



**DEVON
ADVANCED
MOTORCYCLISTS**

NEWSLETTER 78

July - Sept 2024



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Chairman's Chatter

Richard Whybra



Welcome everybody to another edition of our magazine. As another year at DAM gets into full swing after our AGM, where I had a chance to meet many of you who were able to attend. We have a whole series of events lined up for the summer, with skills days, ride outs and not forgetting our get together on the 7th July which I'm hoping many of you will be able to attend. We're constantly looking on how we can improve the events and services we provide to our members and any feedback and ideas on this would be really appreciated.

Couple of weeks ago I was on the way up to North Devon to join up with some of our members in the north of the region for one of our Sunday group rides, it was a beautiful morning reminding me how lucky we are to live in such a special part of the country, which I guess is why so many people want to come here to visit Devon. This creates additional hazards on the road during the summer tourist season, as drivers and riders try and navigate their way around our county, not all of them necessarily knowing where they are going. On one roundabout I had a careful reminder of this fact, when one vehicle decided not to take the exit the lane was designed for and continued across the traffic and roundabout, obviously lost and trying to find their way. Whilst I navigated the hazard successfully thanks to the superb training DAM had provided, it was a stark reminder of why we must not to get complacent, especially during the summer when the risk of this kind of event rapidly increases.

Take care and ride safe and don't forget to enjoy the nice weather.

Richard

EDITORIAL

Diana Percy



The wonderful cover photo of one of our members was taken by professional motorsport photographer Chippy Wood. Many thanks for allowing us to share and enjoy his pics.

Summer has arrived (at least on some days). What a wonderful thing it is to be able to ride wearing summer gear and enjoy dry roads. There is lots on offer from DAM this quarter- the Summer Bash on the 7th July and skills days at Westpoint on the 21st July and the 10th August. These are followed by the Wales trip in September which I am really looking forward to- I've only been to Wales a couple of times and never on a bike. In addition, there are the regular rides with something happening every week.

Many thanks to Kevin Williams from Survival Skills who has generously allowed us to publish a couple of his articles, one for this issue and one for the next. If you don't follow him on FB or YouTube, he is well worth a look.

One thing that surprises me is that more people don't take up the offers of further training, we have amazing offers from the Legacy to try for a F1st or Masters, free of charge. There is the Post-Test Training Ride every 3rd Saturday of the month: it is free high-quality training focussed on what you wish, why wouldn't you go? There are also some evening PTTRs coming in the summer.

A couple of new purchases: I bought some UE custom earplugs-they take some getting used to and are quite painful...I hope I do get used to them because they were a hefty investment! I also got a VSYSTO front and rear camera- runs from a USB and cost under £100; there is a more expensive one that records GPS info too. I am very impressed with the picture quality and ease of use.

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

Many of us were very shaken by the loss of Derek Facey. The man I knew really was part man, part motorbike. It is hard to write an obituary as we mainly just know each other as bikers and on the road; talk is often of bikes (which is why we like it!) and the other parts of our lives are left behind for an afternoon. I hope what we all wrote together sums up how we felt.

Take care out there; this life where we can enjoy motorbikes in a peaceful country is a privilege, and we all need to treasure every moment.

Diana x

2024 DAM AGM Report

Catherine McKinley (DAM Secretary)

After a false start earlier in the year, the DAM Annual General Meeting finally took place on Wednesday 5 June at the Swans Nest, Exminster. Richard Whybra - Chair, was in the hot seat and oversaw proceedings in an efficient way, having limited those Committee members presenting their reports to a maximum of 3 PowerPoint slides and 5 minutes each! It made for a focussed and brisk AGM, one that even Michael Dunlop (29 wins and counting) would have been proud of.

Richard gave an overview of what the DAM Committee have been focussing on and achieved in the last 12 months. Areas of note were upgrading & updating DAM IT systems and policies to increase security and compliance (good old committee-type work!); securing Vision Zero funding for another two years (thanks to Tim Redman for his work on the submission); further development and promoting post-ARC advanced riding-related training to our existing members through the Michael Whitfield legacy that has, for example, supported 15 advanced riders to achieve their IAM Masters and another 14 to go onto achieve a F1st in their ARC.

The Treasurer's report showed that DAM continue to maintain a healthy financial position, with a budget surplus of £1,529.77. Richard thanked Brian Lee (Treasurer), for his continued work on the accounts and Steve Westlake for his audit support.

Barrie Dennett (Membership Secretary) – with the use of more than three slides (but within the timeframe.....) stated that the rate of recruitment to the club had remained fairly consistent over the last 3 years and the number of members currently stand at 337.

Simon Jeffrey (Chief Observer) reported that DAM Observers' hard work meant a total of 59 test passes in 2023/24 continue to see us exceed previous years' figures. Congratulations go to all Observers and those who have achieved their ARC.

Nathaniel Goss (Marketing) outlined the club continue to look at how best we can communicate with you all – both offline and online, in this ever-changing, challenging world of social media. Also, the importance of our attendance at Devon shows, held across the County, to promote the club and rider safety – we're always looking to new volunteers from within the membership to help at these events!

As always, DAM feel it important to recognise all our volunteers (because that's what we all are) who help make this club a successful one. So, this year's honours went to:

- Observer Award – Tony Curley (alongside his understanding wife) – in recognition of the 160 hours he had put into his Observing role.





