



**DEVON
ADVANCED
MOTORCYCLISTS**

NEWSLETTER 79

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Through every rev of an engine and every turn of the road, our motorcycle club thrives not solely on the mastery of advanced riding techniques but on the unwavering spirit of our volunteers. These dedicated individuals form the backbone of our organization, bringing a wealth of knowledge, enthusiasm, and selflessness that fuels our collective passion for the open road.

Volunteers are the unsung heroes who dedicate countless hours to ensure that each training session runs smoothly, providing guidance and mentorship to riders of all skill levels. Their commitment is not just about imparting advanced riding skills but also about fostering a community where every member feels supported and inspired.

It is this spirit of volunteering that sets our organisation apart. From organizing events to offering personalized coaching, our volunteers go above and beyond, often juggling their personal commitments to make a positive impact. They exemplify the core values of our organisation: - Camaraderie, Excellence, Safety and Continuous Improvement.

Without our volunteers, the wheels of our club would surely slow. Their contributions are invaluable, and it is through their tireless efforts that we achieve our mission of promoting safe and advanced riding. As we look to the future, we need more support and volunteers from our membership.

I have sent a letter published here, as well as to all members requesting your help in some key roles so if you can spare some time, we can find a way for you to contribute.

Just to say to all our volunteers, past and present, we extend our deepest gratitude.

Keep the spirit alive and the engines roaring!

Ride Safe

Richard

EDITORIAL

Diana Percy



The cover photo was taken on Rod's Alps tour. Some DAM members are very intrepid, see also Helen's account of Norway!

Autumn: groan....

Many thanks to Kevin Williams from Survival Skills who has generously allowed us to publish another of his articles. If you don't follow him on FB or YouTube, he is well worth a look. His newsletter is always good; his approach is scientific and evidence-based.

After attending the RDE given by Mental Health Motorbike I decided to do the Mental Health First Aider course. It cost £50 with the rest of the cost subsidised by the charity. I have attended (and zoned out of) so many CPD courses but I was really impressed with both the course materials and the professional delivery. It was around 14 hours over 4 evenings. The attendees ranged from people working with vulnerable people to serving policemen and me- all bikers, which helped us to create links. This is what makes MFMB work so well: sharing biking opens an initial route of communication.

There is also an article about DOCBIKE, another RDE topic, and another way you can give back to the biking community.

Some of us went to Wales with Martin Boler, almost every road is a good one and great surfaces (EU money) and it does feel like a different country with gorgeous scenery. Thanks for the introduction to Wales, Martin. I will go again. I can't do long days any more so if that worries you about DAM trips, don't let it put you off. You can usually find someone who wants to do a similar amount to you and you can meet up for the beer!

Don't forget there is always extra training available when you want it. The Post Test Training rides are great, every third Saturday.

Thank you to everyone who contributes anything to the magazine, it wouldn't happen without you. Ride safe.

Diana x

PULL UP TO MY BUMPER BABY

Chief Observer:

Can you help me write a light-hearted article about road safety and motorcyclists riding too closely behind another vehicle, please?

Chat GPT:

Certainly! Here's an article on road safety focusing on the dangers of motorcyclists riding too closely behind other vehicles.

Keep Your Distance! Why Motorcyclists Should Avoid Getting Too Cozy on the Road

Ah, the open road. There's nothing like the wind in your face, the roar of the engine, and the thrill of the ride. But here's a tip that's as British as a cup of tea: if you're on a motorcycle, don't ride up someone's rear bumper like you're trying to read their license plate. That's not just bad manners; it's downright dangerous. Tailgating is a risky business, and when you're on two wheels, the stakes are even higher.

Understanding the Risks

Motorcyclists are the free spirits of the road, but they're also a bit more, shall we say, "fragile" than those cocooned in cars. Riding too closely behind another vehicle can lead to all sorts of nasty surprises—think of it as the road's version of a bad blind date. Here's why tailgating is a no-go:

1. **Reduced Reaction Time:** The closer you get to the vehicle in front, the less time you have to react when the driver decides to hit the brakes. Imagine trying to stop a full-speed motorbike because the car ahead suddenly decided it was time to admire the scenery. Spoiler alert: It's not going to end well.
2. **Limited Visibility:** When you're tailgating, your view of the road ahead is as blocked as your internet during peak hours. You can't see the pothole, the random bit of debris, or that sneaky speed bump until it's too late. And by then, you're already airborne.
3. **Impact of Weather Conditions:** This is Britain, after all, so the weather is about as predictable as a soap opera plot twist. Rain, fog, or a bit of snow, and suddenly the roads are slipperier than an eel. Following too closely on wet roads? You might as well be riding a unicycle on ice.
4. **Psychological Pressure on Other Drivers:** Ever had someone ride up so close behind you that you could practically feel their breath on your neck? It's unnerving, right? Tailgating puts pressure on the driver ahead, which might make them do something unpredictable—like suddenly slam on the brakes to teach you a lesson.

When It Goes Pear-Shaped: Real-World UK Examples

If you're still not convinced, let's look at a few tales from the UK roads where motorcyclists got a bit too chummy with the vehicles ahead, and it didn't end with a happy cuppa.

1. **M25 Madness:** Picture this—rush hour on the M25 (yes, that endless circle of misery), and a motorcyclist decides to tailgate a lorry. Suddenly, traffic comes to a halt, as it often does on the M25. The motorcyclist doesn't have enough time to stop and ploughs into the back of the lorry. The result? A trip to A&E and a mangled bike. Moral of the story: the M25 is no place to play follow-the-leader.

2. **A Rainy Day in Manchester:** A motorcyclist in Manchester was tailgating a car on a typical rainy day (because when isn't it raining in Manchester?). The car hit a puddle and suddenly aquaplaned, coming to a near-instant stop. The motorcyclist, with all the grace of a cat on roller skates, slid into the back of the car, causing a domino effect that left both vehicles worse for wear. Maybe next time, give that car a bit more space, eh?

3. **Urban Chaos in London:** In the hustle and bustle of London, a motorcyclist decided to tailgate a black cab through a crowded street. The cabbie, trying to avoid a jaywalker, braked hard. The motorcyclist had less time to react than it takes to say "Mind the gap" and ended up in the backseat—uninvited and unconscious. Remember, in London, it's not just the traffic that's unpredictable; it's everything else too.

The Importance of Keeping Your Distance

So, what's a safe distance, you ask? Think of it as the social distancing of the road—a bit more than a polite nod and a bit less than a full-on retreat. The "two-second rule" is a good place to start:

- **Two-Second Rule:** Find a fixed point on the road (a tree, a lamppost, or that weird bit of litter no one's bothered to pick up). When the vehicle in front passes it, start counting "one thousand one, one thousand two." If you reach the point before you're done counting, congratulations, you're too close! Back off a bit and try again.
- **Adjusting for Conditions:** This is the UK, where the weather's always in on the joke. If it's raining, foggy, or dark (basically, all the time), bump that two-second rule up to four or five seconds. You'll thank yourself when you avoid a nasty spill.

Practical Tips for Motorcyclists

1. **Stay Alert:** Always keep your wits about you. The road is full of surprises, and not the fun kind.
2. **Position Yourself Strategically:** Avoid lurking in blind spots like a teenager sneaking into the kitchen at midnight. Make sure you can see and be seen.
3. **Use Your Brakes Wisely:** Don't just rely on your brakes like they're a magic wand. Slow down by easing off the throttle first, especially in dodgy conditions.
4. **Practice Defensive Riding:** Assume that other drivers are more interested in their sat-nav than in spotting you. Ride defensively, like you're the star in your own action movie—minus the explosions.

5. Respect Other Road Users: Tailgating isn't just dangerous; it's a bit rude, really. Keep your distance, show some respect, and let's all get to our destinations without any unnecessary drama.

Conclusion

Tailgating is the motorcycling equivalent of poking a bear with a stick—it's a bad idea and bound to end poorly. By keeping a safe following distance and practicing some good old-fashioned British caution, motorcyclists can avoid becoming the next cautionary tale. After all, road safety isn't just about following rules; it's about making sure everyone gets home in one piece—and with a good story to tell over tea.

So, give yourself a bit more room on the road. Because whether it's the M25 or a rainy street in Manchester, a little extra space can make all the difference between a smooth ride and a sticky situation.

Chief Observer:

Could you add some pictures or diagrams, please?

Chat GPT:



Chief Observer:

Here is that article you asked for. It took me ages to write. Hope you like it.

Magazine Editor:

Thanks very much. Could you add something about when coming to a stop in a queue of traffic you should make sure you are visible in the mirror of the car in front, please.

Chief Observer:

Hey, Silicon Based Life Form, my editor is not happy with you. There is nothing about making sure you are visible in the mirrors of the vehicle in front when coming to a stop in traffic. And while you are at it, could you add a paragraph about always being able to stop in the distance you can see is clear.

