

NORTHUMBERLAND ADVANCED MOTORCYCLISTS (N.A.M.)

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



PITLOCHRY 2009



Jan / Feb 2010

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OR

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

VISIT OUR WEBSITE; www.nam-online.org



I reckon the “Girls” are just as smart now as they were when they were younger.

Editor

Chairman's Notes

Here we are at the start of a new year and that oft-used cliché comes to mind; "the more it changes the more it stays the same".

Recent events have led to major changes to the committee, with some well-respected members standing down. All of these have made a valuable contribution to the efficient running of NAM and they deserve full credit. Ray Charlton, our immediate past Chairman brought much to the role with his considerable experience in motorcycle training over the years. Coupled to this, his initiatives to improve our newsletter which are there for all to see. Clive Taylor, the only motorcycling god among us, always ready to step into any role when needed. Simon Hadden, putting in a huge amount of time and effort in his roles of Secretary and then Treasurer, endeavouring to keep us on track. Alan Richardson, instrumental in introducing the slow riding events that have proved so popular. Geoff Spencer, a stalwart, willing to take on tasks that others may shrink from. Glenn Knowles, bringing his IT skills to bear and improving our web site out of all recognition. Carole Kibble, whose diligent work has finally put our membership records in good order.

Now we can look forward to 2010, secure in the knowledge that we have in place a new committee with all posts filled. Already we have a burst of enthusiasm with some new initiatives in the pipeline; more on this later. What I consider to be our underlying strength is the very healthy membership of NAM. I believe we are strong because we offer a variety of activities for members to engage in. Whilst our prime function is to offer IAM training to motorcyclists and thereby help reduce road casualties, this in its self is not enough to retain membership. Retaining members is important, because as we enjoy the various facets of the club we encourage others to take up training and then share the good times we have as an active club.

We have much to look forward to, so let's have some fun!

Ron Patrick

Editor's notes.

Welcome to the proposed format of future Newsletters. This change has come about because of the costs involved in continuing to produce the club magazine in its past format. I hope to be able to "send out" the Newsletter electronically via Email to as many members as possible. I do appreciate that this way of communicating with you won't be acceptable to everyone therefore an alternative way of getting the Newsletter to those members will have to be looked into. Your continued support of the Newsletter with contributed articles is still the mainstay of the Newsletter and I will be "gently" "persuading everyone to put pen to paper and to put forward their thoughts, opinions, biking experiences and photographs for publishing. I'm not an expert in these matters but if I can help anyone in anyway in submitting an article I will be happy to do so.

David Henderson.

MUSINGS OF A RIDE-OUT CO-ORDINATOR

Well that's the first year over,.....and it was enjoyable!

A few thoughts about the past year. First of all many thanks to everyone who came forward to offer their time to organize a ride-out. A special thanks to Ron who handed over the reins and his ongoing willingness to help in any way he could; not least with his 'contacts' who could be encouraged to organize a ride-out. I would like to thank all the members of the club who did offer their services; and without any arm twisting on my part! Also those people who volunteered to assist with the recces. I have to say the recce's are entertaining in themselves and they seem to have more 'coffee stops' than we have on the actual ride-out, especially if a certain member is in the group!

It has to be said that overall all the organised rides have been much appreciated and enjoyed as a good day out by the majority of members who turned out.

Of course it's true, like most things in life, that you can never please everyone every time and I'm aware this has been the case on occasions. Not exhaustive but the following comments have been expressed; too long, too short, too fast, too slow, roads too bumpy, too much motorway, finishing too late in the day, ending too far from home. For what it is worth, my take on this is that most people who turn up on the third Sunday in the month are simply pleased that someone else has taken the time and effort to plan an interesting route and stop-off which are conducive to a pleasant social outing.

So I would like to emphasise that no one should be put off coming forward to organize "their" ride. Some people have already indicated that they would be willing to put their name forward for next year (if you are wondering if you are on the list, don't worry I've jotted down everyone's name who have made the slightest reference to 'doing' a ride-out, so you will be contacted!) There are still some gaps so if anyone else fancies having ago just let me know. Plenty of assistance offered.

