

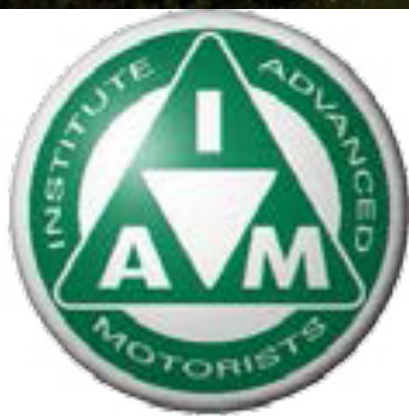


February 2016

# Northumbria Advanced Motorcyclists



Millau Viaduct, France



## Chairman's Remarks.



First of all a big thank you to David Henderson for all his hard work over the last year. What many people don't know is how many hours he has spent doing club work. I can tell you, it's been considerable. Along with Simon he has been responsible for getting the finances in order and putting them on a professional footing. He has involved himself with much of daily running of the club, making numerous phone calls, sending countless e mails and grappling with the daily issues that beset any club with the number of members we have.

Thanks to all the Committee for last years hard work and out going Committee members, Martin Trainor, Ian Du Rose, Barry Bullas, Terry Murphy and Michael Sutherland, for the hard work they've performed over the years

NAM has existed now for around 13 years and grown and developed thanks to the commitment of members, committee and friends. Members come and go and things naturally change, but we continue to go from strength to strength and should be justifiably proud in our achievements

We have a membership of 200, who are committed to advanced riding and safety, a committed training team, observers, and an enthusiastic committee to cover every aspect of the smooth running of the club. Over the last year we have attracted 41 new associates. With 26 test passes of which 6 were Firsts the Pass rate is high and standards are very high.

Our Tuesday night meetings are always well attended. The numbers are exceptional, very few groups within the IAM achieve those types of numbers

The Ride outs are well organised, and take in great roads in some beautiful parts of the country. Consequently, numbers taking part have increased over recent years to the extent that we regularly have over thirty bikes on the senior ride outs.

he associate ride outs are now becoming established and an increasing number of people are attending. This is surely an important step for those joining and a way to get to know other members

The events organised are also an important way of establishing and maintaining the group. Pitlochry weekend has been very well attended over recent years, in no small part due to the efforts of David Henderson and now John McCormack.

We are one of the leading groups within the IAM and as such influence many things that they are trying to achieve.

However, in my opinion, the thing that underlines all that success and is the biggest reason to be proud, is the friendliness, openness and welcoming nature of the members. One associate said to me earlier this year, how much they enjoyed the club because it was a club for mature bikers without egos. I believe that to be true. Something we shouldn't forget and strive to maintain in the future. The club's strength is and always will be its membership.

So what about the future?

Everything changes in life and the club is no exception. We need to think about how we can continue to evolve as we have done in previous years, because if we stand still, we will decline and that would be a massive shame. We exist to promote road safety. That is the basis of our charitable status. We all have a part to play in that. That's why we signed up to do our IAM advanced tests.

We need to tap into the enthusiasm and skills of the members, provide opportunities to contribute and instigate processes for allowing people to develop their riding skills. To this end the training team have produced a document outlining the selection criteria and process for Observers, National Observers etc. This has been published on the web site so that everyone who wishes to pursue this path have a clear idea of what they need to do. Other things are in the pipeline, to develop associate training and membership training. Track days, off road training, bike control skills, further training to achieve the Firsts qualification, Masters qualifications and classroom training sessions.

Socially, we have a few challenges over the next year: organisation of ride outs and in particular communications, both internally and externally. However, the club is already developing new events to add to last years successful Trough of Bowland trip, organised by Ian Du Rose and enjoyed by all that attended. I'm sorry I couldn't make it, and it wasn't because the visit, for me as a Yorkshireman, was to the wrong side of the Pennines. May be next year we can go to the right side. Visits to Spadadam RAF base, Stephenson's

Museum, and to France to visit past members Kevin and Louise were all successes and I hope that we can continue to increase and develop these important events.