Chat GPT:

Certainly! Here are two additional paragraphs for your article, addressing those important safety tips:

Make Sure You Can Be Seen at Stops

When you come to a stop behind another vehicle, don't settle in their blind spot like a ninja on a stealth mission. If the driver in front can't see you in their mirrors, you're at risk of becoming a bonnet ornament if they decide to reverse. Always position yourself where you're visible, either slightly to the left or right of the car ahead, but never directly in their blind spot. It's not just about being polite—it's about ensuring that you don't get squashed in a parking lot duel or at a stoplight. Remember: out of sight, potentially under their wheels.

Or as Grace Jones nearly put it: 'Pull up to my bumper baby, Where you can't be seen, Pull up to my bumper baby, Like you're glued to my machine.' (Poor Ducati in pic was one of our members who was reversed into by a bus on Porlock Hill!)

**Stopping Safely in the Distance You Can See**

Another golden rule for motorcyclists is to always ride within the distance you can see ahead. If you're rounding a corner or cruising in low visibility conditions (think fog, heavy rain, or just the usual British weather), don't assume the road is clear until you see it for yourself. Your stopping distance needs to match your visibility; otherwise, you're just gambling with your brakes. Whether it's a sharp bend on a country road or a bus pulling out from behind a parked car, if you can't stop safely in the distance ahead, you're riding into the unknown—and the unknown is usually full of surprises you won't like.

Chief Observer:

Thanks. You're not so bad really ... despite being a silicon-head.

Chat GPT:

Haha, I appreciate that! I'll take "not so bad" as a compliment—silicon-head and all. Anytime you need help, just give me a shout!

Anatomy of an Accident

Jon Evans

Got back into motorcycling after a 30 - year layoff.....Tick

Did a taster ride with DAM and signed up for the course.....Tick

Passed the test with a F1rst.....Tick

Went on group rides with the North Devon Chapter of DAM.....Tick

Went to a Riders Development Evening to learn how to avoid accidents....Tick

Got reversed into by a police car whilst on a group ride the very next day.....

..B*gg*r!

In the medical profession they like to talk about the mechanism of injury - fall from height, struck with blunt object – that sort of thing; in the case of the injury to my bike (bent forks amongst other things) the mechanism was a Skoda being reversed up and over the front wheel of my Tenere!

'How could that happen Jon?' I hear you cry. Well, picture the scene - I was in

the lead of 4 bikes trying to catch up with the main part of the group after one rider had suffered a puncture. We followed a Police dog car for about 400m through North Molton, past the Poltimore Inn and started down the steep hill. There was a line of parked cars on the left-hand side which the Police car got about halfway down before stopping unexpectedly - fortunately I had been keeping a sensible distance and stopped about 10m behind him. I could see what the problem was, a tractor wanting to come up the hill had also stopped, probably expecting, as I was, that the Police car would continue to the end of the cars and pull in tight to let him past. There were a couple of driveways on my right so I would have been able to pull in there as it looked quite tight for room further down after the parked cars. I assumed the Police officer had me visual in his rear-view mirror and would realise continuing forward was the only option, but I had reckoned without the 2 large, barky land-sharks in their cage in the boot obscuring his view. I had also assumed that he would have seen me at some stage in the 400m I had been following him.

Well, there is a saying in aviation that to ASSUME makes an ASS out of U and ME and both that and the old adage that 'assumption is the mother of all f***-ups', came true very quickly. I was still convinced he could see me as his reversing lights came on and that he would check his mirrors in time. As the gap closed between us, I couldn't paddle backwards up hill, the room for manoeuvre to the right disappeared, and all I had left was the wimpy horn to try and warn him of my presence. Sadly, he only became aware I was there when his Skoda tried to push 200Kg of Adventure Bike plus 100Kg of me up the hill. His rear bumper reached



the bottom of my windscreen as I decided enough was enough and stepped off the bike which dropped onto its right side.

Cue one very embarrassed copper stepping out of his car to discover that fortunately it was just a lump of metal, rubber and plastic lying in the road and not a little old lady or a mum with a pram. We both took photos of the scene and he called it in on his radio – no need for me to dial 999 for this one :). The protocol for such incidents is that a supervisor must attend the scene, so we had to wait for his Sgt to come from Barnstaple and I filled some of the time assessing if my bike was still rideable. The angle of the handlebars to the front wheel plus the fork oil dripping from the obvious bend in the shiny bit said a definite no to that one. I have breakdown cover through my bank account, so I thought I'd get it recovered quickly.....the initial estimate was 2 hours. After giving statements to the supervisor and being breathalysed by a third Policeman (the driver was too) everyone but me went back about their business. The rest of the DAM group set off again to Withypool and the Police, having taken the mick out of their driver, went back to work. I was left, twiddling my thumbs by the side of the road with a bent bike for an uncertain period – at this stage I was being told I was next on the recovery driver's list, something that was to be repeated several times over the next few hours.

I made the decision to get the bike back up the hill, park it in the square and retire to the pub – apparently beer is an excellent antidote to post-accident shock, and I had already been breathalysed. Four and a half hours later the recovery lorry turned up and although I was limiting myself to a pint an hour I was starting not to care.

That evening, I started the process of reporting the accident to my insurers (Hastings) who immediately palmed me off to an accident management company, 4th Dimension, who don't have particularly good Trustpilot reviews, but I didn't seem to have a choice. If I had ever wondered why our insurance premiums are so high, I was about to learn as the first things they wanted to know were when they could deliver a hire bike, did I have any injuries I wanted to claim for and did I need replacement helmet and leathers. The accident management business model seems to revolve around charging as much as possible to the insurers – which would be the police's insurers in my case, while immediately collecting the vehicle to take to away (Surrey in the case of 4D) for damage assessment. It took a lot of phone calls and navigating automated call systems, but I finally got to speak to a human being at Hastings and told them I wanted my bike assessed and repaired locally. They did send an assessor to my house and the bike has been sent down to Marsh Yamaha in Exeter for repair.

As I write I am still without my bike and, on the sunnier days we have had recently, have rued the decision not to accept a hire bike – but at least my conscience remains clear that I have done my bit to keep premiums down even if the insurance industry doesn't care.

So, notes to self:

1. Don't have an accident, it's a pain in the a*se
2. Don't assume drivers can see you even if you are in the textbook position to help them, if they're not going to look, they are not going to look.
3. At the point where your spider-sense says there is something wrong or has the potential to go wrong, get out of the way and assess the situation from a position of safety.
4. Buy a really LOUD air horn.
5. Consider having a reverse gear retro fitted to your bike.
6. Be aware that many claims are dealt with by accident management companies nowadays whose only remit is to make money out of your misfortune.
7. Have a second bike in the garage :)

Another Dear Denzil letter....(He has been busy)

Dear Uncle Denzil

I have recently enjoyed a DAM group ride. However, upon reaching the destination, I was approached by another group rider (who I didn't know) who went on to give me very abrupt, detrimental and unsolicited feedback about the standard of my riding.

Yours, Disheartened of Devon

Dear Disheartened,

I have recently received similar feedback from two other people. You are not alone. There is little that the group can do about people who think they are oh so much better riders than others, and who seem to delight in telling complete strangers about it. I suggest the following to make yourself feel better:

- Imagine the motorcyclist with an ego problem having a motorcycling accident and lying in a ditch with a broken leg begging for your help, and
- you give them the two-fingered salute, pour yourself a hot mug of tea from your flask, and watch them squirm in pain for at least two hours.

For all you motorcyclists with an ego problem and potential similar individuals out there: I imagine you think you are being helpful. Please remember though that group rides are social events where we are supposed to be courteous and respectful to each other. Nobody wants the 'benefit' of your unsolicited and supercilious feedback. If you think another rider is putting others' safety at risk, you should bring it to the attention of the ride pilot, who will take the appropriate action.

Yours, Uncle Denzil.

For Sale & Wanted

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](#) or event co-ordinators for up-to-date information.

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

Date	What	Where
October		
Sat 5	Rookie Ride	See website for details
Sun 13	Group Ride (full members)	See website for details 9:00 am for 9.30am start.
Thurs 17	Full members ride	See website or contact Les Mosco lesmosco@hotmail.com
Sat 19	Post Test Training Ride	Contact John Millgate trainingrides@devonadvanced.com 9:00 am for 9.30 am start.
Sun 27	Group Ride	9.30 am for 10.00am start. (GMT starts, clocks go back)
November		
Sat 5	Rookie Ride	See website for details 9:30 am for 10am start.
Sun 10	Group Ride (ALL members)	See website for details 8:45 am for 9:15am start
Sat 16	Post Test Training Ride	See website or contact Les Mosco lesmosco@hotmail.com Contact John Millgate trainingrides@devonadvanced.com
Thurs 21	Group Ride (full members or associate with observer)	See website or contact Les Mosco lesmosco@hotmail.com
Sun 24	Group Ride (full members)	See website for details 9:30 am for 10am start.