Now just a few comments about how we organize our ride-out's. Bearing in mind what was said earlier, that we can't please everyone, never the less, it maybe that people have ideas or suggestions about ride-outs in general and they would like to voice them or have looked at. I'm not saying I think things need to change, far from it, just that if there were any comment that people have about tweaking our present system or even introducing some new ideas that they feel might enhance things, I would be please to hear from them with the view of looking at them within the wider membership to see if there would be any support for change.

Below are a few of my thoughts plus comments from other members. Not an exhaustive list;

- a) during one or two of the summer months to make an earlier start which would enable us to reach a wider radius from our starting point.
- b) on some occasions deciding on a destination where could spend longer than we usually do, perhaps a couple of hours, to view a particular attraction or just enjoy the stop off.
- c) changing the starting point at times.
- d) have more than one ride-out during the month.
- e) have a dedicated ride-out for advanced riders.
- f) have a 'training session' on organizing a ride-out.
- g) treasure hunt.
- h) a night time ride-out

Please do give some thought to any changes you may have considered over the past year and do let me know your views, even if it's only to say that things should be left as they are currently.

Jack Stewart; Ride Co-ordinator.

EDITOR

Many of you will have read the article in the M.C.N. newspaper relating to the speeding offence that “hit the headlines” and consequently caused a lot of concern amongst the biking fraternity. The following article is the response to many enquiries to the I.A.M.

GROUP RIDES and SPEEDING.

We do not routinely respond to articles in the press with statements, and do not wish to get drawn into doing so routinely, but have had a number of requests for some advice, following the item on the M.C.N.'s website. The item has not made the printed edition in the same way.

I have read the item. I am very wary of making policy on the basis of newspaper reports, based on prior experience of their accuracy, especially of detail. The comments which follow are based on that report in the M.C.N. and not on any other source of information.

Much concern seems to revolve around the idea that the legal precedent set means that a rider, riding at below the speed limit, is followed by others who are riding above the speed limit, and that the lead rider is therefore guilty of speeding. The case in question – on the basis of the report on the M.C.N. website - does not reflect that position at all.

As the case reported in the M.C.N. three motorcyclists were out for a ride, and were followed by a police motorcyclist at speeds above the national speed limit (60 MPH on the road in question). The two rearmost were registered at 103 MPH and the lead rider has somehow been registered at 85 MPH. He admits that speed, from what I gather and appeals the sentence, not the conviction.

The argument is thus about the penalty for the offences, not whether someone could be prosecuted for speeding when they were riding at a speed below the limit. In order to achieve the latter the police would have to produce evidence of the speed of the lead rider was riding at being above the limit, or evidence that he was in some way encouraging the others to ride too quickly ... or in some other way produce evidence that breaking the speed limit was a part of the activity of the group, in which he was actively involved ... which would be difficult if his own riding was legal, and there were no other encouraging behaviours that were apparent.

At 80 in a 60 you know you are speeding, that is not an “unnoticed error”. On that basis the lead rider knows he is breaking the law. He is complaining that the court has dealt with the three riders as a group, and viewed the behaviour as a group behaving together. I do not believe that decision is totally new law, and although I haven't researched it specifically, I have little doubt that there would be plenty of legal precedent for taking a view of that kind elsewhere in criminal law, if not in direct relation to speeding.

Incidentally the reported penalty (6 points, £100 and £250 costs) is actually less than I would have expected for 100 plus MPH – I'm surprised he still has a licence at all, and that the fine was not higher.

But.....

This case was about three riders all speeding. It was not about proving the guilt of a rider at ender the speed limit. That is a significant difference.

I see no reason to stop or curtail I.A.M. riding activity at all, because it is all done within the speed limit anyway. Anything done outside the legal constraint is not done with I.A.M. consent / approval, and is not I.A.M. activity, (and therefore that of an I.A.M. Group.

This is one case where a rider was exceeding the speed limit by 25 MPH – between a third and half as fast again as the 60 limit allows – not someone who was riding below the limit.

Your briefing to ride should include that the drop-off system means that riders don't need to speed to catch up and that they must stay within the speed limit. If you feel the need to particularly defensive, having a pre-printed briefing sheet carried by the lead rider (you could hand them out as well) would be helpful. However, I re-iterate that, as reported, this case is not about convicting a rider who was riding legally in the first place.

Peter Roger, Chief Examiner.

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.

