



**DEVON
ADVANCED
MOTORCYCLISTS**

NEWSLETTER 71

Oct - Dec 2022



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Chairman's Chatter

Hi Folks,

It's been another busy summer! This has given me the great opportunity to greet many new DAM members at local shows and county events, then catch up with them later at Rider Development Evenings and group rides. It's good to see so many new faces and hear how you are enjoying your Advanced Rider training with DAM. Even with the nights drawing in and days getting cooler there is still plenty of on-road activity planned and I'm looking forward to joining other DAM members this upcoming weekend for a couple of days riding in Wales.



Over the past couple of days I have been planning what to pack in the panniers. I want to bring back plenty of Bara Brith, Laverbread and Welsh cakes. I need space so what's the minimum amount of clothes or tools required? Thankfully Peter Johnson's roadside tyre fix presentation I've settled with a cement glue string puncture repair kit under the pillion seat and double cylinder foot pump. I was hoping to get by with the tool kit supplied with the V-Strom but to say it's lacking is an understatement (two spanners, hex keys and some strange plastic tweezer). Suzuki must believe that the average biker has already put together a preferred kit to deal with every unexpected roadside event.

Unfortunately what the bike will already have for the weekend away is scratches, marks and damage to the left hand side plastics. After a trip to Exeter city centre I returned to find that the bike had been knocked onto it's side by a third party. I wasn't expecting this particular roadside event so me repeating "It's not even two months old" several times certainly delayed progressing the situation forward. What's the advice? Keep calm, keep your head and swap details which I did remember eventually! I'm not the only DAM member to have experience with insurance or roadside assistance claims this year, so what I'm hoping through our collective experiences (once the dust has settled) is a presentation of what can go wrong, what to do when it does and still smile



Ian Pruce out and about at the Mid Devon Show

On a final note, David Cooper has been the temporary Treasurer for the past eighteen months and I will also be stepping down as Chair next year. This means that DAM needs to fill these two committee positions at next year's AGM. Please contact the club secretary Catherine McKinley secretary@devonadvanced.com for further details.

Until the next Chairman's Chatter I look forward to seeing you on the road.

Nathaniel
DAM Chairman





Summer is in its last days; the golden evenings of autumn are dwindling as thoughts of riding in cold and wet conditions recur. I actually quite enjoy riding in the winter if I am warm enough in my heated gear. It is very different from my earlier biking days where so many layers that you could barely move were the norm against the cold.

I have a new bike (new to me). A Tiger 800- I love it! I am appreciating the extra protection it offers from the elements and also the more upright riding position which gives a better view at junctions and doesn't make my shoulder ache as much as the stripe. It is heavier and I am utterly feeble in the strength department so I have to be very careful where I park. I love all my past bikes and now the changing has to stop as that is it as far as the money goes!

This edition of the magazine has tried to reflect DAM's commitment to continued training, including an appreciation of the Skills Days. I, personally, do as many training events as I can as I know I have weaknesses and want to improve. Additionally, they have all been jolly good fun. The planning article seems to sum up a huge amount that can make us safer.

Christmas falls under this issue and I thought it would be fun to follow the commercial bike mags and do a Christmas Gift Guide..



I am grateful to Daniel for opening up ideas about different types of bikers. Here is a pic of his Sprint admiring the view.

Let's hold those summer days in mind.



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



www.twitter.com/AdvancedDevon

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

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

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

Date	What	Where
October		
Sat 1	Rookie Ride	See website for details.
Sun 9	Group Ride	9:00am for 9:30am start.
Sat 15	Full Members Training Ride	Contact John Millgate trainingrides@advancedmotorcyclists.org.uk
Sun 23	Group Ride	8.30am for 9.00am start.
November		
Sat 5	Rookie Ride	9:00am for 9:30am start.
Sun 13	Group Ride	9:00am for 9:30am start.
Sat 19	Full Members Training Ride	Contact John Millgate trainingrides@advancedmotorcyclists.org.uk
Sat 17	Group Ride	9:00am for 9:30am start.
December		
Sat 3	Rookie Ride	See website for details.
Sun 11	Group Ride	9:00am for 9:30am start. TBC - See website for details.
Sat 17	Full Members Training Ride	Contact John Millgate trainingrides@advancedmotorcyclists.org.uk





WELCOME TO OUR NEW MEMBERS

John Wood, Steve McNally, Neil Marshall, Simon Kidner, Brian Ingleby,
Karl Green, Milly Gibbs, Chris Bulle, Lyndsay Vallis, Charlotte Symons,
Chris Andrews, Matt Heggadon, Bob Robinson, Simon Payne, Melanie Boarer,
Darren Duffy, Alan Greenfield, Ian Little, John Knight, Peter Doust, Ken Hands,
Peter Adams, Adam Cobb, Andrew Hole, Simon Padley, Louise Standing,
Steven Dunn-Sims, Richard O'Flynn, Adrian Page, Moira Hamilton,
Sean Campbell, Simon Russel, Chris Carr, Alistair Newton, William Woodland,
Marc Winstanley, Helen Couch, Alastair Green, Stuart Taylor, Chris Bittlestone,
Charles Acland, Geoffrey Adams, Adam Livett, Pete Hayward, Antony Alton,
George Andrews, Johnny Freeman, Stephen Brunger, Josh Cooper,
Rob Torr, Marian Bennett, Martin Baylis, Megan Baylis.