December		
Sat 7	Rookie Ride	See website for details
Sun 15	Group Ride	See website for details 9:30 am for 10am start.
Thurs 19	Group Ride (full members or associate with observer)	See website or contact Les Mosco lesmosco@hotmail.com
Sat 21	Post Test Training Ride	Contact John Millgate trainingrides@devonadvanced.com 9:30 am for 10am start.
Sun 29	Group Ride	9.30 am for 10.00am start.)

Norway 2024 31st May to 16th June

Helen Beer

This article will appear in instalments, so look out for the next instalment in the next magazine.

Back in 2019 there was much chatter about a trip to Norway in 2020 but Covid blew all the excitement away. Then, as these things do, it started up again in 2023 but many of the previous suspects weren't up for it - work, age, ailments, change of circumstances etc. - so that left just two of us, Andrew and me. We watched vlogger Runa Grydeland's exploits 'Off She Goes' on YouTube and started on the serious planning. There were many comments about us falling out My reply was that the comms would be v quiet, and I wouldn't be doing a report or photo book and Andrew just said I wouldn't know where I was going and he would starve. As you are reading this report you can take it that we are still speaking. The first draft of the route appeared followed by numbers 2 to 8. My task was to find accommodation in the right locations at sensible prices ...I do like a challenge. I bought a Jetboil so we could have a drink along the way and if we got desperate we could have packet pasta or porridge. Andrew continued to study routes including fuel stops and toilets and I managed to find 28 places to stay comprising an eclectic mix of huttes,



apartments and hotels (we spent the first and last nights with my friend Gisele in Belgium and stayed 2 nights at 2 places). Many hours later I surfaced with a smile as I had cracked it. The route planning continued even after I'd marked up my map - Andrew was keeping an eye on a chap posting videos of the best biking roads in Norway and wanted to include some we weren't already doing. I packed a spare bottle of fuel and a turkey baster

in case I needed to steal some of his petrol, his bike having a range of 300 miles to my 200. Laying everything out upped the excitement levels and both bikes (Andrew's 850 GSA and my 750 GS) were freshly serviced by Charlie at BBR in Weymouth and had new tyres before leaving.

31st May finally arrived and I was up at 0415 to meet Andrew at Picket Post in the New Forest. The new Michelin Anakee Adventure tyres took a bit more scrubbing in but soon we were firm friends - advice was to be a bit more conservative with cornering... ok! A quick stop at Starbucks in Guildford before the tunnel...where the heavens opened, and the French Passport Team went on a very long coffee break causing chaos. Light entertainment was provided by a chance meeting of two of Andrew's friends further up the queue - their comms linked to ours and whilst in the ladies I listened to the conversations of strangers - weird. Through France and then to Saive in Belgium expecting a quiet evening but it was a lovely surprise to find Gisele's family there too. Even after 463 miles we managed to stay up and chatter till late. The best bit of the day was connecting with friends you don't see very often.

1st June started listening to woodpeckers and jays over a delicious breakfast of fresh local pastries. This topped the next 300 motorway miles to Heidenau Hof Hotel in Germany. No speed limit took some adjusting to and we even ventured into lane 3 occasionally. The weather was dry too - always a bonus on busy roads.

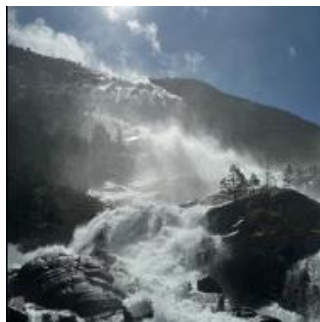


2nd June. The Germans certainly put on a lavish breakfast to start the day. Our 349 mile route took in the A1, A261, A7 and R35 to our huttes at Tolne Camping in Denmark - a nature reserve in a lovely wooded area along with ants, midges, slow worms and hornets. The best bit today was all the lupins - thousands of them along the roadsides and smelling so sweet in 26 degrees.

3rd June and we finally arrived in Norway on the Hirtshals Ferry to Kristiansand. They provided kind assistance strapping down the bikes - maybe it was because I was looking bewildered.... On to Norwegian soil and Andrew was

having problems with his lefts and rights - there are the real ones and the other ones... a few choice words over the comms soon sorted it ...for now at least! Maybe it was because he had fallen in love with the girl in passport control... We stopped by Lake Eikelandsvatnet and that was the best bit of the day - actually being there - then a short ride to Kilefjorden Camping at Hornnes and a large cabin on the waters edge - a restful day of only 50 miles.

4th June and Andrew discovered he had lost some coolant so after a chat with Charlie at BBR and a subsequent visit to Bavaria Motorrad in Stavanger we purchased a large container of coolant and hoped all would be well till we returned home, which it was. We'd taken the R42 and tested the bakery in Tonstad, the E39 in strong winds and after Stavanger the long tunnel to Tau and some shopping for supper. Google translate was hilarious as I tried to find things we could cook in our apartment later in Ropeid. We took our first ferry from Hjelmeland to Nesvik with rain in the afternoon which got heavier and continued all night but we were able to spread kit out to dry and spend a quiet evening enjoying pine forest views thankful we were not still riding in it. Reflecting over supper the best bit of the day was the scenic winding road to Tonstad - good surface, bit of off roading through roadworks and just getting into the swing with another 207 miles tucked away.



5th June and we waited for the last of the rain to ease before loading up and tackling the steep, and now very wet, gravel and shale track out, heading to Ropeid Viewpoint and stopping at Vikedal and then Etne for coffee at Saltnes Bakeri where a smiley stranger just came up and wished us safe travels - the excitement of it all must have been showing. We stopped at Langfossen, then Espelandsfossen and Latefossen to enjoy the waterfalls with their intense spray in the sunlight which was the highlight of the day - probably made more amazing by the recent heavy rains. A picnic lunch at Odda - a tad cold but lovely views. On to Espenes Viewpoint and finally to our hutte at Tvinde Camping right next to Tvindefossen. The cabin here had disposable sheets - a first! We spent most of our 146 miles



today on the R13. 6th June brought a cold wet start to Vikoyri on the R13 mountain road. Up into the snow on Vikafjell and just one degree, but the sun came out and it was stunning. A cruise ship was in Vikoyri which made the town busy so a quick coffee and a look at the Stave Church before catching the ferry from Vangsnes to Dragsvik. Balestrand for lunch and a



warmup. Next was the Fv613 and Gaularfjellet and Utsikten Viewpoint after loads of hairpins (think Stelvio). E39, Skei for fuel and supplies and Stardalen Hyttegrend for a cabin in the woods with a grass roof. Out of our 143 miles today the scenery over Gaularfjellet came out tops. An evening of basic chores as this cabin had a washing machine, underfloor heating and a wood burner. I'm still smarting from Andrew's comment I said the water was very soft and he agreed remarking my hair was on an adventure of its own - ouch!

7th June and a later start as we paid our host at the local cafe at 1000 - a very relaxed and trusting system. An early coffee too as we HAD to visit Bakar-Jon - a wonderful bakery at Byrkjelo recommended by Runa - we followed her tyre tracks quite a lot and this was definitely tops - buns plus lunch purchased. Then to Bakkane Viewpoint and the R615 from Sandane to Hyen - a beautiful



pristine village. Back to Sandane and on to the Anda Ferry to Lote. The R15 towards Maloy and a lovely picnic by the fjord at Starheim then to Saebo and the Rekkedal Gjestehus for two nights via the Folkestad-Volda ferry (which we had to wait for so the Jetboil was christened) and supplies at Orsta (I found a cooked chicken so supper was easy) . We had an evening tour of the old buildings by our host - they were the 20th generation at the farm and hosted Hurtigruten Coaches for educational visits and lunches of traditional dishes with local produce. 145 miles today and after much discussion we agreed the picnic by the fjord had to win top marks of the day.

8th June and a late start as I was sorting my bike insurance - it expired before the end of the trip but was too soon to sort before leaving. A really helpful Curtis at Cornmarket kindly obliged and found me a good deal too. So with a smile on my face, we set off over the mountain road (Fv43 and E39) for

coffee at Stryn. I had a quick look in a gift shop which revealed some superb expensive tack... a female troll on a bike about 4" long made of plastic for the princely sum of £35 - no ta. We then climbed into the mountains on the R15 to Langvatnet and across the pass to Flydalsjuvet Viewpoint over Geiranger. Up to Geiranger Rock and Ornesvingen Viewpoints then the Eidsdal Ferry to Linge, west on the R650 to the Liabygda Ferry to Stranda, R60 to Hellesylt, with its lovely waterfall, and the R655 through the Urasetra Valley (Runa's favourite road) to our final ferry of the day at Lekneset to Saebo. At the end of 160 miles, we both easily agreed that, despite the amazing views, Runa's valley road was the best part of the day.