QUIZ TIME

NAME THE MOTORCYCLE

1. Not a sky dish
2. Beat the enemy.
3. Not wool nylon or silk
4. Fits everything
5. A non smoker should be this.
6. He works wonders behind the bar.

GENERAL KNOWLEDGE

1. How long was the 100 years war?
2. Which country makes Panama Hats?
3. From which animal do you get cats gut from?
4. Which month do Russians celebrate the October revolution?
5. What is camel hair brush made of?
6. The Canary Islands are named after which animal?
7. What was King George's first name?
8. What colour is a purple Finch?
9. Where are Chinese gooseberries from?
10. What colour is a black box recorder?

Answers on page 15. **AND NO CHEATING!!!!**

DATES OF MONTHLY MEETING IN 2010

SECOND TUESDAY OF THE MONTH ***DON'T FORGET TO SIGN IN!!***

JANUARY	12 th	FEBRUARY	9 th
MARCH	9 th	APRIL	13 th
MAY	11 th	JUNE	8 th
JULY	13 th	AUGUST	10 th
SEPTEMBER	4 th	OCTOBER	12 th
NOVEMBER	9 th	DECEMBER	14 th

DATES FOR MONTHLY RIDE OUTS 2010

THIRD SUNDAY OF THE MONTH. LEAVE 10.00 am FROM SEATON BURN SERVICES

DATE	WHO	WHERE
March 21	Michael Sutherland	Whitby
April 18	Terry Murphy	TBC
May 16	Don Fraser	TBC
June 20	Jim Fidler	Scarborough (Olivers Mount)
July 18	Bob Atwell	TBC
August 15	Bill Davison	TBC
September 19	TBC	TBC
October 17	Dave Glennie	TBC

N. A. M. OBSERVERS

NORTHUMBERLAND TEAM

	NAME	STATUS
1	Simon Lupton	SO
2	Louise Bennett	O
3	Pete Davies	O
4	Jim Knowlton	SO
5	Malcolm Lonsdale	SO
6	Nick Maddison	O
7	Kenny McDonald	SO
8	Ronald Patrick	SO
9	Martin Wilson	O
10	Neil Oliver	O
11	Alan Ramsey	O
12	John Johnston	O
13	Kristion Grundy	O

TYNESIDE TEAM

1	David Thornton	O
2	Richard Barsby	O
3	John Fagan	SO
4	Michael Sutherland	SO
5	David Walton	O
6	Kevin Wellden	SO
7	Richard Penna	O
8	Alan Thompson	O
9	Berry Assadian	O
10	Bobby Assadian	O
11	Eric Fitzpatrick	O
12	Jack Stewart	O
13	Melville Leitch	O
14	Craig Hopkins	O

SUMMARY

	SNR	OBS
TYNESIDE	3	11
NORTHUMBERLAND	5	8
TOTAL	8	17

Why Turkey? Well why not!

The prospect of a trip to some distant land always excites me and Turkey seemed a good destination. This holiday did not disappoint and my overall impression was that in every country I travelled through, the people I met were very friendly, helpful and welcoming.

I've been on a few jaunts on my own which is not a problem, but it's better to have someone to relate the day's events to in the evening as this enhances the holiday. Believing two riders are the best option in terms of accommodation and efficient progress, I needed to find someone who was compatible with me, "not easy"! However I met Eric during the Wales Weekend and we seemed a good fit, so that was settled.

Carole gave dire warnings about my Ducati, "you're sure to drop it, you could run into twenty miles of gravel". However she exaggerated, the worst I encountered was about a ten-mile stretch. Anyway I changed it for a BMW F650 GS and this proved to be a good choice. Eric took his BMW 1200RT, "he's made of sterner stuff than me".

We'd each done our homework prior to the trip and we both come up with much the same conclusions, a good start! Take about a month we thought, so off to the ferry at North Shields for an overnight sailing on single tickets, to keep our options open.

Off the ferry at Ijmuiden next morning on May 19th and a leisurely run via the motorways to our first hotel at Wertheim, Germany. Then motorways again to Eschenau, Austria for our second night. This hotel is in a beautiful area favoured by walkers and whilst we were having beer on the terrace an elderly lady joined us for a chat. She appeared to act as a granny, for the hotel owner's family. She'd travelled to England when nineteen, worked there, then onto America where she eventually married. Her husband sold up and with the proceeds, bought a 500cc Matchless. They then toured the world for the next three years during the early sixties.