- John Truelove Award – Dave Mudge – in recognition of the work he had put into leading and co-ordinating the Rookie Rides for over 12 years.
- John Colin Iveson Award – John Millgate – in recognition of the work he had put into leading and co-ordinating the Post-Test training ride schedule. Photo – substitute lookalike, Nick Marks had to be found as John was busy digging for freedom in Devon.

The evening rounded off with an advanced riding/Highway Code related quiz, thanks to Richard Watson for its production – admirably won by the team that included the Chief Observer (anyone who wishes to challenge the equity and fairness of that result needs to contact Simon on youmustbejoking@scam.co.uk).

Thanks to all involved and here's to new volunteers!

Catherine McKinley
DAM Secretary
secretary@devonadvanced.com

DAM mailboxes

The DAM Committee members been working hard to standardise and update contact details of DAM members with lead roles within the club. This means we have become much less reliant upon individuals' contact details for DAM business, greatly helping with continuity when there are changes in personnel or people are on holiday! The best way DAM members, DAM associates and members of the public can contact us is to use the mailboxes listed below. We would love to hear from you, but please be mindful that those with lead roles and the responsibility to monitor these mailboxes are all volunteers. So please try to build in as much notice as possible when asking anything or making requests. Thanks everyone!

DAM role	DAM mailbox address	Reasons to contact
Chairman	chairman@devonadvanced.com	Chairman related queries
Chief Observer	chiefobserver@devonadvanced.com	Chief Observer related queries
Group Rides Co-ordinator	grouprides@devonadvanced.com	Volunteering to lead or queries about member Group Rides
Legacy - lead	legacy@devonadvanced.com	Queries about or applications for Michael Whitfield legacy options
Magazine Editor	magazine@devonadvanced.com	Submitting articles or updates for the DAM magazine
Marketing Lead	marketing@devonadvanced.com	Volunteering to support shows/events or general marketing queries/opportunities
Membership Officer	membership@devonadvanced.com	Membership related queries
Rider Development Evening Lead	riderdevelopment@devonadvanced.com	Rider Development Evening suggestions or queries
Rookie Rides lead	rookierides@devonadvanced.com	Rookie ride queries
Secretary	secretary@devonadvanced.com	Secretary related queries
Social Media	socialmediaassistant@devonadvanced.com	Requesting messages to be sent via or queries about Social media - e.g. Facebook
Taster rides co-ordinator	tasterrides@devonadvanced.com	IAM Taster ride queries
Treasurer	treasurer@devonadvanced.com	Treasurer related queries
Website lead	webmaster@devonadvanced.com	Requesting messages to be added to or updates on the DAM website

Derek Facey



We were all saddened to hear of Derek's death, after a short illness. These are some of the messages posted on Facebook. He had made many friends in DAM. I think the first post repeated here is an appropriate epitaph and 'last post'. Editor.

Sad to learn of Derek's passing. Many will have memories of him – if only trying to keep up in the wet and leaves. RIP

Gutted to hear that. He was a top bloke and made me feel very welcome when I went on my first rookie ride. Always remembered and missed.

A lovely fella. Will miss the HUGE poppy on the front of his bike.

RIP Derek

This is very sad. RIP Derek

I'm sad to report the passing of Derek Facey through illness. He was a very active & valued Member of DAM as an Observer as well as leading and attending many Group Rides. It was also a pleasure to have him on both the DAM trips to the Pyrenees. Derek was also highly involved with South West Blood Bikes both as a rider and controller and for SERV controlling Blood Bikes in London. As so nicely put by South West Blood Bikes "Rest in Peace Derek, this shift is over".

V sad to read this. He really was part man part motorbike for the time I knew him. Incredibly dedicated to the world of biking. X

Our community has lost a lovely man, kind... caring..compassionate and a great rider. So sad. He will be missed. Please circulate any details regarding remembrance and if his family see this you are in all our thoughts.

Very sad news, a wonderful man and will be sorely missed by everyone who knew him.

RIP Derek



Desperately sad news, don't think I've ever known anyone give their time so generously as Derek, and to so many causes he was passionate about in the motorcycling world. He was also an incredibly good yet humble rider; his combination of very progressive and very safe riding was an inspiration to me, and I'm sure to many, many others. The saying "big boots to fill" simply doesn't apply here; his are impossible boots to fill. Sad news !

Known Derick as a mate for over 50 years. Very kind and intelligent man.

Derek has been instrumental in supporting DAM as a North Devon member and very successful Observer, leading Rookie and Group rides, in addition to being an active volunteer for other local charities. A kind, generous and compassionate gentleman who will be sorely missed by all who knew him. Rest in peace my friend.

What a sad loss. Hadn't known him for ongoing but really enjoyed his company in the Pyrenees, training as an NO and around North Devon on rides

Very sad to hear this news. Derek was a brilliant observer and ride leader. He encouraged me to enrol in the Masters program and was always motivational in his training role. He will be missed.

Such sad news about a truly lovely, intelligent and kind man. He was so supportive to me last year on the DAM trip after my bike was taken off the road carrying me and/or my bag around whenever needed, nothing was too much trouble. He'll be sorely missed by everyone who knew him xx

I am very sorry to read this. As a relatively new member of DAM I had met Derek on a number of group rides, and he made me feel very welcome. Rest in peace Derek.



