

# *Riders' Chronicles*



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**The Newsletter of Northumbria  
Advanced Motorcyclists**





**RIDEOUT SUNDAY, 29TH APRIL**

## Chairman's Ramblings

The new biking season opened on 1<sup>st</sup> April and was heralded by two fatal biking accidents in Northumberland within minutes of each other in different locations and a second accident, where a husband and wife were killed in Cumbria.

This situation seems to repeat itself every year and highlights the need for vigilance at all times with our riding.

It also brings home very graphically the need to constantly promote safer riding through better training and whilst we may never know whether these tragic accidents were avoidable, it always leaves the thought that advanced training may well have giving these unfortunate riders a better chance to avoid them.

With this in mind may I prompt those of you have been Associates for a long time, to seriously set yourselves a target and deadline to take your advanced test at the earliest opportunity.



Northumbria Police promote better riding standards very well with their Cornering Clinics and NAM will always support such events as long as they are taking place. The new venue for the four events this year is now at County Hall, Morpeth, which provides the opportunity to reach more riders than previously enjoyed at Etal Lane.

Already this year we have seen well attended rideouts organised by Ron Patrick, Simon Lupton and Clive Taylor, plus the annual trek to Pitlochry, sadly, the last to be organised by Kevin Wellden. (An article on the Scottish Trip is included in this issue).

I am pleased to report that Michael Sutherland has volunteered to organise the 2008 trip, so the tradition will continue. (Hopefully not the wet weather that has gone with it on previous years!)

May 8<sup>th</sup> saw our first Charity Auction, organised very well by Louise Bennett, who virtually single handed, managed to 'acquire' over 200 lots. We were fortunate in getting Paul Wappet of Radio Newcastle as Guest Auctioneer and the event raised a magnificent £2000.00. May I thank Louise, Partner John, Committee Members and Members and Associates, who assisted, for a tremendous effort.

The popularity of NAM is spreading as being the 'bike club to be in' with recruitment of New Members slightly exceeding last year already. Comments received have shown that we are regarded as "a friendly crowd who make newcomers welcome." This is all down to you, so keep it up and make a point of approaching and talking to new faces on club nights.

By the time you are reading this we will be operating short Ride-outs on the Monthly Meeting night, so come along and join in.

No doubt these ride-outs will also be including a Fish & Chip run, which is also very popular, these will be publicised on the NAM E-mail Forum, so if you are not already signed up to it, please do so to be kept up to date with the latest news.

Safe riding.

Ray



## WELCOME TO NEW MEMBERS

J C Fiddler	Mick A Goodwin	E. B. Fitzpatrick
Paul Murley	J Stewart	Bryan Heap
Stephen Osselton	Layla Bowen	Dominic Lamb
A.Pollard	D Henderson	L J Bowden
S Ossleton	D Lamb	B Hesp
D. Jones	V A Faid	D P Edge
P Marriott	G J Leader	

## CONGRATULATIONS ON PASSING THE IAM TEST – Well Done

David Glennie	Observed by	Alan Richardson
Don Frazer	“	Malcolm Lonsdale

**Please let me know when you have passed to appear on this page**



**IAN BELL (MOTORCYCLES) LTD**  
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**0191 2612097**  
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The New 2007 seasons range for top  
to toe quality rider's gear is now in.  
Just pop in to collect the new  
catalogue but you'll not be able to  
resist spending more time in store  
to find out more!

## WANTED

**An Assistant Treasurer to shadow the present Treasurer until the AGM and then hopefully take on the role when he stands down.**

**Ideally someone who has an accountancy or financial background would be preferred. Please contact the Chairman or Secretary if this is of interest to you.**

## Committee

Honorary Group President: **Jack Lormor**

Chairman: **Ray Charlton**

*Vice Chairman:* **Simon Lupton**      *Secretary:* **Simon Hadden**

*Treasurer:* **Jim Stephenson**

*Training Group:* **Clive Taylor, Alan Richardson, Geoff Spencer**

*Membership Secretary:* **Carole Kibble**

*Assistant Secretary:* **Michael Sutherland**

*Website Co-ordinator:* **Glenn Knowles**

*Ride out Co-ordinator:* **Ron Patrick**

*Merchandising:* **Louise Bennett**

*Newsletter Editor:* **Ray Charlton**

### ***Team Leaders***

*Northumberland:* **Malcolm Lonsdale**

*Tyneside:* **Alan Richardson**

*Newcastle & West:* **Gary Law**

### **Website**

**[www.nam-online.org](http://www.nam-online.org)**

**Telephone: 07956 618965**

## Durham Advanced Motorcyclists

Durham Advanced Motorcyclists meetings are on the last Tuesday of the month at The THINFORD INN, starting at 7.30pm.

The Thinford inn is located on the junction of the A167 and A688.

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### **The NAM Email group can be found at:**

<http://www.groups.google.com/group/nam-bikes>

Join it there!

By joining the NAM email group, you'll receive club news as it happens.

You can also send emails to the group, which are automatically forwarded to all the members of the email group - handy for getting technical help in a hurry!

If you have any problems, send an email to:

**Hadden101@btinternet.com**

or

**raycharlton@tesco.net**

## IN THIS ISSUE

Front cover shows Simon Lupton giving the safety briefing to Members prior to the April Ride out.

Inner cover has photographs from the same Ride out and the rear inner cover has pics from the Pitlochry trip.

Reports on the March and April Rideouts are also included on pages 7 and 26

We have a new contributor in Peter Cullen writing about his experiences in Turkey.(Page 19)

Included are the regular features and much more.

# The March Ride-out to Scarborough

By Ron Patrick

I was sure this run out wasn't going to go well! The weather in mid March was less than perfect for joyous days on the bike. Whose idea was it anyway to start the season in March? My enquiries were causing everyone to melt into the shadows. Great!

Five hardy souls agreed to go on the recce run on the Sunday before the big event but the weather was lousy with the forecast threatening worse. Would you believe? One phoned in, with a weak and croaky voice claiming he'd been off work for four days with this cold bug that was going about. Another with pressing family commitments and yet another with urgent business requirements. Charming, there was all the best excuses used up which meant that I would have to go. OK two could do it, but on the morning when I went for a paper a gale was blowing which made it a bit risky on the bike. I rang to cancel, but Simon was already on his way to Seaton Burn. He's made of sterner stuff than me, so gave me some stick.