Congratulations to the Test Passes

Associate	Observer
Tom Bougourd	Philip Pike
Nick Oxley	David Page
Paul White	Gareth Taylor
Martin Bradshaw	Steve Brookes
Jasper Sehrt	Brian Lee
Mike Fletcher	Martin Rushworth
Chris Dilley	Brian Strong
Duncan Taylor	Steve Westlake
David Strickland	Martin Rushworth
Dave Boddy	Ian Pruce
Julie Ridd	Alex Thomas
Paul Hedden	Andy Pratt
Steve Chitty	Steve Westlake
Roger Beaver	Rodney Rayner
Ben Ely	Simon Jeffery
Ian Davey	Brian Strong

DAM Skills Day Experience

Trevor Burrige

The NDAM Skills Day on the 6th August was an opportunity for me to refresh my skills.

I want to share my positive experience of the day to DAM members. What a day it was to enhance my biking skills since my IAM Pass on the 9th September 2017.

I previously attended a Post Test Ride, Slow Riding Skills and an IAM Training Day at Thruxton since my test and now understand more the capabilities of my 1250 GS.

My personal plan for the day was to polish up my general riding and improve my slow riding and overtaking.

My Observer for the day was Tim O' Callaghan from North Devon who was brilliant and put me at ease from the start. After a pre ride briefing we set off around the North Devon area to Down St Mary and stopped at Winkleigh for the lunch with the other participants.

The afternoon included a slow riding session at Meeth Quarry Nature Reserve, followed by a section on the dual carriage way to Tedburn St Mary and back to Barnstaple.

The day included plenty of opportunities for discussion and suggestions from Tim on how to tweak and polish my riding skills.

The lessons learnt from the day were improved positioning overall, but specifically on overtaking, approaching junctions and brows of hills. Also better hazard awareness giving me an improved safety bubble.

The big plus for me from Tim was the use of much lower gearing in corners than I would normally use, what a difference.



Overall the Skills Day ticked all the boxes and more, best school day ever.

Congratulations to DAM and all involved for providing this Wow Factor of a day for me. But especially Tim my Observer for his understanding and professional assessment of my riding. Thank you for giving your time.

I would certainly recommend this skills day to all members.

DAM MEMORIAL RIDE **Sunday 13 November 2022**

Pilot: Betty NOTT – Sweeper: Helen BEER

Each year on Remembrance Sunday DAM has a special Memorial Ride which is open to all members. As well as the traditional purpose of this day it's our chance to remember members who are no longer with us but who have contributed to making DAM the successful club it is today.

The whole ride is about 120 miles long, firstly Winyards Gap where we climb up to the memorial for a moment of reflection, then coffee before riding on to West Bay. Full details of the route will be on the website nearer the time.

This special ride is always well supported and we look forward to you joining us in 2022.



WALES JULY 22: DON'T MENTION THE 'B' WORD!

Les Mosco



5 of us enjoyed 4 days of hot Welsh riding 8-11th July, from left to right Derek Facey, Les Mosco, Martin Boler, David Wilkins and Nick Whittaker. Barrie Dennett who along with Les Mosco came up with the idea of the trip and organised the Aberystwyth hotel wasn't able to join our riding, but met us on our arrival at Aberystwyth, and organised the evening meal and entertainment! Les piloted the rides throughout and Derek offered to sweep and kept us all in order (most of the time) on his graceful white RT. One minute he was half a mile back giving you lots of space, so as not to pressurise, and the next when approaching a junction for instance he was right there, as if by magic!

The 5 grouped at Morrisons Cribbs Causeway for fuel and breakfast, and then crossed on the old bridge (using small roads between Cribbs and the bridge) and rode through the Welsh mining valleys to stop at the Aberfan memorial which was very poignant and moving, especially where numerous groups of members of the same family had been killed. Les has ordered a book written by one of the survivors, who we happened to meet there in the cemetery, and it will be on reading circulation soon.



Leaving Aberfan and the valleys we made our way over the Brecons, with lots of mountain twisties and stunning scenery / spectacular views. At a scenic outdoor comfort stop we watched about four red kites hovering overhead and then in the valley below, over a field of cut hay. Onward to Welshpool where the accommodation was excellent, good value, friendly family run and highly recommended for anyone else planning a Welsh ride. See Tynllwyn Farm on internet. A short £8 taxi ride for 5 in the evening to a local pub 'The Raven', where we had a relaxing meal and of course a beer, possibly two

On day one Derek's bike had picked up a slow puncture, possibly from a twig or something similar and although the wheel had tyre seal, it showed as a damp area on the tyre and was losing just a little pressure. Derek tried to get it looked at locally in Welshpool but no joy, so Derek kept a close eye on the tyre for the rest of the trip, putting a bit more air in as and when necessary. We had sufficient tyre repair stuff within the group but didn't want to mess with it unnecessarily.

