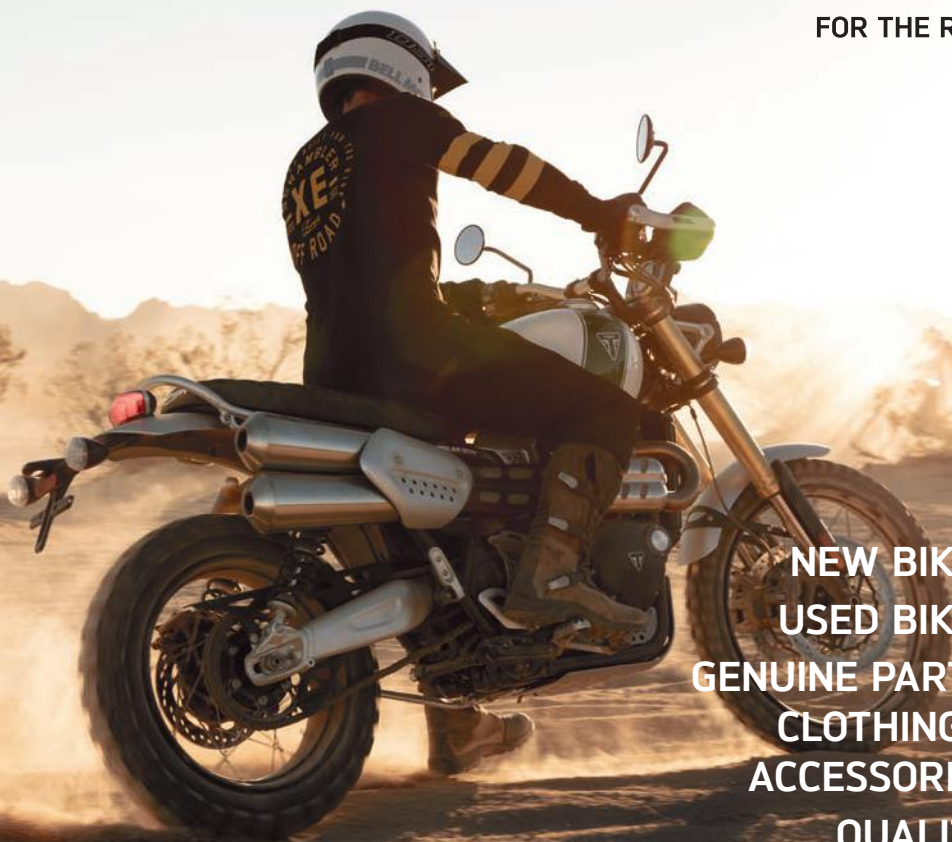
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