They are however, very time consuming for those involved in the organisation. I hope that we can encourage more members to become involved and assist in organising ride outs, visits, speakers, and events which would greatly enhance the running of the club.

In relation to the profile of the Group, I hope that we can continue our close working relationship with the IAM, to encourage and support events such as the Track days and joint recruitment and taster sessions with Durham and Cleveland Groups, and also to attend the conferences and meetings so that our views can be put across. I also hope to continue with the work already done on recruiting and promoting the good work of NAM, with other Motorcycle Groups, Charities, The Police and Local Authorities.

Most of all, I hope we will never forget why we all joined the club. As well as continuing to learn and develop ourselves as better riders, it is to share our enjoyment of riding motorcycles, with like minded people and do it with a smile on our faces and the occasional laugh.... not too much though! So, if I have one major thought about what the future should bring it is... in the words of one of our past chairs Ron Patrick..... to have a bit of fun.

## Notes from The Editor



Thank you Ian for a stirring job as Rideout Coordinator. I think that your piece de resistance was the Bowland weekend...







...And welcome to Dave Murphy the new Rideout co-ordinator. For those who attended the February meeting of NAM, you will have heard Dave outline the proposals for this year's ride outs. Namely, organisation and safety and above all fun!

If there is anything that you would like to either see, share or comment then please contact me at [newsletter@nam-online.org](mailto:newsletter@nam-online.org) Meanwhile, enjoy!

Meanwhile, the training team will be submitting a regular article for inclusion in future newsletter - see next feature - the subsequent articles will be themed.

## TRAINING



Paddy Jarvis, who the hells that?

"Three generations" of Chief Observer - from left to right Kevin Wellden, Geoff Spencer and Paddy Jarvis, our new Chief Observer, who writes...

For those that do not know me may wonder who I am and why it was me the training Team approached. As a form of

introduction I have been a member of NAM for nine years and have previously held the post of Membership Secretary. Like most new associates I joined not only because the wife nagged me into it, but more importantly because I knew my riding warranted serious attention.

After passing the IAM advanced test, and talking to more experienced members of the club, I realised I was not as advanced as I thought, in fact the initial advanced test is only the beginning. I moved on to doing the Rospa advanced test and achieved a gold at the first attempt, subsequently taking a Rospa instructor course before moving on to observing

for NAM. Always looking for the next challenge led me to instructing learners for Newcastle Rider Training and consequently became a DVSA Direct Access instructor. At the ripe old age of 50 I took up trackdays and have spent the last four years trying to ride at stupid speeds in a track environment, ending up as one of the instructors on the NAM skills days at Croft.

What drives me? I suppose it's the pursuit of the perfect ride, that elusive day we all chase but never achieve. Like most NAM members I have travelled the country doing bike courses, from excellent machine control courses at York, to less successful wheelie schools, track schools, off road schools, instructional days with so called advanced riders, and days with police riders which made me wish I was thirty years younger.

What lies in store? Following in the vastly experienced footsteps of Geoff Spencer is no small task, however I will try and rise to the challenge, and exciting times lie ahead.

The Training team has introduced a new degree of openness with the qualification pathway, it is now plain for all to see what is required in order to progress through the training ranks. We have introduced and developed the skills days, which saw members riding over planks of wood using no hands during the 2015 events, for which yours truly must shoulder some of the blame. We have video standards for the observers, and a team based mentoring system which we are seeking to improve.

We also listen to the members, an online poll was carried out in which it was expressed that the membership would like 1-2-1 training with a National Observer, so for 2016 this is being introduced. We have offroad training in the offing for the first time, an offer from the excellent British Superbike School, and radio and video feedback is in the pipeline. The training team has recently expanded and the expansion of the observer team is up and running. This year we shall see more observers moving towards the IMI qualification at both the Local and National level, with the group aim of having all those observers who wish it, to qualify at National level.

Are we perfect? Of course not, no one ever is, but we continue to try and we continue to strive to improve. This year we shall be recruiting new observers for the first time in a while so I would encourage you to apply, remember training is continuous.