Day two and after a hearty breakfast it was off to Aberystwyth, via the superb scenery of Lake Vyrnwy and the Cambrians, Lake Bala and to Dolegellau, where Les made his first navigational mistake (really a combination of lots of bikes around, a petrol station and a missed turning down a tiny side road) and the group became dispersed, eventually regrouping at Machynlleth. Another mistake happily led us over a stunning mountain road between Machynlleth



and Llanidloes, and by this time Les's preference for Welsh B roads had kicked in. Welsh B roads are like Devon motorways; 2 tyre tracks and a line of grass or rubble, but Les's explanation (excuse?) is that SatNav doesn't know that, so in search of twisties SatNav uses lots of Bs (note: he had two SatNavs running both of which preferred the smallest, narrowest roads possible). So don't mention the "B" word; does it mean Brilliant (Les thinks so), Bemused (why are we here?); Bas**rd (we definitely shouldn't be here). But after much entertainment



including the superb Ellan Valley, we eventually arrived at Aberystwyth, despite the SatNav's best efforts to avoid the place, and met up with Barrie and his friend Chrissy.

For our evening meal we went for a tapas bar dinner and were 'entertained' by a Robbie Williams lookalike whose volume unfortunately overpowered our convivial chats. He did have a good voice though.

Day three, Sunday saw Barrie and Chrissy depart back to Bristol on Barrie's RT, and the remaining intrepid group of 5 continued on a circular to Pembrokeshire and back, including a diversion to a 5000 year old rock 'burial chamber', riding over marbles to get in and out, more of Les's notorious Bs, especially after a late afternoon 'navigational' that had us meandering near but never much nearer to Aberystwyth. (Les's SatNav definitely doesn't know where Aberystwyth is.)

Tired and emotional, we found the Aberystwyth highlight; the Wetherspoons at the railway station. Cheap and cheerful although their gas was off so only pizza or Indian was on the menu.



Day four and Monday, leaving Aberystwyth Les has promised mainly A roads, and to start with they were, twisty and flowing and then without warning Les brakes and takes a turn onto a B road, no correction, what can only be described as goat tracks. Onwards South and over the Black Mountain with jaw dropping views both sides and a superb road, and into the mining valleys. Sadly, the Heads of the Valleys, normally a fast-sweeping A road, is now a huge construction site, 40 mph and queues. But after about 15 miles of that and more valleys our final drop down to Newport where we ended the official ride and made our separate ways back home via the M5.

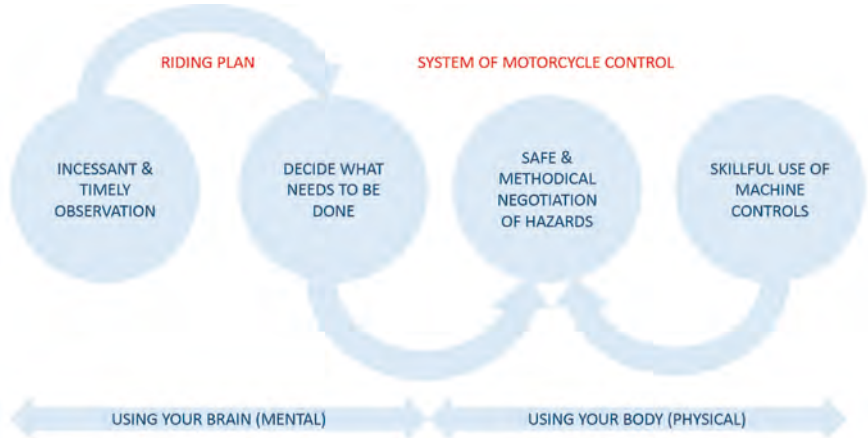
In summary, a great 4 days, hot and scenic and tips for next time: try some new roads, we found some stunning routes and views; a small group of 5ish is a good number, we were prepared to use the drop off system but rarely needed to; stop for breaks every hour or so or just when there's a great view; Aberystwyth has passed its best but we can recommend Tynllwyn Farm just outside of Welshpool; last but not least, don't mention the "B" word, have a better balance between Welsh A and B roads.



PLANNING, PLANNING, PLANNING

S. Jeffrey

As advanced riders we take 100% responsibility for our own safety on the road. We become acutely aware of the riding environment and of other road users. And we use information we glean to inform our riding decisions and to reduce the risks we face on the roads. The very best advanced riders are probably the safest people on the roads. How is this achieved?



Let's look at some of the common types of motorcycle accident, and see how the principles of observation can be used to develop good planning, leading to reduced risk. Roughly speaking, 10% of serious motorcycle accidents also include a bus or heavy goods vehicle; 40% involve a car; 25% involve a fixed object, and 20% involve no other fixed or moving objects (e.g. loss of control on bends).

Buses

This is a bus:

What we observe about buses:

- **THEY ARE BIG**
- **THEY ARE OFTEN BRIGHTLY COLOURED**
- **THEY ARE MADE OF STEEL**
- **THEY MOVE QUITE SLUGGISHLY**
- **THEIR MOVEMENTS ARE QUITE PREDICTABLE**
- **THEY ARE GOING TO HURT (A LOT) IF YOU HIT IT**



So having made these observations, what sort of riding plan can be developed when riding in the vicinity of the bus? Well first of all they are big and bright. This means we will see them from a long way off. We can start developing

a plan (for a route) a long, long time in advance. Next, they are slow and predictable – we know they will generally carry on moving until they reach a bus stop; and if they are at a bus stop, the next thing that will happen is that they will pull out. And because they are big, heavy and hard, it seems like a good idea to give them plenty of space. If you are going to pick a fight, this isn't the one to pick. Treat them like they have the plague and keep as far away as possible. If it is not possible to pass without leaving a wide gap, why not slow down or stop, and let it do its thing. It will only be a few seconds before a safe opportunity to pass presents itself.