9th June and the 1030 ferry from Saebo to Lekneset and up the R655 again - still stunning the other way. Stopped at Ljoen Utsiktspunkt Viewpoint before the Stranda to Liabygda ferry. Sylte and then the R63 Trollstigen Pass (I googled this road in the evening, and it is officially the scariest road in Norway) - absolutely stunning with plenty of hairpins. Waffles and coffee to warm up and down to Langfjorden (R660) and a picnic between the heavy showers. On to Hotel Traedal in Sunndalsora. The Trollstigen Pass won top marks today even though the 168 miles had all been fabulous. Trollstigen only opened a couple of days prior to our arrival, and it is sad, and very slightly scary, to learn that it is now closed indefinitely due to rockfalls which occurred shortly after our visit.



10th June and the hotel breakfast was a real treat after catering for ourselves for several days. A huge spread with something for everyone and we sampled lots. Then the R62, E39 and R64 heading to coffee at Skarstua (Ski Lodge). Next was Bud and then Kjeska Viewpoint and then Askevagen Harbour with its glass viewing point cantilevering out over the sea. The star of the show today came next - the Atlantic Highway - so good we had to ride it 3 times. The traffic in Kristiansund was unpleasant for a short while - guess we weren't used to it - then the Seivika to Tommervag Ferry ...caught with just 2 mins to spare. The coast road (R680) to Kyrksaeterora and the Hotel Koselig which had views of the North Atlantic. A short walk to the restaurant for dinner - another treat after quick supermarket fixes. 194 miles.

11th June was another cold wet start but brightened by a trip to the local bakery for supplies. The coastal road to the E39 and north towards Trondheim then Flakk and the ferry to Rorvik. The R715 across the mountains through idyllic scenery if the sun had shown itself... Around the coast to Namdalseid and our very quirky accommodation at Lensmannsgarden - a 3-storey wooden

hut. Our hostess offered to cook for us too - perfect. 179 miles and the funniest bit today must have been when we were asked to share our abode with a complete stranger guess we English are not as relaxed as the Norwegians about things.... Definitely a negative response!

12th June and sunshine to pack up. Chatting to the other guests over breakfast they explained Caramel Cheese to us - a brown sweet cheese often served in waffles and bought in large blocks with good keeping qualities...not sure it would catch on here. R17 north with coffee at Hoylandet. Most of our routes



were through National Parks and today there were warnings for moose and reindeer - we were hopeful! A black stork did fail its Green Cross Code and half walked/half flew across the road in front of Andrew - luckily there was no coming together. We were on the R17 all day and stopped at Nerflakkan Nature Reserve, a picnic at Arsandoy in a forest by a lake and 3 ferries - Holm to Vennesund, Horn to Andalsvagen and Forvic to Tjotta (the latter resembling a mini cruise visiting several islands). After 180 miles we reached our cabin at Offersoy Campsite - overlooking the Atlantic and a gorgeous evening with ice creams. An evening stroll watching and listening to oyster catchers - we were up late enjoying what must have been the best bit of the day - the night sun in this beautiful spot.

13th June and breakfast on the deck making the most of this stunning spot - then packing up and topping up coolant as both bikes were now being a little incontinent. Up the R17, stopping at the Alstahaug Church to the Levang Ferry to Nesna only to discover it didn't leave for 4 hours so a quick map check and Plan B was executed with a whizz up the E6 and on the R17 again for the Kilboghamn to Jetvik Ferry. This one was very important as we crossed the Arctic Circle which was of course the highlight of the day. Continuing to Agskardet and the ferry to Foray and on to Reipa where we had a lovely apartment near the beach with snow topped mountain views and had a stroll after 225 fun miles.

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14th June R17 stopping at Storvika then the E6. It's a shame you can't stop more for photos, but you'd never make any progress - it is all so beautiful. Coffee at Fauske sat outside a lovely bistro looking at the sea - we probably stayed too long... Innhavet for a brief stop and then a sightseeing detour which nearly went



horribly wrong... There was a rough area to park at Straumsnesoya and I landed on the top of a big rock...you've got it ...legs dangling in the air.... Andrew's ear smarted as I screamed but the best bit of the day was somehow managing to hold her up...phew. Thank you, Mum, for my long legs! Next was the ferry from Bognes to Skarberget and chatting to a Swedish rider who



pointed out Stetind - Norway's National Mountain. Narvik stopping to look at the 1940 Memorial to allied forces, then to the Bjerkvik Hotel arriving at 1830 with huge grins after a long fun day of 243 miles. The roads were quiet, and I played with cruise control as bends could be taken at the limit.

15th June and the E6 and E10 and over the bridge to Lofoten. The E10 goes all round the coast then the R85 to Gulletfjord for coffee. Sortland and a loop to Sto which wasn't such a great idea as the cafe was closed, the cloud came down and there was a mile of deep gravel through roadworks - all part of the adventure! Back to Sortland via Bo and the cloud cleared and great views to the Scandic Hotel which was our stop for 2 nights.

16th June and a joy to ride without luggage. R82 to Melbu and the ferry to Fiskebol. The E10 all the way down to Reine with coffee at Leknes (not a lot open on a Sunday so be mindful). R851 Southern Coastal Route to link back up with the E10 to Gulletfjord

and R85 back to Sortland. An 11 hour 279 mile play with sunshine and the most unbelievably beautiful scenery. This route, labelled the most scenic in Norway and Reine (which was the best bit of the day), is popular with its traditional fishing huts and drying racks for Skrei (Atlantic Cod).

A Father's Precious Memory

Our secretary, Catherine, sadly lost her father recently. She was going through his papers and found this article from her early biking days. How wonderful that he had kept it for all this time, clearly (and rightly) he was very proud of his biker daughter. (Bike was an XJ 550)

I WANT TO BE A SPEED COP

If you are driving along at 80 miles an hour, this young lady, fetching as she is, will be the last person you will want to meet.

Catherine Oliver, aged 20, of Brixington Lane, Exmouth, wants to be a speed cop on a big white motorcycle.

She is pictured with her new 550 c.c. Yamaha which cost her £1,500.

Catherine, now a student, said: "When I finish my course at Huddersfield Polytechnic I will apply to the Devon and Cornwall Police.

"I've called at the police station to pick up leaflets about height, weight and other requirements.

"I would love to be accepted, but I have heard that it is a difficult job to get into.

"It appealed to me because it's dealing with motorbikes. It sounds comy to say it is a challenge, but for me it really is one.

"Also, the job has variety. After two years, I can choose between motorbikes, cars and even scuba diving."

Catherine is sure that motorbikes will remain her passion.

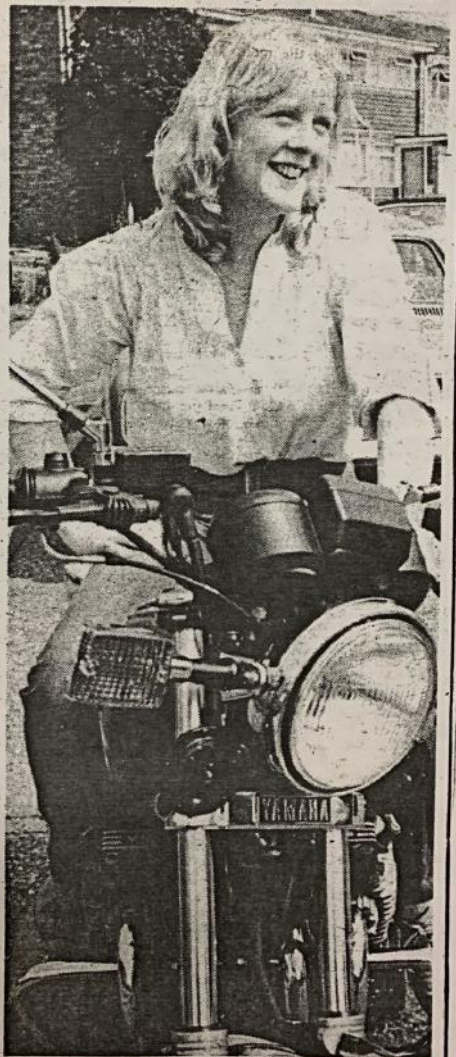
She said: "I've been saving like mad for this one since January. Everyone said: 'Why not get a car?', but I had my heart set on a bike."

Although slim and delicate-looking, Catherine is clearly

quite at home on her big Yamaha. drive slowly, the most difficult thing.

She said: "I do not find it hard to handle. I took an R.A.C. course, which taught me to

"There's a lot more to riding a bike than going 100 miles an hour."



RDE: MENTAL HEALTH MOTORBIKE

Wednesday 17th July found Lottie Pitman, from a fairly new charity called Mental Health motorbike, giving a presentation at The Swan, Exminster. She was there to raise awareness of an often misunderstood or little-known problem that affects a lot of people, including bikers; and to promote the charity.

Mental Health Motorbike is the first dedicated mental health charity aimed specifically at the motorcycle community offering free face to face and online mental health first aid support throughout the UK and the aim is to have a trained Mental Health First Aider in every town and city in the country.