A sad loss for everyone. RIP Derek. You will be truly missed, a kind, thoughtful gentleman

Such sad news I haven't been a member of DAM for long either but probably met Derek on group rides . Plus his significant contribution to SWBB has been recognised.

RIP Derek. A true gentleman

Very sad to hear, rest in peace Derek

That's so sad. Derek was lovely. Humble, always giving his time and expertise, quietly very witty and knowledgeable. A true gentleman. RIP.

Sad news, good guys leaving too early. Enjoy your retirement Derek.

R.I.P Derek

Rest in Peace Derek. You will be missed by us all

That's so sad. RIP Derek, you will be greatly missed

RIP Derek. Great bloke and nice guy.



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



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

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

PLEASE ALWAYS check the [website](http://www.devonadvanced.com) or event co-ordinators for up-to-date information. Also please double-check times after clock change. www.devonadvanced.com

Date	What	Where
July		
Sat 6	Rookie Ride	See website for details
Sun 14	Group Ride (full members)	See website for details 9:00 am for 9.30am start.
Thurs 18	Full Members Ride	See website or contact Les Mosco lesmosco@hotmail.com
Sat 20	Post Test Training Ride	Contact John Millgate trainingrides@advancedmotorcyclists.org.uk. 9:00 am for 9.30 am start.
Sun 28	Group Ride	9.00 am for 9.30 am start.
August		
Sat 3	Rookie Ride	See website for details 9.00 am for 9.30 am start.
Sun 11	Group Ride (full members)	See website for details 9:00 am for 9.30am start.
Thurs 15	Group Ride (full members or associate with observer)	See website or contact Les Mosco lesmosco@hotmail.com
Sat 17	Post Test Training Ride	Contact John Millgate trainingrides@devonadvanced.com
Sun 25	Group Ride (full members)	See website for details 9:00 am for 9.30am start.

Date	What	Where
September		
Sat 7	Rookie Ride	See website for details
Sun 15	Group Ride	See website for details 9:00 am for 9.30am start.
Thurs 19	Group Ride (full members or associate with observer)	See website or contact Les Mosco lesmosco@hotmail.com
Sat 21	Post Test Training Ride	Contact John Millgate trainingrides@devonadvanced.com 9:00am for 9.30am start
Sun 28	Group Ride	9.00 am for 9.30 am start.

Road Test Experience

Richard Agnew

I promote advanced training to all my friends; I don't believe there is ever a time when we are out on our bikes that we don't, directly or indirectly, come across a situation we can learn from. So, a few months back, I got an email from Simon Weir (ex-Ride Magazine editor and RoSPA Diploma in Advanced Motorcycle Instruction holder), who I have had the pleasure of riding with on a couple of European Tours, letting me know about a new event he was setting up with fellow Motorbike journalist and road tester Simon Hargreaves (ex-Performance Bikes and Bike magazine Senior Editor). The event takes place in the Lincolnshire Wolds riding in small groups with both Simons, who take it, in turn, leading or following so they can assess the individual riding styles and provide advice based on roadcraft and 30 years' experience of road and track testing and international touring.



Here is how the event unfolded for me. On bank holiday Monday, I set out from Exeter to Horncastle in Lincolnshire. I am about to undertake the challenge of Land's End to John O' Groats, no motorways, in under 24 hours for Parkinson's UK, so I thought it would be interesting to see what average speed I maintain on the A30 / A303 and then A34 to Oxford and up to Northampton on a busy day, as a bit of a test. The roads were packed as you would expect, it also chucked it down for most of the run to Oxford. I

managed an average 52 mph. I am happy with that, as I need to average 44mph to get from LE to JOG in the 24 hours.

Anyway I digress back to the Road Test Experience. The accommodation in Horncastle for the Tuesday night was part of the ride test experience, but I booked in for Monday night, as getting to Horncastle at 9 am on Tuesday might be a bit of a push from Exeter. Apart from being busy and wet, the ride up was pleasant enough. The hotel was easy to find, and off-road parking at the rear gave me confidence that the bike would be safe. The evening meal was good value for money. After the meal, Simon Hargreaves popped in unexpectedly to have an informal chat before the experience started the following day, to find out what we wanted to achieve, did we want to concentrate on something specific or go with the flow. I thought that was a lovely touch.

Breakfast at the hotel is something special. It's not the biggest, but the quality is superb. Then it's off to the bikes for a 180-mile ride around the Lincolnshire Wolds; the roads are excellent, with some technical corners and some open sweepers. It runs very much like an observed ride with breaks to pick up on observations, technique or whatever you have asked to try to improve. Once back at the hotel, it was time for quick change then down to the bar for a debrief, which rolls on into the evening meal and a question and answer session on anything you can think of that both Simons have come across in the last 30 years of motorbike testing and journalism. It could have gone on to the early hours in the morning with the stories these two have, but as the following day promised to be just as full-on, we behaved and turned in, so we were fresh for the morning.

Day two starts again with the fantastic breakfast, where Chippy Wood, the motorbike photographer, joined us.

We split into two groups, but both groups aimed for the same location to stop, where we met up with Chippy. This is where it gets interesting if you like photography, as we spent the next hour learning about how professional magazines get tracking shots. We also got to have a go ourselves. Technically, it isn't easy to ride exactly where you need to be to get in-focus shots. I will keep the secret to myself, so you have to try the experience if you want to know. However, I will say that the results are incredible.

