

NORTHUMBRIA ADVANCED MOTORCYCLISTS. (N.A.M.)

**AFFILIATED TO THE INSTITUTE OF ADVANCED
MOTORCYCLISTS
(I.A.M.)**



TY CLWYD WEEKEND AWAY WALES 2009



Spring 2010

THE NORTHUMBRIA ADVANCED MOTORCYCLISTS ARE SUPPORTED BY:-

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For more information on how to join us and become a better and safer rider come along to our monthly meeting held every 2nd TUESDAY of the month at the WHEATSHEAF HOTEL on the B6918 near NEWCASTLE AIRPORT. 07.00 pm for 07.30 pm

OR

Contact our Membership Secretary,

Eric Fitzpatrick on 0191 271 2245 or Email e.patrick454@ticscali.co.uk

OR

VISIT OUR WEBSITE; www.nam-online.org to see what N.A.M. has to offer.



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Jack Lomor

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Ronald Patrick



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NAM Website
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Newsletter
David Henderson

Chairman's Notes

As I write these notes in early March, NAM's engines have already started. There has been activity deep in the engine room, as your committee member's scurry to have everything in place for the start of the season. Rideouts, Newsletter, Membership all clicked into gear and the Training Team with the wheels already rolling. Pitlochry, just about in place, is a must if you like to enjoy yourself. There is much more besides.

It's encouraging that we have a new group of associates so soon in the season, ever eager to start their voyage of discovery. And of course those associates, who have some useful development rides under their belt from last year, will have a head start. Giving a final polish to there new found skills will lead them to apply for the IAM test. We can expect a healthy influx of new Associates this year, as we are assisted in spreading our message to motorcyclists in the North East by Northumbria University, Marketing Students.

Another enjoyable year beckons.

Ron Patrick

March 2010

THE DROP-OFF SYSTEM

REMEMBER YOUR RIDING IS YOUR RESPONSIBILITY

The purpose of the ride is to have an enjoyable and safe ride out. It is not a race.

At the front of every N.A.M. ride-out there is a **LEADER** who will be identified at the pre-ride debrief. He is permanently at the front of the group and is identified by a **HI-VIZ H belt or HI-VIZ orange jacket**. At the rear of every ride out group there is a **BACK MARKER** who will be identified at the pre-ride debrief. This rider will also wear a **HI-VIZ H belt or HI-VIZ orange jacket** and will remain at the rear of the group at all times. **AT NO TIME WILL ANY RIDER OVERTAKE THE LEADER OR DROP BEHIND THE BACK MARKER UNLESS THERE ARE EXTENUATING CIRCUMSTANCES.**

HOW IT WORKS: each time the ride reaches a junction or round-a-bout that requires a change of direction the rider **immediately behind the LEADER** will stop and mark that change of direction enabling the following riders to change direction and follow on behind the LEADER. When the BACK MARKER approaches the rider who is marking the direction change will then move on to follow the group making him the last rider in front of the BACK MARKER. At the next direction change the rider who became immediately behind the LEADER will now mark that point again enabling the following riders to change direction and follow on behind the LEADER. When the BACK MARKER approaches the rider who is marking the direction change will then move on to follow the group making him the last rider in front of the BACK MARKER. This procedure is repeated at all direction changes ensuring that no one is left to possibly take an incorrect direction change. **OVERTAKING** is permitted between the LEADER and BACK MARKER, it must be emphasised **ONLY IF IT IS SAFE TO DO SO**. When overtaking other vehicles take care not to merely follow the rider in front of you. If traffic conditions make progress slow the drop-off system will ensure that you will be directed onto the correct route thus avoiding "catch up" situations.

BE AWARE OF THE FOLLOWING: - STOPPING ON CLEARWAYS; YELLOW LINES; ANYWHERE THAT IS POTENTIALLY DANGEROUS OR ILLEGAL. Riding in a group presents additional hazards. Ride to the system and remember **SAFETY FIRST**. There are many other hazards presenting themselves and motor vehicles are potentially a danger to you as are other motorcyclists that are not part of the group. **BE and STAY SAFE**

Speed Limit Signs

Now that local authorities have the power to introduce lower speed limits on our national roads we all need to be aware of the legality of some speed limit signs.

When a member of the Chorley BMW club took his IAM motorcycle test in 2008 he was criticised by the retired Class 1 police examiner for suddenly braking as he approached a 30mph speed limit sign from the national speed limit out in the open country side. At the last moment the IAM Associate had just seen the nearside placed 30mph sign, this being the only sign which was visible. The offside sign, which would have been more in view, was completely hidden by overhanging foliage. The examiner commented that for a speed limit to be a legal limit there must be two visible signs, one on each side of the road, so hard braking under the prevailing conditions was not necessary.

Another IAM Associate had a similar experience during an observed ride when his Senior Observer (who was a serving police motorcyclist) overtook him during in a temporary 30mph speed limit within a 60 mph area urging him to make progress. The police rider later explained that as there was only one 30mph sign, not two, the limit was not legal and road conditions at the time did not warrant the temporary lower limit. Both Associates went on to pass the IAM advanced test.

The moral of this story is of course to practice forward observation to give the maximum amount of time to assess and respond to hazards and changing road conditions but it does highlight that many of our roads are not properly signed. A good example is the north bound carriageway on Newcastle's inner motorway as you approach the turn off for the RVI. The de-restricted sign which tells you that you are now in a 70mph zone is situated on the joining slip road rather than on the carriageway itself. Perhaps NAM members know of some other speed limit irregularities.

More information about the complex system of speed limit signs and their legality is available on The Association of British Drivers website at abd.org.uk and follow the link to *Speed Limit Signing Requirements*.

This article is a condensed version of Bob Harrison's letter to the February edition of the BMW Club Journal.

With thanks, *Michael Sutherland*

Why Turkey? Well why not.

The final chapter of Ron's Turkey adventures continued...

Next morning found me refreshed and heading to the ferry to the Dardanelles. At Canakkale I stopped at a busy junction to consult my map for the terminal when a dusty biker on a scruffy trail pulled up alongside me and pointed at my map. I said, "Ferry" and he beckoned me to follow. He looked like a tour guide as he had an immaculate biker following him like a shadow. He took a tortuous route through the town, making sure I was following and deposited me at the ticket booth. Without a word but with a jaunty wave he was on his way, shadow in tow. Yet another example of generous kindness extended to a fellow biker. Taking the ferry for the short crossing over the Sea of Marmara, I reached my long-term target of the WW1 Gallipoli battlefields. These covered an extensive area and are a popular tourist destination. Seeing the formidable fortifications for the Turks, positioned high above the beaches helps to illustrate the folly of the Allied attack. Heading north I booked into the Gallipoli Hotel, Gelibolu, for my final day in Turkey.

Next into Greece, passing through pleasant wooded countryside occasionally using motorways. After lunch I continued west and booked into a roadhouse motel, room only, for the night. Seven pounds sterling equivalent for the night had made me suspicious, so I viewed the room first, however this was ok with clean bedding. Mind you, the shower room wasn't one that you'd use by choice and the dingy corridors opened into equally dingy rooms crammed with bunk beds. This was obviously workmen's accommodation. The friendly owner directed me to the centre of the small village for a meal and I asked a shopkeeper where I could eat. His English was limited, so he beckoned a young lady walking towards us with two small children. Her English was excellent and they may have been related, as she left the children with him and escorting me onto the crowded village square then assisted me in ordering a meal. Savouring this meal on a balmy evening, in a crowded restaurant in the village square was pure magic.