I have an interest in the subject, I'm a Mental Health First Aider (MHFA) as part of my job at Exeter College, so was keen to see what was said.

It turns out our very own Tony Curlly is also a MHFA and he organised the event with the support of IAM, who have partnered with Mental Health Motorbike to offer expert advice and practical tips to keep people safe on the road.

Lottie explained how she got into being a MHFA and the origins of the charity. By coincidence July's issue of free bikers newspaper MoreBikes (available from the counter of many bike shops) had a 2 page spread raising awareness of the Mental Health Motorbike charity (for an online version see <https://www.morebikes.co.uk/latest-issue/latest-issue-mb/279027/july-2024-4/>), great timing!

So, what's it all about?

Some statistics that should make you think.

The most common cause of death of men aged 20 to 49 is suicide, and 75% of suicides are males.

1 in 4 adults in the UK have been diagnosed with a mental illness, 75% of whom receive no treatment.

1 in 5 of us will have suicidal thoughts in our lifetime and on average a man in the UK is lost to suicide every 4 minutes.

The biking community is a high-risk group that receives little or no formal support, which is something Mental Health Motorbike is trying to address.

So what does a MHFA actually do? Think about a first aider. If you are trained in first aid and you come across someone with a broken arm you will be able to help by maybe putting a sling on and calling an ambulance. You wouldn't be expected to set the bone and put a cast on.

Similarly, a MHFA will be trained to help someone in their time of need, to recognise the signs someone is in trouble and how to approach and talk to them. Often just talking to someone may be enough to break the spell and stop them taking things further. They will be able to guide them to the various help that is available and hopefully save a life. A MHFA is not a therapist, they're just trained to deal with the initial contact.

The evening was interesting, though I think the sensitive subject matter was proved with it being the quietest RDE I've been to (which admittedly isn't many, being quite new to all this), but those there engaged well with some sensible questions, and comments which I feel were answered by Lottie, Tony and myself; for example the broken arm scenario mentioned above. Some members bravely shared their own stories, it really helped emphasise the point that just talking can be a massive help.

So, how about training to be a Mental Health First aider? It's an online course spread over several days and can be offered at a discounted price through IAM or Mental Health Motorbike.

Click on the following links for more details: mhmotorbike.com

Becoming a mental health first aider (iamroadsmart.com) MHFA England

Credits: Some quotes taken from Mental Health Motorbike, IAM, MHFA England, MoreBikes (and me!)

Steve Marcus.

DocBike Devon is a charity that combines a Doctor or Critical Care paramedic with two wheels to reduce deaths and serious injuries on our roads.

When motorcyclists are involved in a collision, the injuries are often catastrophic, and no amount of medical care can save a person's life. This is why a lot of the DocBike charity's time is invested in preventing motorcyclists from being in a collision in the first place.

Working together with emergency services across the UK, it is our aim to have a DocBike associated with every air ambulance charity around the country. We are a new charity, but the enthusiasm of local bikers, colleagues in the Emergency Services and other agencies throughout the UK means that we are expanding rapidly.

Provision of Roadside Critical Care

Whilst this is not the main focus of the charity, the doctors and paramedics that ride the bikes are often highly trained in critical care. Many work on their local air ambulance, so the nature of their work includes managing critically ill or injured people on a daily basis. Already integrated into their local pre-hospital governance structure, they are the emergency service response to serious collisions as part of their daily duties. What is different with the DocBike is that instead of waiting on base for the call to an incident; when the DocBike is out and about between taskings, it is engaging in injury prevention with motorcyclists and encouraging the public to take up measures that will reduce their chances of being in a serious collision for the rest of their biking lives.

In Devon we are not yet responding but this is something we are constantly working on the underpinning governance to achieve.

Research

Research and evidence base forms the cornerstones of everything that we do



in the DocBike charity. If there's no proof that what we're doing is making a difference, we will change the way that we work until it does.

We have a data sharing agreement with the Trauma Audit and Research Network. We use this information to understand which motorcyclists are involved in collisions. Our work with the National Police Chief's Council then allows us to understand why these motorcyclists were involved in a collision and hence forward instigate measures through the National Motorcycle Working Group to make riders aware of what is most likely to cause them to be knocked off their bikes.

Our PhD studentship programme in association with Bournemouth University looks not only at why motorcyclists are involved in collisions and what they can do to avoid it, but also how effective our engagement with 'at-risk' motorcyclists are. By understanding what is likely to reduce the chances of a motorcyclist being involved in a serious or fatal crash, we can share our learning worldwide and help to significantly reduce the number of motorcyclists who are killed and critically injured each year.

Engagement

Volunteering for DocBike is as much about engagement as it is response. It's no hidden fact that there are some groups of bikers that may not be so keen to engage with the police. Coming from a medical background, as the people who help them when things do go wrong, we are fortunate to be able to access a whole array of bikers. By turning up to bike nights, events and shows engaging with bikers we hope to save lives. This could be by sharing our research or encouraging bikers to upskill using Advanced riding qualifications, Biker Down course, teaching bikers how to recognise 'safe' PPE or handing out crash cards.

DocBike Devon Debrief

DocBike Debrief was a new initiative created in Devon to provide an open space for bikers to come along and discuss any near misses, accidents or bike related experiences with DocBike Devon and DAM. The idea being that by sharing our experiences with one another we debrief working out what went wrong and what we can change for next time but also we learn from each other. The session contains some of DocBike volunteers own experiences and some tips and tricks to help prevent any future collisions being serious. The session is open to any bikers and we look forward to running more in the future.

If you are interested in finding out more about DocBike or signing up as a volunteer, please visit- <https://docbike.org/> or find your local DocBike on Facebook.

Cornering Problems - Lean or Brake?

Kevin Williams

Running out of road or losing control in a bend is a primary cause of bike-only accidents in the UK and also in many other countries. The problems start when riders run into the corner too fast. So, an oh-so-common question is: "When I'm running into a bend at speed and see I'm running out of road in my lane, what is the proper response? Should I lean more? Or should I be braking?"

The answer, as it is so often when we're talking about motorcycles, is: "it depends"; there is rarely a 'one size fits all' solution. I'm going to suggest three options, explain the advantages and the risks of each, and then you will hopefully have a better understanding of how to make a sound choice in your own emergency.

I'll take a moment to remind you of Keith Code's 'Survival Reactions'. In his 'Twist of the Wrist' books, US rider coach Keith Code explained how Survival Reactions are unplanned and unwanted reactions to a fear of personal harm. Examples are freezing, over-braking and target fixation. Typically, they put us deeper in trouble rather than helping. Survival Reactions are triggered by a failure to predict the problem. When caught by SURPRISE! and suddenly find ourselves in a mid-corner emergency, even if we have had excellent training, the fact is we're unlikely to react any more effectively than a rider with only basic skills.

Recent research into crash avoidance suggests the answer is not more skills training but a better understanding of both what can go wrong and which strategies give us a chance to get out of trouble. This is effectively what Survival Skills has been teaching since my first course in 1997, and I've more recently discovered it's known as 'Insight Training'. So, to have a change of getting out of trouble mid-bend is that first we need to understand how errors happen, second, we need to be know which strategies can to get us out of trouble, and thirdly we have to look at the road ahead to see just what COULD go wrong rather than believe we're going to get things just right. This is the 'No Surprise? No Accident' approach to riding.

Here are two other things to remember:

- the bike is almost always better than the rider - with the exception of some cruisers with limited ground clearance and my forty-year-old classic on skinny skinny tyres, modern bikes will almost always lean beyond the point where the rider is getting uncomfortable
- the front tyre almost always has more STEERING grip than we'll ever use - even on wet roads, it's rare to lose front end grip simply by steering. It's not impossible

and I have done it, but most cornering crashes result from mixing lean angle with braking. Or simply running out of road, of course.

Here's a quick reminder of counter-steering, because that's one of two skills we need. Push left, go LEFT. Push RIGHT, go right. Push harder, ROLL quicker, and change direction FASTER. Many riders put very gentle inputs into the bars and the result is glacially slow changes-of-direction, which won't help one bit of we're running out of road. Remember - trust that front tyre to grip, use positive inputs and steer the bike quickly.

So, what are the three options I talked about?

Option A: - KEEP IT SIMPLE AND STEER

As I've just mentioned, most of us arrive in a bend with lean angle in hand. So that being the case, we can usually exploit it:

- keep the throttle gently open to keep the steering neutral and avoid loading the front tyre with decelerating forces
- look through the corner towards the way out (the 'exit' of the bend) and NOT at the problem in front of you
- push HARDER to add an extra counter-steering input to generate extra lean angle to make the turn on a tighter line

All we need is lean angle in the bank.