Geoff Spencer had been successful in confirming his National Observer status and that Mike Briant had recently attained the National Observer qualification

## **Near Misses...learning experiences**

Not your everyday hazard - Riding along the back roads of Northumberland earlier today we were following a lorry carrying some roof trusses. As the lorry passed under trees showers of leaves fell on the road in front of us. Aah, 'picturesque' we thought - until at the next tree the roof trusses snapped off a large branch which fell onto the road in front of us. No harm done, however - a quick swerve and we all passed by safely. Just shows, you can never relax!!

And, three incidents in one afternoon...just before Christmas we were traveling from Prudhoe to Hexham via the back roads when the flat bed lorry were were following decided to deposit three scaffolding planks on the road in front of us! Training took over and we all avoided the debris. The lorry was overtaken and flagged down and the driver returned to clear yup his mess, all because the load wasn't secured. The next event involved a dozen horses and a pack of hounds and we slowed as we passed them and finally we saw Santa having a practice run with horses instead of rudolf and friends and a "cart" instead of a sleigh - he did wave though!

## Cafes worth a visit

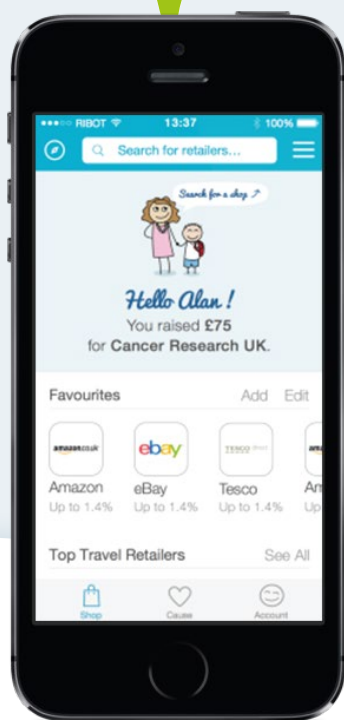


Sharon, the owner of The Roadhouse Grill posted this message on the NAM Facebook page:

"Hi, one of your members has suggested I introduce my self to your group. I own the cafe within Tyneside Autoparc. We have turned into an American style Diner which is very much biker friendly. Having been open for 18 months we have an established biker night every Thursday and have been a meeting point for various charity bike rides and funeral

processions. Please take a look at our facebook page. We welcome all bikers and are looking to broaden our biking family at The Roadhouse Grill. Many thanks"

# The New easyfundraising app



Raise **free donations** with  
your online shopping

- ✓ Shop with over 2,700 retailers on the go
- ✓ App users raise up to 50% more for their cause
- ✓ Makes remembering easyfundraising easy!
- ✓ Works for iPad, iPhone, iPod touch



Download on the  
**App Store**

Just search 'easyfundraising'

*"Very easy app to use. Perfect way  
to keep raising funds."*



Raising donations for your favourite good cause has never been easier. Use the easyfundraising app whenever you shop online and raise a free donation with every purchase you make.

amazon.co.uk



eBay

M&S

Argos

Expedia.co.uk



easyfundraising.org.uk



@easyuk



## Certificates

### SLF Pass



David Watson  
Observer Michael Sutherland



Colin Irvine  
Observer Michael Sutherland



David Rutledge  
Observer Eric Fitzpatrick



Kevin Patterson (pass with  
distinction)



At the December Christmas meeting Jonathan Earnshaw was presented with his IAM Test Certificate by Club President Jack Lormer. Jonathan at 21 is the youngest in the club to pass his test. Jack (he claims he's 42) is our oldest member. Many congratulations to Jonathan.



Congratulations to Danny Holmes on passing his IAM Test with Firsts as well! It was a pleasure to present him with his certificate at last nights club night. His Observers were John Johnston and myself.



Congratulations to Brian Smith on passing his IAM Test with Firsts! It was a pleasure to present him with his certificate at the December club night. His Observer was Michael Sutherland.