Then it is back on the bikes for a spirited and progressive ride for about 20 miles whilst Chippy makes his way to the next stop. This time, it's one-on-one with you and your bike. The quality is impressive. Even my wife looked at the photos and suggested we get one framed and put up in the house. Motorbike photo in the house! Unheard of.

Once that's all completed, it's back on the bikes with the group rotating, so it's a different lead and follower for another progressive ride around the superb roads surrounding Horncastle to a layby where we met Chippy again. This time, we worked on cornering shots. The format is quite simple, concentrate on the road through a flowing set of S bends, and Chippy will do the rest. I must have gone round those corners 20 times in total before time was called. What's interesting is that speed isn't the key to momentum shots. Slow and smooth is the way to go.

Back on the bikes for another progressive ride back to the hotel for a quick debrief and feedback session, and then on your way back to wherever. I headed for the motorways this time and was back in Exeter by 21.30.

Summary of the experience: the food and accommodation were excellent. The course leaders' attention to detail and willingness to listen to individual needs whilst still making it fun was refreshing. The photos were made available within 24 hours to download, which is a fantastic turnaround. Boy, are they good. Whilst I didn't know anybody bar Simon Weir from previous tours, it was a group of like-minded people with shared interests, so conversation and mickey taking flowed naturally; it would have been nice to take a bit more time getting to and from the Lincolnshire Wolds with a mate or two as it's quite a way to go. But ultimately, it is very worthwhile and for me, good value for money.

I think there are a couple of places still available this year
<https://www.roadtestexperience.co.uk>



Rider Development Evenings

Anthony Curley

I have been running the rider development evenings for a few years now. These evenings are open to all members of the group and to the general public. Please feel free to invite anyone along to attend. The evenings are intended to be educational, social and enjoyable to all. The key focus for these evenings is to improve the safety of all road users, by making people more aware of different aspects of road safety. We do try to share the events out between two main locations, The Swans Nest in Exminster and The Coach Inn in South Molton. If you have any other locations that we could use (for free), please let me know. If you have a subject you would like me to cover, please let me know and I will organise. I have a DAM email address Riderdevelopment@devonadvanced.com please send me your ideas.

The subjects covered have been very varied from quiz nights, guest speakers, social events, slow riding training and supplier demonstrations. One of my favourite evening events was the demonstration from Helite. A number of attendees got to try out the "Airvest" products. An amazing item of safety kit that we should all consider. Lee, from Helite, lives in Newton Abbot and is always willing to come and give the group a demonstration. <https://heliteuk.co.uk/product-category/motorcycle-protection/>

Another good safety product evening came from ultimate ears <https://ultimateear.com/> Wes, from ultimate ears, came and showed the different products they have, then he was able to take impressions of our ear canals. This was done for free so you could order products at a future date by just giving your details. Over 30 people had impressions taken and Wes sold 22 sets of ear plugs on the night. Hearing issues are a very common problem with motorcyclists due to long exposure to high levels of noise when riding at speed. Wearing ear protection is always advisable whenever you go out on your bike. Ears can be damaged after just 5 minutes of riding at high speeds depending on the bike and helmet combination.

Michelin Tyres have been to the Rider Development Evenings a number of times. The last event, at the Coaching Inn, Michelin presented the Road 6 tyre to the group. A very interesting talk about the research, construction and testing process they use. I know a great deal of the people who attended now use these tyres on their road bikes. I am a Michelin fan and have been using Michelin Road GT's 4's, 5's and now 6's on my BMW RT. A great tyre that gives me 9k miles front and back with a mix of riding. These tyres give me great confidence on both wet and dry roads.

Another great evening was delivered at the Coaching Inn, by one of our members, Peter Johnston. Peter showed the audience how to fix a punctured tyre using plugs and sticky string. It was stressed that this is only a temporary solution and that you should get the tyre inspected/fixed or replaced by a professional tyre fitting firm once you have made it safely home. Peter came with a number of different tyres and kits and anyone who wanted could practise fixing a puncture, whilst in the pub! Normally you are at the side of the road on a dark wet evening trying to read the instructions. Peter, supplies and fits tyres in the evening from his home in Pinhoe. The care and attention that Peter takes when working on your bike is amazing. I find it is normally a great evening, talking about bikes and watching/hindering Peter working on your bike whilst drinking tea.

The Northern and Southern quiz nights went down well. The Northern quiz took place at the Coaching Inn and the Southern quiz at Swans Nest. The quiz, set by our Chief Observer (Simon Jeffery), seemed to tax most of the teams. The prizes were amazing, Simon excelled himself with these. The winning team is asked to prepare and run the next quiz. Nigel Bond's team won the Northern quiz and Richard Watson's team won the Southern quiz. Looking forward to the next quiz nights in 2024.

We started off 2024 Rider Development Evenings with a "Question Time" evening in January. The panel of 7 people came from different back grounds with varying motorcycling experience. Questions came in from the audience and it made for a very interesting evening. We had representatives from the Local Blood Bike Group (SWBB), ROSPA, our Chief Observer, Regional Observer Team Leaders, a newly qualified ARC member, and one of the youngest National Observers in the country. It was great to hear the different views and opinions from the panel. An enjoyable evening.