However I managed the recce on the following Wednesday and what a good job I did the homework, as Scarborough was a disaster area. Access to the seafront was restricted because of extensive refurbishment along the length of the bay. This resulted in my first going to the South and then the North Harbour, both blocked off, via a gridlocked town centre.



A change of plan, no ice creams in Scarborough for Simon. So, back along the road to find another lunch venue.

The remaining days to the Ride Out were still iffy weather-wise and cold. I was hoping no won else would turn up on the day, so I could go back home and read the paper.

Would you believe! The day dawned bright and looked promising with about thirty bikes turning up, quite a good number for the first run of the season. This included some new members, which was good to see.

Personally, "I have no time for softie doubting Thomas's that only want to ride in good weather"

Then after our usual briefing we split into two groups and were off. Down the A1 (sorry) to Chester le Street, then the A167 to Rushyford, then past Sedgfield to a coffee stop at the A19 services near Billingham. Not quite open when we arrived, but some impatient hammering on the door to The Kentucky Fried Chicken by a bunch of menacing bikers soon produced a result. Refreshed and with the sun shining we set off for the Cleveland Hills, a thrilling prospect.

It starts for real at Stokesley, that stretch of the B1257 to Helmsley is pure magic with plenty of rises and falls liberally sprinkled with delightful twisties. Not to mention the odd tight bend that demands you keep your wits about you.

Passing through the villages at a leisurely pace allows an appreciation of their charm and tail-enders to catch up. Helmsley is normally a good stop with all the Bikers to swap tales with, but this occasion we pressed on to our planned lunch stop at Thornton le Dale.

The second group having caught us at Helmsley filled up with petrol there to waste a bit time, whilst we filled up at Pickering just prior to lunch. Thornton le Dale straddles the A170 and is a charming Yorkshire village boasting plenty of places to eat, with the usual gift shops plus a nice old bookshop.

I tried to push John to the front of the queue so that he would have to buy the lunches, but he somehow managed to position me at the front when we arrived at the till and I was forced to pay. Damn!

Our hunger satisfied we embarked on the afternoon leg in perfect biking weather, travelling back to Pickering and then via the A169 to Whitby. This proved yet another delight with the roads and scenery over the moors providing much to be thankful for.



Wending our way back to Teesside via Guisborough kept the feel good factor flowing, arriving once again at the A19 to take us North. We weren't finished yet, taking the A182 for Houghton le Spring allowed us to pass through the old mining villages that contributed so much to the economy and character of the North East.

Finally arriving at Washington Services North where our Ride Out was to end our newer members were surprised that the drop-off system worked so well. I was amazed; let's face it with me leading the ride anything could happen. "You ask Glenn".

I'm sure everyone enjoyed the day. "Let's do it again".

Ron. Patrick.

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#### COMPLAINT!

**Several complaints have been received about the noisy chatter caused by a few Members during the Guest Speaker's talks at Monthly meetings.**

**If you do not wish to hear the talk each month, please respect the rest of the Members who want to hear it, by keeping your voices down.**

**If you need to talk loudly among yourselves, please move into one of the many public rooms at the Wheatsheaf.**

**Your co-operation on this matter would be appreciated.**



## Are computers male or female? By Alan Richardson

MALE?



Women believe computers are male .....

- In order to get their attention you have to turn them on.
- They contain a great deal of data but are still useless.
- Most of the time they are a problem.
- As soon as you commit to one, you realise had you waited you could have had a better model.

FEMALE?



Men believe computers are female .....

- No one but their creator understands their internal logic.
- The secret language used when communicating is incomprehensible to everyone else.
- Even the smallest mistakes are stored in memory for later retrieval
- As soon as you commit to one, half your wages go on accessories for them.

## WORDSEARCH

R	G	T	S	A	E	Z	R	K	U	Z	U	S	B	S	N	O	W	R	C	B	J	N	J	K
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DUCATI  
WESTGATE HILL  
LEON HASLAM  
NORTON COMMANDO  
MAX BIAGGI  
BRANDS HATCH  
THUNDERCAT  
HARLEY

THRUXTON  
BRIDGESTONE  
APRILIA  
ISLE OF MAN  
JAMES WITHAM  
TEXAS TORNADO  
ALPINESTARS  
TRIUMPH DAYTONA

MARCO MELANDRI  
HAYABUSA  
PAN EUROPEAN  
AKRAPOVIC  
PHILLIP ISLAND  
CASEY STONER  
RIZLA SUZUKI  
THE HIGHWAY CODE

**Solution to the Wordsearch can be found on page 21**

Ventureshield Paint Protection Film

Is now available from I.A.M Member John Beal with a 10% discount for NAM Members.

Contact John on 0191 2719200 and quote Reference **NAM - JB**

## Cornering Clinics

The ever popular Cornering Clinics organised by Northumbria Police under the watchful eye of Chief Inspector Kevin Wellden began on April the 7<sup>th</sup>, followed by three further events over the following weeks.

Unfortunately attendances at the first session were slightly down due to the dates clashing with the annual Easter Egg Run, which attracts upwards of 400 bikers and obviously influenced many who may have otherwise attended.



**Kevin Wellden introduces the session**

However, subsequent events did attract considerable numbers who were given a very informative presentation by Paul, Don, Graham and Keith from Northumbria Police Biking Section.

This presentation included advice on all aspects of cornering and was illustrated by graphics and video presentation.

It also included some photographs of actual motorcycle accidents that had occurred in the Northumberland area over the years and graphically brought home the consequences of bad riding. As usual, it was followed by a healthy question and answer session, which threw up some interesting queries.

NAM was well represented by about ten Observers, who were in great demand at the end of the session to provide assessment rides for those who wanted one.

These events are always well worth supporting and we have already attracted a few new Associates who attended the presentation.