Option B: - SIT UP, BRAKE AND LEAN AGAIN

If there's space, we may be able to:

- counter-steer the bike upright
- use both brakes hard in a straight line
- counter-steer to lean the bike over again at the reduced speed

This solution has been recommended in some books on advanced riding, and I've also been told personally on a training course that it's the 'correct' response to an 'in too fast' issue. However, from experience, I'd say there is rarely room to apply this approach on the road. On a left-hander, it almost guarantees we're going to run into the oncoming lane, and on a right-hander there's little room before we run off into the hedge or over a cliff. In fact, if we want to get the MAXIMUM straight-line space across the lane, we have to turn the bike at a tangent across the corner FIRST...

...and if we can do that, couldn't we just keep steering?

Option C: - SLOW DOWN IN THE TURN

Slowing down IN the turn is the option most often frowned but in fact motorcycle cornering dynamics is on our side. When leaning, if we keep the lean angle fixed, the bike will turn on a progressively tighter line as the machine slows without us having to add any extra lean angle.

So, we can slow in one of three ways:

- roll off the throttle – straightforward, provided we don't slam it shut and destabilise the machine, a smoothly closed throttle will create engine braking and thus deceleration, but it does depend on the bike. Big twins will slow quite dramatically, small capacity two-strokes will barely decelerate at all. Mid-sized four cylinders like my 600 are in between. The gear matters too - rolling the throttle closed in a high gear will provide less engine braking than a lower gear, which is a good reason for not rolling along a twisty road in a high gear at low revs.
- apply the rear brake only - if engine braking isn't providing sufficient deceleration (and I wouldn't try to force more deceleration via a down change at this point - it's no coincidence many bikes now have slipper clutches to prevent lock-ups on clumsy downshifts on a closed throttle) we can apply the rear brake. This has always been the advice on UK basic training, but with the throttle already shut, we're already creating a braking force via the rear wheel and even a modest amount of rear brake can take us over the limit of grip. It's not too much of a problem if we have ABS but it's still best not to trigger it if possible - most riders react in surprise when the ABS kicks in and let off the brake again..
- apply both front and rear brakes smoothly and progressively - modern tyres deliver far more edge grip, and unless we are already sliding the front tyre into the corner, then there IS grip left at the front for a small application of front brake. This is the concept sometimes called the 'Traction Pie', where the tyre splits its grip between braking and steering. If we're braking upright, we're using some tyre grip for braking but none for steering. If we're rounding a corner at constant speed, we're using some tyre grip for steering but none for braking. Between the extremes we can 'mix and match', just so long as we don't bang the brakes on suddenly - that makes most road bikes sit up and go straight on. With both brakes on, even lightly, we'll lose speed more rapidly than with engine braking along, and the bike's line mid-corner will tighten more rapidly too. I've been told that this is not a technique for novices, but in reality, it's not as difficult to master or as risky as usually claimed.

So, here's how we use both brakes combined with bends:

1 - BRAKING INTO THE CORNER (trail braking) - we brake conventionally before entering the bend, but as we enter the corner, but progressively ease off the brake pressure as the lean angle increases. This sorts out a bend that we've entered too fast.

2 - BRAKING MID-CORNER - now we're cornering conventionally off the brakes but mid-bend we apply the brakes lightly and as the speed comes down and the lean angle reduces, we brake progressively harder. This allow us to deal with a bend that tightened up or an encounter with a hazard such as a stopped vehicle that was out of sight when we entered the bend.

Whenever we enter a bend it's important we avoid being caught by SURPRISE! Some years ago, I nearly put my GSX-R750 in the River Exe when I discovered the fast left-hander ahead was actually a sharp right-hander. Having changed direction I was about to run out of room and even as I was saying to myself "lean more, don't brake", I hit the front brake hard which stood the bike up - I was lucky that there was some run-off into a riverside viewing point. With some progressive braking mid-bend, I'd have got round without the drama. But what that anecdote should tell you is that even mid-lean, the tyre gripped when I braked!

Two final tips. If we release the front brake suddenly mid-corner, the bike will topple into the bend - ease it off progressively. If we need to come to a complete halt, turn the bike at the last moment to get it upright - this will prevent us stopping off-balance and toppling over.

To sum up, practising quick steering and mid-corner braking is a big help when we need to make mid-corner corrections, but the real benefits come when we begin to plan ahead to deal with a bend that doesn't go where we expect, and to hold ready in our heads the understanding that we may need to tighten our line on ANY bend. Pre-planning for the Worst-Case Scenario helps prevent the panic reactions that cause crashes.

Of course, some people will read this and say that the proper answer is "don't go into a bend too hot in the first place". Whilst that's useful in hindsight, it's not much use until after we've RECOVERED the error, is it?

We all make mistakes, sooner or later. That's why it's well to know how to get out of trouble just as much as we try to use 'better biking' techniques to keep us out of it.

WEBSITE: www.survivalskills.co.uk

EMAIL: info@survivalskills.co.uk

FACEBOOK: www.facebook.com/survivalskills

YOUTUBE: www.youtube.com/survivalskillsuk

BETTER BIKING ARTICLE ARCHIVE:

www.ko-fi.com/survivalskills Over 1000 posts to read!

15 Things You Didn't Know About Making Biker Movies with The BBC.

Steve Westlake

National Observer Steve Westlake spent his August Bank Holiday Monday with Devon and Cornwall Police and BBC Morning Live. This is what he learned.

1. On a warm and sunny August Bank Holiday Monday, working in the Devon and Cornwall Police drone and motorcycle team really looks like the best job in the West Country!

2. A drone can see you from two miles away. It's big on the ground but tiny in the air - there's no point scouring the skies looking for a drone. The drone will see you long before you can see it.

3. From the air, the police can see the simple and obvious biker misdemeanours. We're talking dodgy overtakes, cutting corners, inappropriate clothing.

4. It's far harder for the police to tell with any accuracy how fast a bike is going. Possible yes, practical no.

5. There are also police bikes on the road, supporting the drone team. These are the folks that will pull over any motorcycling rascals, on instruction from the drone team. The bike police will know exactly how fast any rascals are going.



6. When you are riding well, are appropriately dressed, and obeying the rules of the road you won't even know the drone team are on duty.

7. If on the other hand any of these three is not OK with your riding on the day, chances are you will be spotted by the drone and stopped for a chat. And if you show some contrition it is likely you will be wished a safe onward journey with no further action.

8. But any ruffians with no licence, no insurance, and no real appreciation of why these are important will have their bike seized and face a long walk home. This happened to one less fortunate ne'er-do-well on the day.

9. In the event of a serious incident Devon and Cornwall Emergency Services will look in the pockets of injured bikers for identifying information and possibly a Crash Card. They will not expect to find these in a helmet.

10. All Devon and Cornwall Police riders have custom-made BKS Leathers suits fitted with air bags.

11. Watching broadcast quality TV being made is just magic!

12. The BBC Morning Live team is only three people. Presenter Zoe Hardman does her own hair and makeup. The director and researcher each double up as camera operators and sound engineers.

13. There is no catering van feeding the BBC Morning Live Team, or Devon and Cornwall Police, or anyone from DAM. Blimey! I was expecting a full film crew, sound engineers, coffee, hot rolls, hair and makeup. Glad I brought my own sandwich and water bottle!

14. It takes eight hours of filming to make seven minutes of TV.

15. See the full seven-minute film here: <https://www.bbc.co.uk/iplayer/episode/m0022t5j>

The film runs from 45:42 to 52:44.

The IAM Roadsmart section runs from 51:34 to 52:24.



Call for Volunteers

Treasurer and Marketing Team Members Needed

Dear Members of Devon Advanced Motorcyclists,

As Chairman of our esteemed group, I am reaching out to you today with great enthusiasm. Our community thrives on the dedication and passion of its members, and it is this same spirit that propels us forward, making Devon Advanced Motorcyclists an outstanding organisation.

We are currently seeking volunteers to join our committee in two pivotal roles: Treasurer and Marketing Manager. These positions are integral to the smooth operation and continued success of our group's activities.

Why Volunteer?

- **Enhance Your Skills:** Take this opportunity to develop or hone your financial management and marketing skills in a supportive environment.
- **Make a Difference:** Contribute to the strategic planning and execution of our numerous events, training sessions, and community outreach programmes.
- **Network and Connect:** Engage with like-minded individuals who share a passion for motorcycling and safety. Build relationships that extend beyond the road.
- **Give Back:** Play a crucial role in shaping the future of Devon Advanced Motorcyclists, ensuring we can continue to provide value to our members and the wider community.

About the Roles

Treasurer: The Treasurer will be responsible for managing the group's finances, including budgeting, accounting, and financial reporting. This role is critical in helping us maintain transparency and accountability in all our financial dealings. No formal training is required as supervision and guidance will be provided

Marketing Manager: The Marketing Manager will head up the marketing team, working closely with our Social Media Lead and Communications Lead. This role will focus on promoting our group's activities, increasing membership, and enhancing our public image.

Tasks include designing marketing materials, managing social media, and organizing promotional events.

