



**DEVON
ADVANCED
MOTORCYCLISTS**

NEWSLETTER 76

Jan - Mar 2024



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Chairman's Chatter

Hi Everyone,

As autumn turns into winter and the year comes to an end, I thought it good idea to update you on some other things your committee and I have been working on as a considerable amount of time has been spent working in the background updating our systems and processes as we start to plan out our future of DAM for the next few years. Many of you may have already started to notice changes like the consolidation of some of the social media channels; I hope you'll have seen our new Facebook page, if you haven't, have a look and don't forget to sign up. We also have several projects underway aimed at improving the way we communicate with you all and keep you updated on what's going on in DAM.



One of the biggest challenges for us as a group and is always an interesting topic of conversation is, how we can encourage more younger motorcyclists to get involved with Advanced Training and bringing them into our group. Vision Zero has been a big part of that focus and tries to encourage all younger members of the motorcycling fraternity who have just passed their test or are just younger riders, to get involved and continue their training to become safer, wiser motorcyclists, increasing their skill and improving road safety as a whole. This is a challenge for the whole of the motorcycling community. So, if you're under 30 and reading this or have ideas on this then please get in touch however strange you may think your ideas are they are, it's really important we can encourage more of the under 30s to take up advanced riding. If you are not already aware our Vision Zero funded scheme already provides 100% rebate of the cost of doing your advanced test for anyone under 30. We already have some members who are outstanding riders from this age group, some of whom are observers and have already passed their Master's which is no mean feat. These are the minority however, and it would be great to encourage more than just this elite group so shout if know anyone who is up for the challenge? Ride on over to our new Facebook group to see what that's all about!

Until next time Happy New year and ride safe!

Richard

EDITORIAL

Diana Percy

The last three months seem to have whizzed by. Now in the dark and stormy days and nights of winter it takes a bit more courage to set out on a bike ride. I confess I have virtually stopped using the bike for blood biking at night and use my own car. I braved it last year but it is too dangerous in the dark with the state of our roads. I use the bike for a day job.

I am pleased to introduce Denzil to the magazine, he is knowledgeable and has some good ideas about important stuff. Do address any complaints to him and not me! Denzil has compiled us a crossword: having posted one on FB DAM page, I kept thinking 'Why haven't they got the answer?' but trying to do Denzil's I realise it is a bit of a case of guessing what the compiler was thinking when they wrote the question. I found this new crossword very challenging but there is a prize of an Observed Ride with brunch included for the first solver. Send solutions to me by email and I'll pass them on to Denzil.

Rereading Jill's account of her Spanish trip, it was reassuring to hear that she had a similar off-roady experience to me in the last issue, with similar cursing generated, although her road did sound worse than mine. We must exchange cursing notes, Jill.

Please note I have included an article that should have gone in the October issue that I forgot. No clear theme has emerged from this issue apart from just enjoying biking! I hope this issue reaches you in time for the holiday. The shortest day will have tipped the balance by the time you read this and soon we will be enjoying watching the daylight time extend minute by daily minute. Personally, I can't wait! I wish everyone a HNY. (Photo is from 1983 I think back when Levis were protection.) Ride safe. **Diana x**



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



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

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

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

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

Date	What	Where
January		
Sat 6	Rookie Ride	See website for details
Sun 14	Group Ride	9:30 am for 10.00am start.
Thurs 18	Full Members Ride	See website or contact Les Mosco l esmosco@hotmail.com
Sat 20	Full Members Training Ride	Contact John Millgate trainingrides@advancedmotorcyclists.org.uk. 9:30 am for 10.00 am start.
Sun 28	Group Ride	9.30 am for 10.00 am start.
February		
Sat 3	Rookie Ride	9:30am for 10.00 am start.
Sun 11	Group Ride	9.30 for 10.00am start.
Thurs 15	Group Ride (full members or associate with observer)	See website or contact Les Mosco lesmosco@hotmail.com
Sat 17	Full Members Training Ride	Contact John Millgate trainingrides@advancedmotorcyclists.org.uk
Sun 25	Group Ride	9:30am for 10.00am start.
March		
Sat 2	Rookie Ride	See website for details.
Sun 10	Group Ride	9:30 am for 10.00 am start

Date	What	Where
December		
Sat 16	Full Members Training Ride	Contact John Millgate trainingrides@advancedmotorcyclists.org.uk 9:30 am for 10.00 am start
Thurs 21	Group Ride (full members or associate with observer)	See website or contact Les Mosco lesmosco@hotmail.com
Sun 31	Group Ride	9.30 am for 10.00 am start. BST

OCTOBER THIRD THURSDAY RIDE

October's Third Thursday ride had 9 of us gathering at Woodleigh Coach House for a clockwise via Torrington, Barnstaple, Lynmouth, lunch at Porlock Weir, Dunster, Wheddon Cross and finishing at Tiverton Tesco, the last with my only navigational error, by overshooting the roundabout turning into Tesco. (I must be getting better, there weren't even any narrow lanes on this ride!) No incidents, but some very strong winds over the top on the Somerset coast and the seasonal 'dodge the pheasants' along the Exe Valley A396. A polite request: a few had said they'd join us at Torrington, but despite waiting they didn't turn up, so if you change your mind or can't attend for whatever reason, please ensure the pilot knows so that the group aren't waiting needlessly.



November's Thursday was, unusually, on the 2nd Thursday and despite early posting on Facebook and the website, the DAM email prompt just arrived 18:30 the night before, and only Derek, Leanne and Les took part. So we

switched to a less formal mates outing, no marking was needed, and had an enjoyable ride, this one anticlockwise from Steamer café at Cullompton to a coffee stop at Watchet (some good facilities at the east end of the harbour). Then a long slog to lunch, past Hinkley C site, Bridgwater, the Gravity site which was the old MoD ordnance site and is soon to be an electric car battery mega-factory, and over the Somerset levels with lots of new power lines ready for Hinkley plus flooding, some bouncy roads and some very strong cross winds to enliven the ride. We stopped at the very friendly Ranch Café near Martock, recommended if you are out that way. After lunch, on to Honiton where I insist we were on the main roads all the way, even if it was the Roman Fosse Way, from Lincoln to Exeter, and the bit we used was a narrow muddy and wet 4 mile section and I blame the Romans for not maintaining it properly since they built it 😊. We finished at Honiton, only 3 of us but good company and enjoyable riding, and the first test of my new Gerbing heated gear, so it wasn't at all a cold day!

Les Mosco

The DAM Committee are delighted to confirm Dave Cooper has been nominated and accepted as an Honorary member of Devon Advanced Motorcyclists. This is in recognition of the commitment and support he has given the charity over a number of years, through holding a range of official roles including Observer, Treasurer, Chair, Secretary and Trustee! Dave acknowledged the offer and reaffirmed his abiding interest in his training of riders to become safer and more skilful as well as his desire for DAM to maintain their reputation in this sector.

Thanks go to Dave.