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## Ride-Outs 2007

Date	Leader	Destination
24 <sup>th</sup> June	Dave Walton	Lakes
29 <sup>th</sup> July	Alan Richardson	Scotland
26 <sup>th</sup> August	Dave Crampton	TBA
30 <sup>th</sup> September	Michael Sutherland	North York's Moors
28 <sup>th</sup> October	Nick Maddison	TBA

**All Ride-Outs meet 10.00am prompt at the Travel Lodge Car Park, Seaton Burn.**

**Other dates will be published as they come in, but don't forget, most Sundays many Members meet at 10.00am at Seaton Burn for their own impromptu runs.**



## Trek to Pitlochry by Ray Charlton

The annual Trip to Pitlochry took place on the May Bank Holiday weekend, once again choosing the Pitlochry Hydro Hotel as our base for the venue.



Two main groups rode up on the Friday and individuals made their own way their arriving late Friday evening or during the Saturday,

True to form the weather forecast looked rather bleak for the planned ride-out on the Sunday, so the programme was changed around and the ride-out brought forward to Saturday and an unscheduled visit arranged to the Highland Games at Blair Athol.

Saturday arrived and the main ride-out set out with the expectation of heavy showers throughout the day.

A second group set out for circular trip to Oban, Fort William and back to Pitlochry, whilst several individuals had trips of their own planned.

The highlight of the main ride-out was an extended visit to Fort George, located 11 miles North-East of Inverness Fort George sits behind its massive grass-topped artillery defences on an isolated spit of land jutting west into the Moray Firth at Ardersier,



Conceived in the immediate aftermath of the 1745 uprising and the nearby Battle of Culloden that concluded it, Fort George was intended to be a once and for all solution to the threat posed by the Highlands, and the Jacobites in particular

Following the 1746 defeat at Culloden of Bonnie Prince Charlie, George II created the ultimate defence against further Jacobite unrest. The result, Fort George, is the mightiest artillery fortification in Britain, if not Europe. Its garrison buildings, artillery defences bristling with cannon, and superb collection of arms – including bayoneted muskets, pikes, swords and ammunition pouches – provide a fascinating insight into 18th century military life.

Positioned strategically on a promontory jutting into the Moray Firth, Fort George was intended as an impregnable army base – designed on a monumental scale using sophisticated defence standards. It is estimated that today, it would cost nearly £1 billion.

Within almost a mile of boundary walls was accommodation for a governor, officers, artillery detachment, and a 1600-strong infantry garrison. It also housed a magazine for 2,500 gunpowder barrels, ordnance and provision stores, a brew house and chapel. When the fortress was completed in 1769, the Highlands were peaceful but it was maintained in readiness for action that never came, and has remained virtually unaltered.

Visitors today can see historic barrack rooms which are a time capsule of the domestic life of the Scottish soldier in those days. Fort George is the only ancient monument in Scotland still functioning as intended – a working army barracks - but still welcoming visitors. A gift shop and café (seasonal) are among the attractions. The Regimental Museum of the Queen's Own Highlanders is found at the property.

The visit proved to be very popular with those there and as forecast, the weather was true to form with a mix of bright spells, rain showers and even a heavy hail shower to complete the day.

The other groups visit to Oban and Fort William was equally enjoyable again with spectacular scenery and fantastic biking roads to challenge any ardent biker and again facing weather much the same as the other group.

On Sunday, those not visiting the Highland Games decided to risk the forecasted rain and headed out once again.

This time on a slightly shorter route to Kirkmichael on roads that were made to measure for bikes, with endless sweeping bends that would keep a smile on any bikers face.



On towards Glenshee with a rather cold comfort stop at the summit and then on through Bramaer, through Tomintoul with a lunch stop at Strathdon.



After lunch continuing on to Glenkindie, Mossat and a visit to the Grampian Transport Museum at Alford, before making a circular route back to Bramaer, Kirkmichael and back to Pitlochry.

For once the weather forecast was completely wrong and apart from a few spots of rain we enjoyed and bright, dry but rather chilly day.

Once again the trip was a complete success with excellent facilities and good food of the Pitlochry Hydro adding to the enjoyment.

I extend my gratitude to Kevin Wellden for another successful trip, this being his last one.

Michael Sutherland has kindly volunteered his services to organize a run in 2008, so we look forward to that.

Meanwhile I now set about cleaning the bike up with another 800 miles on the speedometer, testimony to another few days of enjoyable biking.

## THE DROP-OFF SYSTEM:

- **YOUR** riding is **YOUR** responsibility.
- The purpose of the ride is an enjoyable and safe ride out, **not a race**.

At the front of every NAM Ride-out there is a **Leader** who will be identified at the pre-ride briefing. He is permanently at the front of group and is identified by either a hi-viz H belt or hi-viz jacket.

At the rear of every ride-out there is a **Back Marker** who will also be identified at the pre-ride brief and will also wear either a hi-viz H belt or jacket and will remain at rear of group at all times.

**At no time will any rider overtake the Leader or drop behind the Back Marker.**

Each time the ride reaches a junction or round-a-bout, the rider at No 2 position, behind the **Leader**, will stop and mark the junction for the rest of the group.

When the **Back Marker** arrives, that rider will then re-join the group ahead of the **Back Marker**.

At the next junction or round-a-bout, the next rider in No. 2 position behind the **Leader** will drop off and mark that junction, rejoining the group in front of the **Back Marker**.

**This procedure will be repeated at each new junction.**

**OVERTAKING** is permitted between the **Back Marker and Leader**, but **ONLY IF IT IS SAFE TO DO SO**. When overtaking other vehicles, take care not to merely follow bike in front.

If traffic conditions slow progress, do not worry as the drop-off system works and ensures that no-one is left behind.

Riding in a group presents additional hazards, so ride to the system, and remember, **Safety first**.

Riders who are not part of the group are a significant hazard. Stay safe.

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## Extracts from Church Bulletins

- Scouts are saving aluminium cans, bottles and other items to be recycled. Proceeds will be used to cripple children.
- The ladies of the Church have cast off clothing of every kind. They may be seen in the basement on Friday afternoon.
- Weight Watchers will meet at 7 PM at the First Presbyterian Church. Please use large double doors at the side entrance.