Not having breakfast allowed an early start and a relaxing ride through hilly countryside. Stopped for petrol I learned the attendants were Newcastle United supporters, who asked if Owen was likely to be sold. They said they generally respected English supporters, because when a team went down the fans continued to give support, whereas in Greece, most supporters dropped their teams like a stone. Chatting for ages, I learned that one of them owned a bike for a long time but never travelled outside of the city limits. They were kind enough to make me a coffee whilst we chatted.

Booking into a luxurious hotel in Veria, they weren't too keen to give a discount on the rates, but I managed to extract five euro; just a bit of fun that I generally go through each time I book anywhere. It works most times.

Continuing my picturesque traverse of Greece I came upon some impressive motorways through hilly countryside, that had opened within the last few days. These produced cavernous tunnels and spectacular bridges that were work of art. Not wishing to remain on them, I left for the old main road that was now deserted. I stopped for lunch at a very large roadside restaurant and I was the only one in it, their business and no doubt may others must have collapsed because of the new road.

Arriving at Igoumenitsa for the ferry to Italy, I relaxed in the terminal building awaiting the ferry at ten thirty pm. I had time to reflect on the journey so far and identified some of the reasons it had been so good. I'd been riding constantly on heightened senses, honed on my passage through the old communist countries, where the roads there demanded a great deal of care to ensure you kept safe. Then into Turkey, where other factors came into play. Here the road surfaces can change from very good to roadworks and gravel without warning and you are frequently taken off course because of essential diversions. Usually no signs to put you back on track. Ray's article in our Newsletter about looking for changing road surfaced kept springing to mind and I found myself not only looking as far as I could see along the road, but beyond that as I scanned for road works. Fine dust clouds hanging in the distance or large parked vehicles could give early warning to take care. Also, I was always aware of the position of the sun in relation to the time of day and the direction I was supposed to be travelling. All of this may sound worse than it actually is, for at no time did I ever feel unsafe or threatened, in fact it was great fun.

The ferry arrived two hours late and we boarded for a twelve thirty am sailing. I shared a cabin with an Albanian businessman and whilst we couldn't speak each other's language, we none the less struck up a friendship next for our journey on the ferry.

I'd been chatting to three Italian bikers on the ferry who seemed to make the trip quite often and as we were all heading for Milan I asked if they could guide me to the motorway. Mentioning that I'd previously seen that Italian drivers behave aggressively toward motorcyclist, they shrugged an acceptance; I was later to learn why. They readily agreed to my request and we disembarked together joining the line to customs. This snake of traffic took us beside a busy main road outside the port perimeter, separated by a concrete barrier. The first bike in our group approached a small gap in the barrier and swept through in a flash onto the main road, the others including me followed. I somehow didn't think was the normal exit from the port. Off they went; two fully laden BMW 1200 GS at a cracking pace, a seven - year - old Triumph Cruiser and me in the rear. At not entirely sensible speeds through the city, we progressed to a pedestrian crossing where a middle-aged lady was pushing a wheelchair with a very old lady in it. She pushed slowly and gingerly across, looking appealingly for traffic to stop. None of it would, except for me, I had to stop whereupon everyone else did and the pair was able to cross. The Triumph was waiting for me about fifty yards up the road and on seeing me he set off continuing after his mates. Progress through the city can only be described as anarchic and on reaching the motorway we hit some serious numbers. The two BMW's were away but I could live happily with the Triumph. We finally stopped for petrol after about fifty miles and all with broad smiles said our goodbyes. My journey with these three Italians can only be described as crackers but I haven't enjoyed myself as much for ages. I carried on to Torbole, Lake Garda, for the night planning to head over the Alps for Switzerland the next morning.

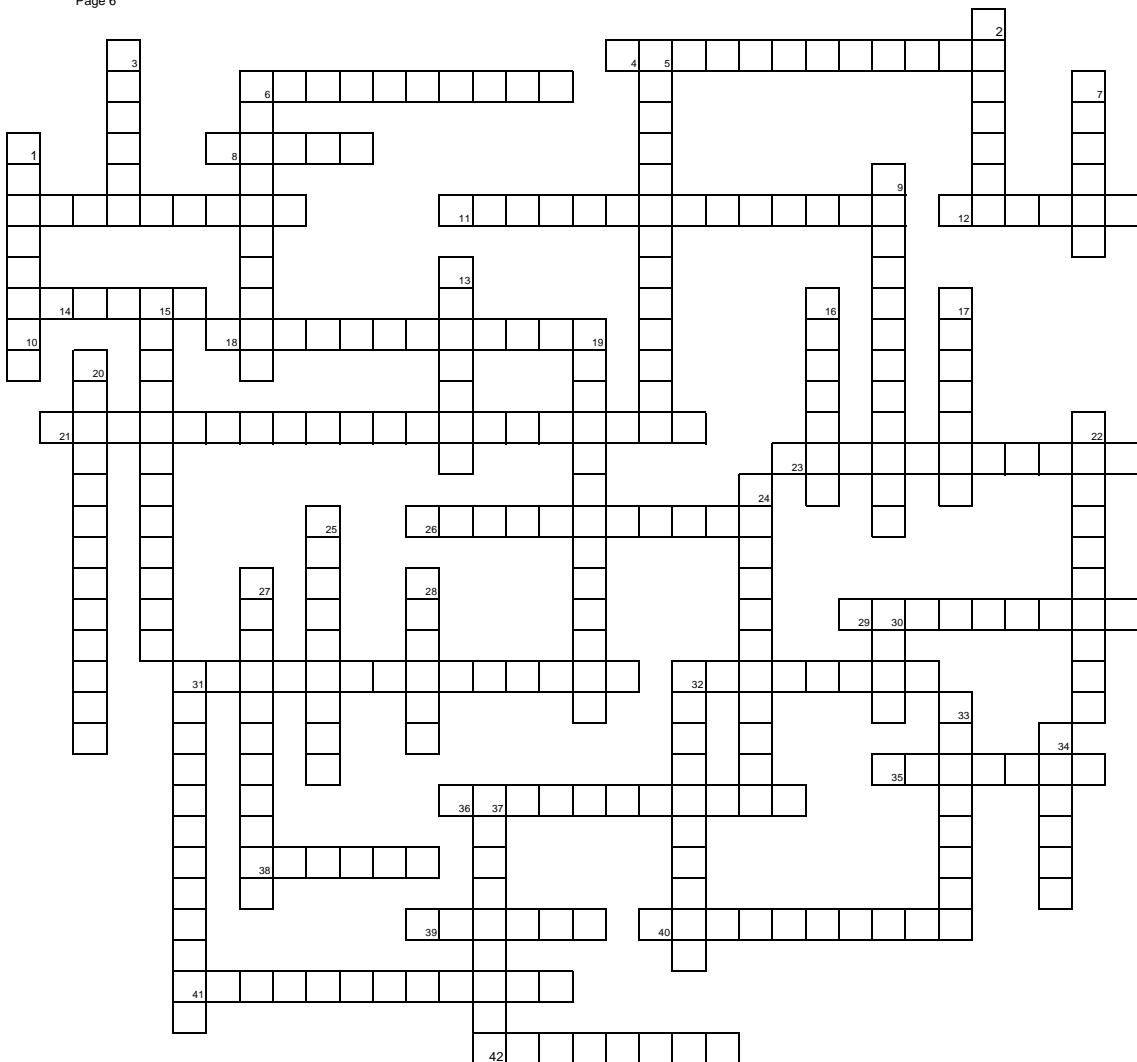
Leaving Lake Garda I looked to negotiating the Breno Pass, which I'd previously travelled. It's narrow but beautiful. In a village near the summit I learned the pass was closed because of snow. Retracing my route to the main road, I was then forced to keep to the main road south to Brescia. What a nightmare! I missed the turning and ended up in the middle of the large busy city and took almost two hours struggling to get out. My salvation eventually came in the form of some sympathetic traffic police who guided me to the right road. I'm told you've got to have some bad days to appreciate the good. However, I'm greedy and prefer to have them all good. That evening found me in Aprica where I could only negotiate a five – euro discount. I felt I was losing my touch.