DAM Memorial Ride – How it Came About

Betty Nott



When our founder, John Truelove, died in 2004 the first November ride became a special ride open to all members and known as the Memorial Ride and takes place on Remembrance Sunday. These have been piloted by various members and on different routes until in 2017 Helen and I took over as sweep and pilot for these rides and a pattern was set. In 2013 a member suggested the 43rd Wessex memorial on the hill above Winyards Gap Inn (a replica of one on Hill 112 near Caen). Being a remote location we usually have it to ourselves. Although this memorial is not in Devon it is in a part of the country where John used to love to ride together with Colin Ivison, his very good friend and previous Chairman of DAM.



The ride is usually well attended and we do our best to get to Winyards Gap in time for us to climb the hill for Dave Cooper (another previous Chairman) to say a few words to remember those members of DAM who are no longer with us and to have a moment's silence at 11am.



After that we enjoy bacon baps and coffee at Winyards Gap Inn before heading off towards Sutton Bingham reservoir, then via A37, Maiden Newton, and Beaminster to Windy Corner Cafe at West Bay for lunch and generally end at Greendale Farm Shop for a cup of tea before we say goodbye.

This year 24 bikes set off from Exeter Services with a promise from the weather man that the rain would go ahead of us. Well, that wasn't the case! We had a very wet ride through some beautiful scenery with orange leaves falling from the trees in the wind and rain. After coffee the rain stopped long enough to allow us to have a photo at Sutton Bingham reservoir and then it returned all the way to Windy Corner Cafe for lunch and for the return journey. However it did not dampen anyone's spirits and we all enjoyed a lovely ride.

**Thank you all for coming and hope to see you again next year.
Betty and Helen**



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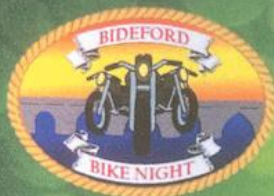
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Here we are "On Pleasure Bent Again", (Mr Bennett from Pride and Prejudice).

Brixham-Plymouth 20/09/2023

As soon as we sat on the bikes the heavens opened, there was a heavy shower and wet roads all the way to Plymouth. There was a ferocious wind as well, not boding too well for the crossing to Santander. The check in was a bit slow and wet, but bikes were loaded first. Many were going to Aragon for the World Superbike racing. Nick and I met Ted on board then after a while the fourth member of our party, Rob, a recently retired ice cream maker and ex DAM member from Honiton, who none of us had met before, arrived! Poor Rob had got very wet on his ride from Honiton his panniers letting in the rain, so his clothes were wet too. We all seemed to get on well. The crossing was bumpy all the way. 30 miles ridden today.

Santander-Pamplona 21/09/2023

Ted had previously sent us all his proposed hotels and tracks, so I booked hotels, changing one (no parking) and looked at his tracks. I didn't like them so changed them to routes and checked them through as Ted had us going the wrong way up some one-way streets and on non-paved roads, both of which would prove a nightmare later in the trip.

The weather was a bit inclement at Santander so overtrousers went on and after the usual palaver we got away from the port. Ted led and did a last-minute direction change on a dual carriageway intersection, there was no way we could follow and three of us ended up back on the road to Santander. Once back there I knew where I was and followed Diana's route to the hotel El Toro in Pamplona, picking up Ted who had stopped to wait for us a few miles down the road. Then we lost Rob somewhere along the way and then Ted disappeared too. Nick and I rode on, stopping for petrol close to the hotel and finding we had interrupted

some filming taking place. It could very well have been a soap opera as there was a lot of shouting going on. We checked in at the hotel and as we were unloading the bikes Ted turned up and we saw Rob ride past. He found us in the end. What a day! 166 miles.

Pamplona-Belchite 22/09/2023

We headed south on small roads via Sos del Rey, Ejea and Zaragoza to Belchite. The roads had looked uninteresting on the map but there were lovely long swooping bends and strange rock formations, smelly pig farms and a plethora of bird life. Storks nests were perched precariously on pylons along the way. The weather was clear and warm, what could possibly go wrong! At a drinks stop Ted said we were going around Zaragoza as he didn't want to run the gauntlet of city traffic and endless traffic light junctions. The heat was rising and as I was signalling to Ted to get off the dual carriageway he went sailing on and missed the exit for the bypass. Following him, we all ended up in the city at rush hour, just what he said he didn't want! Of course, we got split up by traffic lights. Nick stuck to my back wheel and I followed "Henry" my navigator to get out of the city and just kept going to the hotel in Belchite. The road the hotel was in was closed but we nipped round the bollards. The hotel itself didn't look too promising, never judge a book though. It turned out to be a lovely place and the two lads staffing it looked after us well. Ted and Rob turned up just after us so, all was well. We were fed well and had a good breakfast. Belchite itself had been destroyed during the Spanish Civil War in 1937. The old village is now a ghost town and a memorial to the war. After 1939, the warring factions kissed and made up and built a new town near the ruins. There was a strange mixture of different religions co-existing in the town. Mid to high twenties temperature today. 183 miles ridden.

Belchite -Teruel 23/09/2023

I had a "nearly" moment as we left in the morning, cutting the corner I hit one of the bollards with my pannier and was stuck trying to hold the bike up with my bad leg. Nick pulled me backwards just in time, disaster averted. Phew! What a lovely ride today. Again the road (A222/A223) looked straight on the map but it was long, open, with wide snaking bends- what fun. We didn't see another vehicle for at least twelve miles. We passed such diverse landscapes today. Sandstone villages with terracotta tiled roofs. Big limestone escarpments and dark sandstone buttes like a small monument valley. The sage smelled lovely and the weather was just right up in the hills on the CV121/A228, about 17 degrees and 23 in the valleys. Lots of pine covered hills in the afternoon on tighter mountain bends. Being Saturday lots of local bikers were out and about, no sign of any other holiday makers. We were in different hotels tonight, Nick and I on the town square and Ted around the corner, Rob slightly further afield. Rob had trouble locating his hotel and didn't join us for dinner. We had a fine meal that evening; the town square was jumping but it had been a hard day and went to bed early. 176 miles.

Teruel – Albacete 24/09/2023

The next morning we had arranged to meet for a 9.30 get away. Rob didn't turn up and texted us to say his ankle was playing up and he might have to go to hospital. It turned out his bike had fallen and trapped his leg. He was helped up but the foot was still trapped and it caused him more pain. He told us to go on and he would catch us up. I did feel guilty leaving without him but it was already warming up and I needed to get going. Fast winding roads took us out of Teruel on the N330. Lots of twisties today. South of Tuejar there were a few hairpins and the heat was beginning to hit us, high twenties into the thirties. Phwaa! We had to keep our liquids up and lots of Nestea was drunk. By the afternoon I was getting tired and the twisty roads still came. We did see one small cloud on the horizon, the only one we had seen since leaving Pamplona. We were up in snow pole country today big drops and lovely view points. The last bit of straight road into Albacete was just about the end for me. We had lost Ted again so I hatched a new plan. I was going to follow my navigator and let Ted go his own way. Nick and I booked in at the next hotel. Ted turned up, then later Rob. All back together again. The hotel was one of those modern places, well-appointed and had a large garage for the bikes. Our evening meal was a bit mediocre this night although recommended by the hotel receptionist. 187 miles.