John Geordie Williamson



Mary Holmes



Owen McArdle

## Dates for your diary

### Members Meetings and Ride Outs 2016

#### NAM Members Meetings

*2nd Tuesday of each month*

12 Jan  
9 Feb  
8 March  
12 April  
10 May  
14 June  
12 July  
9 August  
13 September  
11 October  
8 November - Annual General Meeting  
13 December

#### 2016 Ride Outs

*(Associate Rides (6) 1st Sunday and Senior Rides 3rd Sunday of the month)*

20 March - senior

3 April - associate

17 April - senior

15 May - senior

5 June - associate

19 June - senior

3 July - associate

17 July - senior

7 August - associate

21 August - senior

**Pitlochry Weekend** - 29 April to 2nd May

4 September - associate

18 September - senior

2 October - associate

16 October - senior

## **Biker Down Course**

The only **FREE** course  
designed for bikers by bikers.

***Tyne & Wear Fire & Rescue HQ***

***Nissan Way, Sunderland***

***Tyne & Wear. SR5 3QY***

**Biker Down course. [bikerdownnortheast@granton.eu](mailto:bikerdownnortheast@granton.eu)**

**The course consists of 3 modules;**

Mod 1: Incident Scene Management.

Mod 2: First Aid, including CPR, major bleeds and helmet removal.

Mod 3: The 'Science of Being Seen'.

## **Northumbria Advanced Motorcyclists - NAM the beginning**

It's with much sadness that we have to announce the unexpected death of our Group President Jack Lormor. As you know, Jack was a founder member and past Chair of NAM and has served the Group tirelessly since its inception. Latterly as President, he was a father figure and a source of sound advice. Above all, Jack will be remembered as a true gentleman and a friend to all. He will be sadly missed. Our condolences and thoughts are

with his wife Jo. Here's a Brief History and Beginnings of our Club written by Jack...



I have been asked to pen a few notes on the brief history and how the Group Northumbria Advanced Motorcyclists came into being, so that the newer members and probably many of the longer serving members may be aware of how the Group was formed.

It all began back in 1994 when Durham Advanced Car Group had a few bike members and training was done by a Car Observer following the motorcycle!

Retired Chief Superintendent, Alf Charlton, who was involved with the Durham Car Group, suggested to Sgt. Bob Brown of the Durham Police that consideration should be given to forming a Durham Advanced Motorcycle Section. This suggestion was taken up and with the blessing of the then Chief Constable of Durham, Frank Taylor who granted permission for Police Motorcyclists Sgt. Bob Brown and P.C. Mark Langridge, to train in work hours, helped by Mike Cope who had previously been a Police Motorcyclist for 15 years. The aim was to introduce advanced riding in order to reduce casualties and crime. Motorcycle accidents and fatalities were high at the time. Succeeding Durham Chief Constables; George Hedges, Paul Garvin and Jon Stoddart gave their support. Cleveland Advanced Motorcyclists gave support too and the number of Associates grew rapidly. When 20 Associates had passed the Advanced Test it was possible to form an individual Motorcycle Group and in 1996 Durham Advanced Motorcyclists was formed.

In the period 1996 to 2000 the Group expanded rapidly and numbers reached 400 Advanced Riders. Approximately half of the membership resided in Northumberland. The Durham Committee suggested that the name be altered to Durham and Northumberland Advanced Motorcyclists but this was not practical for two reasons:-

1. It would encroach into Northumberland Police Force area; the Northumberland Police Senior Management was approached to enquire if the Police Motorcycle Section could be involved with the IAM in the form of Durham and Northumbria Advanced Motorcyclists. This was deemed not acceptable.
2. Newcastle Car Group were also a part Motorcycle Group, training Motorcyclists by an Observer following in a car.

Moreover, IAM Rules do not allow for more than one Group in any geographic area. It was



necessary to obtain Newcastle Car Group agreement to given up Motorcycle training and Motorcycle Group status before NAM could be formed. P.C. Mark Langridge and I had meetings with the Chairman of the Group, Andrew Allerton and the Committee who finally agreed that it would be much better for the Motorcycle Group to do the training. It was also agreed that the bike members of Newcastle Car Group would transfer to NAM when it was formed.