Having rested after a tiring day yesterday I was eager to get started, heading for the Swiss border and over the Bernina Pass followed by the Oberalp Pass. They're both spectacular at this time of the year because of the abundance of snow and I wasn't disappointed, even though a little chilly after the heat in Turkey. It was my intention to stay in Andermatt for a couple of days and do some walking, so with this was to be my next stop. Arriving there in good time I was able to watch tennis on the tele and see Federer eventually getting beat.

The forecast for the next day wasn't good and true to form it was chucking it down big time. Deciding to press on, I headed down the mountain onto the motorway. This proved a little tricky because of the high volume of water sweeping across the roads and the rain bouncing high off this troubled surface. Interesting on the tight hairpins with white van man sitting glued to my rear. It rained for most of the day, so I pressed on trying to run clear. Managing this just a few miles before my last stop in Europe, Arlon near Luxembourg.

My plan had been to do some sightseeing as I wasn't far from the ferry but more heavy rain thwarted this. So I made straight for Zeebrugge and loitered wherever I could to find shelter from the rain. At one stage I ate a large pile of chips that I didn't want but the upside was that I was out of the torrential downpour. It cleared up in good time for boarding the ferry and whilst waiting, I had an interesting chat with some bikers who had been playing in the Alps. The resultant swapping of many tales was a fitting conclusion to a magical holiday.

Ron Patrick, 2009



ACROSS

- 4 Snack at the summit 8 & 4
 6 Italian valve control
 8 Green assassin
 10 Muddy Triumph
 11 Italianan twister 7 & 7
 12 Suz's touring twin 1 & 5
 14 Dry rubber
 18 TT Legend 4 & 8
 21 New York customisers
 23 McQueen flick 2, 3 ,6
 26 Fairground attraction 4, 2, 5
 29 Roman Emperor 3 & 6
 31 Slapper suppressent 8 & 6
 32 Arachnid exhaust
 35 aerodynamic shroud
 36 Oriental rubber
 38 Nightriders venue
- 39 Milandri nemesis
 40 Pocket Ron 4 & 6
 41 Samurai of Slide 8 & 4
 42 Hinkley Cafe

DOWN

- 1 Suzuki's falcon
 2 Yamaha's old Testament
 3 Oriental Endurance
 5 Chilly Italian machine 7 & 6
 6 Linked to transmit
 7 Doninating 50's classic
 9 Chupa chups rookie
 13 Classic trial bike
 15 Texas tornado 5 & 7
 16 Van Gogh's shadow
 17 Classic Spanish scrambler
 19 Ride out rules 4, 3, 6.
 20 Doctors assistant 6 & 7
 22 Examination service
 24 Fast food outing 4, 4, 3.
 25 Power cycle 3 & 6
 27 Bug-eyed street fighter 5 & 6
- 28 Rubber embrace.
 30 The Baird's rubber
 31 British GP hero 5 & 7
 32 Effortless lubrication
 33 Suspension limb
 34 Native U.S. bike
 37 Riding reference

ANSWERS ON PAGE 16

Why we joined N.A.M.

I always fancied the idea of the open road and it was in 2007 when I thought "Now or Never!" and signed up for my CBT and got my licence through Direct Access shortly after. Despite it being quite late in the year I couldn't resist and got my first ever bike, a black SV650, and enjoyed some great rides out into Northumberland until the Winter set in and it got too cold (for me anyway).

I was really looking forward to my first proper summer riding my bike but I didn't get off to a good start when I had an accident on my first ride out and the bike was a write-off. Luckily the only thing that got knocked about was my confidence. Despite that, and my friends saying I should better shelf my lid (needless to say they are not bikers!) I went straight out and got my 2nd bike ever, another SV650. I am glad to say that this one is still with me!

So the reason why I decided to join NAM was mainly to get some expert advice, get more miles under my belt and meet some like minded people I can ride with. My NAM observer, Alan Thompson, has patiently helped me through the first stages towards the IAM test and I hope I will pass the test sometime this summer.

My dream is to go on a motorcycle holiday sometime but I think I need a lot of practice in order to make it an enjoyable experience. It can be difficult to find the time to ride with other things like running training to fit in as well. I look forward to joining NAM on some of their Sunday ride-outs and hopefully the extra mileage will bring me closer to my goal of riding my bike all the way to my home town Berlin!

TANJA COOPER, 2010

I have been back biking for about five years now. I started back with a Honda SP2 sports bike. Wow!!! What a machine but unfortunately you felt every bump in the road! I now ride a Suzuki Hayabusa which is far more comfortable more like riding a sofa. But it also needs a lot of training to use it effectively so I have joined N.A.M. to get the training which will enable me to appreciate what the bike has to offer.

Robert Dove

I still remember the feeling when I twisted the throttle on the Honda CB500 for the first time and thought "hello, this feels good" (or something like that).

I did my CBT on 15th August 2002 and at the age of 49 passed the direct access motorcycle test on 20th May 2003 on my third attempt. I bought a Honda Hornet 600 within weeks of passing my test on advice from my stepson (Andy Redhead) who has been riding since he was 17 and has had more bikes than I can remember, though he seems to remember them all!!

I saw and advert for a Police "Master Class" on Westgate Road and went along as I must have been looking for something like that after passing my test and it listened to talks and presentations from ROSPA and I.A.M. so that lead me to N.A.M. Started some instruction (thanks Geoff Spencer) and had a pre assessment and was advised to go and get some miles under my belt. Four years later I returned to I.A.M. in Durham to pick where I left off. I use my bike to get to work and get through the Tyne Tunnel, moved to Durham and still bike to work? The Hornet was added to with a completely irrational purchase of a Harley Electra Glide (yes, I know, I know, but where is it written that motorcycling is a rational thing). Probably not the best idea for someone with a 28 inch inside leg measurement, but it seemed a good idea at the time for my wife (June) to ride pillion though we never actually plucked up the courage to try it. After awhile, and again with Andy's help the Harley was replaced by a Triumph Speedmaster, far more appropriate (thanks Andy). However, in 2007 I traded the two bikes for a brand new Honda Hornet 600 which I still have and given the nerve and the money I would love a GSX 600, 750 or even 1000 but I had better have a chat with Andy first!