February Rider Development Evening saw Robert Hughes (Burt) from Rallymoto <https://rallymoto.co.uk/> come and talk about his off-road riding experience. He quickly moved on to showing how a "Road Book" works. These are used on events like the Paris Dakar Rally and are used in a number of events in the UK. Great to see how it all works and to see some of the simple kit used (Tupperware pot and a roll of paper). Then he moved on to some of the more complicated system they have. A well attended evening by DAM and people from the wider riding Devon community. Burt runs a number of Road Book events and different challenges for people interested in riding on minor roads, green lanes and tracks. An aspect of riding I had never experienced but one that looks fun.

March Rider Development Evening was a talk from Gordon Kemp. Billed as a controversial and challenging evening that would question some of the IAM's methods. Gordon did not disappoint with his presentation and approach. It got the attention of the attendees from the start and a number of very interesting and heated discussions happened over the evening. Some of the feedback comments after the event:-

- Extraordinary and bizarre experience.
- Unexpectedly painful one for one member.
- Thought provoking moments which would have resonated with many of us.
- Value of shoulder checks.
- Rigid positioning and use of brakes in corners.
- Sense of incredulity and unease at the overall experience.
- Personal style that was overly self-promoting, bombastic, unnecessarily antagonistic, and unsympathetic.
- Ironically demonstrating a complete lack of emotional intelligence, a quality he referred to several times as being important for advanced riders.
- Unstructured and haphazard, leading to confusion and uncertainty about the point being made and which relied on outdated resources and science.
- Completely inappropriate use of language on occasions
- Outdated, out of place, antediluvian attitudes.
- Clearly not aware of the current IAM syllabus and materials.

As you can see from the comments this was a very unusual evening.

Future events for 2024 include:-

- Mental health for bikers
- My Route Application (MRA) overview
- Docbike presentation
- Bridge Motorcycles talk
- Quiz nights

Tony Curley
Rider Development Evening Lead.
Riderdevelopment@devonadvanced.com
07393424393

Slow Riding at Swan's Nest, 19th June

There was some very positive feedback and it was so nice to see 3 women attending. They seem to have successfully flummoxed one observer!



South West Photo Challenge 2024

Helen Beer

Hank's challenge started on New Year's Day, and I nipped out early in 5 degrees, on very quiet roads to Pecorama at Beer to get my first one in the bag - the sea was sparkling and a great start to 2024. The second was Freshwater Holiday Park later in the month on the way to Charlie's in Weymouth for a new battery.

Into February and after a brunch gathering at the Barleymow Farm Shop in Chard the sunshine meant the long way home via Barrington Court and Wellington Monument with Andrew - snowdrops and daffodils everywhere - just beautiful. Then donuts at Rumwell Farm Shop ...this challenge has nothing to do with food!

Later in February my new bike needed breaking in - John and Andrew provided gravel at Hardy's Monument before a ride on the windy causeway to Portland Bill with a coffee at Motoshed. On to Bovington Tank Museum, Zig Zag Hill for some grin factor, Compton Abbas, Sherborne Castle and Haynes Museum - 200 miles and loving my new wheels.

Mid-March and Betty joined me for Exeter Customs House and Witheridge Stocks She probably wished she hadn't as there was a muddy and grassy detour through Butterleigh due to a road closure. All was forgiven with lunch on Fremington Quay - a beautiful spot by the River Taw. Betty stuck with me and in April we headed over the border to Cornwall - she planned a lovely route



encompassing a night at The Tolgus Inn for a catch up with Chris and Rod - long standing club members. Although she plans the routes she puts me in front - which is quite comical - the leader not being in pole position. I just pop in a postcode and as we have comms we manage v well - I threaten to make a turn and instructions in my helmet say otherwise...the joys of technology. We were blessed with the best day of the year so far- wall to wall sunshine as we headed over Dartmoor to King Doniert's Stone, pausing for coffee in the Crow's Nest Inn at Pensilva. Another break at Niles Bakery in St Austell before Restormal Castle, Lander Monument, Pendennis Castle and Pendeen Lighthouse. We headed up the lovely coastal road for a cuppa at the Gurnards Head Hotel in Zennor. 185 miles. After a relaxing night at Tricky's we were homeward bound with just one photo planned at Widemouth Bay But after coffee at the Lock Gates Cafe in Bude and lunch at Lifton Farm Shop we had a Plan B and nipped to Meldon Reservoir before heading home. 141 miles and a cracking couple of days.

Towards the end of April Tracey, John and Nick were up for a day out so they joined me for Dunster Dovecote and sticky buns at Tessa's Tea Shop in the middle of town. Axbridge for King Johns Hunting Lodge and a cuppa in the Almshouse Tea Shop which was even older than the photo location. Lastly was Clarks Village - sidestepping the parking warden (and the shopping) to get a photo and farewell hugs before heading home. 194 miles. This muppet forgot to zip up her tail pack - losses appear to be just a bag of sweets, visor cleaning kit and the list of challenge points ...apologies for littering the countryside and thankfully the important stuff was still inside. I won't do that again!