## Tips for New Riders

by Ray Charlton

It bothers me when I see a motorcycle that has been neglected and not been subjected to basic safety checks. Such items as chains that are in need of adjustment and lubrication, worn and under inflated tyres and light bulbs not working are to mention a few.

First of all, the bike check is an important part of owning and riding a motorcycle simply because riders are more vulnerable to a loss of control than some other vehicles.

The check should also be an important part of an advanced test and we should be aware that there are two bike checks in Road-craft.

First there is the roadworthiness check and then the pre-ride check.

Looking at the roadworthiness check Roadcraft declares: Before you start your journey you should ensure that your machine is road-worthy.

You should carry out a pre-ride check every time you ride a motorcycle.

What do you understand about these two checks? Does the answer lie in the checking process?

It is often thought that the roadworthiness check is a weekly / monthly / occasional check and the pre ride check is a daily / weekly / less important! (?) check.

Both checks are equally important and indicate the process should be carried out before the bike is ridden.

Looking at the content of each check reveals further clues.

The roadworthiness check seems to require the rider to get "up close and personal" with the bike. For instance the tools for my bike are under the seat and so to check they are present requires seat removal.

The radiator header tank is usually behind the fairing and requires at least the loosening of a panel to be able to see the fluid level.

The oil sight level is in a dark place, low down and requires the need to kneel beside the bike and use a torch to ensure it can be seen properly.

The checking of tyres for cuts, foreign bodies, side-walls for cracks and valves for security normally results in dirty hands.

The roadworthiness check is an in depth examination of a bike and its component parts preferably done when the rider is not actually dressed to ride away immediately the check is completed!! In fact it may be carried out the evening before if the journey requires an early start.

Don't forget your roadworthy check includes yourself just before you ride.

Do you feel fit to ride? Will changes in weather bring any problems? What riding kit do you need and is it in good order?



The roadworthiness check also includes riding kit and it is worth remembering safety helmets, visors, tyres and lights are a legal requirement.

The pre ride check has a briefer checklist., ideally carried out when the engine and tyres are cold.

The reason is that if the bike has been ridden recently the oils and fluids may be hot and will not show an accurate picture when it comes to checking levels.

Tyres may be hot and therefore pressures misleading and inaccurate.

Some of the pre-ride and roadworthiness checks are visual checks of the machine. Is anything missing? Does it look right?

After both checks roll the bike off the stand, ensuring it folds away properly, and tweak the front brake to check the rebound of the front forks.

Move the handlebars from side to side to check for headstock bearing wear and with the engine running to ensure throttle cables are not snagging and raising engine revolutions.

You can check for brake pressure by pulling and pressing both the lever and pedal and before you ride too far take the opportunity to check the retardation effect.

Do you know what a worn wheel bearing sounds like? What about checking for worn swing arm bearings? The failure of these components could affect your stability and possibly put you at risk.

In order not to forget any element from being checked, Roadcraft suggests the word **POWER** as a memory aid. Petrol, Oil, Water, Electrics, Rubber.

Another option is the word **POWDER**, the additional 'D' for Damage or Drive is added. It is important to show you have a structured way of carrying out each check in such a way as not to miss out any item. Damage could include broken or cracked panels, or anything loose or hanging off.

If you recall your CBT Training the Driving Standards Agency included the word **BOLTSSS**, for Brakes, Oil, Lights, Steering, Suspension, Stands.

However, the criteria as recommended by Roadcraft is **POWER**, or **POWDER**, if you prefer.

Practically, riders often remember in different ways. So, if under Oil you include engine oil, brake and clutch "oil" chain or shaft oil then no matter. When you consider Rubber, (tyres for foreign bodies in the tread area, tread depth, sidewalls for cracks and valves for security), then including rubber hand grips, footrest rubber and even the seat for security then again, no matter. The important point is to not miss anything out.

Practice of this vital area of advanced riding and testing is the way to be perfect in application.

Chapter 1 of Roadcraft contains useful information about riding kit, riders' attitudes towards safety and health related topics which you may find useful in your checking process.

It cannot be emphasised enough that checking a motorcycle for safety and legality is vital and an important element of being an advanced rider.

Getting into the habit of using the **POWER** (or **POWDER**) mantra should develop a method of checking which misses no detail and demonstrates your knowledge of the bike that you put so much trust in.

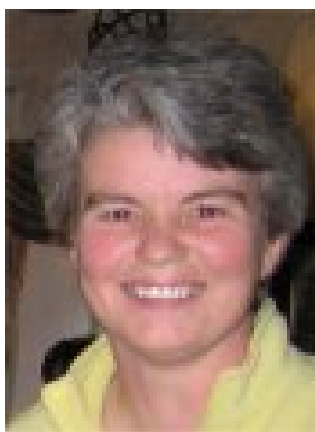
The advanced rider should be able to as fully understand the difference between the roadworthiness check and the pre ride check.

The subject is not the most difficult area of The System for a rider to learn about and yet so many riders ignore the importance of it and miss out on an understanding of an important factor of riding.

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## NAM MERCHANDISE

**Contact : Louise Bennett for all items of merchandise  
(On sale at all monthly meetings)**



**Louise Bennett**

Equipment Badges	Self adhesive - attach to fairing	£1.00
Woolly Hats	With NAM Emblem	£10.00
Caps	With NAM Emblem	£10.00
T Shirts	With NAM Emblem	£10.00
Polo Shirt (Black or White)	With NAM Emblem	£10.00
Sweatshirt	With NAM Emblem	£20.00
Fleeces	With NAM Emblem	£25.00
Tank Pads	With NAM Emblem	£10.00
Key Fobs	With NAM Emblem	£1.00
Sew on cloth badge	With Nam Emblem	£3.00
Lanyard	With NAM Emblem	£3.00



## TEN MINOR COMMANDMENTS OF MOTORCYCLE CARE

By Sid Corke



- 1 Never leave the ignition key in whilst washing the bike as the little lock seal is open and can let water into the switch
- 2 To prevent the tax disk from becoming grubby and discoloured due to water ingress have it laminated it keeps it perfect
- 3 When polishing alloy and chrome don't forget the handlebars they are easily overlooked
- 4 Whilst oiling your cables put protective cloths, such as an old towel, over your tank to protect paintwork
- 5 When putting your wheels in to have new tyres fitted, use a hairdryer to warm up the adhesive on balance weights, making them easy to remove yourself without leaving marks. (Dealers tend to remove them with a knife and can scratch your rims.)  
***Sid, would this be the only reason you would own a hairdryer? - Ed***
- 6 Keep seat release mechanism oiled and in good working order
- 7 Check wiring harness at steering head it easily splits
- 8 Clean and lube rear brake light stop switch it's vulnerable and easily overlooked
- 9 Clean and grease side stand cut out switch, again very rarely gets attention
- 10 Clean and wipe over your toolkit, with thin oil or WD 40. When was the last time you looked at it?