I joined D.A.M. last year and re-started my advanced motorcycling, thanks to Laura. After having been away for a number of years I thought I could get more benefit from the sessions because I had developed some skills, though I would recommend anyone at any stage to join up and go out with an instructor. I took my test in November 2009. The first one I failed because of a stupid assumption about speed limits after road works which in my defence the examiner thought could have done with a reminder plate, but no excuses, I messed up!!!

Happily the second was a good standard (all 1' and 2's) and got some really good feedback from the examiner (thanks to Steve Darby). I looked upon the "test" as an assessment of my riding, much more important than a test, but about developing my skills and confidence which I hope I will do for years to come.

Now that I am living in Northumberland I have returned to N.A.M. and looking forward to further improving my riding skills and having FUN and if anyone has a trike let me know how that works, at least June and I may feel confident to try that.

John Fisher



Tanja Cooper



John Fisher Robert Dove

Frosty, Fun, Oulton Park and London Run.

Friday afternoon 4pm; I've just finished off a long half term with a Valentine card-making lesson with 25 very excited 11 year olds and I'm now hitting the road for a 4 hour blast down to Cheshire for a track day at Oulton Park the following day. The dark clouds, icy wind and frequent showers throughout the afternoon don't fill me with confidence but my new KTM 990 SM does.

My journey to Cheshire is cold and damp but not complex; motorways and a final few miles on dark, twisty A roads bring me to the Tollemache Arms pub at 8pm. I soon warm up with the great food they serve and even better beer. Although I probably drink a couple of pints too many, I'm on a rare pass, my wife and young family are waiting for me in London so I'm determined to over indulge, roll on tomorrow's track day.

I wake early on Saturday and arrive at Oulton Park for sign on and a thorough briefing at 8am. The first session out is simply three laps with no overtakes; a chance to have a good look at a lovely circuit. The track and weather are dry, but it is cold and so are my tyres. I ride to the conditions but there are always 'braver' riders tearing up the circuit on a track day. The 3rd session is finished early when someone bins their pride and joy and gets airlifted to hospital, they had passed me on an earlier lap and were pushing too hard. No matter how thorough the briefing and reminders that we're not there to race but to simply enjoy the opportunity to ride on a race circuit for fun, there are always people who seem overcome by adrenaline and the need to compare the size of their testicles with everyone else. The final 20 minute session of the mornings four is my most enjoyable, I build up to a good pace and am following the advice of an instructor who took me out in an earlier session: "Join the dots" basically mark your turn in point with a visual queue on the edge of the track and do the same for your exit point "once you're in the turn, look for your exit marker and drive for that" these are changed as you gain confidence. I am happy to be simply trying this new concept and it does work, helping me to focus on my own riding and not the riders around me. I am happy to finish the morning with my knee down around Lodge Corner.

I quit while I am ahead, there's only so hard you can push on a day this cold and I have a 200 mile journey to South London ahead of me to meet up with my family. I pack up, get my wet gear on and I'm touring again. It's a great feeling riding out of a circuit after a track day, I still watch my speed but my confidence has increased and I have a greater understanding of how far the bike can be tipped into a corner, I use more of the road and am making good time. I hit the M6 and head south to the M40, the afternoon passes in shivering, motorway monotony, interspersed with occasional rain and sleet. I finally arrive at my London destination at 5pm and welcome cuddles from the wife and kids. The weekend culminates in the Valentine Day christening of my baby girl. It occurs to me in the church that although the bike is an essential part of my life and a means for me to have time to relax and forget the stresses of work, my family are my one priority; keeping me safe and proof that I don't need to compare the size of my testicles with anyone else.

Kristian Grundy

Kristian on his day out at Oulton Park



My first encounters of being a pillion

I remember the first time I sat on a motorbike. It was in my grandma's back garden, a beast of a thing which made the most awesome noise when it was running. I remember being lifted onto the seat for a quick photo opportunity and feeling indestructible. After my first somewhat terrifying ride down my Grandma's street, clutching onto my Dad for dear life, I fell in love with motorbikes, later vowing to get my own yellow Ducati (seems like the ideal gift for graduating from university to me, hint hint Dad). Although I don't go out on the bike as much as I used to, sitting on the back of my Dad's bike is still one of the most exhilarating experiences I have ever encountered. When I was younger everything I saw or felt was exaggerated from the back of those bikes. I certainly astonished my Mam when I got home one day and told her Dad had been riding at 5000mph –maybe that's where he got the nickname "the hooligan" from. But from my point of view, we were the fastest things in the world at that point in time. The simplest things seemed like one of the Wonders of the World. I often abused our "if you need anything...system by tapping Dad on the shoulder to tell him what I'd just seen. I think the most memorable one was; "Dad! Daddid you see those ducks??" (no, I've never lived that down). Another thing which I love is how every motorbike rider seems to know each other- no matter where we go, there's always someone who we know who is up for a bit of banter before hitting the road again. It still amused me when we're riding along and my Dad nods at another rider coming towards us, and vice-versa. I used to try to copy him but I think it just looked like my head had an awkward twitch to it so I stopped. I apologise if I've ever "twitched" at you. You'll know who I am; I have fluffy pig ears on my helmet. I wonder if they've ever done any damage to my Dad's reputation as "the hooligan" as the hooligan pink ears aren't exactly the ideal accessory for a hooligan to be seen with. Then again what can he do about it? He introduced me to this so he is stuck with me now!! Well, until I get that yellow Ducati for graduating, he is!

Katie McVicar. Daughter of Paul "The hooligan" Connell p.s. happy 17th birthday on 29th March.



Filtering

This is best described as when a rider uses the benefits of a motorcycle's size and agility to make progress past other road users in queues of STATIONARY or SLOW MOVING traffic. It is one of the perks of being on a motorcycle that you can pass in this manner. It is perfectly legal and when carried out properly can be quite safe but, as with all things, there are considerations to be made before commencing a filtering manoeuvre.

Filtering is effectively an overtake and if you think of it in this way there are a lot of the principles of overtaking that apply to filtering. The main benefit is that you can make progress when others cannot and that also becomes the main problem because the car drivers that you are passing become irritated at the fact that they are stuck in a queue and some will become quite obstructive and aggressive towards you. Some do not think that it is a legal manoeuvre, hence their aggression. The secret is to be completely safe, do not put yourself or anyone else at risk and be considerate and courteous. It is sometimes better to miss the chance of filtering rather than put yourself in a confrontational situation. Having completed the filtering manoeuvre be courteous and acknowledge other road users that you have passed. If you do it right, the next time the person you overtake is confronted with someone filtering he is much less likely to give them a hard time.

If the traffic is stationary and no gaps are left you could consider stopping alongside the front offside of vehicle two or further back in the hope that the driver will let you in but don't force your way back into the gap when the traffic moves off. You will have to be prepared to wait for someone to let you in but you do not want to be in this position if it means you are on the wrong side of the road especially in the face of oncoming traffic.