5th May and our last challenge play - Betty joined me again and Jill was up for it so The Winery at Bishopsteignton was quickly followed by coffee and the yummiest warm scone at Jacks Patch. Then Burgh Island and lunch at the Community Pub in Cornwood - the rain disappeared while we ate and a lovely dry ride to RHS Rosemoor. Dartmoor looking stunning, and we had celebratory iced coffees at Tescos in Crediton (we know how to live). 178 miles

Thanks to everyone who joined me on Hank's 2024 Challenge - it was great fun with new places to visit and more memories made. We'd strongly recommend you give it a go.



IAM Skills Day at Thruxton

Stuart Smith

Well, to be honest, I would never have thought about doing a track day due to my lack of confidence. I have been out with several observers who have all tried to improve my cornering & observation however although both have improved, I still felt I was lacking something in my confidence.

Over the last year I have been out with the Police on the Bikesafe course and along with several of my Dam instructors they stated a track day would help me!!

So as the date to order the tickets approached, I waited up until midnight and took the plunge! I successfully bought a ticket for 16th May.

As the 16th loomed, I started to get nervous about it and so I talked to a few DAM members (including Diana) who really helped to put my mind at rest, explaining what will happen and what to expect, which of course I wasn't aware of.

I stayed overnight at the Travel Lodge (next to Thruxton) ensuring I wasn't late arriving. I followed some riders, who had obviously been there before, through to the meet up area. Then I went into the building and started talking to others, some of whom had been here before and a couple of virgins (eek! Ed.) like myself. I chose to go into Group C as I didn't feel very confident in my ability.

Andy was our instructor and asked all of us what we wanted to get out of the day. Once we started, I settled into the training and a lower speed, at first, to learn the track lines, mimicking hazards & the limit point.



As the day progressed so did our speed and more accurate positioning to take the corners. I found I was naturally following Andy and his lines and when it was my turn to lead, I took it up with full confidence and really enjoyed cornering, braking and getting the lines right thanks to Andy's patience and teaching. I fully appreciated that this was because there were no actual hazards as you would encounter on the actual road, so I could really enjoy getting the cornering right and braking hard experience.



By the end of the day my confidence & ability had increased dramatically and for that I would like to thank all those people who pushed me and told me to get on a track day as it will really help me. They were right!!

I am now a much more confident rider and enjoy all corners and aspects of riding far more than before the track day. For anyone in the same boat as me or just not confident at a particular aspect of riding I would strongly advocate going on a training skills day. It was a great learning day & something I won't forget in a hurry!!

Doctor Roger, Humane Letters and Advanced Riding Chief Observer

I'm not really a tennis fan. Normally, any hint of a discussion about balls and bats (racquets, whatever) results in a quick exit to do something more interesting - like counting the number of hairs on the back of my hand. But Mr Federer has impressed me today.

On 9 June this year (or 6/9/24 if you are that way inclined), Roger Federer was granted a Doctorate Degree in Humane Letters from Dartmouth College, New Hampshire. His acceptance speech can be easily found on the inter webby thingy if you take a few moments to do an online search. I promise you it won't be the least unproductive 25 minutes of your life.

It's a story of dedication and success, or as he put it: 'Effortless is a Myth'.

Imagine the conversation:

'You're lucky you can play so effortlessly.'

'I realise that is intended to be a compliment ... but I think you have missed the point. I have trained 28 hours a day for 465 days a year for the last 30 years. It doesn't feel &*&^ing effortless to me.'

'Ah.'

And so it is with advanced riding, is it not? As our own Ian Pruce often puts it: 'The more I practice, the luckier I get.'

If you are a new or aspiring member of Devon Advanced and are 'in awe' of the high standard of riding you see on our group rides, remember that has not been achieved effortlessly. It takes practice and effort and practice and effort and practice and effort. And so on. Once you have completed your advanced rider course, you will be well on the way to that standard too: we were all in awe once.

The second theme of his speech was 'It's only a point'. Interesting stats of the day - Doctor Federer has won 80% of his professional matches, but on a point-by-point measure he has won only 54%. So, even the best grand slam winner ever loses nearly half the time. He was at pains to point out that no matter how desperately you wanted to win that last point - and ache over losing it - once it's gone it's gone. The true test is being able to focus on the next point and win that one. 'It was only a point!'

Today, I have been training one of our new generation of observers. I followed for about 20 miles and saw a truly top-class ride. I got off my bike thinking how lucky DAM was to have a trainee observer capable of this standard of riding. The trainee observer was very self-critical and disappointed with his ride - recounting 'all' the mistakes he made along the way. No, Mr Thorns, they were only a few points.

Theme #3 was 'Life is bigger than the court'. He recounted his achievements outside the tennis court, giving something back to the world. He has started foundation supporting pre-school education in sub-Saharan Africa: it has helped 2.4 million children so far. For those of us with less energy, resource or dedication than Roger, achieving something at that scale may not be practical. But all DAM members are supporters of the road safety cause. The group has lots to do with not enough volunteers to make it all happen. If you have some talent and time you are prepared to offer, get in touch with our chairman, Richard Whybra: chairman@devonadvanced.com. He'll find something for you to do! Thank you, Roger, for your inspiration.

Buying Motorbikes...

(Ed. It is always a good idea)

Jon Mendez

Dangers of a small beer, being left alone and eBay! Biking on a smaller budget.