Albacete to Cazorla 25/09/2023



Another clear hot day dawned, the riding was lovely. We stopped for a morning drink at Silas. We were still all together and parked in their old bull ring. Around the edge was painted a Beano style mural that was very funny. The café overlooked the bull ring and had lots of cats wandering about. It smelled of cat's pee outside but I was too hot to move. Nick and Ted had a laugh with the landlady in pidgin Spanish. Making for the hills again we passed right under some huge wind turbines. It was quite disconcerting when the shadow of the blades swept past as we rode by, it was like someone trying to silently overtake you. I wonder what the Man from La Mancha would have thought of these modern windmills? A lovely morning's ride, what could possibly go wrong!

With only sixty-four miles to go to our next hotel, Ted took us on a longer route and the temperature was going up. The small mountain roads were very bumpy and lots of hairpins, it was killing me in the heat. Rob was struggling too but Ted was loving it. In the end I threw my toys out and shot off in front, and then I missed a turning. Nick took the turning as he hadn't seen me and pressed on faster and faster as he thought he was trying to catch me up. By the time I had turned round I was miles behind him, Ted overtook me and galloped off in pursuit of Nick leaving Rob and myself behind them. I saw a black squirrel native to mainland Europe, and then a large hind was standing in the road looking at us. I managed to get within a few yards of her before she bounded off into the woods. We eventually found Nick and Ted waiting by the roadside then rode the last ten miles to the next hotel together. The bike parking area was full so we parked on the big wide pavement outside the hotel. The receptionist said the bikes would be ok there so we checked in, collapsed, cooled off and had a shower. Then reception phoned to say the police wanted our bikes moved. I'm sorry but we did the unthinkable and rode our bikes in our evening clothes and sandals in my case (with helmet). I then got lost in the one-way streets and nadjery roads. I overshot a turning and we ended up doing a big loop of the town to get to the municipal car park. I tried to sneak in without a ticket but the attendant ran after me. Doh. Rob was already parked and we put our two bikes in one space. Ted had found a parking place out on the road. Then we had to walk up hill back to the hotel, it was so hot! We ate at the hotel and again just as the locals were warming up, we headed for bed. I had terrible cramp in the night. 175 miles.

Cazorla – Granada 26/09/2023

Ted had a 200 mile plus day planned for today, my shoulder was playing up and so after a discussion at breakfast Nick and I decided to take a shorter route and Ted went off on his long ride. We were all in contact through WhatsApp so we were only a call away if needed. Ted was off and we walked in bike gear



this time to the car park, where we were charged top dollar for our space. Rob managed to sweet talk the attendant and only paid 10 euros for his space. The three of us left town quite easily and found a large petrol station to fill up. Rob said he had left his phone charger at the hotel and went back for it. Nick and I went on to Joyodar. We couldn't find a bar open so had a drink at a petrol station, where we met a local chap who had a Honda 750. Much arm waving and sign language ensued. Our ride was through olive groves and alongside a railway line that the road criss-crossed. At Guadahortuna we stopped at a café for a drink and tapas. Back at the bikes we were accosted by one of the chaps from the previous petrol station and he insisted he wanted his photo taken with us. Very strange.

Our roads today were fast, bendy and great fun and through more olive groves. Sometimes too many small mountain roads are hard work and you need a fast flowing ride. Yeah!

We then joined the dual carriageway into Granada, "Henry" the Navigator did his stuff and got us through the rush hour traffic straight to the hotel. Marvellous. It's mind boggling how the locals on their scooters weave in and out of the traffic in T-shirts and shorts, whilst we are so hot in full kit. This was an expensive hotel with underground parking and a small pool and bar on the roof. A bit of luxury was needed. The temperature had touched 40 degrees today. We settled in then went up to the pool, it was freezing but we both had a dip. Getting out, the tiles were so slippery that I nearly fell and Nick did. We quickly dried off and had a couple of beers sitting on the terrace overlooking the city. Rob was having trouble locating the hotel and had been

moved on by the police. I saw him ride by and texted him to turn round, retrace his steps and I would jump out in front of him. That did the trick and Ted rode in at the same time. All back together again. Later Nick and I walked up town and ordered a meal; Ted joined us and helped Nick finish his meal as it was huge. Then the three of us went and watched a Flamenco show. The show was great, really intense and the performers were professionals at their art, a fantastic show. We wandered back to the hotel eating ice creams and then Nick and I went for another drink up on the roof terrace. 145 miles.

Our free day was spent chilling out, Rob went and bought his lady friend a small gift, whilst Ted did some sightseeing. He was a bit miffed that all the churches charged to get in to view them. As we hadn't pre booked we didn't get to see the Alhambra which was a shame, perhaps next time. Nick did our POWDERRSS check and I did some washing and vegged out. We went out for our evening meal all together. After the meal we lost Rob again! He went to buy some water and took a wrong turn, ended up falling over and was helped up by two young ladies who set him back on the right road to the hotel.

Granada – Cordoba 28/09/2023

After making most of the large buffet breakfast Ted galloped off to do a longer ride than us. The three of us left the hotel in cool 20 degrees. Bliss. It was easy to get out of the city, then onto the dual carriageway around the city. As we came up the entry onto the ring road, fast traffic from our left was coming off for their exit just to the right of us. So dangerous. I launched out and then had to take the exit round a clover leaf onto an N road. We were going as slow as we dared amongst the traffic but Rob was falling behind. I could still see him as we took the exit but then he was gone, he sailed on past. Nick and I couldn't stop on the busy road. We took a small road heading northeast of Granada, and then joined the A323 before changing tack and heading west towards Cordoba. The roads again were lovely and free of traffic, through seemingly endless olive groves, right up the hillsides and in the valleys. What a job it must be to harvest them all, the trees were heavily laden with fruit. There must be millions of trees as we have been riding through them for days. The temperature was steadily rising and we hit 40+ degrees today. Cordoba is known to be the hottest part of Spain. About twenty miles from Cordoba the trees suddenly came to an end and huge ploughed fields lined the roads with the occasional buildings that were the remnants of old windmills. It was really hot now and we were leaking with sweat. We arrived in Cordoba and I missed a turning, not quite believing it was our way as it was a steep nadgery cobbled road. We then got caught in the one-way system in town which sent us round in circles, getting hotter and shouting at each other. Eventually I found the way back to the main road and the little turning I should have taken. Vertically up we went, on cobbles, to a hairpin bend at the top! Really! Yes and it



took us straight to the hotel, of course on a cobbled road which was steeply cambered. The only way I could get the bike's stand down was to park on the crown of the road. By this time I was soaked, I could feel the sweat running down my legs and my hair was wringing wet. The lady at the hotel was lovely

but all I wanted was a drink and rest. She went on about the sights to see and parking then where to eat and their home-made bread and jam for breakfast. Ted was already installed and off doing the tourist bit. We unloaded the bikes and Nick took them both to an underground car park down the road. I took all my clothes in the shower with me, why not, they were soaked anyway. A big plus point was the effective air conditioning in the room which was already running when we arrived. Once revived, we had a drink in the bar, Nick and Ted had beers from the proprietor's own microbrewery, very good and pretty strong. We marvelled at this gorgeous hotel. It was old Moorish, built around an open arboretum with fountain and mosaic walls and floors and old heavy wood furniture. The rooms all overlooked the arboretum. It was the loveliest hotel we stayed in. I texted Rob and heard nothing. The three of us then walked to a small square about 100 yards from the hotel and sat at the nearest bar for a drink. The waiter bought us a menu so we decided to stay. What a meal we had, the best of the trip. Still no news from Rob though. We have a long ride tomorrow and we have to stay for the ladies' special breakfast at 8.30. A late start and probably a late finish. 137 miles.