By observing the type of vehicle and /or the driver you could stop alongside a vehicle that will be slower to move off for example a bus or HGV. You may think that certain types of driver may give you precedence but try not to stereotype or pre-judge what will happen. If you are in any doubt stop further back or do not filter.

As with overtaking the golden rule is that you should always have somewhere to go. Try and identify a gap that you can pull into before you filter. You may find that as you are filtering other gaps may appear or your identified gap disappears so be prepared to alter your riding plan accordingly.

When you are filtering on a multi-lane road there is nothing wrong with beginning your filter or overtake in one lane and completing it in another adjacent lane. Be careful as you do so to ensure that you are still in the appropriate lane for your intended direction of travel.

When filtering, consider the width of your machine relative to the available gap and make sure you give yourself a wider margin if you have a pillion in case you wobble a bit. Tell your pillion what you intend to do so that it does not come as a surprise.

If you can improve your conspicuity by positioning or using dipped beam headlights or riding lights then do so.

If you decide initially not to filter leave yourself sufficient gap behind the vehicle in front so you can filter if the situation changes.

THE MAIN POINTS TO NOTE ARE AS FOLLOWS

Only filter past STATIONARY or SLOW MOVING vehicles. Some advanced trainers try to put a maximum speed on filtering, for example 30 mph, but you really have to use your own discretion and I would say that once the traffic starts to move at a speed appropriate to the circumstances at that time then you should slot back into the line of traffic. Sometimes even 10 - 15 mph can be sufficient to get back into the traffic flow.

Normally you should only filter to the offside of a line of vehicles, except where overtaking on the left is permitted by the Highway Code. This would mean:

- a) To the offside only of a line of vehicles on a single carriageway
- b) Between lanes 1 & 2 on a dual carriageway
- c) Between lanes 1 & 2 or between lanes 2 & 3 and to the offside of lane three on a three- lane road.

Do not filter where you would commit an offence - i.e.

- a) Along the hard shoulder of a motorway, which is contrary to the advice given above anyway?
- b) Contrary to 'Keep Left' signs or 'No overtaking' signs or if it means crossing a solid white line in the centre of the road.

You should already know when you can cross centre white lines as carriageway markings will be broken white lines or hatched areas bordered by broken lines.

In the case of filtering past traffic on the approach to a roundabout, a junction or where you have to 'Give Way' or traffic lights do not go to the front of the queue. If you do, it will put yourself in competition with the vehicle alongside you when you set off as you both go for the same space. In the case of temporary traffic lights you may find that you end up past the lights and cannot therefore see when they change. More importantly you may narrow the gap for oncoming vehicles to get safely past. Slot into or wait alongside the gap behind vehicle one or further back if appropriate.

You should always be able to stop within the distance you can see to be clear. I would suggest that when filtering the furthest point you can see to be clear is the front of the vehicle that you are currently overtaking. Be prepared to stop at that point and check that it is safe to continue, particularly if the vehicle you are overtaking has stopped in the proximity of a junction.

As soon as the traffic begins to move freely again slot back into the line of traffic.

WATCH OUT FOR

Vehicles turning left or right at junctions. Vehicles changing lanes.

Vehicles doing 'U' turns to avoid the traffic delay.

Other motorcyclists behind you who may also be filtering. Doors opening as drivers or passengers alight.

Drivers pulling in front of you purely to prevent your progress.

Arms and heads emerging from open windows, litter, particularly cigarette ends.

Vehicles emerging, from junctions left and right or vehicles waiting in central reservations

waiting to turn. Be particularly careful at junctions or crossovers where vehicles on your left or right may have stopped to allow vehicles to emerge from junctions or central reservations.

Oncoming traffic that may not be aware of your presence. If possible try not to be alongside the vehicle that you are overtaking when the oncoming vehicle passes you (commonly known as the "Meat in the Sandwich".) You can relax this rule a little if the oncoming vehicle is aware of your presence, is also travelling at low speeds and there is sufficient safety margin. You should not cause the oncoming vehicle to alter course or speed.

FINALLY

BE COURTEOUS AND ACKNOWLEDGE THE DRIVERS OF VEHICLES THAT YOU ARE OVERTAKING, PARTICULARLY THOSE THAT GIVE YOU PRECEDENCE OR EASE YOUR PASSAGE.

IF IN DOUBT - DO NOT FILTER

Ron Patrick



Turkey? I wish!

A thousand mile 'observed ride' ahead of a Senior Observer came to an end in a ditch near Sebes in Romania. As Ron Patrick describes, a lorry driver, by his road position and speed, left me no alternative but to try to steer through the space between the lorry and the edge of the road. The handlebars went through, the panniers didn't. The bike and I were somersaulted into the ditch.

Ron did an excellent job of identifying the driver who hadn't stopped. He was later found by the police and arrested. Ron set the standard for all my experience of dealing with and being looked after by the people of Romania. The police were superb. They spoke better English than Ron and me, arranged the recovery of the bike, booked us into a hotel, dealt with the driver (fined, 6 points on his licence which was confiscated on the spot and probably led to loss of job) and gave me copies of all official documents, including details of the driver, the offence and penalties, leaving no doubt as to where the responsibility lay. Then, when the weekend intervened and public transport could not get me to the airport, helped me find a taxi to take me the 150 miles to Bucharest, leaving at 4.30am.. BMW Assistance was equally good at getting the bike and me back to the UK. In short, the speed, efficiency and sheer kindness of all I met and had dealings with in Romania was amazingly impressive.

Good treatment continued in the UK to the extent that the bike was declared a write-off, I was given a settlement figure higher than I expected and Coopers (Mill) gave me a good deal on a replacement 1200RT with lots of gadgets. Even the NHS deserves praise for dealing promptly with my extensive bruising and broken wrist.

So what lessons are to be learned? I pressed Ron on the question of my riding and I hope that he was not being kind and diplomatic when he said that he couldn't fault it. However, I was at fault in several respects and have learned.

Lesson 1: insurance I had thought that I was well covered. The bike insurance had been extended to cover the trip, BMW Assistance came with a new-ish bike, travel insurance to cover Turkey and, linked to the bike insurance, legal aid. The bike claim was settled very quickly. The claim for kit and accessories was rejected on the grounds that they had not been detailed and included in the policy. I've learned not to make assumptions.

Lesson 2: legal aid. I obviously had a claim against the driver and the insurer referred me to their solicitors under the legal aid policy. I was warned that negotiations with Romania could easily take a year. Then, after seven months, the surprise. Solicitors told me that the legal aid policy, which I thought was linked to my bike policy, did not extend to Romania! I've learned not to make assumptions.

Lesson 3: time. If a claim for losses can be pursued via house/home insurance or any other policy, do not let too much time elapse. My reliance on solicitors took me beyond the 180 days limit on my house insurance.

Lesson 4: riding. A rider's level of skill will be impaired by any accident and he/she may not be aware of it. I have had the considerable benefit of support and advice from stalwarts such as Ron and Mike Sutherland. The lesson is simple, but hard. Go back to basics. Learn to ride again. This lesson is vital to me because I'm taking Ron to Morocco in April. At least that's what he says. The truth is that I have his permission to lead him where he wants to go.

Lesson 5. Recognise and appreciate the good friends to be found in NAM.