To be honest I know I am a serial motorbike buyer, I usually have three on the go at once and am normally dreaming of what to be next, one is always sensible, so general day to day transport to work but also capable of taking my wife as pillion, the middle one is usually something sporty, not necessarily practical and the last tends to something off road style. However I felt the need for a swap, I have always enjoyed tinkering with my bikes; I am not a mechanic, but I understand how it all works, and I had grown tired of the newer models which require you to visit the dealer for ever more expensive servicing, so the CCM went, and I started looking for something else. This led me to Ebay, where there seemed to be some great bargains but often with unknown history, then I stumbled onto a plan, what about the bikes that dealers take as a part-ex, but they don't suit their profile or image. Further looking – this is when the beer came in revealed that lots of dealers have 'trade' sales where there is no warranty, and the price reflects that. I should point out at this point that I have had four BMW 12 or 1300's two each of GT's and S's. Now the S was always one of those that I regretted selling, whenever I saw one on the road that twinge of regret came on, so I narrowed my search and started looking in earnest. That led to a call to a dealer who had a 1200 2005, only 20500 miles almost full-service history and looking pretty clean and tidy, only issue was it was a non-abs version, did that worry me? I did my silly bid on eBay and forgot all about it. Imagine my surprise when one evening later I became the proud owner of a Grey 2005 K1200s, then I spotted the flaw in my plan – it was in Manchester. However now being officially old, my Senior Railcard meant Manchester was only £30.50 away. Equipped with sandwiches and a flask of coffee the following Friday in full motorbike kit I set off and by 1pm I was at the dealers. A thorough look over revealed that it was just as the dealer had said, very clean, no engine or drive corrosion – which on these can be a real issue, obviously looked after, just needing a new back tyre pretty soon, this being my fifth K series meant I knew what to look for and this



ticked all the boxes but was just not what a Triumph main dealer wanted to sell. The journey home had looked to be wet, so I had planned a boring but straightforward route, but the lack of rain allowed me to explore a bit and became just full of the reminders of what this rocket ship had in the performance league. The whole episode including trains, fuel back, and a new back tyre cost just under £2000 and being an older bike the insurance works out as £103 a year. Nearly 3000 miles later I have zero regrets!

Time to get a Helite Turtle 2 Air bag vest?

Martin Rushworth

I have a French motorcycle trip organised next week and my missus, Janie, mentioned it might be an idea to get a Helite air vest, especially as the trip is over 2,000 miles, and I'm riding in an unfamiliar country on the wrong side of the road. I spoke to Diana (our mag editor) as she has had one of these vests for some time, and was very helpful.

I researched Helite to find out if we could buy locally as I wanted to physically try on their vest and was very surprised to see a Helite supplier in North Tawton, about an hour away from me, and run by a DAM member too!

I decided to ring Ant Wallace on 01837 470400 who owns 'Trailer Medic' (and he's currently working on the DAM MDU) his email is - info@trailermedic.co.uk .

To find him use 'what three words' - [///purest.cherubs.com](http://purest.cherubs.com) comforted to visit. Following a phone call, we agreed to meet up at Ant's workplace on a Sunday afternoon! (He lives close to the unit).

Ant was great, friendly, and certainly knew the Helite product. I had a fitting, and it was decided a large air vest would be ordered. A few days later Ant called confirming the vest had arrived, at that point I paid for the product, and made my way down to Ant to collect it.

On arrival I was surprised to see two new vests, a large and a medium.



Ant explained he'd done this as I was on the border of both medium and large and didn't want me going home with the wrong size.

Turned out the medium was both more suitable and comfortable.

With the vest I'd ordered a spare gas canister for when I forget I'm tethered and just walk away from the bike.... it's just a matter of time!

I highly recommend Ant at 'Trailer Medic' in North Tawton who couldn't have been more helpful... plus, as a DAM member he gave me a very generous discount too!

Oh, and by the way, the myth that airvests are too warm to wear in summer is absolute rubbish.

This vest clips together at the front so allows air in which flows around to the rear of the vest, and actually has a 'cooling' effect. It's brilliant and is highly recommended. M.



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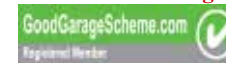
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Congratulations to the Test Passes

Associate	Observer
Callum Mitchell	Pete Wright
Jonathan Evans (F1rst)	Andy Pratt
Roger Bridgeman	Robin Watts
Jerry Anderson (F1rst)	Richard Wiseman
Nigel Stelfox (F1rst)	Steve Westlake
Stephen Harcus	Chris Palmer
Chris Kingsley (F1rst)	Rodney Rayner
Henry Kiely (F1rst)	Derek Facey & Martin Rushworth
Bronwyn Nash (F1rst)	Catherine McKinley
Will Ballard (F1rst)	Ian Holten
Diana Percy (F1rst)	Derek Facey and John Millgate



ADVANCED RIDING IN 500 WORDS.

Kindly allowed reproduction here by Kevin Williams

JUST WHAT DO WE NEED TO KNOW TO BE ADVANCED RIDERS? HERE'S THE SURVIVAL SKILLS APPROACH!

Safety & Risk: riding isn't 'safe' - we're actively MANAGING RISK to deal with HAZARDS and avoid conflict with other road users.

Hazards: are anything that offer the threat of personal harm and makes us alter speed or direction to reduce RISK.

Risk: is "the CHANCE of something going WRONG multiplied by the IMPACT on us IF it happens".