Communications Lead: The Communications Lead will handle all written communications and notifications to our members. This role involves drafting and proofreading new and events notifications, managing email campaigns, and ensuring all members are kept informed about our activities and events.

Your involvement can make a substantial impact on the success and growth of our group. If you are interested in any of these roles or would like more information, please do not hesitate to contact our Secretary secretary@devonadvanced.com or myself chairman@devonadvanced.com.

Together, we can continue to foster a community that is not only passionate about motorcycling but also committed to safety, education, and camaraderie.

Thank you for your continued support and dedication.

Warm regards,

Richard Whybra

Chairman, Devon Advanced Motorcyclists

How the Motorcycle Works and How to Control It.

Barrie Dennett

The modern motorcycle is designed and engineered for ease of use and convenient safe riding but, only when it is given the right human control inputs. This paper is about motorcycle control what it is and how it works. It also highlights the dangers of reflex actions which can interfere with correct input controls and some of the counterintuitive rider actions for advanced safe and controlled riding.

None of this alone will be sufficient to make an advanced rider. A riding system such as that delivered by the IAMroadsmart Advanced Riding Course together with thoughtful practise and experience will help achieve this.

Any motorcycle can do only three things: steer, accelerate and brake. Each of these is discussed in some detail in this paper. The science and engineering have been simplified to provide a good starting point to understand what happens physically when a rider steers, brakes or accelerates.

A question commonly asked is how does the motorcycle stay upright when rolling?

There are a lot of misconceptions, about how a motorcycle stays upright when rolling and even some debate amongst engineers and scientists.

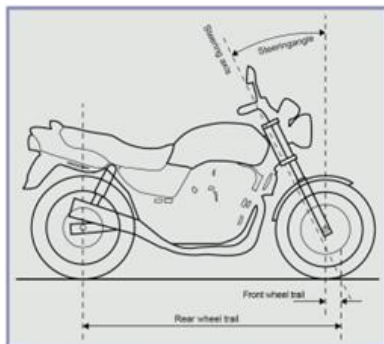
The motorcycle must make do with two tiny road contact patches, and it is practically impossible to keep upright when stationary, but, when it is moving in a straight line it is balanced and stable. The major reason it remains upright when it is going in a straight line is the gyroscopic effect of two spinning wheels. The gyroscopic effect is the tendency of a rotating object to resist changes in its orientation.

When the bike leans or is caused to lean other forces come into play and only when these are balanced is the bike is stable.

If you have tried to balance a hammer upright with the handle resting on your palm you will find when it begins to tilt towards the left, you move your hand in the same direction to maintain the balance. In fact, all you are doing is moving the hammer's contact patch (in your palm) back under the centre of gravity. The rolling motorcycle is balanced in the same way. If the bike tilts, to move it upright again we use the handlebars to bring the bike's contact patches back under the centre of gravity or the centre of mass.

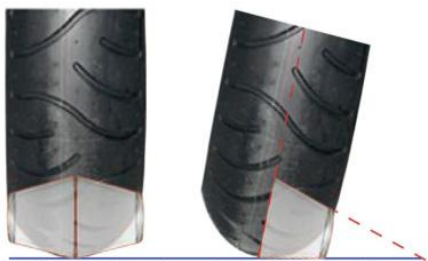
Inherent balance and directional stability

Left to its own devices a riderless moving motorcycle will usually continue in a straight line. The reason for this is mainly to be found in the steering geometry. The motorcycle's fork is at an angle, so that an extension of its centreline hits the ground a bit ahead of the front tyre's road contact point. The distance between these two points is called "trail" and this engineering automatically tries to keep the motorcycle stable and upright. To see this working



Inherent balance: The front fork geometry is a precondition for inherent balance and directional stability

straddle the bike with both feet solidly planted on the ground. Lean the bike a bit to one side. Make sure you support it firmly with your thighs, so it doesn't fall, then let go of the handlebar and watch what happens. If the friction between tyre and ground isn't too much, you will see the front wheel steer to the same side that the bike is leaning. At speed the effect of this is that the bike, when it leans to one side or the other without any other steering input, will try to steer under the centre of gravity, just like the hammer in the example above. In this way the bike manages to keep balance and straight line directional stability.



The rolling circumference decreases: The front fork geometry and the rounded profile of the tyre makes the bike turn automatically when leaned over.

So what is happening when the motorcycle turns?

The front fork geometry as we have seen makes the front wheel turn when the bike leans over. There is another reason that leaning the bike makes the wheel turn. Motorcycle tyres, unlike car tyres, have a round profile. The circumference is thus

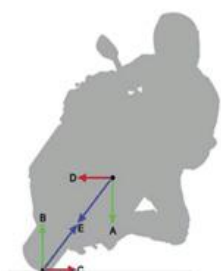
longer around the middle of the tyre than on the shoulders. If the bike is leaning, the contact patch on the shorter circumference of the tyre has a turning impact.



To illustrate this, imagine a conical drinking glass like the picture. With the glass on its side if it is given a push, it rolls in an arc rather than straight ahead. The reason is that the side with the longest circumference rolls further for each revolution causing a turn. The same is true for bike tyres and this makes the bike steer the same way that it leans.

The front fork geometry and the tyre profile makes the bike turn automatically as soon as it is leaned over. Imagine a motorcycle at speed. Seen from behind, when the bike is straight, the contact patches are directly under the centre of mass. This means that centre of the bike's gravity is directly above the contact patches and the machine is in balance. When the bike leans, the centre of mass is no longer directly above the contact point, it is displaced sideways. This means the bike will fall over if it were not for other forces coming into play to keep it balanced.

In addition to the front fork geometry and tyre profile effect, another important contributor to a moving bikes stability is Newton's 3rd law, which basically states that for every action, pressure or force there is an equal and opposite action, pressure or force.



Forces at work in a curve: when the forces that try to tilt the bike to the left (sideways force) and to the right (gravity) balance each other, the motorcycle is in balance.

Green arrow A: Gravity
Green arrow B: Counterforce from the ground
Red arrow C: A sideways force that attacks the tyres in the contact patch
Red arrow D: 'Centrifugal force', a force you 'feel' as a result of sideways acceleration in a curve
Blue arrow E: The sum of the forces equals balance

This diagram shows the forces in action on a leaning bike.

There are essentially two forces in action. The force of gravity pushing down (A in the diagram) and the centrifugal force pushing out (D in the diagram). We all know about gravity, but maybe have not thought about centrifugal or sideways force.

If you have ever been on a rapidly spinning fairground ride it is the centrifugal force which presses you into your seat. These two forces when combined produce a force or push which bisects the angle between them (E in the diagram)

Each of these forces has an equal and opposite force (B and C) as dictated by Newton's Law 3rd Law and these combine to produce an upward Force E.

When the bike turns the sideways force pushing on the contact points between tyres and ground, is below the centre of mass and the motorcycle tends to try to straighten up. When the force that impels the leaning bike to fall (since its centre of gravity is displaced) is equal to the force trying to get the motorcycle to straighten up, it is in perfect balance. Given balance and constant speed and no other rider input the motorcycle will travel in a perfect circle.

In summary when the forces that try to tilt the bike one way (sideways or centrifugal force) and the other way (gravity) are equal, the motorcycle is in balance and stable.

Steering and Counter Steering

It follows therefore that to make the motorbike steer the way you want it to go the rider must make it lean over. An inefficient way of doing this is to move rider weight, to the side you want to turn. This is a very slow and imprecise way of steering and can result in long, slow 'banana-turns'.

A much more effective way is to give a short push on the handlebar on the same side that the rider wishes to turn. Counter intuitively this turns the front wheel away from the direction you want to go. This is called Counter Steering. The contact point on the rounded front tyre is now on the same side as the turn, making the bike swivel around its own centre of mass, and lean into the desired bend.

Counter Steering means that it is necessary, for a moment, to steer in the opposite direction to the required direction. This short, opposite steering movement effectively makes the bike lean to the side the rider wants to turn. You can try it for yourself whilst riding on a safe quiet straight road, try a slight push on the right handlebar, the bike will lean to the left. Now try the same slight push on the left handlebar and the bike will lean to the right.

Leaning is necessary to turn any two-wheeled vehicle. Conscious counter steering is by far the most effective way of doing this and steering a motorcycle.

With practice counter steering enables you to achieve the correct lean angle, to cruise round bends, smoothly, quickly, and precisely. With conscious counter steering and practice the perfect balance between the outward force and gravity will easily be found, so that the lean becomes stable, and the bend is carved with a smooth curve.

However, it is important to note the higher the speed, the stronger the self-stabilising properties of the bike, so with increasing speed making the bike turn requires stronger steering commands and this produces a greater lean angle.