Eric Fitzpatrick



Pat On The Back

I really admire all the girls who get their bike license. To be honest I envy them a bit too. Lessons on a Vespa in my early 20's half scared me to death. In my defence the instructor took the male members of the group much more seriously. I think he thought the girls were a waste of time. It was not quite the dark ages but even then few women drove a car let alone rode a motor cycle.

I have always really enjoyed riding pillion. My husband says that to be a good pillion passenger you need to sit like a sack of potatoes. Apparently I'm very good at it!

When I first rode pillion with Bob I wore a reefer jacket and a Beatles cap. There was no leaning and no intercom. Just a sack of spuds. The farthest we ever went was to my parents' caravan at Witton le Wear, with a stop for two stroke and a coffee at Neville's Cross on the way. How things have changed.

Long rides can be a bit lonely for a pillion passenger but now that we have a good intercom it's great. We can discuss the route and point out the wild life. It also means Bob can say 'Sorry' when he jars my spine by hitting a pot hole. I find the intercom comes into its own while following a map or a route for the ride outs and it is also invaluable if I need to ask for a rest stop.

One of the good things about riding pillion is being out in the fresh air enjoying the scenery. Sometimes on long rides I sort things out in my head. I pack for holidays, make shopping lists, think about what to make for tea. And sometimes I even have a nap! Recently I've discovered a new pillion pastime; taking photographs as we go along.

In my experience the riding position for a pillion is always more severe than for the rider up front. The seat is usually smaller and less well padded, and I'm talking about the bikes seat not mine. The pegs are higher and set more to the back of the bike so that the knees are much more flexed than for the rider. Although I understand that for many one up riders, stops are for wimps, frequent stops are essential for a pillion passenger's comfort.

When you are riding you can shuffle about a bit and move arms and legs and stretch your knees to avoid getting stiff. As a passenger I am wary of distracting Bob by moving at all. I have never been an agile sort of person and with armoured bike trousers and the limited flexibility of boots I find it difficult to get on and off with dignity at the best of times. I remember after one particularly long ride between stops when I would not have been able to get off the bike at all without the help of a couple of IAM lads.

Still, I've got the anti-inflammatory tablets ready and I'm looking forward to the Pitlochry weekend and the new season.

Patricia Atwell



View from the back seat.

The first thing I said on Saturday about the bike trip was "Dad, get me up at quarter to nine NOT half past eight" (we teenagers like our sleep). My dad said "No" but we compromised at twenty to nine. The next morning I actually woke up at quarter to eight despite what I said before (I like to keep the oldies guessing). We got our gear out of the bike cupboard and had to dust cobwebs off the boots. It's been a while since the bike has been out of the garage. We were running late and my mum made me wrap up in about twenty layers which meant I couldn't get my boots on so I had to take off my extra thick socks.

We set off for the Seaton Burn services to meet up with the rest of the NAM members. On arrival we stocked up with petrol and wine gums. My dad cannot go very far without either of these. I noticed that there was loads of BMW'S and so I suggested to dad that NAM is renamed as the BMW owners club. It seemed like lots of club members had got presents over the festive season...BMW GS's! I was the youngest there by about 40 years I reckon.

We travelled about 30 miles down the A 19 until we stopped at the OK! American Diner and met up with Harley John and Mickey Price. Mickey had also had some pressies for Christmas, some union jack braces...nice touch. We had our first coffee of the day (little did I know how much coffee the older generation need to keep going!) and we headed off to the North Yorkshire moors. I had made a play list for my ipod the night before with all the stuff my dad would like so we listened to that on the way down. The only problem was that when you sang, the music died down so it was a bit like karaoke in your helmet - guessing if you were in time with the song. My dad was excellent at this.... NOT!

We had some fantastic views coming up over the moors where my dad said "Matt, it's like going up in an aeroplane" and then on the way down "Matt, it's like going down in an aeroplane". I could see I was going to have trouble with him on this plane thing. As we arrived in Sandsend it was a cue for my dad to give me more boring family history about his childhood days in Sandsend. Apparently in the olden days nobody went anywhere in an aeroplane (except when they went up & down steep hills in North Yorkshire) and had to enjoy themselves in places like Whitby instead. Riveting stuff from Dad. For lunch we stopped at a riverside café where Michael had arranged for a bi-plane and steam train to go past at the same time, just for our entertainment. I was impressed with the reference to planes, trains, and automobiles.

Then it was up over the moors and another cue for my dad for more boring history on early warning devices that looked like golf balls?! We went past the Lion Inn pub in Blakely where my dad told the story of his 'Like Wake walk' where he was meant to be on a walk across the moors but got about a quarter of the way then stopped at the pub until my mum picked him up in the car. Typical.

As we went down into Stokesley where my dad saw people going up the hill and said "Matt, it'll be like going up in an aeroplane for them". Maybe this intercom thing wasn't such a good idea. We stopped again in Stokesley for yet another tea and scone which may have something to do with the older member's weak bladders and needing to use the facilities.

The final leg was back to the A19 where we stopped to hand in the armbands and say bye to everyone. Wherever you go as a pillion you always have an adventure without even having to stand up. That's probably the best thing about it.

Matthew Thornton, age 14 ½



NORTHUMBRIA UNIVERSITY MARKETING TEAM.

Meet some of the Marketing Team from Northumbria University who attended our last monthly meeting to see how we functioned. They are looking at ways of "marketing" NAM with the purpose of making the Club better known and from there encouraging more bikers to join the IAM and NAM, taking up the Skills for Life training to become safer and better riders.



Kirsty Burkhill

Thu Le

Ron

Katie Sanders

Piotr Trusiewicz

Reminders.

Just because the winter weather prevents us from venturing out on our bikes is no reason why the available time cannot be spent refreshing our knowledge of Advanced Theory.

Passing your advanced test is not an excuse to abandon your cop of "Roadcraft" to the dustbin. Frequent return to this publication quite often restores advice and guidance that you may have forgotten and a return to its pages can frequently remind you of matter that could ultimately be a lifesaver!! There is no need to start from page one and read it completely, although undoubtedly you would benefit from the experience. I tend to pick on a particular section and read through it and usually find I get a better understanding of things that may not have registered previously.

A very useful starting point is to look at, dissect and understand the five phases of the system. If you look at these heading they could not be improved upon in analysing the phases of your riding.

