



**DEVON  
ADVANCED  
MOTORCYCLISTS**

NEWSLETTER 67

Oct - Dec 2021



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# Chairman's Chatter

Hello All,

It seems like a distant memory where the thermometer had hit 25C and above during July, winter is definitely around the corner as the temperature drops almost as quickly as the rain outside. Looking back over a very compressed summer season I hope you got the opportunity as I did to get as many miles on the road as you wanted too. Over the past summer months DAM has been busy with member events, group rides and attending a large number of bike shows around the county. Alan Goran marketing officer has had his work cut-out arranging these (with changes at very short notice due to COVID restrictions), with one of the highlights being the Bideford Bike show. The Bideford show saw high numbers of new people joining DAM, so I would like to extend my thanks to Martin Rushworth, Alan and all those DAM members who assisted.



Though these shows can be a lot of hard work, one of the pleasures (apart from partaking in hog roast baps) is meeting with the general public who are also passionate about motorcycles and want to know more about this thing called "Advanced riding". From experience new members are some of the best advocates for advanced riding but not sure how to help the club, so if you as new member to DAM want to take part in next years bike shows (and why wouldn't you) please contact Alan Goran for details.

There are certain club officers that are very visible to members or new associates, no doubt you will have met Observers on road, possibly even meeting up with myself at a group ride or event. Some officers though working diligently behind the scenes you might only see as a mugshot in the back of the magazine! I wanted to bring to your attention Nick Tucker who manages the website. Since the website went live it's meant updating the webpages with content, sending out group emails of upcoming events, but more importantly making sure that the accounts are correct to ensure the smooth running of the group. As anybody who works in IT can attest it's hard work migrating and managing systems, so behalf of the group a sincere thanks Nick much appreciated!

For the opportunity to meet the officers of the club virtually don't forget the upcoming Devon Advanced Annual General Meeting on the 27th October.

**Nathaniel**

In last Chairman's Chatter I mistakenly said that DAM was celebrating it's 35th Birthday next year, and after a number of emails I'm pleased to offer this correction. **DAM will be celebrating its 40th.** There are a number of upcoming events and activities being planned, one of which hopefully will keep you busy during the winter months to create a t-shirt celebrating DAM's 40th year. Over the past 40 years DAM has been involved in many activities in promoting and improving road safety for motorcyclists, so here is your chance to design a t-shirt in recognition of that. The competition is open to all members, submit your design to [nathaniel.goss@gmail.com](mailto:nathaniel.goss@gmail.com) by December 31st and as a group we will vote on the winning design (or designs) which will be made available for purchase.



In the meantime here is a design to get the creative thoughts flowing, think you can do better. I know you can, get to it!

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



**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.

***Due to a bumper issue this month some articles have been held over for the next issue.***

**Front Cover: Betty and her Honda stopped on the military road in the Brecon Beacons.**



**POWDERS Checks.** We all do them don't we? Yes we do, but I have a horror story to relay, something that shocked me and has been on my mind ever since. I took my Suzuki for it's MOT at the Motorcycle Co fully expecting a clean bill of health. I was horrified at the dangerous defect that was shown to me! I had a new set of tyres put on before our trip to Cumbria and hooned around for two thousand miles on them then a grand day out with Helen and Andrew through

Somerset and Dorset including the very bumpy Shapwick road (the old Peat road). Both Nick and I spend time checking and re checking that the bikes are fit. I like to think we have it all covered. This we missed, how I don't know, the back brake caliper bracket was not located properly causing severe strain and wear on the bearings and me to almost have heart failure at what could have happened! The lads at The Motorcycle Co put new bearings in, thank you for that, and I high tailed it to my tyre fitter who denied he did anything wrong. I will be using him again but I won't leave his premises without a thorough check before I go. Don't forget to do your POWDERS Check every ride.

On a lighter note, we had a fine trip to Cumbria, not a drop of rain, a miracle in itself, even as far north as Scotland was dry. Our leader managed to find quiet roads where top gear could be used for a good while. The view at Hartside was the best I have ever seen it. Nick's bike played up on the way home hot wiring sorted it out until a broken wire was found in the loom, fixed and on the road again we live to ride another day.

Jill



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## **ANNUAL GENERAL MEETING**

**Wednesday 27 October 2021 7.00pm.**

**To be held electronically by ZOOM**

<https://us02web.zoom.us/j/87039523471?pwd=cVp2S0VSbGh4ZGlxN2RNRFZSK0dGdz09>

Meeting ID: **870 3952 3471**

Passcode: **675502**

Notice is given of the above meeting to receive accounts and reports, elect trustees, officers and other committee members and to discuss business of an annual nature.

Officers and committee members retiring as per the rules: Martin Rushworth (trustee), David Cooper (trustee), Nathaniel Goss (chair), Catherine McKinley (secretary), David Cooper (treasurer), Alan Goran (Marketing Officer), Jill Payne (Magazine Editor), Nick Tucker (committee member), Barrie Dennett (committee member), Polly Jackson (committee member). All the above are prepared to stand again for election to their existing posts except Polly Jackson.

Nominations are invited for any of the above positions and for committee ordinary membership on a form available from the Secretary (catgmck@gmail.com), to be returned no later than 7 days prior to the meeting. Nominees, proposers and seconders must be full members.

Proposals of an annual nature must be received by the Secretary not less than 7 days prior to the meeting, showing the name and contact details of the full members proposing and seconding.