The steering command can be amplified with an 'anchored push'. Anchoring is dependant on a correct riding position which is described later. In a slight forward crouch, you can tension your abdomen muscles, weight the outer peg and transfer the steering power effectively to the handlebar. In normal bends, the steering command need only be a subtle, progressive push on the handlebars, but the higher the speed, the more force needed in your push and correct, and anchored riding position with a conscious push on the appropriate peg will aid this.

Throttle Control Positive Throttle

When the bike is leaning to go round a corner the contact point of the tyre circumference is smaller than the flat tyre contact point. This means at constant throttle the bike will slow down. Constant speed is critical when taking a bend to keep all the forces balanced and the bend a smooth curve. So, this requires an appropriate slight throttle increase when the steering command is given. This is known as Positive Throttle.

Conscious positive throttle gives this constant speed. Good anchoring gives the rider a steady lean. Together these two give optimal stability and road grip throughout the corner. When done right, this gives beautiful carved bends with maximum safety and control and “sparkle”.

Acceleration and braking in a bend.

When the forces that work inward and outward on the bike while turning are equal, the bike will continue to carve a smooth curve. Accelerating on the bend increases the sideways or centrifugal force and to maintain the balance of forces the bike will begin to straighten up.

The bike will also appear to straighten up when you apply the front brake in a bend. This is because for a leaning bike on a right-hand bend, the tyre contact patch is to the right of the centre of the tyre – and thus also to the right of the imagined extension of the steering axle. When braking, the braking forces will ‘attack’ in the centre of the contact patch, and as the bike slows down it will try to turn the wheel, fork and handlebars. In fact, the braking forces make the bike steer more to the left, (counter steering is taking effect) and the lean angle changes. In a bend this feels like the bike is straightening up and the smoothness of ride around the bend will be interrupted.

This is one of the reasons braking on a scary bend can be very dangerous.

Riding position and riding systems

Modern bikes have sophisticated suspension and shock absorber systems, designed to keep the wheels on the ground which is obviously important for stability, but there is another and important shock absorber. It's the rider: If the rider is stiff-backed and gripping the handlebars hard, this body movement is fed into the bike and interferes with its stability. A common riding fault is riding position, especially when facing danger. An instinctive reaction is to straighten the arms and back, to create distance from the threat. This is the absolute opposite to what is needed to safely steer and handle the motorcycle effectively. The ideal and safest riding position is loose arms, lower arms horizontal and shoulders low.

It follows that a poor riding position can ruin the motorcycle's ability to help a rider out of a difficult situation. Assuming a correct and relaxed riding position goes a long way towards enabling accurate control of the bike when the unexpected happens.



How the rider sits and holds on to the bike influences steering, braking, stability, suspension, ground clearance and weight transfer by acceleration. A good riding position is balls of the feet on the footpegs, loose arms bent at the elbow, a relaxed grip at the handlebar and a slight forward body lean.

In addition to an optimum riding position there is one other rider attribute which aids stability and makes sure the bike goes where the rider intends. The rider's head and vision should always be up and the focus as far ahead as possible. A common mistake from inexperienced riders is to look at the road ahead rather than where they want to go.

To be fully in control a rider must be consciously aware of all the important elements of the situation in front and around them.

An Advanced Rider will have mastery of his/her machine with a real understanding of how their actions whilst riding will translate into the dynamics of the bike's responses, however, this alone will not make an Advanced Rider. In addition to the control skills described above, skills of Observation Anticipation and Planning along with a systematic approach to hazard management are required.

Combining well developed skills and understanding with a good appreciation of bike technology should help make "thinking Riders" and create safer more enjoyable riding experience.

References:

This article has been produced with reference to the IAMroadsmart documents "Full Control" and "How a Motorcycle Steers" and other related texts.

Barrie Dennett August 2024

Ireland Tour 2024 (06/07-13/07 2024)

Nicholas Marks

"The Irish Rovers"

Well, another successful tour completed, 1600 miles & 41hrs ride time.

Day 1: We travelled from Dawlish to Fishguard catching the Ferry to Rosslare in the Republic of Ireland, overnight in the Horse & Hound Hotel in Ballynabola.



Day 2: an easy trip down through Waterford & the Copper Coast road to Cork stopping at the lovely Dungarvan for a sneaky ice cream before visiting Cork Gaol & spending the evening at the Franciscan Well microbrewery.

Day 3: leaving Cork to Blarney, Cahir & Cashel Castles, then headed down the "Golden" Road to Tipperary continuing on Limerick & hugging the coast to Tarbet & the ferry across to Kilrush to join the Wild Atlantic Way north through Kilkee, Ennistyman & "Corkscrew Hill" & "The Burren" to overnight at the Hyland Burren Hotel in Ballyvaughan.



Day 4: We continued north on the WAW through Galway & Clifden taking in the views on the "Sky Road Loop" before headed out across Connemara National Park turning left on through Louisburgh then Westport & onto Bangor then Sligo Southern Hotel.

Day 5 saw our first damp conditions as we made our way past "Benbulbin" to Mulagmore & the "Shadow V" Memorial, the site of the attack on Lord Louis Mountbatten. On through to Donegal & breakfast at Ahoy Cafe in





Killibegs before continuing on the WAW north to Glencolumbkille & through the "Glengesh Pass"(Glen of Spells) to Ardara; with the weather closing in we continued up through to Dunfanaghy before deciding at Creeslough to head straight for Londonderry via Letterkenny & overnight at Premier Inn.

Day 6 saw an early start arriving at Giants Causeway for 7am then following the "Causeway Coast Road" through Ballycastle & Cushendall to Belfast & the "Titanic" museum; a must visit!!! Leaving Belfast following the shores of Strangford Lough through Greyabbey & taking the ferry over to Strangford we followed the "Mourne Coast Route" through Newcastle to Carlingford Lough with the magnificent Mountains of Mourne on our right. Over the Ferry & down the M1 to Dublin, arriving at our Premier Inn in glorious sunshine!!

Day 7 Our last moments in Ireland before catching the 08.15 Ferry back to Holyhead & our ride through Anglesey & a very damp Snowdonia to overnight at The Bear in Crickhowell

Day 8 saw the final run home down A40/M4 & M5

A fabulous trip, busy; but some great roads, even greater sights & some fantastic friendly people!!

PS we also had some super weather!!

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NEWS



WELCOME TO OUR NEW MEMBERS

Jane Parmenter, Al Sparks, Stephen Wilson, Jake Chant, Tim Pattemore (returning full member), Tony Sussex, Gemma Weathers, Robert Slaughter, Paul Henderson, Tom Lawton, Chris Shrubbs, Charlie Smith, Trevor Symes, Steve Wilson, John Kerry, Stephen Jarvis, Kevin Macleod, Steve Hanger

Congratulations to the Test Passes

Associate	Observer
Harley Cottrell	Barrie Dennett
Kris Greaves	Dave Cooper
Philip Greenslade (F1rst)	Mark Fouache
Nigel Vernon	Dave Grant
John Best	David Page
Nick Markham (F1rst)	Andy Pratt
Jill Payne (Legacy F1rst)	Steve Westlake
Lewis Turner (F1rst)	Richard Blyth
Ton Finnigan (F1rst)	Barrie Dennett
Dave Hayes	Nick Marks
Kevin Ricketts	Gareth Taylor
Henry Taylor	Barrie Dennett
Matt Lacey (F1rst)	Simon Padley
Richard Green (F1rst)	Chris Palmer
Matthew Sylvester	Daniel Knight
Aidan Hall	Gareth Taylor
Sandie Puttick	Nigel Bond
Simon Olding (F1rst)	Chris Palmer

Congratulations also to Martin Peirce who passed his Master's with Distinction, mentor Trevor Olding.



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August 3rd Thursday ride report

For August's 3rd Thursday ride, 8 of us gathered at the Honiton Thelma Hubbert gallery car park, in grey conditions, for the ride across the Somerset levels to Street, passing through the very pretty towns of Martock and Somerton. A coffee stop at Street Clarkes Village was followed by the A39 through Bridgewater and then the section to Watchet, too many solid double whites meaning near impossible to overtake the lines of traffic, and no easy way to avoid the A39 here. The last few miles into Watchet via Doniford at least gave some great views with the sun now out and completely clear across the Bristol Channel to Wales. Watchet was in full tourist season but the friendly Watchet parking attendant told us to park in the yellow hashed areas, so all was well for our lunch stop, where we spread across several of the cafes and were joined by Alan Ebbage on his first DAM group ride; welcome! After lunch some more spirited riding to Wiveliscombe and the final stop at Brazier coffee at Wellington. No mishaps, just a brief Triumph-hot-engine fail-to-start issue but otherwise an enjoyable ride in good conditions and apart from that A39, good roads. Thanks to Leanne for sweeping.

Les Mosco, 18/8/24



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Social Rides



At any one time, we have up to a hundred people like you preparing for their advanced riding test.

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.



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.

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

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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 your place on a Post-Test Training Ride.

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If you think you have what it takes to become an Observer, get in touch with Simon Jeffery, your chiefobserver@devonadvanced.com

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