Now I'm not the best off-road rider. I admire those who are. Just don't laugh at me for the next episode as I'm riding a fully loaded, lowered bike with road tyres.

The heat had been creeping up it was about 35 degrees when I stopped at the bottom of a lane that the Navigator pointed up. "Is it up there?" I said to Ted." Yes" he said. "Really"? "Yes" he said. So without thinking about it I launched up the lane. Not knowing how long or bad it was. Large stones covered in sand, loose stones too. It went on; I grounded the bike and stopped, big mistake. Trying to get going again on the sand had me sliding backwards, yes it was steep too. The front of the bike was going light as it had to carry me and the luggage. My gammy leg restricted me from standing up, my glasses were steaming up and I was screaming all kinds of hexes on Ted including making him a pair of earrings out of a certain part of his anatomy. I got traction again and made it to a plateau halfway up.

Nick had grounded his bike too but Ted sailed up without trouble. Shaking, I took my jacket and helmet off and screamed at a disappearing Ted. Nick tried to calm me down but I had completely lost it by then. Then we walked the next bit. Deep rivulets covered in sand, "I can't do it" I said, so Nick bless him rode both our bikes up the next bit. I was still shouting at Ted, "who's stupid idea was it to come up here?" and how ever are we going to get down again? Sorry Mrs Ted but you nearly didn't get him back. The next bit was on concrete, steep and just to cap it a hairpin at the top! Parked at the top, the arrival of our host stopped another diatribe from me. I again was wringing wet from my hair to my boots. I was shaking and totally spent.

Our host went on and on about how we had come up the wrong way, not to unload the bikes, as the rooms were near the bikes. Eventually we went up into his dining room/bar and he gave us a glass of warm water. There was a lovely view. He still went on and on in minute detail about all sorts of things. I wasn't listening. Then we got shown to our rooms, all the dos and don'ts, how to open the door, not to leave the door open as there are lots of animals and creepy crawlies about. Don't walk around the bed in shoes on the rattan mats. Then I zoned in on the bed, it was just a mattress on the floor. No! How am I going to get up out of that? There was nowhere to hang anything and I dumped everything on the floor, which was just screed, no covering at all. I slumped on the small settee and drank a can of lemonade. I soon felt better and then started to worry about Rob as there was no way he would get his cruiser up that lane. No news from him though.

Showered and having had a Dioralyte to get some minerals back into me I did feel much better. Having not ordered a dinner our host cobbled together a teriyaki beef dinner, all very well presented and very nice. Much drinking of Nestea for me whilst Nick and Ted had a beer or two. All the shouting seemed to bounce off Ted and he was quite genial at dinner. All I was worrying about was getting out of this place tomorrow.

My phone beeped about twelve thirty, waking us up, it was Rob to say he had just found a hotel and was having a beer! Nick had to help me up out of the bed for a bathroom visit and again when it was time to get up. What a struggle. 246 miles.

**Jill and Nick, Ted and Rob
to be cont'd in next issue.....**

JOIN OUR 2024 MISSION

CAN YOU HELP US TAKE DEVON ADVANCED MOTORCYCLISTS INTO A NEW ERA??

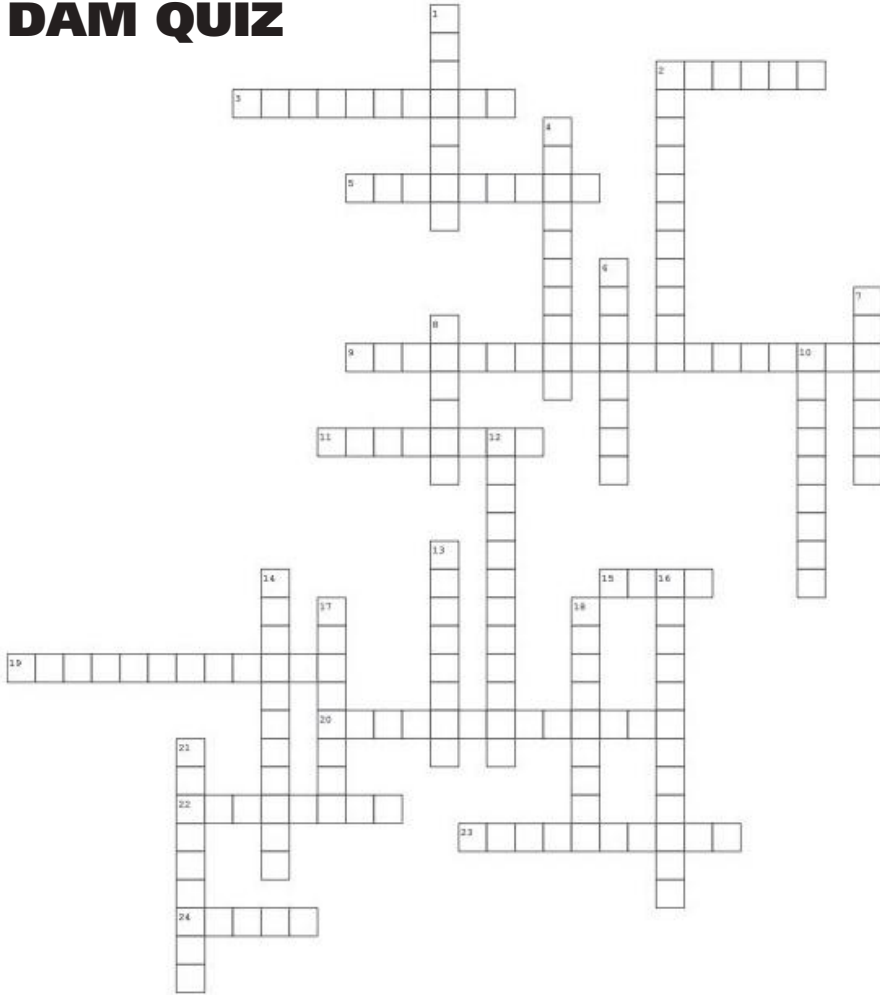
We're looking for two individuals who can help with spreading the word. We have a new established marketing team and we want to expand that to include a new marketing events co-ordinator and social media specialist. Both of these roles will report to the marketing officer but will play a huge part in delivering our ambitious marketing programme for next year, and that needs to start now!!!