Next morning we managed to get clear of the motorway stage and travelled into Hungary where there were a fair amount of wind farms. A pleasant agricultural area to pass through, we again crossed the border, this time into Romania spending a relaxed evening at our hotel near Arad.

There's an entirely different discipline for travelling on the roads in these areas of the world and that is, "size counts". In effect, the largest vehicle takes precedent in all situations. This also appears to apply to wealth. In less developed countries there is a very wide gap between the rich and poor and you can see expensive cars or four wheel drives, driving in a very arrogant and aggressive manner. Our first full day in Romania exposed this flawed method, as Erick was knocked off his bike. An articulated lorry coming towards us on our side of the road was the culprit and in very broad terms Eric was ok but the bike was a write-off. The Romanian legal system deals with this type of incident very effectively, by bringing both parties together at the first opportunity and allowing each to have a full say. The accident happened at 2.30pm and by 9.0pm the same day the police had dealt with it, no courts involved. Among other things, they took the articulated driver's licence away immediately. Something we should look to adopt in the UK.

After a couple of days spent in Sebes, Romania to let the dust settle, Eric returned home and I carried on. It was now quite hot, passing through both agricultural and hilly areas not unlike the Lake District with lots of families lining the riverbanks for Sunday picnics. The post communist era being marked by monolithic structures in the middle of the countryside, surely the money would have been better spent on the people. There were many people working in the fields, with little evidence of tractors present. I eventually spent the night at Giurgiu, close to the Bulgarian border.

Next morning, quickly passing into Bulgaria I was struck by the similarities to England in the late forties. Not a great deal of cars on the roads or in the towns and droves of agricultural workers walking to the fields, many using scythes and rakes. Again, not many tractors in evidence. Generally throughout Hungary, Romania and Bulgaria I was traversing extensive flat agricultural plains bordered in the distance by mountains.

There appeared to be rice fields scattered throughout these areas. In each country there was a great deal of motorway construction, no doubt assisted by the EU. Occasionally I was the only vehicle on the motorway in either direction, particularly in Bulgaria. Strangely, almost no evidence of motorcycles in any of these lands, except for one district where there were many motorcycle combinations, all with flat boards or boxes fitted and they appeared to be used as transport by farmers. At one stage I was diverted off the main road onto a wooded mountain pass and this introduced a highlight to my day's riding. Eventually emerging at a junction with no indication which way to go, I stopped to take some photos. A number of cars also stopped and their drivers enquired of me "which way?" My instinct indicated left and they all seemed to be happy with this recommendation, fortunately I was correct and this led me to Dimitrougrad, Bulgaria for the night.

An early start next morning had me arriving in Istanbul near lunchtime; just as well! as it took some time to locate my targeted district of Sultanahmet. The problem being that the motorway junctions are not numbered and district names didn't mean a thing to me. As it happened my estimated junction was only one out and with much stopping and asking, I was homing in on my destination. Helped for part of my journey by following, traffic policemen two up on a motorcycle, a taxi and finally a pizza delivery youth on a scooter. Now this final guidance offered, was something that took bottle. Imagine the scene; I've been searching for over an hour and stopping in a busy suburb, on a dual carriageway with two lanes in each direction, a young chap offers to take me there. We're outside his pizza shop; both carriageways with dense traffic moving at about 10 to 15 mph and he indicates to me we need to be travelling in the opposite direction. Separating the two carriageways are concrete barriers, the one opposite the shop is broken with a 3ft gap. He waits until I have my gloves on and without hesitation cuts from the nearside kerb across both lines of traffic, through the barrier, straight across the next two lanes stopping at the opposite kerb, and looks at me. He waits for a full second before waving impatiently for me to follow. I really didn't fancy this manoeuvre, however I fancied even less losing my guide so "when in Rome"; I made my move. Seeing me pass through the barrier and without waiting, he set off for me to follow, eventually taking me all the way to Sultanahmet. Giving a cheery wave, he was on his way before I could thank him. The thing that impressed me was that as we each carried out these dubious manoeuvres, four lines of traffic slowed to allow safe passage. No sounding of horns, no belligerence, everyone just getting on with it. No doubt the constant high volume of traffic encouraging tolerance.