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### Another Funny from Jim Knowlton

Mildred, 93, was despondent over the recent death of her husband Fred, so she decided to just kill herself and join him in death.

Thinking it would be best to get it over with quickly; she took out Fred's old army pistol and made the decision to shoot herself in the heart since it was so badly broken in the first place.

Not wanting to miss the vital organ and become a vegetable and a burden to someone, she called her doctor's office to learn her heart's exact location.

"Since you're a woman," the doctor said, "your heart is just below your left breast. Why do you ask?" She hung up without answering.

Later that night, Mildred was admitted to the hospital with a gunshot wound to her left knee.

## Trials in Turkey

by Peter Cullen

I enjoyed Carole Kibble's article on Turkey but Alan's piece on the diagnostic tool had me reaching for my keyboard. I quote "The nearest BMW dealer in Turkey was 10 hours away (Tarsus according to Carole's article) from our breakdown and I suspect not very experienced on bike faults".

Two years ago I was on my way through Turkey to Aqaba with my brother on his brand new R1200GS. We'd had a fantastic journey through France, Italy and northern Greece before relaxing for a few days in Ephesus and then riding across Anatolia and Cappadocia. We had got as far as Kayseri and had turned south towards Gaziantep and Syria. Just south of K. Maras we were back on the road and heading for the Syrian border after yet another delicious lunch when I noticed Kevin (the brother) receding into the distance behind me. Now Kevin is not one to hang about once on the road so my first thought was "not another flat" (R1200GS 1 (Greece) R1150GS 0). I turned around and rejoined him at the side of the road. "It won't go". The sum total of our joint mechanical knowledge you could get on the back of a postcard. "Start it again" I say, trying to be supportive. Sure enough the bike starts first time but as soon as he engages the gears a loud whirring noise (technical term) is heard. He's absolutely right. "It won't go".

"Well, at least you've got the rescue package to fall back on" I say encouragingly. "What's that?" he asks. Oops. It seems the dealer in Dublin had not bothered to tell him about it or give him the all-important card. "OK, thank goodness for mobiles". Other bikers bring tool kits on long trips. I do as well for all the good they'll do me. But you never know, somebody else might know how to use them. I learned that from Charley Boorman and Ewan McGregor in the LWR. Personally I prefer to rely on telephone numbers.

We got in touch with the main BMW dealer in Istanbul who could not have been more helpful and arranged for a truck to come and bring the bike to the nearest BMW dealer in Adana – 150 miles away. We hung around at the side of the road, a dangerous place to be – the warning triangle being a novelty and seemed to become a target for car and truck drivers. Eventually a flatbed wagon rolled up and a young man, complete with girlfriend climbs down. Not exactly the recovery



vehicle we had in mind. But to be fair he did get the bike on the wagon. Tie downs, what are they? A few oily ropes were produced and he started to tie Kevin's pride and joy rather loosely to the cleats. I doubted that it would get a mile before falling off. Fortunately years of sailing experience took over and the bike was secured though, now that I come to think, of it I never once thought of my bike travelling as well. We were on our way.

Kevin climbed aboard the wagon and off they set with me in tow. After a few heart-stopping moments the bike seemed to settle down. Unfortunately the wagon could only manage 50mph unless it was going downhill with a following wind.

That was somewhat offset by the 35mph maximum going up hills. On reflection had it been capable of higher speeds my knots might not have survived so well. It has to be the most boring journey I've ever had. At least Kevin had the adrenaline of whether the bike would stay on or fall off to keep him awake together with copious supplies sweets, crisps, fruit, nuts and pop constantly being pressed on him by the girlfriend who did not understand the word no. Not in English, not in Turkish which was the sum total of Kevin's knowledge of Turkish. I fear Kevin's stomach was not up to it.

Darkness came but there was no sign of the wagon's lights coming on. It was then that I noticed the taillight was on, on Kevin's bike. Cars following us sorted their confusion – two sets of lights one above the other – by turning on full headlights to see what the h...ll was going on. Was I ever glad to get off that AutoRoute.