It was decided that a Sub-Committee from Durham would be set up with the intention that after a period of 6 month to one year an independent Group would be formed.

The Inaugural Meeting of the Sub-Group Committee took place on the 8<sup>th</sup> April, 2003, subsequently, and became Northumbria Advanced Motorcyclists in November 2003. On the day of Formation 128 members transferred from DAM to NAM. It was agreed that DAM would geographically cover the Durham Police Force area and NAM would cover the Northumberland Police Force area. In order to ensure financial independence DAM donated £500 and I approached the Northumberland NHS who gave the Club £1,000 and Northumbria Water Board who also gave £500 ensuring that the Club started from a sound financial base.

**By** the first year's Birthday membership had grown to 240 plus; 33 having passed the test and 82 under training. A little known fact is that Ron Patrick was the first Associate of the Group to pass the Advanced Test; I was his Senior Observer who took him on his pre-test.

**As** I look back, the Group has had several Chairmen and Committee members who have all played a part in the continued success the Group has enjoyed. I note that the Training Group, Kevin Wellden, Wayne Monk, Simon Lupton have been continuous and in particular Kevin Wellden has brought the good police influence to the training and has set high standards, originally based on the Police Roadcraft Manual; arranged the use of police premises for training; classroom days teach-ins and cornering clinics. The IAM examiner from the beginning has continuously been Police Motorcyclist P.C. Stuart Fawcett from the Cleveland Police. He has given guidance and advice and contributed to improvements in the training and established the Test Courses to ensure a well balanced route.

# Northumbria Advanced Motorcyclists

## ROAD SAFETY WEEK ACTIVITIES

NORTHUMBRIA ADVANCED MOTORCYCLISTS Group Chair Michael

Goodwin reports that during Road Safety Week and NAM were invited to a number of events:

On Monday 23 November Chief Observer Geoff Spencer, Group Secretary Michael Wilkinson and I attended RAF Boulmer, Northumberland, together with colleagues from Northumbria Blood Bikes. We put on a small presentation and as a result a number of staff from the operational RAF base expressed interest in completing Skills for Life Courses. The RAF very much support motorcycle training for their staff;

On Tuesday 24 November we again gave a series of presentation to staff at the multi-national engineering company Siemens at their Shields Road, Newcastle upon Tyne site.

Again a number of staff expressed interest in the course. Importantly, it gave us a valuable opportunity to get our motorcycle safety message across to a wider audience.

Plans for further joint activities are already being discussed with Siemens management. Many thanks to the two organisations for their invitations and promise of future collaboration.

NAM's Barry starts 2016 with an MBE



A very deserving recipient in this year's New Year Honours was long standing Northumbria Advanced Motorcyclists (NAM) member Barry Bullas, who was awarded an MBE. Barry's award was made for services to public administration and charity, and recognises the great contribution he has made as a founder member and membership secretary of Northumbria Blood Bikes amongst many other things. He was until recently an active committee member with NAM. The group congratulates Barry on his hard work and success.

## **France – The anti-clockwise way round!**

### **Part Three – The Spanish French border, Carcassonne and the Black Forest**

For those readers of the NAM newsletter/magazine my apologies for the delay in completing this article. It has turned into a right trilogy! If you wish to look back at Parts One and Two they are in Issue 2-2014 and Issue 1-2015 editions of the newsletter which are on our website.

Briefly, **Part One** covered the crossing from Newhaven to Dieppe in June 2014 and the ride along Normandy coast (taking in the 70<sup>th</sup> anniversary of D Day commemorations)



into Brittany where Geraldine and I joined up with several other members of the group where we spent an excellent week in Kevin and Louise's company at their farmhouse in Pontivy.

**Part Two** describes the ride down the west coast to Jaca in Spain then the well-known route east all the way along the N260, the 'Route de Romantique' to the small fishing

village of Cadaques on the Mediterranean coast where we rested up and enjoyed coastal walks, swimming, sunshine, crosswords and paella for four days.