Cars at Junctions

One of the most common situations where cars and motorbikes come into conflict is at junctions, particularly when cars pull out from minor junctions on the left. Many driving schools now actively encourage learner drivers to blindly ignore motorcyclists, and favour deliberately pulling out in front of them. Or at least it may seem that way. However, it is the case that millions of years of evolution have made human eyes excellent at spotting lateral movement, and pretty much rubbish when it comes to seeing things coming straight towards us ... particularly if those things are small. This is why we should take our planning on the approach to junctions very, very seriously.

QUESTION

What key bit of information is out there that allows us to plan to do this:



or worse

rather than this



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ANSWER

Invariably, before arriving at junctions like the one illustrated there will be a traffic warning sign, indicating a minor junction to the left.

THIS IS ONE OF THE MOST IMPORTANT WARNING SIGNS YOU WILL SEE AS A MOTORCYCLIST.



Yet, most motorcyclists either don't see the sign, or they see the sign and choose to ignore it. Perhaps more charitably, they see the sign but haven't been trained on how to react when they see it. Or perhaps they have just forgotten. When we see one of these, we should go through the phases of developing a riding plan:

Observe	See a minor junction warning sign. But what other things are going on? Approaching traffic? Following traffic? Pedestrians? Road surface?
Anticipate	What might reasonably be expected to happen? The most likely thing is that a car bonnet appears on the left hand side.
Prioritise	Out of all the things that you can see, and cannot yet see, which is going to hurt the most? Certainly, if there is no approaching traffic, it's going to be the bonnet.
Decide	If there is no approaching traffic, the best thing is likely to be to move towards the centre of the road. This not only gives more space (in case the bonnet starts to move out), but also creates lateral movement (so that the owner of the bonnet is more likely to see you). If there is approaching traffic, you may choose to adopt a more moderate position, but because there are now two hazards, the decision will likely be to reduce speed at well. If you can see that the driver isn't looking towards you, you may also consider a short sounding of your horn.
Act	In plenty of time, using the system of motorcycle control.

All this analysis happens in just a few seconds, but the thing that makes it possible is the early observation of the warning sign, and then to use that information to decide to do something.

Incidents Involving No Other Road Users

It really is hard to blame anyone other than ourselves in these cases.

The most common situation in this category is losing control when negotiating a bend. There are whole books on the factors that give rise to such incidents, including excessive speed, unexpected sharpness of bend, and inadequate expertise in steering. But as in the other examples above, successful negotiation of bends comes down to an 'advanced' observational technique: in this case the use of the limit point.

The five principles of safe cornering are:

- **RIGHT POSITION**
- **RIGHT SPEED**
- **RIGHT GEAR**
- **ABLE TO STOP IN THE DISTANCE YOU CAN SEE IS CLEAR**
- **MAINTAIN CONSTANT SPEED THROUGH CORNER**

Three of these principles are essentially about selecting the correct speed at different stages of the bend.

The limit point is the furthest point on the road that you can see. It's where the tarmac comes to a little point, or where the left and right hedge appear to come together. The significance of the limit point is that you can use it to judge and control your speed.

If, while you are riding, the limit point appears to be not moving very much, then the road is pretty much straight, or the bend is far enough away not to consider changing your speed (just yet). As you approach the bend, the limit point will appear to move towards you. During this phase you should adjust your speed smoothly so that you are able to stop safely within the distance you can see (on your own side of the road).

As you approach closer still, the limit point will appear to maintain its distance from you; as you lean into the bend the technique is open the throttle a little to maintain your speed.

The final phase is that the limit point starts moving away from you (or in other words you can see around the bend further), and this is the trigger to accelerate smoothly in order to bring the bike back up to the vertical position and be up to speed for the road ahead.

The limit point is the key observational tool in judging your progress through a corner. Use it as a trigger to slow down, and use it as a trigger to speed up.

The End, Or The Beginning

This is the end of this article describing three examples of how developing and using a riding plan can increase your safety on the road. But it could also be the beginning of something new:

The best DAM members take advantage of the group's Post Test Training Rides as a way of keeping their riding skills honed and up to date. These take place on the third Saturday of every month. Keep your eyes peeled for details, or email trainingrides@devonadvanced.com.

The next training ride is on 15th October.

Alternatively you can organise a bespoke 1-1 Improver Session with a national observer: contact the group's chief observer at avdamcso@gmail.com for more information.



LLANDRINDOD WELLS - SUMMER 22



They hadn't moved Wales but it took us 10 hours to arrive at the Metropole Hotel after gathering some more photos for the BMW Western Challenge along the way. Pantglas Junior School Memorial Garden at Aberfan was very sobering - the children who lost their lives there would have been our age now. Next was Mumbles Head Lighthouse at Bracelet Bay - stunning and the sea was like a lake. There were only 5 in our gang but we became 2 and 3 after losing each other on a busy roundabout ...which meant I led for the last 50 miles... and we even made it in time for a swim before dinner. Amazing! Great to meet up with friends and sit round the table enjoying the banter again. 253 miles.