The Marketing Events Co-Ordinator will work closely with other departments within DAM but will primarily be responsible for keeping our Mobile Display Unit in A1 condition, along with being well stocked. They will be responsible for maintaining the dynamic roster of volunteers who are able to help at shows and events, along with ensuring the event leads have the required information and support to deliver our message to potential new members.

The Social Media Specialist will be an enthusiastic person with an understanding of how social media works and its importance to not only how we promote through it, but how it reflects on us as a group. This person needs to be willing to keep our social pages fresh with regular content and news of upcoming events, whilst also engaging current members with their stories.

If you are interested in being part of the change, please reach out to our Marketing Officer, Tim on his phone number 07842 023 163 or via email to marketing@devonadvanced.com

DAM QUIZ



ACROSS

2. Nautical steering and nothing: on your head be it (6)
3. Most effective retardant on two wheels (5-5)
5. Unable to see the point (5-4)
9. It's what we are all here for (8-5-6)
11. Three lanes each way (8)
15. Great listening device: useful stuff (4)
19. Worktop bull makes it go around (12)
20. Both runners up reign - but they stop in time(3-6-4)
22. Polite judgments made here, not exactly easy in the end (8)
23. Not the last profession in life (10)
24. A roundabout system for advanced riders (5)

DOWN

1. Periodical - used for shooting (8)
2. Tall route to cipher - those are the rules (7-4)
4. Stopping? This time will do (3-7)
6. Post Office makes no stand on charged particle: here for example(8)
7. Smoothly getting around this curvy clue? (7)
8. County of dukes (6)
10. IAM a metaled track of high IQ (4-5)
12. Already knowing the answer to this clue (12)
13. Very short rectangular waitress is watching you (8)
14. The prime consideration, ironically (6,5)
16. Speed differential(10)
17. Strangle on the handle bars (8)
18. Hold back: Relaxing precipitation precedes tea (9)
21. Spine Becomes a lawn scraper - maybe for slowing (4-5)

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

Dear Denzil,

My observer keeps telling me I'm not looking in my mirrors properly. He seems to want me to swivel my head like a nodding dog. (Oh, yes!) He keeps going on about making it obvious for the examiner. I reassure him that I do look properly: I have my mirrors set up so that can see behind without looking like Churchill. (Oh, yes!) He doesn't believe me. What should I do?

Yours, Mr Cool, Devon

Dear Mr Cool,

Keep your spirits up. It may not be as bad as it seems. He has got your best interests at heart, after all. To put your mind at rest: you shouldn't need to do anything differently just because you have an observer or examiner following you. Indeed, moving your head in an exaggerated fashion, just to prove the point, may make your riding unstable. But, but, but ... you should consider WHAT it is you are looking in the mirrors for. Ask yourself 4 questions: a) Is anything there? b) How far away is it? c) How fast is it going? and d) What it is likely to do next? You'll find that you can't always answer all those with a quick glance: you will need a more deliberate, considered look. Probably to both sides. If you use your mirrors sufficiently to be able to answer those four questions you will feel much more in control of the situation, and as a bonus, the observer and examiner will be able to tick 'mirrors' off the list.

Yours, Uncle D.



Illustration 1: *Incorrectly adjusted mirror. Though he does look quite lush.*

Dear Denzil,

when stopped at traffic lights (for example) the ARC encourages riders to select neutral gear. Is an alternative to keep the bike in first gear, but to stop the engine by using the kill switch. When the lights turn green, press the start switch, release the clutch and away you go. The advantage of this is that it avoids the typical 'clunk' when selecting first gear from neutral.

Yours, Anon, Dawlish

Dear Anon of Dawlish,

I sympathise with your clunk aversion. I have consulted with some marvellous people at IAM RoadSmart. A typical example of the feedback is as follows:

Thank you for a great question but no, this is a poor practice, and your motorcycle will not love you anymore. You may be confined to motorcycle hell in a handcart.

All motorcycle gearboxes clunk when engaging first gear, some more than others, it is what it is. To remain looking cool, please do not start it in gear, it is bad practice, not recommended by manufacturers, and not taught at any level of rider training. If your clutch hand slips, or you release the clutch without thinking, you could be on the floor in a pile of expensive plastic looking rather pathetic and not so cool anymore. It just might have happened to a few of us in the past ... this story ends here.

P.S. When stopped in traffic, try putting your right foot down not your left for better control, unless you have been a member of The Metropolitan Police, who for some reason seem unable to do this and want to trip the light fantastic with a Hendon Shuffle!

Dear Denzil,

I am the chief observer of a local advanced riding group. On a few occasions over the last year, I have been notified by 'interested members of the public' that they have witnessed group members not riding to the advanced standard. Examples include waiting on pedestrian crossings, pulling wheelies and overtaking into oncoming traffic. I have been on the wrong end of a very long call from one of IAM RoadSmart's officials. What should I do?

Yours CO, Devon.

Dear CO of Devon,

I suggest that you mention this in your excellent club magazine. Remind the readers that (especially if they proudly display IAM RoadSmart or Devon Advanced badges on their bikes) their riding standard needs to be impeccable. You could also mention that this is particularly important if they live on the same street as an examiner or ride anywhere the CO's wife frequents.



Illustration 2: *Some advanced techniques are not encouraged. Even with a stabiliser wheel.*

Dear Denzil,

My associates ride far too closely to the cars they follow on dual carriageways. I have explained the two-second rule ad-nauseum. But they insist on counting to two very quickly indeed. Help, please.

Yours, Frustrated Observer, Devon.

Dear Frustrated of Devon,

A rule of thumb I sometimes introduce in these circumstances is this: 'If you are travelling at 70mph, and you can read the number plate of the of the car in front, you are probably too close. Probably.' Like all rules of thumb, this should not be accepted blindly, but tested for yourself. However, I know it works for me because:

- a) I have recently received a 20/20 result for distance vision from Specsavers,
- b) I use the countdown markers to dual carriage way exits to ensure I am 100 metres away from a car, and find that I cannot read the number plate, and
- c) The highway code specifies that the safe stopping distance when travelling at 70mph is also 100 metres (or 96 if you want to be pedantic).

Explaining this train of thought to your associates may help get your message across. (Note that this 'rule' doesn't work at lower speeds.)

Alternatively, try the 333-nanosecond rule: travel at the speed of light and see how far you go in 333 nanoseconds. That's about 100 metres.

Yours, Uncle D.



Illustration 333. *If in doubt, use the 333-nanosecond rule.*

If you have any problems or questions for Denzil, please write to him via the Chief Observer at chiefobserver@devonadvanced.com or via the Editor.



Helen's Mid Wales Autumn Adventures 2023.