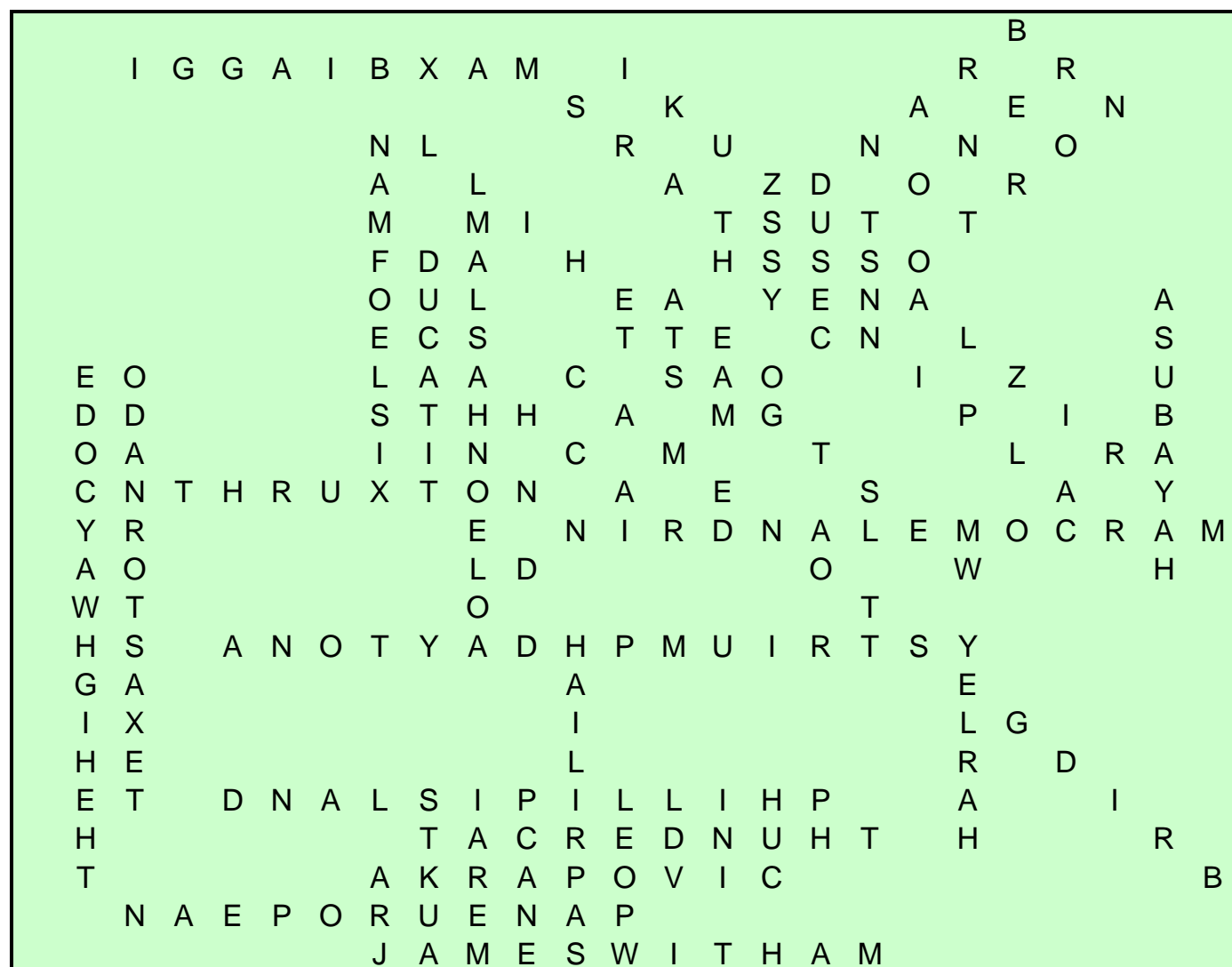
Three hours after we had set off we arrived at the BMW dealership at Adana at 21.00 to be greeted by Gursan, the service manager. I have often wondered since how many dealers in this country would turn up at that time of the night for two foreign bikers and be able to speak their language. Gursan took over and had the bike into a service bay within seconds. He suggested we find a hotel and return in the morning when he would tell us what the problem and solution

was. We did find, eventually, a hotel in Tarsus and after a very late meal slept the sleep of the just.

Early the following morning, Saturday, we went back to the dealership. The bike had been stripped down to reveal a sheared differential. We were treated to endless tea/coffee while Gursan made enquiries and by late morning he was able to tell us that a new part would be flown from Germany immediately but there would probably be a delay at Turkish customs. He would try to expedite the matter. We could either wait or he would contact us by phone to let us know when the bike was repaired. It would probably take two weeks but could be less. We decided to spend the weekend in Tarsus and I arranged for a service for my 1150 on the Monday. Gursan somehow managed to slot me in. Nothing was ever too much trouble.

We returned on the Monday and while my bike was being serviced we were given access to the internet, endless tea and coffee, storage for the excess kit we now had for one bike and lunch in the staff canteen before setting off, two up, towards Syria, Jordan and the Red Sea. We returned two weeks later to find Kevin's bike restored to its pristine former condition and this time were treated to lunch in an upmarket restaurant by the dealership manager. The standard of service we received there would put dealerships in this country to shame. The quality of workmanship was superb and, unusually for me, I felt constrained to write to BMW HQ to sing their praises.

Alan, sorry you missed a treat and good luck in Morocco.



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## Strange Developments by Simon Hadden

Nowadays there's a huge selection of scooters from which to choose for anyone wanting cheap, personal transport but it wasn't always so.



The goal of affordable transport often followed some rather odd detours.

Consider, perhaps, a set of rather natty, motorised roller skates – just the thing for a swift glide to the office though I'm not quite sure how these would have worked.

It appears that a rucksack was required to carry the battery (or some other essential component) so there wasn't much scope for pizza delivery. Brakes and throttle seem to have been an afterthought too.

Not surprisingly, this idea was abandoned before development had gone very far.

Another bright idea emerged after the Second World War. Anyone who had a bicycle was to be envied but a motor-assisted machine was the

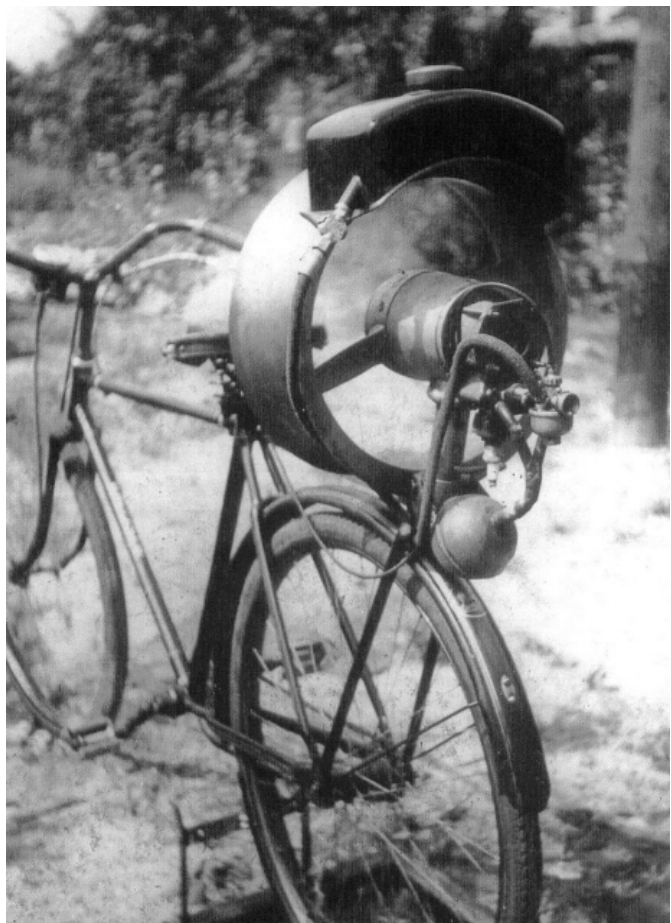
dream of many.