INFORMATION, POSITION, SPEED GEAR and ACCELERATION break down your actions whilst riding completely and it is well worth spending a little time reading and absorbing these rules in depth. I personally believe that the most important phase by far is the INFORMATION phase as this forms the basis of the successful transition through the other four phases. Under this heading, "Roadcraft" advises that "*taking, using and giving information introduces the system, and continues throughout it. You always need to be seeking information to plan your riding and you should provide information whenever other road users could benefit from it*". In other words, information is used continuously throughout your riding, updating constantly to allow safe planning to negotiate whatever you may face. Information can be obtained from many sources, but the main source of obtaining it is through your main senses, through your eyes, ears and nose. This then opens up another word that is frequently used by advanced riders and that is "OBSERVATION". As a rider becomes more experienced in the advanced techniques, he or she develops the skill of "Observation" to identify and prioritise any potential hazard that may be of danger to them and filter out those that do not pose a threat. This skill will eventually become second nature to him and is carried out in a split second as the rolling road ahead constantly changes as you negotiate it, which in turn demands an instant change of riding plan to deal with the changes. What may have been seen as a potential hazard one second can suddenly change into something entirely harmless as you get closer and re-assess the position. Undoubtedly it may be immediately replaced by something else that poses a danger to you and requires instant adjustments to your riding. You must develop your observation so that you are looking as far ahead as possible, quite often to the horizon, bring it back to mid range ahead of you as well as peripheral and rear vision, together with constant checks to the foreground. It is a well known fact that a rider who scans the road around them in this manner is far less likely to have an accident than those who focus their eyes on a fixed point ahead. If you think about where the eyes can obtain information from, the list is almost endless. Here are some examples:-

- Road markings such as white lines and hazard lines.
- Road signs.
- Changing road surfaces.
- Tree and hedge lines.
- Watching other vehicles negotiating bends to establish its severity.
- Hidden junctions and entrances.
- Behaviour of other road users.
- Signals from other road users.
- Pedestrians and cyclists.
- Rear view mirrors and head checks.

Change your position when following traffic. A motorcycle is much more flexible than a car so consider looking up their nearside, particularly on left bends, or through their windscreens.

The list goes on and on as skilled observation teaches you to see potential hazards that a normal rider would not even know were there. Information received through the ears could be warning on the horn by other road users such as, emergency sirens on police cars, ambulances, and fire engines. The use of your nose can quite often detect spilt diesel fuel long before you see it which means a prompt reaction could well save you from a nasty spill.

Develop these skills and use them to keep yourself safe at all times and allow the other four phases of the System to be applied to complete your advance.

Raymond Charlton



Exciting Times

My first ever experience of riding pillion was back in the 50's!!! Late 50's mind! My cousin used to pick me up from junior school on his pushbike. At first he used to sit me on the crossbar but then I advanced to sitting on the seat. Legs dangling, hanging on for dear life with my arms around his waist. No love handles in those days!!

I was no Spring chicken, more an autumn rooster when I was first introduced to motorbikes by my beloved in 1998. We'd only been going our for about a month when Bill turned up one night on his Classic GS 750 SUZUKI with a spare lid and told me to jump on!! WOW! That was an offer I couldn't refuse. When we got back after a very exciting ride so to speak bill asked me what I thought. I said I couldn't decide what was more exiting, a new found sex life or riding pillion!!!! From then on our relationship with each other and bikes went from strength to strength. Bill progressed from his GS 750 to a SUZUKI RF 900, a THUNDERACE and now his pride and joy is FAZER. Not only do we enjoy the ride outs and trips with the club we've enjoyed many a good weekend at Rallies where we've camped our and done the odd head-banging to some loud and wild bands. All the holidays we've had abroad we've always hired some kind of bike. From tandems in Rottnest Island in Australia to quad bikes and scooters in the Greek Islands, Cyprus, Ibiza and the Canaries.

We've had fabulous time and got some great memories with loads of funny tales to tell!!! Unfortunately when we were in Corfu after riding all over the island on a 250cc VIGARO, we were coming down a steep hair-pin bend when the bike wheels slipped on the oily road!! (Olive oil), leaving me with a broken leg and compound fracture of my ankle. I ended up spending a horrendous weekend in Corfu Town Hospital and then a further 16 weeks in plaster when I got home.

The experience has affected me quite a lot and made me aware of how vulnerable we can be. I still ride pillion but not as often as I used to. Now and again I give up my place on the bike for BILL AND HIS BUNS!!!

Christine Davison.



London Bike Show Report

While staying with my daughter in London for a long weekend to complete some DIY tasks I took the opportunity on the Saturday to meet my 16 year old nephew Callum at the EXCEL conference centre. This was my first trip to the London show and the journey to the old East End docks was made easy by travelling on the Docklands Light Railway which stops right at the EXCEL centre. As I boarded the packed train with passengers wearing an assortment of bike clothing it was clear that I was on the right line!

The entrance to the actual show was well organised with plenty of stewards on duty to point you to ticket sales or refreshments. The first celebrity I recognised was Chris Walker who was helping on the Norton stand.

The EXCEL show is a smaller affair than the NEC show but more manufacturers were represented although there was disappointment that the new 1200cc VFR was not at the Honda stand. Honda certainly missed a trick here and I have read that figures were down at the showroom launch the following week. The other glaring omission was the IAM and other training groups which are always at the NEC and Scottish Bike Show. With more than 35000 people visiting the show over the three days I can't understand why the IAM, which is after all a London based organisation did not have a stand. We must ask Malcolm Lonsdale to raise this with IAM HQ for next year.

On the positive side my nephew and I hugely enjoyed the atmosphere at the show with highlights including a visit to Nick Sanders' world cinema and a free trials, street stunt and motor cross display in the adjoining arena.

Nick Sanders showed a 10 minute compilation film with clips of his record breaking round the world rides going through Chile, Australia and South Africa. I bought a signed copy of Nick's new book of riding round Britain's coast and two DVDs for just £20 - what a bargain!

The largest crowd was round the Norton stand with the new company having a full order book of their new Commando almost until the end of the year. If you do buy a Norton Commando Chris Walker will meet you at the factory to set up the suspension to suit you as part of the sales service. The Triumph stand was also doing very well with most of the interest in the various Bonneville variants. I lost count of the number of bikes that Callum sat on.

The other bikes which were causing most interest were at the BMW stand, the new S1000RR, RT and GS in particular. The BMW sports bike was voted 'bike of the show' followed closely by the Norton Commando and the new Ducati Multistrada 1200 which appears to have different suspension heights for touring, off-road and sports riding. Road tests are just about to appear in the motorcycle press.

Towards the end of the show we attended a short talk and question and answer session given by Charley Boorman and Simon Pavey ahead of their speaking tour during February and March. There were several film clips of the 'Long Way Round' and 'Down' and scenes from the Paris-Dakar rally which Simon has ridden nine times now, I believe. Simon's diminutive colleague Tamsin Jones, who was one of the off-road instructors which Jack Stewart and I met on the Brecon Beacons training course last September, also completed the rally. Very well done Tamsin!

The IAM's Durham examiner Bob Brown was presented with an award from the editor of Motor Cycle News for services to rider training and for setting up the Bike Wise events since 1995.

The finale of the show was the presentation of the MCN 'babe of the year' which was won by 20 year old Northumbrian Georgina Graham from Berwick. Quick, send her a membership form Craig!

The following Sunday morning my daughter took me out for breakfast at the old Wolsey car show rooms in Mayfair as a treat for the DIY work. It was very posh. I sat having my kippers next to James Bond girl Rosamund Pike; but that's another story!

Michael Sutherland



Dates of future monthly meetings.

April 13th May 11th June 8th July 18th August 10th September 4th October 12th November 9th December 14th

All meeting are on the 2nd Tuesday of the month, 07.00pm for a 07.30pm start.

Date of next ride out; Sunday, 18th April is being organised by Terry Murphy and it's titled; Romans and Reivers Depart from Seaton Burn 10.00am

Welcome to the following new Associates;

Pete Martin; Peter Graham; Richard Hyett; Keith Turner.