Booking into a posh hotel newly opened that week, I managed to negotiate very favourable terms for a few days in a sumptuous room. Now in tourist mode, I took in some of the splendours that Istanbul has to offer. A couple of days were spent visiting The Blue Mosque, Topkapi Palace and The Grand Bazaar, which are all within easy walking distance and "a must". Taking trams the next day opened other options along The Bosphorus and whetted my appetite to return on another occasion.

Leaving Istanbul in the morning I ventured on to the motorway to get me clear of the conurbation, but again struggled with the exit junction because of no numbering. Not a problem as I was heading for the Black Sea coast and the area I ended up in was a quiet coastal backwater. I enjoyed a mixed fruit lunch overlooking placid waters. I tend to buy fruit and wash it, then have it for lunches over the next few days. This tends to save time when travelling and reduces the risk of gippy tummy. Turning south, I ended the day in Osmaneli.

Early on next morning, I was diverted from my chosen route because of the obligatory road works. On seeing a small village ahead I observed that the road surface was polished at a junction, which indicated to me that this was the diverted route. It however led off to a narrow country lane, so I asked the locals if this was correct for my destination, they confirmed it was. After a few hundred yards I could see the road surface tarmac being stripped off because of the heavy weight of traffic. Whole sections missing, leaving me to negotiate what must have been the foundations. What I found strange, was that there were no other vehicles and it should have been busy. Also the sun was on my right shoulder and it should have been on my left, so I was travelling in the wrong direction. After about eight miles of nagging doubt, I was able to ask and have confirmed that I was on the correct road. Another four miles and we turned south, cheering me up. I had one tricky bit when nearing a cluster of houses, down a slope and on gravel. Traffic had swept fairly clean the tyre tracks, leaving strips of gravel between the wheels and at the side of the road. I was travelling in the offside track at about twenty, when a car came towards me having rounded a corner, with a van eager to overtake. The van driver ignored me and made his move to pass, no doubt I was expected to get out of the way. This wasn't an option for me because of the gravel, so I held my position and tried a midget of front brake. The front wheel didn't like this and let me know it, so I tried to feather the back brake but it didn't like this either and tried to frighten me. Continuing to give both brakes the least possible

pressure and the rear end fishtailing, the van driver noticed this display and tucked in behind the car at the last second allowing me to pass. All good fun! Lunching in a large new roadside restaurant, the Kurdish owner joined me and we enjoyed an interesting chat about international relations. Afterwards with more roadworks and more diversions, all traffic including Lorries and cars were spit out near a large town with no clues as to any directions. Four young chaps in a car were making for the same destination as me, so we chose what we thought was the right way. With them leading they set off at a cracking pace, I eventually fell behind because of extensive patches of gravel. Next, they were coming towards me in a cloud of dust waving a map, big grins on their faces and beckoning that I follow them. They waited until I turned and then were off again, waiting once more at the next junction. Finally stopped at a garage for petrol and full of smiles, gave a wave pointing to the right direction. Reaching Balikesir knackered, I had an excellent meal and flopped in to bed concluding one of my best days ever.

Ron Patrick

To be continued.....

Watch out for more of Ron's travels and exploits in the next News Letter. I can assure it will be worth waiting to see what he gets up to.

Editor

BOB'S BLOG

A freak accident on August Bank Holiday 2006 almost put an end to our biking fun for good. I loved the Fazer 1000. It was my dream bike. Stylish, responsive and quick with incredible acceleration. I really think that if it had not been written off I might have lost my licence by now! But the accident changed all that and I would not, could not ride another Fazer.

Back to biking in spring 2008. This time on a water-cooled Suzuki Bandit 1250. Good looking, and naked, read into that what you will! Bought from Allbikes in Rochdale with only 660 mls on the clock. Apparently the previous owner, an elderly farmer, took it in for its 1st service, bought a Suzuki Burgman and never took the bandit home again.

The Bandit was more comfortable than the Yamaha, with a slightly more upright riding position for me and a much more comfortable ride for Pat on the pillion, with a bigger seat and lower pegs. Much kinder to the creaky old knees.