Apologies to the Secretary catgmck@gmail.com 07713 141892

DAM is a registered charity No. 1080988 affiliated to IAM, group No. 1113

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

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

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

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

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

Date	What	Where
<b>October</b>		
Sat 2	<b>Rookie Ride</b>	9:00am for 9:30am start.
Sun 10	<b>Group Ride</b>	9:00am for 9:30am start.
Wed 13	<b>Rider Development Evening</b>	<b>See website for details.</b>
Sat 16	<b>Full Members Training Ride</b>	Contact John Millgate trainingrides@advancedmotorcyclists.org.uk
Sun 24	<b>Group Ride</b>	9:00am for 9:30am start. <b>Clocks go back to GMT</b>
<b>November</b>		
Sat 6	<b>Rookie Ride</b>	9:00am for 9:30am start.
Sun 14	<b>Group Ride</b>	8.45am for 9.15 am start. Memorial ride.
Sat 20	<b>Full Members Training Ride</b>	Contact John Millgate trainingrides@advancedmotorcyclists.org.uk
Weds 17	<b>Rider Development Evening</b>	<b>See website for details.</b>
Sun 28	<b>Group Ride</b>	9:00am for 9:30am start.
<b>December</b>		
Sat 4	<b>Rookie Ride</b>	9:00am for 9:30am start.
Sun 12	<b>Group Ride</b>	9:00am for 9:30am start.
Weds 15	<b>Associates Forum</b>	<b>See website for details.</b>
Sat 18	<b>Full Members Training Ride</b>	Contact John Millgate trainingrides@advancedmotorcyclists.org.uk
Sun 19	<b>Group Ride</b>	9:30am for 10.00am start. Christmas ride West Bay. More info to follow.
<b>January</b>		
	<b>Rookie Ride</b>	<b>See website for details.</b>
Sun 9	<b>Group Ride</b>	9:00am for 9:30am start.
Wed 15	<b>Rider Development Evening</b>	<b>See website for details.</b>
Sat 16	<b>Full Members Training Ride</b>	Contact John Millgate trainingrides@advancedmotorcyclists.org.uk
Sun 23	<b>Group Ride</b>	9:00am for 9:30am start.



# WELCOME TO OUR NEW MEMBERS

Andrew Browne, Steve Jones, Carl Morley, Stuart Smith, David Boddy,  
Jonathan Cook, James Moore, David Turner, Stephen Woodward,  
Peter Blackburn, Tom Jarvis, David Boyes, Robert Bull, Michael Price,  
Martin Bradshaw, Julie Ridd, Robert Harris, Tamas Jankowicz,  
Paul White, John Ridd, Duncan Taylor, Rob Campbell, Stephen Taylor,  
Charles Hansard, Leo Hood, Freddie Hepburn, Dave Casban,  
Ray Armstrong, Locryn Peters, John Wilton, Graham Hirst,  
Robert Wilson, Graham Storer, Eddie Nichols, Christine Peek-Gould,  
Hugh Marshall-Sims, Roger Beaver.



And all sorts of PASSES, congratulations to

## **Associate**

Wayne Lyness

Mark Wileman

Stephen Moore

Daniel Knight

Nigel Denny

Eric Hall

Glen Askew

Bob Hall

Tino Alessandro

Christopher Uzzell

Nigel Bond

Richard Whybra

Dave Hewlett

James Robinson

Mark Lewis

Martin Gregory

Gary Stapleton

## **Observer**

Ian Pruce

Tim Carter

Philip Pike

Ian Holten

Martin Rushworth

Stephanie Ebbans

Tim Carter

Gareth Taylor

Dave Cooper

Simon Jeffery

Martin Rushworth

Brian Strong

Tony Curley

Philip Pike

Martin Rushworth

Tim Carter

Ian Pruce

John Badley, long time former member, has passed his masters with a distinction, his mentor was Trevor Olding.



**Group Ride Announcements:** Group Rides are no longer restricted to the second and fourth Sunday of the month. The rides will be announced on the Members Facebook page and the DAM Facebook page, with limited information. Full details of the rides can be found on the new DAM website <https://www.devonadvanced.com/>

As previously, there will continue to be a bulk email to the membership one or two weeks before each ride.

For earliest notification I would urge members to regularly check the new website, and if applicable Facebook.

**Rodney Rayner**

DAM Group Rides Coordinator.

[Groupridescoordinator@outlook.com](mailto:Groupridescoordinator@outlook.com)

## ITS WHAT YOU'VE ALL BEEN WAITING FOR!

Due to Covid we didn't do a calendar for 2021 but I was determined there would be one for 2022 especially as its the 40th anniversary of DAM. Because of restrictions we weren't able to do lots of new photos so we have drawn on some from previous calendars. I

hope 2022 will be a year full of good rides and activities that memories are made of.

The calendars are £5 each and they go quickly so please send your order to me at

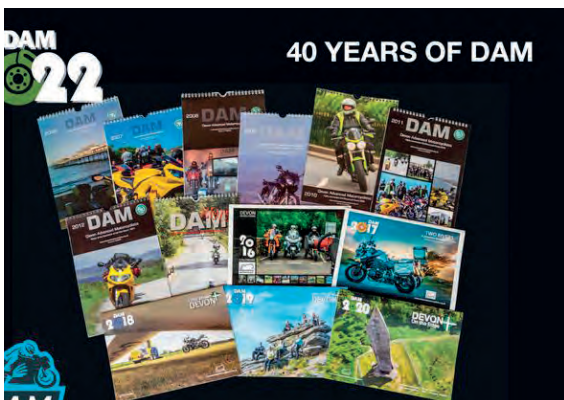
**Betty.nott20@gmail.com.**

If you want yours posted that will be an additional £1.50.

The Calendar Team will also be around at as many rides and events as possible.

***I look forward to hearing from you!***

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



# NORTH DEVON ADVANCED MOTORCYCLISTS (NDAM)

NDAM's 3rd three monthly update – 2021 What a year!

We have now had 9 associates in total through their Advanced tests up here, with 6 associates achieving F1RST passes.