Risk Assessment: our job is to ANTICIPATE and avoid high risk situations, and to ELIMINATE high risk manoeuvres from our riding.

Understand errors: everyone makes mistakes - be ready for them.

Two to Tangle: collisions start when a driver sets up a crash, but are only completed if we RIDE INTO IT. We don't have to.

The Killing Zone: is the 'at risk' distance where we are COMMITTED to negotiating a hazard and can no longer take evasive action.

Avoid SURPRISE! to avoid triggering Survival Reactions!

Survival Reactions: derail our training - we panic, overreact, freeze or target-fixate

Worst Case Scenario: don't plan for things to go right, plan for them TO GO WRONG. Have a Plan B.

Systematic Riding: is building a flexible RIDING PLAN plan to deal with hazards including the WORST CASE SCENARIO to avoid SURPRISE! If we're continually caught by SURPRISE! we're not planning properly.

Search: proactively scan for threats.

Evaluate: ask "What if...?" and decide what to do next to reduce risk.

Execute: change speed and direction, use signals to tell other road users.

SEE and BE SEEN: we need to see hazards, but if other road users can't see us, they won't expect us.

A Vision Blocker: is anything with a hidden area behind it.

A Surprise Horizon: is a hidden place a vehicle could appear from.

View: what we CAN'T see is almost always a bigger risk than what we CAN see! To position for view, ask four questions:

1. where are the areas we CAN see into?
2. where are the areas we CAN'T see into?
3. can we move to a position to SEE into blind areas and where we can BE SEEN?
4. if we move there, are we putting ourselves at greater risk? **Be PRO-active, not RE-active:** take positive ACTION before things go wrong. Don't wait for emergencies to develop.

The Safety Bubble: is a zone of EMPTY SPACE around us. Pro-actively shrink the Killing Zone by reducing SPEED, changing POSITION and improving VIEWS to maximise the safe spaces by staying clear of hazards and maintaining good following distances.

Prioritise the bigger hazard: which will hurt most? Deal with that first.

Overtaking: is high risk and often kills when it goes wrong. So remember - just because we COULD doesn't mean we SHOULD. Make USEFUL progress at MINIMAL risk by avoiding risky overtakes.

Time: gives everyone a moment to THINK.

Reducing speed: gives us more time, and makes it easier to SWERVE or STOP in emergencies. If we can't take evasive action when a car pulls out, change our line if a bend tightens up, or abort an overtake when it starts to go wrong we're riding too fast.

Point and Squirt cornering: emphasises positive decisions for bends - braking, steering and throttle.



The Survival Skills Reference Point System: offers a roadmap for efficient lines through corners.

Review: decisions and actions:

1. Is what I am doing SAFE? Don't put yourself or others at risk!
2. Do I know WHY I'm doing it? Our actions should have a GOOD reason - don't copy YouTubers or magazine articles!
3. Does it LOOK safe to other road users? If it doesn't, they may not behave as expected!
4. Learn from MISTAKES. We all make them but don't make the SAME mistake again!

© Kevin Williams & Survival Skills Rider Training 1997 - 2024

FEEL FREE TO SHARE WITH YOUR RIDING BUDDIES

What makes survival skills different: Survival Skills Rider Training is one of the longest-established advanced riding schools in the UK, established back in 1997. Your rider coach - Kevin Williams - has unrivalled experience working with riders at all levels from total novice to expert. The course content varies to match different riding conditions as well as the level of the trainee. Kevin also holds an independently-moderated BTEC in post-test training and is also a qualified e-tutor with an NVQ in distance learning and capable of delivering advanced motorcycle topics online. With a Masters-level background in science, Kevin doesn't deliver standard Roadcraft-based training, but has actively sought out fresh ideas and new ideas ways of delivering biking skills, something recognised by road safety bodies he has worked with in the UK and New Zealand. Kevin also researched the 'Science Of Being Seen' as used by 'Biker Down' courses.

Client-centered training: All my Survival Skills courses are delivered in such a way as to ensure each course is uniquely tailored to each and every trainee. There's no 'approved syllabus', no test and no 'style' needed to fit with a national training organisation. Coaching is based entirely around what YOU want to get out of the sessions - everything is fully client-centred. Survival Skills doesn't just offer 'advanced' courses - our intermediate courses are particularly suitable for those starting out or looking to recover confidence. You'll set out on a journey that improves your riding in the way you want and need.

WEBSITE: www.survivalskills.co.uk **EMAIL:** info@survivalskills.co.uk

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The Advanced Rider Course

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

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

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

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

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

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

Social Rides

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

FREE

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

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

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

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

FREE FOR
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The End of the Beginning

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

For many more that is just the beginning.

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

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

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

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

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

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

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

Contact posttesttrainingrides@devonadvanced.com to book your place on a Post-Test Training Ride.

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

To arrange your **Personal Training Ride**, contact chiefobserver@devonadvanced.com.

Be a Giver

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

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

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Chief Observer: Simon Jeffery E: chiefobserver@devonadvanced.com		Treasurer: Brian Lee E: treasurer@devonadvanced.com	
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Observed Rides Co-ordinator: Ian Pruce E: observedrides@outlook.com		Rider Development Evening Co-ordinator: Tony Curley E: riderdevelopment@devonadvanced.com	
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