Friday and 13 of us went several different ways. Jill led Nick, John and me for more challenge photos while Betty joined Chris our organiser, two Johns, two Mikes, Andy, Harry and Dave for a train ride. Our first one came with a health warning about the narrow steep track but in reality it was ok - phew! A cattle grid



on a mountain track with the most amazing views and only one other car which made me glad I'd taken the handbags off the bike. Coffee at Devil's Bridge then off to Pont Einon Old Bridge before lunch at the Riverbank Cafe at Tregaron. We thought all the bunting was out for us but apparently it was for the Eisteddfod. Next was the Byrgwm Picnic Site in the Brechfa Forest. Jill found some lovely high narrow roads with more great views and an ice cream stop on the way back....perfect. 132 miles.



Saturday started with a little light mist but after a jaunt round the local park 4 of us set off for the Joseph James Monument at Maenclochog. Some more nagery lanes and just one steep hairpin to keep us focused.. Coffee was at a Happy Coffee Shop in Lampeter.... I had to enquire about some of the offerings on the menu... And no we didn't try them.

Afternoon tea at Llandoverly and a reminder to use rain mode on Storm as we headed back...it's a button I keep forgetting to use and made quite a difference... reminder to self to get accustomed 181 miles for us and the others all had a good time exploring other parts of the country.

Sunday was a real shake up.... Overnight Nick's Suzuki was stolen from the car park. Once reality hit he was soon sorting logistics.....CCTV, local search, police, travel home etc. If it had been one of the girl's bikes there would have been tears to deal with as well as all of the above! Jill and Nick got to grips with it all and the rest of us managed rideouts checking for updates along the way. John H and I hijacked John W and went to Bala via Welshpool and Llanfyllin - wonderful views of Lord Hereford's Knob - Twmpa. Back via Corris stopping by Cader Idris in Snowdonia, Llanidloes, Tylwch, St Harmon and with



lots of red kites overhead we were back in time for a swim before our last supper. 168 miles.

Monday and after farewells, helping with a puncture and thanks to Chris for organising us we waved Nick off as he headed for his taxi and we headed south ...only 163 miles when you go direct. A great few days despite

the theft... I won't print what we all thought - am sure you can work it out. Here's to the next adventure.

LATE AUGUST RIDE OUT **Luke Riley**

We Love Technology is honoured to be a part of latest Group Club Ride with the amazing Devon Advanced Motorcyclists. We started on a beautiful day with no rain and warm weather. No matter how overcast it was on the day. It was fantastic to see so many of us Advanced Motorcyclists Advanced Bikers to join the ride, with such an interesting mix of motorcycles from BMW GS's to gorgeous Royal Enfield to Triumphs to a very red Ducati to Classic BMW race bike classic SuperBike.

We started from Bridge Motorcycles in Exeter. We all set off as a club, happy and excited, in formation riding out to the stunning nature that is our Devon countryside, so gorgeous and stunning and green...Pure nature. Seeing valleys towards rural classic British town of Moretonhampstead.

We used our Advanced Motorcyclist Advanced Biker skills of IPSCA and the system on the road to keep us safe while enjoying every corner every road every angle. It was a pleasure. We arrived at the Torrington lunch stop. After lovely coffee and food we followed the stunning road to Crediton through the breath-taking countryside and enjoying each other's company.

We loved the adventure, to ride and most importantly enjoyed riding together. We Love Technology is honoured to be a part of such a ride and to support all of Devon Advanced Motorcyclists. What a fantastic day.

THIRD THURSDAY RIDE

Les Mosco

DAM offers a mid-week ride on the third Thursday of each month.

Third Thursday this month saw cooler but drier weather for the 9 bikes plus 1 pillion on the 90ish very varied miles from Honiton to Haynes Motor Museum cafe and back to Tiverton Parkway, led by Les Mosco and Derek Facey as sweeper. Avoiding the A 303 for all but a few miles, on the way out we went via Smeatharpe and the Blackdown Hills, then Iminister and Ilchester and the road past Yeovilton Naval Air Base, to Sparkford and the Haynes Museum. A few junctions tricky to mark and one difficult right turn onto the busy A303, but all arrived at Haynes without mishap. The return was via Somerton, Langport and some of the Somerset Levels, then through Taunton centre to Brazier café at Wellington in the old Tonedale Mills (famous for the production of 'Taunton serge', and the khaki cloth and puttees used



by the British Army). After that, a short finish to Tiverton Parkway (ideal for slow riding practice!!). Varied roads, from narrow lanes to 70mph dual carriageways and most things in between. Thanks to all for joining and the camaraderie.

Please note these rides are for Full Members, or Associates if accompanied and approved to group ride by their Observers.

MY THRUXTON SEPT 6TH IAM SKILLS DAY IN THE RAIN **Rodney Rayner**

As some might know, a few weeks ago I bought myself a “sunny day toy” being a Ducati Supersport 950. I love the bike and its fantastic handling so thought what better place to ride it than another Thruxton Skills Day.

Early September....it hasn't rained in months.....it's going to be fantastic !

Well just my luck, the weather forecast was for torrential rain for both the 5th & 6th. I checked all the weather apps on my phone, hoping to believe the one that said sunny and 20C.....unfortunately none did !

Sure enough on the morning of the 5th I woke to black skies and pouring rain.