Our Group Rides & Rookie Rides continue to be regular, well attended and enjoyed by our members.

Simon Jeffery is Piloting a combined North & South Rookie Ride this coming Saturday 2nd October where we will be met at Great Torrington Common to join the Southern group of riders and ride out together after that.

Both the NDAM WhatsApp group & Facebook page continue to be busy and receives lots of posts and questions, we have now grown from 47 to 61 members!!!

The Skills Day event on 31/07/2021 at Barnstaple Rugby Club resulted in 4 new members joining DAM, 1 of which Dave Boyes, he has already successfully passed his advanced test, awesome result Dave, and just after two observed rides with his Observer Stephanie.

The NDAM Observers have all been busy with Taster rides which have generated a lot of interest in the last 3 months, converting more than a few new DAM members.

I continue to shout a big 'thank you' to Alan Goran our Marketing lead for DAM, who has provided a huge amount of time, support, and resources for NDAM.

This was best evidenced when Alan joined the team at the Bideford Bike Show with our new DAM gazebo and watched the sign-up page reach 16 follow up enquiries!

It was reported there were about 4,000 bikes at that show, and over £6,000 was generated for local charities. Dave Boyes along with other NDAM members helped the Observer team with the recruitment all day, again, thanks to everyone who assisted on that special day.

NDAM also have an additional Local Observer in training, Andy Pratt, he is now ready for Adrian to pop up and assess him next week, fingers crossed.

Chivenor Army Commando Base – My old Army unit a while ago, I was fortunate enough to have wangled myself a visit to the Regiment and explain to the Officer in charge about DAM and that we are now operating in North Devon.

To cut a long story short - DAM, IAM, Devon & Somerset Fire & Rescue Biker Down, North Devon Blood Bikes, & Devon & Cornwall Police motorcycle team are all attending an open day in December to demonstrate how seriously we all take Road Safety and keeping motorcyclists as safe as they can be.

Chivenor base have a large biking community, and this open day is about reaching out to those who serve, with the hope we can persuade as many of the troops as possible to join the IAM & DAM.

Yes, it's been busy!!!

That's it for now, another update will be posted in three months' time, until then stay upright and safe.

A BIG thank you to all the new and recent 'NDAM members' who are supporting the Observer team up here - Stef, Steve, Robin and me. (Andy P too I hope!)

Regards

**Martin Rushworth**

(North Devon Team Leader)

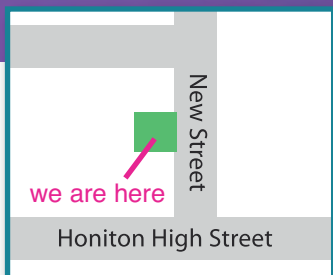
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# TESTIMONY TO THE P AND THE S IN IPSGA

Peter Wright

It doesn't seem so long ago that I was on an Observed Ride learning a lesson that served to illustrate the importance of Speed and especially Positioning in IPSGA.

My Observer instructed me to pull over in a lay-by approaching a slight left hand bend on the Moretonhampstead to Whiddon Down road.

"Look up the road and tell me the furthest thing you can see" he said. I did.

"Now, when the road is clear, go and stand on the centre line and tell me what the furthest thing you can see is". I did.

"So if you can see that much further by moving out, would you agree that oncoming motorists can also see YOU from much further away"?

Point illustrated perfectly and duly filed under 'P' for Positioning.

The conversation then moved on the approaching bends at appropriate speeds and the importance of being able to stop on my own side of the road within the distance I am able to see should the need arise.

Point duly filed under 'S' for speed.

Fast forward in time and I have now been a volunteer blood bike rider for Devon Freewheelers for a couple of years and I still try to recite the IAM "code" to myself on every ride. And the above lesson stuck in my mind on a blood biking journey yesterday.

Whilst collecting blood samples from a remote village near Dartmouth I had cause to travel for two miles down a particularly narrow lane. Damned sat-nav!

The lane was no wider than a car. There was grass and gravel in the centre which just left positions 1 and 3 available for use. So I pottered along at the appropriate speed, using positions 1 and 3 to expand my limit points as much as could. Albeit, the extended view was absolutely minimal on such a narrow road.

And suddenly, approaching a left hander in position 3 - a flash of red some 15 yards ahead coming towards me.

Anchors on! Anchors on from the oncoming car too. And both stopped mere inches from contact.



After reversing back to a passing place, the driver of the car wound down his window so we could exchange pleasantries. The conversation is one that I will remember for a while and one which reinforced to me of value of the 'P':

"Do you mind me asking a question"? He asked.

"Sure, what's up?" I replied fully expecting one of the usual blood quips such as "Can I have a pint of O negative please" or such like.

"Were you riding on the wrong side of the road deliberately or by chance?"

So I explained very briefly about expanding limit points etc. and that by being on the right hand side (not the WRONG side) I was trying to achieve any extra split second I could to react to oncoming traffic.

"Well its that split second that just saved your bacon mate!" He said.

"I saw you a split second earlier too because of where you were, otherwise I reckon I would have wiped you out!"

And so to quote Sesame Street, today was brought to you by the letters 'P' and 'S'.

Of course this is certainly not a new lesson for the already wise readership here but it was suggested by a member that sharing my experience may serve as a welcome reminder for some. I hope it proves to be.

# A RIDE BACK IN TIME



Jim and Brian were doing a ride the long way round to the Blue Anchor via Ashill in Somerset. I thought I would give it a go. I am so glad I did. The weather was just right for my summer kit, the company was great and the route was 'different' taking me on some roads new to me. The Highways

Agency had scattered some fairy dust on part of the route too which just added to the magic.