All sorts of variants appeared, some offering clutches and two gears, others with just a direct drive. Either wheel might be powered via belts, chains or even friction drive, with a driven roller impinging directly on to the tyre.

Such machines are termed autocycles and often required "light pedal assistance" on hills. In the extreme, reviewers of the day referred to the need for "light pedal assistance" when the motor was completely useless.

The rider had to pedal not only the bicycle up a hill but also the extra weight of a motor

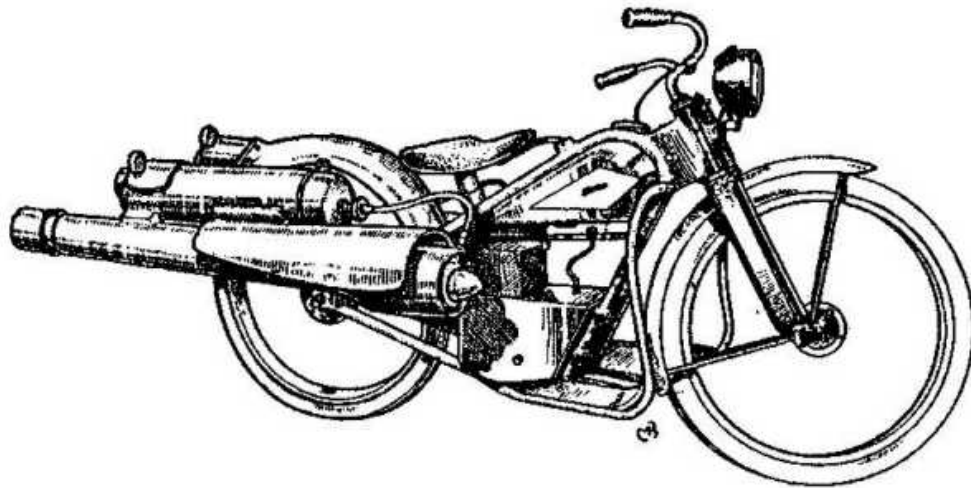
that produced noise, smoke and not much else.



The Argus Works in Karlsruhe came up with something completely different - later billed as a “personal tailwind”.

The idea comprised a small motor mounted on the luggage carrier, connected to a large propeller. This was capable of propelling rider and bicycle along at an unbelievable 15mph, which would certainly impress the neighbours.

Noteworthy is the absence of any guard around the unit, which would have made short shrift of Auntie Florrie’s hat (or hands) so I wonder if this is a prototype. Perhaps they were just made of tougher stuff in those days.



For budding rockers 15mph was somewhat paltry. In the USA, Simplex-Servi suggested one of the riskiest ways to travel on two wheels ever devised – a jet-powered bicycle – it would be fast though.

There are no pedals to be seen in the sketch and, I guess, the need for light pedal assistance never entered the designers’ minds.

Can you imagine the jeering from the pavement if you’d had to pedal this contraption home, with a feeble noise emanating from the tailpipes and a thin wisp of smoke trailing out of the cans?

The projected price was \$350 but the machine never went on sale – shame.

Finally, we move on to the Seventies, when the oil crisis lead to the development of several electric scooters.

In Nuremburg, Hercules produced the bulky “Accu Bike E1” with a 750 W Bosch motor fed by two 50 Ah batteries.

Power transmission to the rear wheel was via a centrifugal clutch. In emergency, the rider could pedal the machine (at least in theory – it was pretty heavy).

The range was about 18 miles. Around 1500 machines were sold, all down to the advertising, I suggest. It’s completely over-the-top but who could resist?

## Rideout to Millfield Café the Long Way – A Pillions' Perspective by Janet Patrick

I suppose I could be classed as a “born again” pillion, it's been a lot of years since I rode on a bike. We've had a few days out on the bike this year but generally taking it in small bites between numerous cafes. Isn't it amazing how the bike fraternity seem to have a huge library of coffee shops and cafes to visit. Anyway, having got over the initial shock of being told to “sit there like a sack of spuds”, which I was told I wouldn't find difficult; I've rather enjoyed our little forays on the bike.



However I was a little apprehensive about coming on the April NAM ride-out, a two hundred plus mile day on what I was reliably informed were “tight twisty roads”, whatever that's supposed to mean. Would my bum survive that long? Of course I'm told there's plenty of padding in the seat, not sure whether he meant the Ducati or my backside, I suspect the latter!

We'd had a run round most of the route the previous Sunday in the car to look for an additional coffee stop and fine tune the

route instructions, Simon was organising the run and being a bit sad, he just wanted to check everything was okay. He'd done the route the Sunday before with the other ride leaders and tail enders, the recce I'm told it's called, just an excuse to go out and play in my book. Anyway, I had a bit of an inkling what to expect and was looking forward to another ice-cream at Innerleithen!

The first bombshell was the start time, I don't do early on a weekend, need to leave at quarter past nine he says. What for I ask, it only takes ten minutes to get to Seaton Burn? Ah, but there's the briefing to do and splitting everyone up into groups and we need to have a bit of crack before we go. What a bunch of ..... no don't go there Janet!

Having arrived bleary eyed at the services at some ungodly hour I've got to admit I was very impressed with the turn out, thirty five-ish bikes. I'm told that's a lot for a relatively early season run, the weather was looking good though so maybe that encouraged a few. I thought things were going to get a little exciting as we waited for the briefing when a bunch of lads hanging around outside the Little Chef started throwing pebbles around, hitting a bike or two. Still, when thirty odd (very) motorcyclists turned round they sharp started behaving, coupled with Alan shouting at them, big bloke big noise, certainly scared me!