Watching the weather radar on my phone I spotted a gap between the fronts, which would arrive at 3pm heading in my directionperfect.....but I didn't really believe it. Anyway, wearing all my wet weather gear (just in case, who believes the weather forecast) stretched over my Alpine Stars one piece leathers, I set off in the dry. Sure enough I rode all the way to Andover under blue skies and 24C. Although it didn't rain I arrived just as soaked as if it had, but on the inside not the out Nicholas was also booked in, but he arrived later that evening having ridden up in very heavy rain.

The next morning dawned wet and grey but off to the circuit we go.



Both Nicholas & myself opted for the top end of A Group despite both our concerns about riding on track in the rain. I've done dozens of track days over the years but they were always in the dry.

Today was going to be different, but not as bad as we had feared. During the three morning sessions the track ranged from patchy damp to wet but with only very light occasional showers that we seemed to keep missing. The strong wind was helping to dry the tarmac. Thruxton has a very grippy surface and as we built our confidence the damp conditions didn't affect our pace.

However, as we left the pits for our first session after lunch, when we are allowed free lapping, the heavens opened, with the rain bouncing off the track. I could feel the rain hitting my leathers like bullets. I guess it was my fault, as all morning I had kept my waterproof jacket on but had decided to take it off after lunch ! Despite our concerns the grip level was still incredible. The IAM impose a 90mph speed limit on these days (with no restrictions on how fast you corner) and I noticed that I was only going 10mph slower than in the dry. Modern day tyres, in my case Pirelli Rosso IV's, are quite incredible, and the little Ducati was brilliant, as was Nicholas's KTM 1290. Despite my original disappointment with the weather, it still turned out to be a brilliant day. I can highly recommend the IAM Skills Day's and would urge everyone to do one. They operate levels for all abilities and really help build confidence in yourself and your bike.



NDAM's Update September 2022

Martin Rushworth, North Devon Team Leader.

Wow, what a summer we have had, not just the weather but lots of members recruited due to attending Barnstaple & Bideford Bike Nights almost every month.

The Bideford Bike Show in particular saw approximately 6,000 motorbikes turn out and provided 21 further enquiries regarding Tasters/ARC courses. Ilfracombe Bike Show on 10/09/2022 was also as success.

We currently have 16 associates on **ARC** training up here right now.



Since April '22 – **NDAM** have had 6 more who have all passed their ARC Test since our last update - 5 with a PASS & 1 with a F1RST. (Keeping 'Strawbs' busy – See below)

More new Taster sessions & Associates are going through the DAM sign-up process as I write this.

Both the **NDAM** WhatsApp group & Facebook page continue to grow rapidly.

North Devon Advanced Motorcyclists Facebook Page now has 186 members, and the number of visitors who viewed **NDAMS** page is averaging 5,550 visits over a 60-day period.

Both Tim & Woody since the last magazine have been assessed and signed off by Adrian Veale our C.O. as Nationally Qualified Observers and now have 5 associates between them! (Good effort guys)

In addition to Tim & Woody, an additional two Observers have joined the **NDAM** team and have just received their first Associate each, they are Derek Facey & Nigel Bond, bringing the North Devon Team to a total 8 Observers.

With the last bike show of the year in Ilfracombe on 10th September '22 I am expecting yet even more new members will be tempted to join **DAM**, I have a pitch for the Gazebo booked along with 3 volunteer Observers already on the list to give me a hand, along with our Chairman Nathaniel Goss. (Thanks Nat)

I've also commenced training with a young rider – Milly aged 20, who's due out with me on her second session this week (05/09/22) via DAM's Young Rider Scheme, Milly is off to a great start, I'll let you know how she gets on in the next quarterly magazine.

Chivenor Army Commando Base – Surprise, had a phone call this week that some of the guys are now returning, and one of them has signed up with us this week!

Great News - The Coaching Inn at South Molton continues to host '**DAM Training Evenings**' and on 17th August saw our new North Devon IAMRS Examiner Ian Strawbridge (Strawbs) attend and gave us an interesting insight to his Policing career as a Traffic Officer on the Devon & Cornwall Motorcycle Section. It was attended by 28 of us and was very entertaining. Thanks, Strawbs!

I am in talks with Can-Am in North Devon as **IAM RoadSmart** now provide the **ARC** course for Trikes.

I have requested IAM to provide specific Trike **ARC** leaflets to help us engage & recruit this new group of riders.

Spoke to one Can-Am owner, a local chap at the Ilfracombe bike show who showed a fair bit of interest. Will update you all soon.

Ben Ely our latest associate has been out with Strawbs this evening (8/9/22) on a very wet Test run, and successfully PASSED his test. Congratulations to Ben (now a Full member), and to his Observer Simon Jeffery. Great result.

Another BIG thank you to all the new and recent '**NDAM members**' who continue supporting the Group rides, Rookie rides & our Observer team up here - Robin, Steve, Andy, Woody, Tim, Derek, Nigel, and me.



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- If you would like more information I'm happy to help.

**Rodney Rayner
Group Rides Coordinator.**

And following on from this, we have an article about how to help your pilot!

BECOMING A BLOOD BIKER

Diana Percy



Ever since seeing Bloodrunners cartoon in SuperBike magazine in the early 80s, the idea of blood biking has sounded interesting. Then, one unusually good day, I got a despatch job to Andy Sparrow, writer of Bloodrunners, where he kindly delayed and plied me with various comestibles, gave me a lapel badge and a video of the Bloodrunners film. I think it was mainly the heavy metal soundtrack and the nitro that

Lom used in his bike to get away from Jack S... that was so enthralling.