Coffee was a long time coming, via the Norman Lockyer Observatory, Blackbury Camp and Smeatharpe airfield but it was worth the wait. It was at Somerset Classic Motorcycles in Ashill and we were treated to a sight for sore eyes to go with our bacon butties. There were these delightful old bikes, all polished up and shiny and for sale. I thought I would try one which caught my eye. OMG when I sat on it I thought someone was having a joke and shaking the seat behind me, but no there was no-one there. The bike had a life of its own and shivered me timbers!

*Jim is not trying to shoot Brian! You can't read the notice which Brian is pointing to but I wanted him to show that he was 'For Sale' and that he **IS** priceless.*

*Richard watching all the shenanigans!*



Richard and I decided to leave the group here and rode back along the A303/A30 which was relatively quiet considering it was a Bank Holiday, that is apart from a broken down lorry which was being collected by a recovery vehicle travelling in my direction exactly on the right-angle bend before the B3170 - you know the one!

## **Part 2 taken up by Brian**

Having waved goodbye to Betty and Richard we continued on some of my favourite roads which had only been resurfaced the previous week. Down Blagdon Hill into Taunton with Jim taking a few short

cuts that he knew, up the A358 to Bishops Lydeard, through the narrow lanes of the Quantock hills to Cothelstone, West Bagborough and Crowcombe rejoining the A358. We went past the Watchet Music Festival which was heaving from what I could see from the road.

At Blue Anchor we had our coffee and cake looking out over the Bristol channel with Wales in the distance. Leaving Blue Anchor it was onto the quiet winding roads past Raleigh's Cross and Bampton. Dave C overtook a caravan and missed the layby just outside of Tiverton where we said our good byes.

125 miles of some brilliant roads and wonderful scenery.

Thank you Jim and Brian for a great ride.





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**The second instalment of Terry's test ride**

## **DUCATI MULTISTRADA V4S**

**Terry Dormer**

### **Entering into the fray then, one Ducati Multistrada V4S.**

The imaginary fanfare continues to droll on in a very Italian, Soprano-like way, but disappears into a hazy background as the keyless ignition button is pressed.

The screen becomes alive and the anticipation levels rise.

This is the NEW bike, the one that is superseding the already pretty well respected twin and I am enthralled, largely because of the media hype.

I sit astride, having swung my leg over the saddle with reasonable ease. I know that there is no top case or panniers on this machine, but it's not quite that easy on my Africa Twin!

Comfy and spacious seat, with bars well set and a very nice width for me.

I adjust mirrors and pull levers and flip switches with abandon. Seems good so far.

I had one of the service centre staff run through a few of the possible adjustments in the menu system, as I'm not fluent in Ducati speak. It was fairly straightforward and made so much easier when you're able to identify the actual menu toggle switch - my fault that, for some reason I just didn't twig what it was - Doh!

I wanted to get as fair a comparison with my own bike, which meant knowing how to adjust the riding modes and the settings for the electronic suspension at least.



I thumb the starter and she spins into life. I am met with possibly one of the most singular disappointments in my entire motorcycling experience - from the 'cockpit' it sounds "Hollow" (Thank Pete Wright for that analogy), such a shock!

This was not the sound from the exhaust system, this must have been the acoustic effect of the tank over the air intake/s. The upshot is, it just sounds busy, drum like and well, Hollow!

The fanfare music is now gorn innit !

To some extent the bike now seems a far lesser affair than I'd either hoped for or been led into hoping for. How wrong can you be?

I'd be keeping this machine for just short of a full week, so plenty of chance for some good testing.

I pulled away from GT's and headed over to my house in Plymouth to check on some recent work that I'd done and then drove north out of town, onto the moors, through Tavistock and on to Okehampton for a rendezvous with my very good friend, Martin Rushworth.

One thing that I noted almost immediately, was a feeling of the front wheel of the bike, when entering medium speed bends, felt like it was rolling over a small hump as the bike was leant, also with the front wheel slowly tucking under the headstock!

This was of course some kind of illusion, but was nonetheless felt.

Once I met up with Martin, I checked the tyre pressures and found that they were higher than the manufacturers specification by about 8psi in the rear and 5psi in the front.

(I sought permission from Mike Grainger out of courtesy to change them).

Having set the pressures to the correct values, the illusion that I had felt disappeared!

Draw your own conclusions on that one.

Town work was an utter breeze!

Slow speed control was absolutely spot on - great balance and highly controllable power delivery. The rear brake stabilised the bike at ridiculously low mph and I recall having the feeling that, given a month or so of ownership, I might be able to come to a complete stop and sit there without putting a foot down!

Full marks for that one Mr Ducati.

The first thing that I noticed that was both a massive surprise, but also hugely disagreeable was the pain I felt in the top of my left foot from the gear lever.

I couldn't say that there was anything more than a very slightly notchy gearbox, but more truly that I hadn't realised just how much I had come to know and be a part of my Honda DCT. (No I don't drive my bike in auto, it's manual every time, without exception and no foot lever to worry about).



Clutch bite and control on the V4S was precise, with predictable delivery.

Mirrors were vibration free with a good range of vision.

Throttle response was entirely fine, without excess delay or snatch.

The brakes were completely predictable, powerful and controllable.

At the time I had dropped off my bike, there was talk in the media that the AT brakes could be better. Once the recall work had been done, I had the opinion that Honda had sorted the difference and the two bikes were fairly similar.

Having ridden quite a few more miles now on my Africa Twin, I have begun to think slightly differently. I believe that the brakes on the V4S are better than the Africa Twin.

The ride out through Tavistock and onto the west side of Dartmoor was a little choked with traffic and the most notable thing I found was the tractability of the engine and the ease with which you could use too high a gear selection.

Lets be fair about this, it's a big lump, with four of those whizz bang thingies chuntering around inside the engine casing. The bike is going to be hugely torquey and have oodles of power on tap. If the availability of that sort of power is what you desire from your motorcycle, the V4S will certainly not



disappoint - in fact, using it can be utterly intoxicating!