I failed to ignore the subtle hints that it was time to go away again and a few emails later all was organised. Sadly, nobody sorted the weather and our attempt to gather at Aust Services failed due to the bridge closure. John, Terry, Netty, Andy, Martin and I managed to gather at Magor Services instead on the M4 and we caught up with Yvonne and Andrew at the Cattle Shed near Kington for a late lunch. We had a wild and occasionally wet ride but landed at Tynllwyn Farm at Welshpool to meet Graham and nine of us enjoyed this brilliant location. We've been here before and will definitely return. 213 miles.

The following morning, we had to pack up as we were heading to Harefield Hall in Pateley Bridge for three nights via Oswestry and Ellesmere then familiar roads to Tilly's in Bunbury for coffee. Then Macclesfield, Glossop and Dobcross Cafe at Saddleworth for tea by the canal. Next Delph, Denshaw, Rishworth and over stunning moorland past Hebden Bridge, Haworth, Keighley, Bolton Abbey and Greenhow Hill to our hotel. 170 miles of beautiful scenery with no motorways and just in time for dinner.

An early morning walk to start Thursday - Panorama View was lovely even if a bit hilly... provides a good appetite for breakfast. I was spoilt as pillion a few times so saw much more scenery than tarmac. We met a friend I used to work with at the Walled Garden Cafe in Helmsley and Lucy rocked up to surprise Vonny. Both delighted to see each other and well-engineered by Andrew. After a long coffee break, we headed to Saltburn-by-the-Sea and back across the North York Moors past Rosedale Abbey. Afternoon tea was at Beadlam Grange - a lovely welcoming farm shop. 140 miles.

Friday started with the insomniacs tour of Pateley Bridge - much safer when the shops are closed. Our destination today was Derwent Reservoir via Gouthwaite Reservoir, Lofthouse, Leighton, Farmington and Reeth where bikers aren't welcome for coffee so we headed to Coghlan's at Barningham where we were made most welcome in this very lovely cookery school with posh china and home-made goodies. Onward to Barnard Castle and then a stroll at Derwent and tea at the White Monk Refectory in Blanchland. Our return trip was via Bishop Auckland, Richmond, Leyburn, Masham and over the moors - despite seeing a rainbow we had 176 dry miles.

Saturday and the early walkers spotted roe deer, rabbits, ducks, geese, coot etc before all packing up to move to Kirkby Stephen in Cumbria. The direct route is only about 50 miles but Andrew managed to make it last all day and 178 miles. There were roads that went on forever with no traffic and stunning views. Hebden, Kettlewell, Buckden, High Shaw, Keld Green Cafe for coffee, Thwaite, Muker, Reeth, Langthwaite, Middleton in Teesdale, Newbiggin, Harwood, Alston and finally a stop for tea at the Nook Farm Shop at Kirkhaugh. On through Castle Carrick, Croglin, Lazonby and Penrith to the Jolly Farmers for our usual warm welcome with scones and tea - it felt so good to be back and here we were joined by Nick, Keith and Dave. The evening was passed happily enjoying dinner in the Mango Tree Indian Restaurant. I've never been a fan of comms but I have really warmed to it these last few months.... I even had a Hill Hold Lesson on the hoof.... something I keep forgetting I have but it's really good. Must work on the cruise control next - all these gadgets are still alien to a chick brought up on classic bikes. There was talk of lean angles too - wonder where I can find that....

Sunday the weather changed and the gang split - one did the Lakes and the Hardknott and Wrynose passes. Some did the 1940's Steam Event in town with train rides and old vehicles, music and dancing and the rest of us went to Sedburgh, Kirkby Lonsdale, Ingleton and Hawes with a stop at the Cowan



Bridge Tea Room where Martin fixed his puncture in seconds and Christmas seemed to have arrived. About 60 miles and a mooch round Kirkby Stephen town before dining at the Bay Horse at Winton.

Monday was drier and warmer and the early walkers enjoyed the river and old railway line. Off to Brough but gales at High Force meant a Plan B was hatched (safety first) and a U turn at Langdon Beck. Middleton in Teesdale, West Auckland, Hexham, Hadrians Wall and Errington Coffee House at Corbridge became an early lunch stop. We all gathered along with Peter, a local friend, to enjoy this top-rated cafe. On to Carter Bar via Kielder Forest and into Scotland and back via Canonbie and Longtown with a break at Whitesyke Garden Centre. A nifty ride down the M6. 225 miles and dinner at the Black Bull in Nateby.

Tuesday and time to head home... farewells to Carol who had looked after us brilliantly and first stop the Chocolate Shop at Orton. Then M6, M56 and A49 for coffee at Tilly's again. A495 and A483 with lunch at the Lakeside Cafe in Llandrindod Wells. Elwood, Talgarth, Crickhowell, Usk, Chepstow and farewell hugs to those still playing at Aust. As I circled down to the M5 the sun was setting and I arrived home under a full moon 11 hours after leaving. Is it the stunning scenery, delicious food, great company, top banter or the quiet twisty roads that make us return for more?

DO I WANT A F1rst.....?

Well....I kind of did, but I don't. Probably.



My mate Dave told me he likes a bit of something controversial in the mag so here goes. Much has probably all been said before but maybe I can put a personal slant on it that might resonate with someone else. I am aware it might not be the IAM line.

So...the starting point is I want to be as safe as I can. I am fragile and need to minimise the risk of falling off. I have had enough lucky escapes (on bikes and in life) that I don't feel I can count on another. I always take up offers of training as I am aware one can always improve,

and I want to continue biking. Biking offers me the sense of adventure that I need. Walking in the mountains was my joy. I can no longer function at high altitude because of breathing problems so exploring in the Andes is off the cards. I miss those high mountains and wild places so the replacement with the slight danger and awareness of being alive out in nature that a return to biking gives me, is very important. Regarding the indigenous people I liked so much...well, Devon and DAM will have to do..

I was lucky enough to be given a F1rst training from the Michael Whitfield Legacy. Hurrah! I really was keen to get going. I know I am not that fast compared to some people- I go at (or even above sometimes, I admit) the national speed limit where I feel safe to do so. And that...is the crux of the matter... 'where I feel safe to do so'. It is about me.

Make no mistake: I did feel the pressure to be 'as good as the others'. I wanted to gain a F1rst so I could feel equal to them. For a bit, anyway. Then I thought: what have I got to prove? I had noticed that I had a kind of homeostatic level of speed that was my riding bubble. Going out of my safety bubble felt uncomfortable- in fact I just never did go out of my speed bubble, and I am glad I didn't. I did get faster than when I originally got back into bikes, but I have a preferred speed for a given condition and road.

I was feeling a bit uneasy. Would I get this F1rst? 'No' my more honest friends told me. 'You don't make enough progress'. I felt a bit hurt for a while. Then I spoke to various friends who are Observers and they said encouraging things like: 'It isn't about speed'. 'It is also restraint, like waiting for someone to finish crossing the zebra crossing before moving off', (I can do that one no problem, I like good manners.) Oh, and overtaking... 'You need to hunt for the overtake'. And here the controversial bit starts.