Anyway, 30 plus years on and the biking bug returns. And I start thinking about being a blood biker. Sooooo....it is a lot less like the cartoon than I suggest above! This was one of the reasons I took the ARC IAM course, together with being old and scared, even though I loved biking and motorbikes and the whole biker vibe as much as ever. You have to have passed the IAM or ROSPA Advanced Test to become a blood biker nowadays. That is the first hurdle. There are two groups in Devon: Freewheelers and Southwest Blood Bikes; I went for Freewheelers as I had friends already in that group.

Like most things nowadays, the application process involves paperwork, references and also a DBS check. This can take a few weeks. Then once you have passed that side of it you have to be trained in the use of the CAD (computer aided despatch) system which is the computerised system that lists the jobs, radios, and how to use a spill kit safely. Perhaps most importantly, you are also trained in the Fleet Check app (deep breathing and patience required) which makes sure your vehicle has gone through all the safety checks before you use it. It might feel a bit pedantic and annoying but it is for our benefit. Next, your riding or driving will be checked by someone well-qualified to make that judgement (in my case an IAM National Observer). Finally, before you are let loose (not to try out the nitro), you will go on a 'shadow ride' where you accompany an experienced blood biker on several jobs.



The number of hours you do a month seems to vary – and you can specify which dates you cannot do, and if you have an unexpected demand on your time people are very helpful and will try to step in. In Freewheelers, who I volunteer for, duties run from 5pm to 7am on weekdays and 24 hours on Saturdays and Sundays. A controller (*just like despatching but much less stressy for the rider*) will phone and give you your jobs. They, unlike despatch controllers, care if you get there and home again safely! One of the nicest things is that you are part of another biker group, with

friendly and like-minded people. Biker camaraderie is the best.

Jobs I have done are taking samples from various doctor's surgeries blood safes to path labs at NDDH and RDE. What3words is your best help here for finding them. I've also taken dialysis samples from N Devon to RDE and medicines from the hospital to the hospice or individual patients. This latter is very rewarding as you get to see the person benefitting directly and makes it really worthwhile. I know others have collected milk for premature babies from Bristol but I haven't done that yet.

When I joined the only bike in N Devon was a 1000cc Versys- I had not a hope in hell of getting my feet on the ground so started off in the car. I've been volunteering in the car for 7 months- you still need a driving check but not an IAM/ROSPA pass. It is a retired police car Skoda and has its own idiosyncrasies like a blue light we are not allowed to use (obvs) and a rear door that almost reduced me to tears. It is pretty elderly but I am quite fond of it now! Anyway the best news is that now we have a Kawasaki ER6 650 in North Devon so shorter people, and I really hope, more women can become blood bikers. I know both Freewheelers and Southwest Blood Bikes have lower bikes in other regions of Devon. We do need more volunteers. I can recommend it for feeling useful and getting more bike time.

Here are links to the two organisations:

<https://www.devonfreewheelers.org.uk>

<https://www.swbb.org.uk>

Finally, if you want to watch the Bloodrunners film, it is here on YouTube: <https://www.youtube.com/watch?v=vuuXc2ojeFA&t=669s>

(WARNING: It is nothing like Blood Biking, very dated and not politically correct!)

Advanced and Autistic:

Daniel Knight

An Exploration of Neurodivergency and my Riding

Autism can be a bit of a touchy subject to some people, just like a lot of mental health conditions - to some people, health in general is touchy. I am not one of those people. I am someone who believes in honesty about oneself.

Here goes me being honest: a major thing a lot of people know about autism is the concept of "fixations" - in essence, what can be described as a hyper-interest. Mine happens to be motorcycles; more specifically, how to ride them, which is why I joined DAM, to further my understanding of my fixation and to become the best rider I can be. However, this fixation does run into its problems.

The biggest problem for me is the "stim" - an action performed by those with autism and related conditions to achieve something like stress relief, enjoyment or as a means of sensory control. My stims are typically making a slightly



squeaky noise, flapping my hands (I like to call them my “happy hands”), or clicking my fingers. When I get the feeling of needing to do one of these actions, it can be very disruptive to my riding and can often be overwhelming; especially since my stims often come about when I am tired or stressed, both of which are feelings I experience a lot.

Being overwhelmed is a horrible thing for everyone, but for us with autism, it can feel as if the whole world is surrounding you with noise and touch and... You get the picture, it's too much. It's a reason I will generally avoid riding in the city in the summer: everyone is out, the heat, the traffic. Even after learning to be able to slow down my observations and turn my “looking” into “seeing” and not hyperfocusing, it can still be too much. I remember riding in Yeovil on my MT125 when I was 17. I was tired, I was hot, I was stressed. A driver did a rather stupid manoeuvre at a roundabout.

I had my first panic attack whilst on the bike. My panic attacks are bad, I am nearly unreachable for the rest of the day. But this was something different, because I had to realise, “Get to safety or you will get hurt”. That was the day I decided to become a more stable rider. I was quick to anger, stuck in a loop of bad habits, resistant to change anything that needed to change. I took it as a lesson and realised that because of how I dealt with things, I hyperfocused on how I messed up.