It most certainly is a license loser unless discipline is maintained.

The thing that really endears me to the bike, is the way that the chassis and suspension in particular, succeed in controlling the machine.

The suspension is beautifully plush if required, yet can be 'firmed up' for pre-load when carrying luggage or pillion, or if there is a desire to push boundaries and get spirited.

The ride is so very good, that it feels entirely composed and that nothing seems to worry it.

The standard fit tyres of Pirelli Scorpion Trail 2, I already have confidence in, as I chose those for my Africa Twin and really do believe in them.

Wheel size has a massive influence on how the bike behaves on the road too. The smaller front wheel than my own bike means that there are more choices of tyre available to you, come the time of need and there are some excellent alternatives out there.

This machine is far more focussed to the road than the Africa Twin and it manifests itself in the sensations that the rider becomes aware of.

Think poise and grace, camouflaging the huge performance capabilities. My Africa Twin by comparison, with its larger front wheel and narrower tyre size feels far more lively at the front end. The V4S is pointable, accurate and predictable.

So, lighting is pretty good, horn is useless - where have I heard that before?

Is it comfortable? For me, yes it certainly is. I barely needed to adjust a thing, although I did raise the seat height by about 15mm to its highest position.

No need to raise the handlebars and no issue whatsoever with the seat comfort.

Would it be possible to tour on this machine, oh yes and a very satisfying experience it would be too.

There is however a very real and tangible twist! For myself, this is a deal breaker. The fuel consumption is ludicrously poor!

It's no wonder that the bike is fitted with a large tank, it needs it to be able to achieve sports bike fuel ranges. I was stunned!!

A 75 mile journey that my Africa Twin did, returned about 50mpg and saw just the one single segment change on the fuel gauge. Halfway along

the same journey, I saw three segments disappear from the Ducati fuel gauge.

This was at legal motorway cruising speeds, without using anything like excess of the available power on tap.

I guess that my left foot eventually got used to the gear change lever, because the discomfort I initially felt, disappeared. Maybe it was just the shock of returning to a 'normal' bike? I found that the best way to ride this bike by far, is the correct way.



Having made some errors in gear selection and allowing myself to run in a higher gear, which the bike coped easily with, I then made a point of generally keeping 3rd and 4th gear for the A road twisties and 2nd, 3rd for town working.

I suspect a part of my selecting too high a gear initially was to rid the hollow sound in my ears at the higher, mid range revs. If you're absolutely set on buying one of these, please invest in a very good set of ear plugs too.

Did I like the bike?

Yes to some extent - brakes, comfort, slow speed grace, a little power!

Would I buy one?

Not a chance! Fuel consumption! Fuel Consumption!

My main reasoning is the fuel range and that 'hollow' sound from beneath the fuel tank/air intakes.

I genuinely cannot thank my friend Mike Grainger enough for allowing me the opportunity of such a decent test and evaluation of this cracking new machine from Ducati.

It may not suit me, but there will be plenty of folk out there who will appreciate the very fine capabilities of this bike.

***The updated Highway Code is in the shops with many alterations.***



# SOUTHWEST PHOTO CHALLENGE 2021 IN THE BAG

The days were drawing in and autumn colours appearing. With several more points to collect it was time to hatch some plans.

Thursday 2nd September I met Jill for a 292 mile play ticking off the Dorset and Somerset points. With me leading we managed to find Monkey World and then headed to meet Andrew for coffee at Walford Mill Cafe in Wimborne. We arrived separately (yes all 3 of us - don't ask!) but enjoyed a Happychino outside before heading to the Dorset Heavy Horse Park. Andrew is not a fan of busy main roads and his knowledge of this area, and the smaller fun lanes, made him the ideal victim to escort us around all day...fortunately he enjoys these challenges as it takes him to different places too. Next was Okeford Hill Bike Park (what a viewpoint!) before Thornford Station (the least used Station in Dorset - not surprised as it is miles from anywhere!). Hamish's Farm Shop was next - a light lunch before collecting the Somerset photos. Here I bumped into a classic bike friend and when I explained our reasons for being on his patch and how we were being led around he commented that I needed good staff... we all laughed at this but on reflection what we all need is good friends. Bruton Dovecote was next followed by Farleigh Hungerford Castle and, sadly, by the time we got to Sweets Tea Rooms it was long closed. Farewell to Andrew as he headed back to the New Forest and Jill and I headed down the Shapwick Road... now please be very mindful if you do this one - it is incredibly bumpy - if you are a gal then your puppies will escape and if a lad your hardware will be severely battered - trust me! We nipped onto the M5 for speed with Jill and I saying farewell at Taunton and final waves at Exeter - nearly 12 hours of fun.

The final plan was for Cornwall and 14th September was looking to be bright and sunny. Betty and I met in Exeter at 0800 and with me leading we headed over the border to find the Screech Owl Sanctuary. I remember camping next to it in my early BMW Club days and it sure has changed... locating it was fun too but a little detour, some narrow lanes, weird signage, some back pedalling and we finally got there. Next was the King Edward Mine Museum, near Camborne, where Chris and Rod were waiting for us. This was great as not only are they good friends but they took us to theirs for coffee and cake in the garden and led us the pretty route to St Michael's Mount and RNAS Culdrose (I am sure I would have gone to the wrong gate

and got us arrested). They then headed to Perranuthnoe Beach for a dip and we headed to Tre, Pol and Pen Farm Shop near Launceston for sustenance. Narrow lanes featured heavily prior to the A39 and A30 and as we gathered speed on the main roads Betty received a ticking off from a policeman - as he passed her she benefited from his slowing down advisory wave... not many Senior Biking Birds have had one of those - atta girl!!! 282 miles and 10 hours of fun. Challenge complete - many thanks to Tim (the organiser) and to all who have escorted me along the way.