Then well you know how it is, I just happened to see this B.M.W R1150R on E-bay and before I knew what I was doing I had put a bid for it...and got it. I told Pat it was a surprise for her. Almost the truth. Luckily she likes it. The only problem was that we had to drive down to Aylesbury to collect it. With only 5,500 mls on the clock, only 1,500 had been done in 3 years by the present owner, it was barely run-in for a B.M.W. When I saw the very steep gravel drive up to his garage I knew why he had not used it much and I let him ride it back out onto the road. I rode it home in one hit. Not bad.

The quirky indicators on the B.M.W. took a bit of getting used to and overtakes require much more forward planning than on the Bandit, especially when two up, but the B.M.W. is even more comfortable than the Bandit and on club ride-outs we are both noticeably less fatigued.

Despite its reputation as a "budget bike", the Bandit engine is fantastic; it is smooth and powerful, with a beautiful smooth gearbox. The B.M.W. Boxer engine is 'vibey' in comparison to the in-line four of the Bandit. Though despite what I have heard from others, I find the B.M.W. gearbox quite smooth and not at all 'notchy'.

The Bandit has good brakes with ABS, but the B.M.W. servo assisted brakes with ABS are far superior. I find the B.M.W. handling superior to the Bandit and I feel much more confident on cornering. I really like the stylish blue and yellow paintwork on the B.M.W. and it has a much more robust finish than the all black paintwork on the Bandit which grazes easily.

To sum up, I am a lucky man. Two bikes each great in their own way. What next? Well, I have just seen this R1200R on the internet.....

Bob Atwell



FORTH COMING EVENTS 2010

Weekend staying at the Hydro Hotel Pitlochry. From Friday 30th April to Monday 3rd May (Bank Holiday w/end). There were TEN places still available on Wednesday 30th December. Contact Michael Sutherland for details.

Weekend staying at a very good hostel 7 miles south of Abergele North Wales. From Friday 27th August to Monday 30th (Bank Holiday w/end). Contact David Thornton for details.
These 2 events are always well subscribed to so book early.

QUIZ ANSWERS

Name the bikes

1, Ariel; 2, Triumph; 3, Cotton; 4, Universal; 5, Matchless; 6, Scott

General knowledge

1, 116yrs; 2, Ecuador; 3, Sheep & horses; 4, November;
5, Squirrel fur. 6, Dogs; 7, Albert; 8, Crimson; 9, New Zealand; 10, Orange.

Attendance at Tuesday 8th December 2009 meeting.

Members; 47

Associate members; 3

Guests; 9

WELCOME TO THE FOLLOWING NEW ASSOCIATES

Barry Anthony Stone

John Kenneth Wilkinson

Dave Taylor

Robert Taylor

PERSONAL DETAILS.

If any of your details change i.e. Email address, phone contact numbers, home address etc etc can you contact Craig Hopkins, Membership Secretary, so he can amend your details in the membership data base and in doing so keep it up to date. Thank you.

OBITUARY

It is with sadness that I have to inform the N.A.M. membership that John Daniells, after a short illness, passed away on Friday, 8th January.

John joined our group in May 2007 and he successfully passed the I.A.M. test in May 2008. John enjoyed and participated in our ride-outs. A number of us will remember enjoying John's congenial company last spring time on the "recce" to the Lake District and Scottish Borders and having lunch with him in the sun at the garden centre just outside of Penrith. John wished to give something back to the club and completed his training to be an Observer in the summer with Geoff Spencer also helping another Observer in the club with Senior Observer training.

Our condolences to his Wife and Family.

Thanks to the following subscribers to this edition of our Newsletter;
Ronald Patrick; Jack Stewart; Robert Atwell; David Henderson;
Page 3 Girls; Joan, Patricia; Geraldine.

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

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

If you have any experiences of motorcycling events, holidays, buying a new or additional bike(s), tips on servicing, 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 and involvement.

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

A saying my Mother used to say to me and it's stood me in good stead over the years as a reminder not to go too silly.

Mother; is that you our David? (She always called me David)

Me; yes Ma.

Mother; what you up to?

Me; just goin out on me motorbike.

Mother; don't forget, DON'T GO FASTER THAN YOUR GUARDIAN ANGEL CAN FLY.

Me; a won't Ma

David Henderson

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.