We managed to get away in three groups more or less on schedule, heading out to Stamfordham and Matfen and eventually, via some convoluted route, to the café at Chollerford, although one group cheated and took a different route. (How do you do that with sat nav Alan?)

Precisely on schedule, you'd think this was some sort of military operation, we departed Chollerford heading up through Kielder and eventually to Langholm. Think I'm starting to get the idea what he meant by tight and twisty, and the need for a wildlife warning during the briefing, but thankfully there were very few “idiots on motorbikes”, as he calls them, on the Kielder road.



The run up past the reservoir and down through Newcastleton to Harelaw was fun, I do enjoy leaning over, perhaps I'll have to think about "getting my knee down" sometime! (Not)

Harelaw to Langholm was interesting, plenty of tight twisties here, and more than enough peasants, or were they phartridges? I must confess I was ready for my bacon butty at Pelosis' café by the time we arrived in Langholm. When all three groups arrived at the café it was a bit mobbed, perhaps a couple of different lunch venues would be a good idea in the future? Think we were ahead of schedule at lunch which seemed to keep the gaffer happy, plus we only lost a few before we set off again in search of ice-cream and petrol.

The countryside on the run up to Innerleithen is fantastic, must come back sometime, Eskdalemuir's a strange place for a Buddhist monastery though, plenty of peace and quiet I suppose (except when thirty bikes trundle past!).

We were even further ahead of schedule by the time we arrived at "the petrol stop" at Innerleithen, which gave us plenty of time for a leisurely ice-cream, yummy. The second group overtook us as we sat enjoying the sun, or was it the third group, who knows, nobody cared. Off we set again on some more "cracking" roads, and the odd farm track if you want my opinion (Not really –Ed), on the final leg to Milfield, with a quick pitstop at Earlston.

I was weary by the time we arrived at Milfield, well ahead of schedule of course, and certainly ready for some more sustenance, but having thoroughly enjoyed my day. Perhaps I'll try this again.

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## Computer Funnies

From Alan Richardson

- *Technical support had a caller complaining that the mouse was hard to control with the dust cover on. The cover turned out to be the plastic bag the mouse was packed in.*
- *A customer called to say they couldn't get the computer to fax anything. After 40 minutes of very patient trouble-shooting, the technician discovered the customer was trying to fax a piece of paper by holding it in front of the monitor screen and hitting the "send" key.*
- *A customer called to complain that the keyboard no longer worked. After investigation it was discovered the customer had cleaned it by filling a tub with soap and water and soaking the keyboard for a day, then removing all the keys and washing them individually.*
- *A technician received a call from a customer who was enraged because their computer had told them they were "bad and an invalid". The technician explained that the computer's "bad command" and "invalid" responses should not be taken personally.*
- *A customer called the help desk to complain that the keyboard was producing characters totally unrelated to the keys being pressed. The technician eventually discovered that the user did not like the Qwerty layout on the keyboard so had re-arranged the keys in alphabetical order.*



## May 27th End of Month Ride by clive Taylor

I suppose it was inevitable that there would be depleted numbers on this club ride given that a load of old lags had gone up to Pitlochry for Kevin's annual water fest. But hey, the forecast was grim and it was bank holiday so folks were likely doing family things as well.

So it was that I waited forlornly at Seaton Burn just before 10.00 am to see if anyone at all would turn up. Before long there was a throng of four additional bikes including Billy, Nigel, Jim and Simon. The formalities of the briefing over, we headed west via the Military Road towards Gilsland and the B roads to Langholm.

Before long the ride leaders bladder begun to cause concern requiring a halt at Housesteads for the ablutions. Unfortunately Nigel had a 'phone call that required an immediate return home so the numbers plummeted to four.

If there had been a decent number of people we would have stopped at Langholm for lunch but given the exclusive nature of the group we decided to visit the superior tea rooms at the Samye



Ling Buddhist Monastery and Tibetan Centre just north of Eskdalemuir. This was on the route anyway so having taken a detour up a dead end via Bentpath we arrived quite peckish. Surprisingly there had been very little rain with just the odd shower lasting just a mile or so but it did come down whilst we were having lunch. Relaxing, sprawled across the scatter cushions at the Buddhist tea rooms required quite a bit of effort to get going again but the wonderful scenery beckoned and we headed further north towards Ettrick.

We became quite excited at the prospect of visiting Morrison's at Hawick but the preponderance of new born lambs checked our progress somewhat. Following the Rankle Burn over the top of Craik Forrest took us through Roberton and on to Hawick and the promised rendezvous with the petrol station at Morrison's.

The narrow, winding road due South from Hawick pretty well follows the now defunct Waverley Route railway line all the way past the spectacular Shankend viaduct to Whitrope summit. We stopped here for a while so that Simon could inspect the re-built track from the railway tunnel entrance.

From here the road descends through superb scenery towards Newcastleton but we turn off through Steele Road and head out of Scotland towards Kielder. We pass the access to Riccarton Junction, which, when operational was the most remote railway community in the UK with no road access at all, isolated in the Roxbroughshire hills.

We now joined the route of the Border Counties railway as we follow the line from Saughtree down the forestry road to the café at Kielder. Tea and cakes bridged the gap before finally heading east through Redesmouth (another major railway junction in times gone by) and Sweethope to finish at Knowesgate at about 6.00 pm having completed 190 miles.

Not exactly the club ride with the largest attendance (perhaps even the smallest on record) but definitely a very exclusive group.



## PITLOCHRY TOUR 2007



# Contributions Required

This is your newsletter, articles, observations, letters and pictures are always needed. Maybe you have a question on Roadcraft or a tale to tell

Please send any contributions to:

**raycharlton@tesco.net**

**Deadline for contributions to next newsletter**

**Friday, 27th July 2007**

## MONTHLY MEETINGS

NAM meets on the second Tuesday of every month at the Wheatsheaf Hotel on the B6918 at Woolsington, near Newcastle Airport, at 7.00pm for 7.30pm.



**nam-online.org**

**Tel: 07951 035038**



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