**Helen & Storm**





# SOMERSET CLASSIC MOTORCYCLES



**A typical Somerset Classic Motorcycles open day**

It was good to see some of your members during one of your rides and, of course, you are always most welcome. We thought it might be interesting to share something of what we do and why we do it.

Let's start with why. The answer is simple enough, we never grew up! Andy and I were both bitten by the biking bug when we turned 17 (he in London and me in Manchester) and Japanese bikes were the only game in town for smaller new bikes. Compared to today's bikes they were slow, noisy, didn't handle or stop well, didn't like wet weather and (very) occasionally gave up altogether.

Some would say they are still most of those things but modern tyre compounds and brake linings together with modern ignition system and batteries have transformed the bikes. Now it's the riders who don't like wet weather! Yet they still have that magic for those of us who saw as them as freedom or as something to hanker after.

Classic bikes now tend to be kept clean and dry and only see sunshine rather than rain. Growing up in Manchester my bikes saw a lot of rain back in the day so the chance to pick the best days for a long ride is still a novelty for me. What classic bikes lack in performance they make up for in not threatening your license because you think you're going a lot faster than you

are. Yes, I have modern bikes too but sight, sound and smell of a 70's bike is still hypnotic for people with my affliction.

We started the business a few years back when Andy, a talented engineer and fellow VJMC member, agreed to join me in starting a bike business. Personally, I wouldn't trust anything I had spannered above 30 mph so this both provided bike expertise and access to lovely bikes, even if only briefly, as they pass through the business.

We now have a team of people making the business happen. Just walking through the workshop is like going back in time. People have actually asked how much it is to look round 'the museum'! I can't think of a higher compliment.

Essentially what we do is find nice bikes in the US and Canada and bring them over. We're not unique in doing this of course and it's been going on for years. Which comes back to why again. Why bother when so many others do the same?

Well, some people bring in bikes which are seriously at the 'project' end of the market. They are cheap of course but they need a huge amount of time, effort and money spending on them. We wanted to bring in bikes which were not in need of such drastic restoration and could be taken as running bikes with the potential to become a lot more valuable with some improvements here and there.

### **Not California Dreaming**

Most of our bikes come from the US. Before we did this I believed, as many still do, that survivor bikes came from the southern states, mainly California. After all, that's where the sunshine is and that's where the lifestyle suits motorcycles so it must be the case. The Beach Boys even sang about Hondas in two of their songs of course (Little Honda and All Summer Long). And who could forget the sight of Erik Estrada and Larry Wilcox grinning inanely at each other as they rode the highways of California on their Kawasaki Police 1000s in 'ChiPs'.

California was serenaded by its own music scene of course. The Eagles, who even sang about Hotel California, were formed in California by guitarist and vocalist Glenn Frey. Yet Frey himself was born in Detroit. Which is apt. Let me explain.

The late 1960's and 1970's bikes which are around now in the US were bought at a time when Californians were surfing or wearing flowers in their hair. The money was being made in places like Chicago, Pittsburgh and, of

course, Detroit. And the people making lots of money bought toys like the latest motorcycles, and then the next year bought the latest model then too.

The number of bikes bought far outweighed the numbers being bought in Europe. But the way they were used varied too. In the UK guys went to work on their bikes, in all weathers, often in heavy traffic, and the bikes suffered for it. In the US guys rode them during the fine weather, to bike meets and coffee shops. And in the northern states that fine weather often lasted only a few months before cold and snow came back and the bikes went away again until Spring.

### **Bringing Home the Booty**

So we know where the bikes are. But how do we buy them and get them back? Well, you need people over there to go and see the bikes, speak to the owners, check out the background to the bikes and strike a sensible deal to



**Container on its way to SCM**

buy them. We have a couple of great people over there doing that for us. So far, so good. But then comes the job of bringing them over here.

Typically the bikes are collected until there is enough to fill a 40 foot container (the standard size you see taking up the whole of a trailer as part of an articulated lorry). That's where it gets tricky! Even before Covid, the world of shipping was complicated, now it's worse. In the US there is currently a shortage of trailers, drivers, containers and ships. Some sailings are brought forward, moved back or cancelled altogether. Even so, it can be made to



Loading a container in Ohio

work. A container on its way to us will typically be taken by truck to the US warehouse, loaded and then taken by the same truck to a railhead where it be loaded onto a train (the long sort which used to have hobos riding in open boxcars). Once at the docks (New York, Baltimore, Newark etc) it's available US customs examination and paperwork checks and then onto the ship.

It then spends around 3 weeks having a cruise (through no free buffets or bars) before landing up at either Liverpool, Southampton or London Gateway. There it's subject to UK customs scrutiny (and import duties) before it carries on and lands up with us. Then it's Christmas morning for our team.

### **Open The Box!**

As with all Christmas gift openings, there will occasionally be some disappointments (which means our guys have more work to do to get them as good as we were expecting) and some pleasing moments when bikes come out even better than we were expecting and we know some new owner is going to be delighted.

We don't sell fully restored bikes, we sell projects which range from engine rebuilds needed and new paint jobs essential to running bikes which just need registering but could be brought up in value by some additional ongoing work. One thing we've learned is that people like to do their own finishing touches. The beauty of 1970's bikes is that much more can be done at home by amateurs than modern bikes which need a laptop plugged in to let the technician know what's happening.

We try to cater for all tastes, not just our own, because there's a bike for everyone out there and we want to leave no-one out. Being bikers ourselves we welcome visits from bikers on our open days. Anyone wanting to have a look for their next project can come over and have a look at what we have at any time, but ringing us first will make sure we're ready for any particular bike you might be interested in.