Cadaques is situated only a few kilometres south of the French border on the Mediterranean and since we returned home have come across travel articles recommending this pretty unspoiled village as a holiday destination in its own right. Its other claim to fame is the home of the surrealist painter Salvador Dali who lived in this part of Spain for

most of his life taking inspiration from the countryside and one or two lovers on the way! There is a museum and exhibition in the village.

So, leaving Cadaques on the Friday morning, June 27<sup>th</sup> 2014 we made our way to Carcassonne, (80 miles) famous for the medieval, impregnable three walled castle and the

'Black Knight'. As Eric Fitzpatrick advised us, the views of the castle are better from the approach to the town rather than

when you actually arrive. However, we were able to park up the GS right under the castle walls and

walked up the steep paths in to the entrance where we enjoyed a Lasagne and salad lunch in the courtyard restaurant. There is plenty to see and entry to this World Heritage site is free of charge.



From Carcassonne after lunch we covered another 220 miles running alongside the Mediterranean coast towards the French Alps this being the next section of our route home. Usually we start to look for a B&B or small hotel about 4.30 to 5pm but today we were later than usual when we arrived at the small town of Salon de Provence, about 20 miles north west from Marseille. Being still in June rather than July several small hotels were painted up ready but were still to open for high season. The satnav took us to three or four small hotels in the area but all were still closed! It was now getting on for 6pm and

we were wondering what to do when we spotted the green and yellow Logis hotel sign at the side of the road. (Logis Hotels are one of the best kept secrets while touring in France.) Doubling back on the D113 we saw another Logis sign and continued for another 2-3 kilometres before finding the turn off up a forestry type of road; had I been on my own I would have been standing on the pegs! Just before this turn off we were very nearly wiped out by a fully laden silver Mercedes estate car which swerved across our path on seeing apricots for sale at the lay-by on our nearside. I will always remember the driver's face as he saw us just in time and swerved back onto his own side of the road, phew!

Back on this track following the Logis signs which were now just wooden pegs in the ground we came across a huge electricity substation right in the middle of nowhere about the size of St James Park stadium. Continuing on for another 2-3 kilometres into the countryside we came to the beautiful Logis Hotel and what a welcome sight it was after our earlier shock. As it happened there was a wedding taking place on the Saturday and Madam Murielle, the owner came out to greet us assuming, incorrectly, that we were among the wedding guests. Explanation was pointless as Geraldine was taken by the elbow to view our room which was all ready for us! Here is the pool, this is where the wedding reception is going to be held and be quick, your evening meal will be ready at 7.30pm prompt. Talk about random acts of kindness!

Geraldine dived in the shower while I brought up the pannier inners from the GS. The more experience you have of travelling abroad the less you find that you need to take especially on the move where no one has seen your blue shirt or pink blouse before. Now, I just take two merino wool long sleeve vests, one on and one clean for the next day, two pairs of shorts, three pairs of socks and undies, one T shirt, two smart short sleeve shirts to wear in the evening, an ultra-lightweight pair of trousers to go with them and a pair of crocs sandals which can be worn with shorts or long trousers. Oh, and a woollen pullover to wear on the ferry in case it is cold on deck, that's about it. But if you think that this is light you want to see how little Eric Fitzpatrick manages to take with him on holiday and still look dapper!

Arriving down in the garden restaurant we were shown to our table where we enjoyed fresh salmon for our main course and homemade cake for desert. The two singers for the wedding the next day must have been booked to entertain guests who had arrived early on the Friday night and they were terrific, one on guitar and the second on keyboards. We knew every song in their repertoire, Beatles 'Baby will you drive my car', Leonard Cohen 'Alleluia', Phil Collins 'Another day in paradise', Elton John 'Sacrifice' and so it went on. I went up to them during the break to say how much we had enjoyed their performance only to be rebuffed apologetically "Sorry, no English"!