4 years later, what's changed? Beyond passing my IAM test (Thanks, Ian Holten) and becoming an observer, a hell of a lot. Because I use more dampened ear plugs and music when I ride (along with a quiet helmet), I'm now able to control my audio stimuli; I have a better glasses prescription so I'm no longer getting caught out by a sudden blur at 40mph and with that and my training, my observations have meant I have been able to anticipate and plan for anything to happen, I haven't had an avoidable “moment” since I started with the IAM; and, most importantly, I realised I'm only human. By learning a lesson and moving forward, I could make myself better. Beating myself up was no longer an option. Being better was the only option.

I'm proud of my improvements, as joining the IAM has made me a better rider and a better person.

But I'm also proud to be autistic.

Love, DK

Gifts for Bikers

Editor

Although it is only October now, this edition covers Christmas so I thought it might be fun to do an article on ideas for presents- if any of us can afford Christmas this year..... I visited a few of our local bike shops and looked for things that were a bit different and of varying prices.

Union Road Moto Velo in Crediton is a great place to stop, custom bikes may not be so much DAM's cup of tea but there is always something interesting in there and they do great coffee and amazing cinnamon buns. (If you're really broke you could wrap up a cinnamon bun?). They are a Halvarsson stockist and I don't think anywhere else local stocks that brand. This waterproof jacket is £399. The leather jacket is £359 and is gorgeous (I have one). It is so hard to buy bike gear online as the sizing is a nightmare, even more so for women, I suspect. My



BEST BUY is URMV's own armoured shirt which comes in at a reasonable £95 (£24 cheaper than a similar shirt in another shop). It has 5 points of level 1 armour and is fully kevlar lined.

I also went to Bridge Motorcycles in Exeter. They have a fantastic range of Dainese clothing at the moment including the Smart Jacket at £649.96.





This airbag jacket can be worn inside or outside a normal jacket which makes it very versatile. I guess we will all be thinking about air bag protection soon, although it is still very pricey, if deployed it could be a life-saver.

A cheaper but thoughtful gift could be an armour upgrade: I am surprised how much top price clothing only has level 1 armour- even Rukka. It seems a cheap way to enhance protection. This pair of level 2 hip armour inserts is £13.



Something else that looked really useful was this combination zip lock, £13, you could fix your helmet to the bike or secure anything.

Another stocking filler is this throttle assist- I got one for the Spanish trip as my wrist was aching (no cruise control) and it helped a lot. £8.



Bridge have a really good range of Oxford products now, these zip pullers at £5 (looked useful to me!).



There's a whole new Oxford range of 'mint' cleaning products too which are cheaper than other brands. (Not sure why one would want scented bike stuff- I like the smell of bikes..)



CMS Motorcycles in Pinhoe sometimes gets forgotten about as it is a bit out of the way (for me anyway). However, they have tried to stock items that aren't available in other local

bike shops. Here is a Sena single Bluetooth system for £90. A visor cleaning spray is a very useful addition to a tank bag at £4.



A nice jacket by Weise (Munich) is only £160 and is 3 season with 5 piece armour and a removable thermal lining, AA rated. If you like pink (not me really) they have a good Nolan N60-6 helmet with an extra wide visor (I really like that bit) for £180 and of course you can try it on.



Something I fancy are these valve caps that change colour if pressure drops -they will be coming in soon at around £4.



Finally, thanks to all those who helped me get pics for this article, especially to Roland from CMS (who made me promise to say he was the best looking bike accessories manager in Devon.... there, I've said it).

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ADVANCED RIDER COURSE 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 Advanced Rider course book. DAM is also informed and we too send out a club Welcome Pack. This has a questionnaire to help us assign you your Observer, some other forms, plus a lot of information about the club. You will also be politely requested to offer a donation of £70 towards your Observer's mileage expenses. This will give you up to 6 sessions with your Observer plus a check ride with a highly experienced National Observer.

- Once you have returned your questionnaire you will be allocated an Observer for your training. This is done through the Observed Rides Coordinator, who will ensure your answers to various questions are matched as far as possible, eg. geography, availability and so on.

- On average Associates pass their test after about 5 observed rides, taken over 5 months. This means you could take a little less time, or a little more, but overall you can expect to get around 20 hours of on-road training, covering nearly 300 miles. The minimum time tends to be around 3 months and the maximum nearly a year. A lot depends on your availability and the amount of time you spend riding and practising between observed rides with your Observer.

Once you pass your test

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

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

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

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

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

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

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

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

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

- Be an excellent rider. This means a Full member, preferably with a F1rst pass or with some post-test experience or further training. Remember

that while observing you need to maintain a very high level of personal riding , primarily looking after your and the Associates safety, while at the same time Observing an Associate in terms of progress with the Advanced Rider Course log book.

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

Adrian Veale Chief Observer, Devon Advanced Motorcycles

A lot is on offer. Make the most of it and enjoy your skills to the full.



Committee & Club Officers

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<p>Observed Rides Co-ordinator: Trevor Olding M: 07738 580 992 E: trevor.olding@gmail.com</p>		<p>Rider Development Evening Co-ordinator: Tony Curley E: tony.curley@btinternet.com</p>	
<p>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>	<p>Other Committee Members: Steve Hyde Brian Churchward Jill Payne</p>		<p>Trustees Nathaniel Goss, Catherine McKinley, Dave Cooper, Philip Pike, Terry Dormer, David Mudge</p>

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