**Mark Redfern**



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# LADIES' DAY AT THRUXTON: DO WOMEN RIDE DIFFERENTLY?

I used to have my idea of 'the typical' IAM rider – a bloke, possibly with some grey in his beard, wearing hi-viz and riding a Triumph Tiger or a BMW GS. Maybe you might find him doing figure of eights in the supermarket car park to practice his slow riding. Boy, was I wrong. It's been slowly dawning on me over the time I've been an associate, but it really came home to me when I got to IAM's 'Ladies' Skills Day' at Thruxton circuit in July. Women of all ages, most ethnicities and many walks of life on sports bikes, commuters, classics, neo-retro bikes, adventure bikes – all there to try out skills on the track that could then be used in their everyday riding.



Of course the name 'Ladies' Day' is a bit curious in these times when many ladies don't mind being called women. It conjures up a picture of the late Queen Mother in a big hat cheering on the geegees at Ascot. Perhaps there's a bit of old-fashioned gallantry about it. Sure enough, in the introductory session, Shaun Cronin did seem a bit nervous when he spoke about running a session especially for women, eyeing us as if there might be an unexploded bomb in the room. But the awkwardness soon passed as we got down to business. "It's not a track day!" he said, a phrase that we would hear many times. He explained that there would be six sessions; each hour would consist of 20 minutes briefing, 20 minutes on track and 20 minutes relaxation. In fact there was always a quick debrief so it worked out a bit more full-on than that.

We'd already pre-selected ourselves into three large groups based on previous experience of these days. I'd never been to one before so I was in C group. Within that group we were asked to sort ourselves into smaller groups from 1 to 6 based on how confident we felt. I'd decided to go for 5 as I'd been on a track only once before, but I had to compete with a scrum of women making a stampede for the 'less confident' end of the spectrum. Was it like that when most of the riders were men, I wondered? (Once I gave my husband a Ducati track day as a surprise present; he'd always been so cocky about his vast trackday experience that I'd reserved him a place in the advanced group and it was only after the day that it emerged he hadn't been on track for years and was secretly horrified to be in the top group). Anyway, I found myself in a great group of mixed ages and different bikes – young heroines Romilly from Bristol and Kinga from Surrey, Carol, a young mum from Sussex, Sally from Windsor who has grown-up kids and me, the group granny. We immediately started the important process of bonding, sharing how nervous we felt about being on track. Our instructor, retired policeman and National Observer Trevor Shearsmith, reassured us that the first session would not be at all fast.

Thruxton is famously the longest circuit in the UK and claims to be the fastest, with the wonderful swooping Church Corner followed by a very fast straight ending with a chicane just before the pit lane. The skills day organisers weren't interested in speed though – "It's not a track day!" – and had marked out Church with cones, to enable riders to take a better line; they'd also placed chicanes of cones along the straight to slow everyone down. As in a track day (which, you understand, it wasn't), other corners were marked out with a cone showing turn, apex and exit. The first session consisted of learning the course by following Trevor and then taking it in turns to go first, with him following the leader. We didn't do much more than 40 miles per hour, but we began to realise how pleasing it is to ride the lovely shining surface of a track, with no oncoming traffic and no unpleasantly spiky road furniture to worry about. Twenty minutes passed in no time and we were back in the paddock, with Trevor giving us individual feedback.

This was the pattern of the day – each outing we focused on a different element of IPSGA, and in between times chatted with each other and other women there, sharing stories of great roads and equally great pratfalls. When we were working on braking, Trevor had to give us careful lady riders a bit of a talking to. The whole point of practicing braking, he said, is that you have to be going fast enough to brake hard in the first place. We began to understand that on track we could afford to unlearn the carefulness and even the smoothness of some

of our riding. In fact we should lean, turn, accelerate, brake and generally ride harder, if we were going to find out what we and our bikes could do together. From that point things started to flow a bit more.

It wasn't a track day! And the speed limit was only 90. But there was still a real excitement when we were all started up and waiting our turn to move into the pit lane - amid the growling of a Ducati 848, the thump of a Moto Guzzi V7, assorted CB500s, Street and Speed Triples, an RNineT and Romilly's Suzuki GN 125. And once we were on the track we could really focus on following the lines; we paid no attention to biplanes flying overhead or helicopters taking off within the circuit of the track (for Thruxton has a working airfield too), or even the McLaren team roaring round and round in a Caterham Seven by the paddock. We were just working on better lines, faster corners, harder acceleration and stronger braking. And it was hard work in the summer heat – in between track time we topped up with water and essential mineral tablets. Meanwhile husbands and boyfriends looked on, hoping we were all having a great time and dreading that something terrible might happen like their partner starting to cry. (We do that sometimes and it always upsets them).

During the last outing, we got to choose whether to be monitored by our instructor or go free-for-all track day style. Our group decided to stick with Trevor. This



was where the riding skills really showed – one young woman from another group flew past everyone on a Honda 125 with L-plates on it and our own Romilly, who'd been so worried about her old GN125 keeping up, turned out to be quite hard to keep up with herself. Which all goes to show- it's not how big it is, it's what you do with it. Exhausted at the end of the day, our group thanked Trevor, exchanged hi-fives and headed off home; all of us had learned lots and were itching to put it into practice.



It's a fact that more women are riding bikes – the Motorcycle Industry Council found women represented 9% of ownership in 2009, which doubled to 19% in 2018.

Shaun said at the first briefing that the IAM has discovered that women make better progress in all-female groups. Coincidentally, that week's MCN featured a supplement about women bikers. It mentioned a women-only motorcycle training company whose director said many women came to her after having their confidence dented at traditional training schools. All of which set me wondering – why do women benefit from learning alongside other women? Do we ride differently from men, in general?