We were up bright and early on the Saturday morning and had the pool to ourselves for a swim in the warm sunshine before breakfast where I rescued a poor vole which had fallen into the water and couldn't get out. Speaking to one of the other guests it turned out that he was a classic car enthusiast who imported AC Cobras for rich clients into France from all over the world. He had provided the wedding car, complete with 'just married' plates for



the bride and groom to drive off on their honeymoon. It was a white open top sports



similar to the MGTA that our Spitfire pilots used to have during the war. The owner insisted that Geraldine have a sit in the car and have her photograph taken, which of course we did.

By the way, Madam Muriel did eventually work out that we were paying guests rather than wedding guests and we duly settled up for our half board before we left with a 5Euro tip for the Receptionist.

After a long day on the bike on Friday the next leg of the journey was just a short stretch north on the Route de Castellane where we pulled in early at road side hotel at Comp S-Anuby where we got talking to Klaus and Doris from Stuttgart in Germany who were riding an elderly Moto Guzzu Le Mans 850 and an early Triumph Tiger 955. Both showed signs of having covered very high mileages. They had based themselves for three days at this hotel and were enjoying circular ride outs from this base.



Sunday 29<sup>th</sup>, we continued north over into the French Alps stopping for fuel and morning coffees at the medieval town of Colmars on the D908, well worth a visit if you are touring in this area of France. The steady rain turned to heavy rain as we headed up the Col D'Allos which is 6800ft or 2247 meters above sea level. We were just about the only vehicle on the road, riding in low cloud now

as we navigated some of the steepest hair pin bends that we have even been up having to slip the clutch in first gear. It was such a relief as we started to come down the other side and visibility improved again. We met a huge Winnebago type of camper van which was on its way up and wondered how it would manage some of those tight hairpins that we had only just managed to get round!

Stopping just south of Grenoble we encountered the same problem with trying to find an open hotel in the small town of Uriage Les Bains. We came across the Majestic Hotel which seemed open but the manageress explained that they were only open this afternoon for a Christening party and not for residents until the beginning of July next week. Her husband however took pity on us as a thunder storm was brewing up and said that they would let us have a room for the night but that there would only be sandwiches for an evening meal and no cooked breakfast which of course in the circumstances we were glad to accept.



The next day we enjoyed good roads for more than 200 miles over the Jural Mountains to Bonnetage being saved again by a small family run 'two chimney' Logis Hotel which was open for business as usual.

We always like to have highlights to look forward to as we come to the end of our holiday and July 1<sup>st</sup> saw us side-tracking into The Black Forest region in order to pick up the D500 road up to Gernsbach. Even on a weekday there are plenty of motorcyclists on this road famous or is that infamous for fast flowing sections without speed limits. Talking to a local biker he told us that 'Motos' like to try and achieve 200 kph (120mph) on the way to and from work but that the authorities have clamped down on fast motorcyclists latterly by introducing traffic calming measures and extra sets of traffic lights to slow everyone down. While the D500 is certainly an exhilarating road to ride it is rather like the roads alongside Kielder with only rows of trees to see for mile after mile for your pillion rider rather than the splendid mountain views over the passes. Geraldine said that it was a fast but rather boring section. Gernsbach is a busy railway town with plenty of choices for cafes, hotels and



restaurants. The next morning we had another walk around the town and a quick coffee overlooking the river before setting off. Just beside our table we noticed a stone memorial to prominent Jewish families from the town who were taken away to labour camps in 1939 and never returned.



On the last night of our trip we usually aim for a hotel or B&B on the River Rhine or the River Mosel. The medieval towns of Cochem on the Mosel or Bacharach and Heidelberg on the Rhine are popular with



bikers and I know that several

members of the club have stayed at Cochem and have visited the old town and the castle. However, this time we made for further upstream on the Mosel where there are small towns with suitable hotels every few miles along the river side. Hotel Zenhenof is situated on the north side of the Mosel at the small town of Urzig which is right in the middle of Riesling grape growing country. Just above the valley bottom we could see the beginnings of a new road to carry the motorway north to south without traffic having to travel down and up the valley sides on minor roads, rather like the Millau Viaduct in France. Talking to hotel staff over breakfast there were clearly worried about the impact of the bridge as



passing trade may decide to speed on further down the motorway without stopping in Urzig. However, a party from the club will be calling in to Urzig for an overnight stay on our way to the Austrian Alps this coming June. It is interesting that German folk often mistake our yellow rear number plate for 'Netherlander' only to correct themselves to 'UK' when then get closer to the bike.