Why? Why 'make progress'? Where are you going? The urgency is mostly artificial. Mostly we are going to the next coffee stop or debrief. Why go as fast as you reasonably can? I like looking over hedges, noticing the snowdrops in the spring, noticing the autumn colours against that rare blue sky. Why hunt for the overtake? Why overtake even though you could just before you are entering a long 30 mph town stretch? You will be one car ahead. I like the feeling of going fast and efficiently through a town..I enjoy filtering but I don't always do it. Sometimes I am happy just to drift along and queue. There is a bit of 'making progress' that is an artificial motivation. If you do it just because it is fun that's fine. Fun is important. However, why make 'making progress' such a key feature of advanced riding? Obviously there needs to be a balance, too slow is unsafe too and annoys other road users and there is a place where a bit of speed can be safer than going slower, overtaking a lorry on the motorway for example- I whizz past those as fast as I can, who would want to prolong manoeuvres where you are more vulnerable?

I've done a couple of F1rst training ride-outs, and they have been valuable and I will most likely continue with the offer because there are always things to point out or habits to correct and I appreciate that and enjoy the focus an observed ride gives. I might even do the test and see what happens, but I won't be going out of my speed bubble.

People may say I have misunderstood the criteria for a F1RST; or have other criticisms. Knowing your own limits and riding within them is a part of being safe, so that is what I shall do. If you want to give your point of view, I suggest you write to 'Dear Denzil'. He is good at this sort of thing. Better than me. (He probably got a F1RST to boot.....).

Diana Percy



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TEN OUT OF TEN AND A STAR: ROOKIE RIDE - SATURDAY 2 SEPTEMBER 2023

Saturday morning 'Rookie Rides' were born in 2007 to enable associates to experience group rides in their own right without the pressure of some of the more challenging routes on a full group ride. They started on the first

Saturday of January 2008 with Brian Strong and Betty Nott topping and tailing them for the next four years until David Tripp and Dave Mudge took charge and, like Topsy, they grew and grew into the popular rides they are today. They are completely separate from Group Rides.

September's Rookie Ride once again piloted by Brian Strong and swept by Jim Osborne was one of the best routes I have ridden. The weather was kind, and it was attended by what must be a record number of members and, good to see, quite a few brand new rookies too. Helen's traditional pre-ride photo shows lots of smiley faces anticipating what's to come! Over 30 bikes were counted by Simon at the coffee stop.

We started off gently through Ide and down the old Okehampton road, then Winkleigh and Umberleigh and on the B3227 - one of my favourite roads - stopping at the Quince Honey Farm for bacon baps and a drink. I think we overwhelmed the staff with our numbers, but



they coped well - coffee could only be served as fast as the machine would allow.

Brian said he still had some good bits up his sleeve, and he was right. We headed east and north over Exmoor through Withypool, Exford and Winsford. The weather gods decided we had seen

too much good scenery and pulled the blinds down with some view-spoiling mist but not enough to slow the ride. Then south down Exford Road to join the A396 to Tiverton and finish the ride at Rewe.

Thank you all - good company, good riding, good roads and good weather.

Betty



JUST IN TIME TRAINING

by **Bob Watson**

I passed my Advanced test a while ago, now, and haven't done a full emergency stop for quite some time, as the riding plan, generally allows for all hazards to be identified and reacted to well in advance.

On August 12th this year, I attended the excellent one-day slow riding course at Westpoint - many thanks to all who organised it and supervised the several sessions. One such was emergency braking - approach the cones at 32 mph and brake to a complete stop. After a few goes, I managed a consistent 7 metres for my 20-year-old fully faired Triumph Trophy. "Not bad for an old girl!" said Dave Cooper, who was half of the team pacing out our achieved stopping distances (I am assuming here that he was referring to the machine, and not to me).

Just 4 days later, I was on my way to North-west Devon for a farm visit. At just after eight on a bright, dry August morning, 20 minutes into my ride, I had left Chudleigh Knighton on the B3344 and started on the mile or so of straight road towards Bovey Tracey. There was very good visibility and there were no serious hazards, apart from the oblique junction halfway along the straight, where a 40-degree turn takes the Exeter-bound commuter off the B3344 and half a mile to the A38 Devon Expressway (giving way to oncoming traffic from Chudleigh before making the turn, of course).

After leaving Chudleigh Knighton, I accelerated to around 55 mph on the straight and saw two vehicles waiting to turn right across my path in the distance. Aware that the sun behind me was low in the sky, I kept the speed at 50-55, saw that vehicles (a car, and a van behind) were indicating right and had stopped at the junction ahead. At about 200 metres from it, I took up position two to pass through the junction with the widest safety bubble, and even covered the horn button in case a warning was necessary.

All was good until about 40 meters from the stationary vehicles, the driver of the lead car accelerated briskly across my path. The recently practised full emergency stop did the job, which had me stationary, foot down, still several metres before the junction. Looking across at the driver of the van (still stationary), we exchanged expressions of disbelief at what had just happened. The car driver disappeared towards

the A38. The sun could have masked the appearance of my fully lit, faired motorbike coming towards them on the main road, or talking on the phone or being half-awake could have been contributory to their actions. Sadly, if they had been oblivious of their actions, that's a big shame, as it could happen again for them, with someone else suffering the consequences.

So, thanks again, to Dave and the volunteers who organised and staffed the slow riding day, which was very timely for what fate had in store for me. And note to self - practise full emergency stops more frequently (on empty roads, of course)





WELCOME TO OUR NEW MEMBERS

John Best, Andrew Lovett, Edward Williams, Deane Hitchins-Orr, Jonathan Evans, Harley Cottrell, Henry Kiely, Toby Johnson, Will Ballard, Keith Poole, Chris Kingsley, Richard Pike, David Sinclair, Lee Curran, Philip Greenslade, Richard Grew, Grant Hallworth, Paul Clay, Matthew Sylvester, Richard Green, Graham Hawkins, Paul Couch-Burden, John Milsom, James Lacey.

Congratulations to the Test Passes

Associate	Observer
Moira Hamilton	Barrie Dennett
Duncan Stock	Tony Curley
Natalie Harris (F1rst)	Alex Thomas
Nick R Evans (F1rst)	Simon Jeffery
Karsten Jaeger (F1rst)	Tim O'Callaghan
Wullie Ritchie	Ian Holten
Andrew Ferrett	John Millgate
Jonathan Doney (F1rst)	Graham Hirst
Adam Livett	Gareth Taylor
Dave Benson	Martin Rushworth
Tim Archer	Robin Watts
Chris Marsden	Daniel Knight
Steven Leach (F1rst)	Robin Watts
Manda Stone	Catherine McKinley
Jez Ward (F1rst)	Dave Cooper
Laurie Parker	Rodney Rayner
Peter Blackburn (F1rst)	Tony Curley
Bob Watson (Legacy F1rst)	Catherine McKinley
Romeo Termure	Barrie Dennett
Giles Plaatsman	Tony Curley
Neil Ballam (F1rst)	Chris Palmer
Martin Trott (F1rst)	Barrie Dennett

DAM TOUR TO THE ALPS & DOLOMITES SEPT 6-18 2024

As the title reads, I'm planning an exclusive DAM trip to the Alps & Dolomites Sept 6 -18 in conjunction with Rick at MSL Tours as per the very successful Pyrenees tours in 2022 & 2023.