DAM's very own Trevor Olding, a National Observer, is also an instructor on the Skills Days and was at Ladies' Day too. His take on this is that improvement is directly linked to an individual's motivation, whatever gender they are. He's seen both men and women make huge progress in mixed groups. However he does think that women are in general more ready to share vulnerabilities than men and more ready to support each other with mutual encouragement. This made me think of sociolinguistic research which shows that (generally) men speak to express an opinion or compete, whilst women speak to establish connections and share. (And out of this lack of common purpose many marital rows are born). All of which ties in with my own experience of the communication within our Ladies' Day group. We're still exchanging cheery news on WhatsApp; Sally and Carol have been on a few ride-outs, Kinga's still planning her big road-trip and has got engaged to her biker boyfriend (lots of congrats there; also lots of oohing and aahing because Romilly's been shooting a documentary on bumble bees).

So why do many women get nervous about motorcycle training? Firstly there's the physical side – although this may vary across the generations, Trevor Olding suggests that many women were not encouraged to be adventurous when they were girls – this is certainly true of my childhood, though less so now perhaps. Still I'm not sure how many girls get to ride a bicycle enough to feel confident on two wheels these days. There's also the fact that most motorcycling spaces (especially training schools, but also showrooms, workshops and cafes) feel very male-dominated. Mia, a devotee of comics and computers we met in Scotland, described this feeling of entering the male space, feeling conspicuous and having to prove your knowledge to show you belonged. She'd once been at an IAM do in Yorkshire and a female observer – not from DAM, I'm glad to say - had come up to her and said 'You must be a pillion'.





When I was first riding in the early 1990s I had a few experiences like that too, but things have perhaps not changed as much as we think. There's an academic study (by Dr Esmerelda Miyake, if you want to check it out) of how motorcycles are presented in the media in relation to gender. It has a rather fun chapter about Guy Martin as 'techno-metro-sexual' which would probably send the man himself running for a nice strong cup of tea, but the book also uses various examples from film and TV to demonstrate that even now, when we see women on motorcycles, sexuality is usually part of the message. Also, women on motorcycles (Keira Knightley advertising Chanel, for instance) are usually used to market other things. Advertising which aims to sell motorcycles still rarely shows women riders.

Dr Miyake isn't the only academic to show that motorcycles still retain a 'naughty' image in popular culture – they still have that badass aspect to them, which, to be fair, we probably all love. But even now, society expects girls to be 'good' – and many women need just a bit more courage to be 'naughty.' Most female riders still come into biking through men – dads, brothers, husbands who ride.

All the more reason, then, to cherish the amazing female bikers that are out there, from the exceptional racers like Maria Costello and Ana Carasco to our own female members of DAM. I asked Diana Percy, who like me started young, stopped and re-started recently, about her riding experience -- from a 3-speed Puch at age 16, to dispatch riding in London, to touring in South America, India and Thailand and all around the UK. She's found the one-to-one learning

experience in DAM very positive and the other members endlessly generous with their time. What she values about motorcycling is the feeling of freedom, of being out there on the road, not shut in a car, of being able to go wherever you like. On the social side there's the camaraderie – waving to other bikers, conversations in cafes, rideouts, meets and races. Also there's the wellbeing aspect of riding which even MCN has started to talk about lately; the way that being on a motorcycle and needing to pay attention to the road ahead and avoid any hazards – you can't think about what's for dinner tonight – you've got to be in the moment – and that's truly liberating. These are things all bikers value, regardless of gender, though perhaps the way women and men relate to them might be different. Diana (who's a psychology teacher) also pointed out how personal riding is; it's uncomfortable to admit our own poor riding – outside the IAM observer context – it might be offensive to criticize someone else's. Are there gender differences here too? Question for another time, perhaps.

I've touched on a few points of difference between women and men's experience of motorcycling but there's plenty more to say. It would be great to hear (or read) the thoughts of other members about this!

**Christine Robins**



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## ADVANCED RIDER COURSE

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

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

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

### How to enrol on the Advanced Rider Course

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

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

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



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

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

### Once you pass your test

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

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

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

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

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



coaching and development in a group environment.

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

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

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

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

- **Be an excellent rider.** This means a Full member, preferably with a F1st pass or with some post-test experience or further training. Remember that while observing you need to maintain a very high level of personal riding, primarily looking after your and the Associates safety, while at the same time Observing an Associate in terms of progress with the Advanced Rider Course log book.
- Have a thorough knowledge of the Highway Code and the Advanced Rider Course material. More experienced National Observers will also need to have a thorough knowledge of the Police manual Roadcraft, as well as supplementary material.
- Be an excellent communicator with a real empathy for the Associate and the task at hand. To this end you need to be a conscious competent, which means you know what you are doing and why you are doing it.
- Be able to identify objectively what your Associate does well and what they could do better. You then need to be able to give a constructive debrief session beside the road and at the end of the session, culminating in a concise, well-written ride report. The task is to instruct and enthuse your Associate so they are keen to learn more and keep working at their skills and knowledge until they too are ready for their test.
- Be available for a long term commitment to quality rider training. Not all advanced riders are capable of being an IAM Observer and there is no shame in that. Some extremely experienced Police Class I riders are fantastic at their job, but do not necessarily make good instructors either. However, if you think you have what it takes to be a top class Observer with the IAM and DAM, please make contact and discuss it further. A lot is on offer. Make the most of it and enjoy your skills to the full.

**Adrian Veale**  
**Chief Observer, Devon Advanced Motorcycles**



# Committee and Club Officers 2021

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If you are a new associate member please contact Trevor as early as possible, preferably by email, even if you don't intend to start your <i>Advanced Rider Course</i> immediately.		<p style="text-align: center;"><u>Trustees</u></p> Nathaniel Goss, Martin Rushworth, Catherine McKinley, Dave Cooper	

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