Congratulations to the following associates who have now passed their I.A.M. test;
Lesley Carr and Garry Scott whose IAM pass was the first in 2010

Thanks to the following guest speakers;

John Johnson (January) who talked about his trip in U.S.A. down Highway 1 to Yosemite National Park.

Gordon Castle (February) his title talk "Escape to West Berlin" gave a great insight has to how things were during the Cold War.

Tom Killean and Marin Bevans (March) their talk covered the training that their company, i2i Motorcycle Academy, offers to motorcyclists

The Training Team recently held a series of refresher training sessions for the Senior Observers and the Observers. This involved classroom and riding sessions. This will bring the team up to the mark when it comes to giving guidance to new Associates enabling them to pass their I.A.M test.



Kevin
Wellden

Simon
Lupton

Wayne
Monk



Observers

KRISTIAN GRUNDY HAS THE FOLLOWING FOR SALE.

- 1, Ashman leather boots size 10. These would make a good winter boot or simply a handy second pair. They're clean and free of "cheesy" odour. One of the loops has broken but can be replaced, although they still work great. £5
- 2, Oxford Magnetic Tank Bag in silver. This is a great piece of kit; in excellent condition and expandable, it can be zipped apart to make a smaller bag, it is also a rucksack. Reluctant sale, but I got luggage with my new bike. £20
- 3, Oxford Soft Panniers. As above I would keep these but have luggage with my new bike, great piece of practical kit. £15
- 4, Waterproof all in one rain suit; it's in great condition except for a rip down the front. The storm flap covers the rip however and it still works really well, but it can be mended if the purchaser feels it is necessary. £10

Anyone interested can contact Kristian on 07812115186 or Email jitten_jundee@hotmail.com



Honda Owners Club.

The local branch of the Honda Owners Club (HOC) arranged for Kevin Wellden, Ron Patrick with Louise Harris assisting to give a talk on "How to improve your riding" at their last branch meeting. There was an excellent turn out to hear what NAM had to offer with regards to becoming a better and safer rider. Kevin showed a video first and went on to talk about how the IAM and NAM could benefit anyone interested in improving their riding skills and therefore be a lot safer whilst out biking. Ron also gave a short talk on what NAM was about, mentioning also the re-introduction of the Cornering Clinics and how they could learn from them if they attended one of the sessions. It was followed by a Q & A session with a wide range of questions being put to Kevin and Ron. The club members must have been impressed as one signed up with IAM and NAM there and then with 13 others take up the offer of free assessment rides with our Observers. Hopefully after their assessment rides they will realise the benefits and join the IAM and NAM.

David Henderson

Thanks to the following subscribers to this edition of our Newsletter,; Ron Patrick; Eric Fitzpatrick; Christine Davison; Mathew Thornton; Katie Connell; Patricia Atwell; Kristian Grundy; Michael Sutherland; Tanja Cooper; John Fisher; Robert Dove; Raymond Charlton; David Henderson

Unfortunately the proposed weekend trip to Ty Clwyd, Abergele, North Wales has been cancelled due to the hostel that was expected to be the "hotel" being fully booked.

If you have any motorcycling kit for sale you can place an advert with photos(s) in the Newsletter free of charge.

If you have any non-motorcycling kit for sale these too can be advertised in the Newsletter for a small donation to the club funds.

If you have any experiences of motorcycling events, holidays, buying a new or an additional bike, tips on servicing, recommendations etc. Really anything that you feel would be of interest to your fellow members share them by writing an article for the Newsletter. Remember this is your Newsletter and can only be made interesting and successful by your contributions. Don't wait to be invited just get in touch with me.

Please send your contributions to David Henderson (Editor) for publication in our Newsletter. I can be contacted on 01670 544249 or Email; d.henderson44@btinternet.com

Here are a couple of recommendations;

If you want to stay in the Fort William area I can recommend the following Guest House owned by Andy and Sue Keen. Torlinnhe, Achintore Road, Fort William, Scotland. PH33 6RW. Phone No. 01397 702583. Email, info@torlinnhe.com www.torlinnhe.com It overlooks Loch Eil. The rooms are immaculate en-suite. Biker friendly. The breakfast is excellent. Very reasonably priced too. 10 minute walk to the town centre. I have stayed there twice.

If you are on "the hill" and feeling a bit peckish and you are into fish & chips visit the Coastline fish shop near the bottom of the hill on the M & S side. It has recently been taken over by the same guy that owns the Coastline fish shop next to the car park / park at Blyth beach. If you have sampled the F & C's from there you won't be disappointed with the quality at his new shop.

David Henderson

PERSONAL DETAILS,

If any of your personal details change i.e. Email address, home address, phones contact numbers etc etc can you contact Eric Fitzpatrick on 0191 271 2245 or Email e.fitzpatrick454@tiscali.co.uk so he can arrange to have the Members Data Base updated. Thank you.

GUEST SPEAKERS.

There will be two guest speakers at the next meeting (Tuesday 13th April). They are Peter Hammersley of Custom Graphics talking about painting etc. and Kevin Wellden speaking on training.

The Cornering Clinics are being re-introduced and the dates for the sessions are;

MORPETH; Saturday 17th and Saturday 24th April; WASHINGTON; Sunday 18th and Sunday 25th April. All the sessions commence at 10.00am

ACROSS

4	Hartside Café
6	Desmodecci
8	Ninja
10	Scrambler
11	Benelli Tornado
12	V Strom
14	Slick
18	Mike Hailwood
21	Orange County Choppers
23	On any Sunday
26	Wall of Death
29	Max Biaggi
31	Steering damper
32	Scorpion
35	Fairing
36	Bridgestone
38	Losail
39	Ducati
40	Leon Haslam
41	Noriyuki Haga
42	Thruxtion

DOWN

1	Hayabusa
2	Genesis
3	Suzuka
5	Aprilia Shiver
6	Drive chain
7	Norton
9	Jorge Lorenzo
13	Bultaco
15	Colin Edwards
16	Vincent
17	Montesa
19	Drop off system
20	Jeremy Burgess
22	Washington
24	Chip shop run
25	Two stroke
27	Speed Triple
28	Hugger
30	Avon
31	Scott Redding
32	Scottoiler
33	Swing arm
34	Indian
37	Road Craft

David Henderson has for sale; A set of Non – Fango panniers + top box. The panniers are 40 litre and top box 52 litre capacity. The carrier frame is for a Honda VFR 800 1998 to 2001 (non V- Tec). The kit is in excellent condition with 1 or 2 very minor scuffs. Each box has 2 keys and the locking is of the "Monokey" type (similar to the Givi boxes). The top box can take 2 full face or 2 flip up helmets on their sides. Price £200



I also have for sale a small pet carrying cage. The dimensions of the cage are 18" high x 18" wide x 24" deep. The make is Pet Voyageur 400. I have priced similar cages and they are around £40 Plus. The price for this one is £15. I can be contacted on 01670 544249 or Email d.henderson44@btinternet.com



The membership cards are now available and will be distributed shortly.

The views expressed in this Newsletter are not necessarily those of Northumbria Advanced Motorcyclists or the Institute of Advanced Motorcyclists and should not be interpreted as such.