This is very definitely a riders tour (pillions welcome), circa 200 miles each day with the first day being 300 miles from Calais to Nancy .

We will be moving to a new hotel each day, with the exception of Meiringen & Cavalese where we will spend two nights and three nights respectively.

Meiringen to ride the Susten, Furka, Grimsel, Nufenen & Trimola passes, and Cavalese to ride many of the great roads in the Dolomites.

I have personally ridden all the routes many times, except for the route home from Austria to Calais.

You can find the complete route on my MRA. The yellow via points are the hotels.

- **All hotels half board.**
- **Costs (subject to small change):**
- **Rider & Pillion (shared room) £1,545-**
- **Solo Rider (shared room) £1,570-**
- **Solo Rider (single room) £ 1,935-**
- **PLUS: Folkestone hotel and Eurotunnel.**

If you are seriously interested in joining this great trip let me know ASAP. I already have 15 names!! At this time, I'm not sure of the maximum numbers, but it will be limited due to accommodation.

Rodney grouprides@devonadvanced.com





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If you have no ambition for this, stop reading here.

The Advanced Rider Course

We are affiliated with the national road safety charity IAM Roadsmart. Our role is to provide on-road coaching to enable IAM Roadsmart members achieve a nationally recognised advanced riding standard.

Advanced riding is the ability to maintain focus on the road and traffic environment and to take timely action to deal with it safely, smoothly, and systematically. It's a frame of mind.

Our members come from all walks of life and all ages. Our common goal to be the best riders we can be. The only prerequisite is that you should have a full (A or A2) motorcycle licence.

To apply for the **Advanced Rider Course** visit <https://www.iamroadsmart.com/courses/advanced-rider>.



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

Not sure? We offer a free, no-obligation, **Taster Ride where** so we can answer all your questions. To apply for one of these free Taster Rides visit www.advancedmotorcyclists.com or contact Mark Fouache on tasterrides@devonadvanced.com

Social Rides

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



FREE

We encourage new members to attend our regular social rides aimed at those new to advanced riding. We call these Rookie Rides, and they take place on **the first Saturday of each month**. You can use the opportunity to compare your advanced riding experiences with other new members.

Once you have passed your advanced riding test, you will be eligible to join our other Group Rides. These tend to be longer, all day, rides, and normally on more challenging roads than the Rookie Rides. You'll be riding in the company of experienced advanced riders and come to enjoy the best riding roads and destinations the county has to offer. Put these regular dates for Group Rides in your diary now: **the second Sunday of every month, the fourth Sunday of every month, and the third Thursday of every month**.

Devon Advanced Motorcyclists also organise a number weekend or longer trips throughout the year to UK and European destinations.

Detailed arrangements about forthcoming Rookie Rides and Group Rides are emailed to members on a regular basis. Contact our Rookie Rides co-ordinator dnmudge@blueyonder.com or our Group Rides co-ordinator groupridescoordinator@gmail.com for more information.



FREE FOR MEMBERS

The End of the Beginning

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

For many more that is just the beginning.

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

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

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

£18
PER
YEAR

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

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

£299

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

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

Contact triumphjohn955@gmail.com to book your place on a Post-Test Training Ride.

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Martini Rides: Your DAM membership means you are eligible for bespoke one-one coaching from one of our Observers. Just fill up your Observer's tank and away you go. Any time, any place, anywhere.

To arrange your **Martini ride**, contact chiefobserver@devonadvanced.com.

Be a Giver

The ultimate way you can hone your advanced riding skills is by passing your knowledge along by joining the club's team of Observers. Observers are not only excellent advanced riders, but also possess the personal qualities to coach and encourage others to ride to the best of their ability. You will receive training to a nationally recognised standard overseen by the Institute for the Motor Industry.

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



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<p>If you are a new associate member please contact Ian as early as possible, preferably by email, even if you don't intend to start your <i>Advanced Rider Course</i> immediately.</p>	<p>Other Committee Members: Steve Hyde Brian Churchward Jill Payne Les Mosco</p>	<p>Trustees Terry Dormer Catherine McKinley Richard Whybra Philip Pike. David Mudge</p>	

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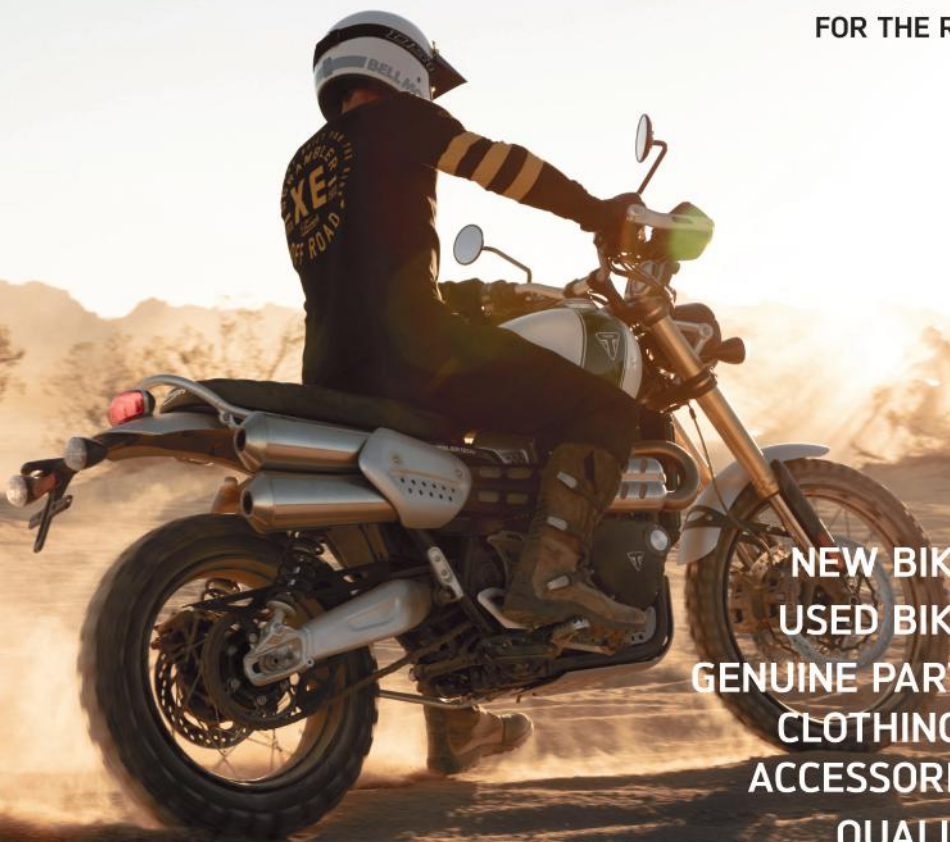
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