From this part of the Mosel it is only 250 miles back to the DFDS ferry at IJmuiden, the port of Amsterdam with fast motorways and A roads all the way. If you have more time in hand may we recommend an overnight stopover in Holland at the small university city of Utrecht. At first this name sounds like a town composed mostly of industrial estates like Slough but not a bit of it. Like Amsterdam there is a canal network through the historic city centre but unlike Amsterdam it is not at all edgy and the pedestrian walkways go right down to the canal side. We have stayed overnight before in Utrecht or have called in for a lunch and fuel stopover as it is only 45 miles from here on to the ferry.

Some brief statistics; Total trip, 3050 miles, Fuel 300 Euro, averaging 52/54mpg most days according to the GS's trip computer which is not bad at all for two up with luggage. We are looking forward to taking the liquid cooled GS abroad later in the year to see how this compares with the earlier air cooled versions of the boxer engine. Hope that you have enjoyed this article and if we can help you with any queries about the places on this trip please ask.

Michael and Geraldine Sutherland

## **My Bike...On Changing a K1600 for a R1200 GS Adventure**



You may agree that the most difficult element in the bike buying process is securing the support and understanding of your significant other. I have a very supportive wife - in most



things! However my wife does not understand motorbikes and consequently that it is necessary to change now and again.

I sometimes envy those riders whose partners are also bikers. I'd imagine that they don't ever switch on the television as they will happily share the winter evenings browsing through brochures and discussing the merits of various models and styles of bikes. Happy Days



Suffice to say that in my particular case, after a period of high level discussion, an *entente cordiale* was reached whereby the changing of my bike was on the agenda. I know you will understand when I say that the hard work was only just beginning because unless you are a single model/single manufacturer type of chap then deciding what to buy can be almost the most difficult part of the process.

Some love their bikes and buy the same model time and again, enjoying a different colour or perhaps a different gadget but not me. There are so many bikes to be had that it seems a shame to buy the same model twice. I'm happy to stick with the same manufacturer - for the time being - but I feel that buying the same bike twice is an opportunity missed.

After much deliberation, discussion and research I decided to change my K1600 for a GS Adventure. It's difficult not to be tempted by the GS or GSA as there are so many in the club. Everyone who owns them is so enthusiastic, not the least a certain former Club Chairman whose evangelistic zeal almost suggests he may be on commission from BMW!

A deal was done. I won't list all of the enquiries which came to nothing, the derisory trade in prices which were offered, the promises of a return phone call which never materialised

or the conflicting advice I received from various dealers. My thoughts on the quality of service offered by many of those so called prestige dealerships would fill another page but I know many others have 'enjoyed' similar experiences so I'll leave that for another day.

Anyway, after a busy few weeks I bought a bike from a BMW dealership in Oxford. They offered the best bike at the best price and most importantly the best trade in price. It's all about the 'cost to change' and for me the price was right. I agreed to deliver my bike to the dealer and collect the new one, a little adventure for an Adventure! I decided to spend the night in London visiting Number One Grandson then return north via North Oxford BMW

The journey to London went well. The weather was good, the traffic was light. I made a slight mistake in refuelling at Ferrybridge Services as the unleaded was 12p per litre more expensive than every other petrol station en route which cost me £2 more than I needed to spend. I enjoyed a coffee and sandwich from Greggs by way of consolation. The following day I was riding through London to Oxford, over Vauxhall Bridge, past MI6 HQ, Hyde Park Corner, Knightsbridge and Harrods. How did we manage without a sat nav?



Ten minutes after leaving the dealership on the new bike I was thinking that I had made the right decision. The GSA is a great bike. Comfortable, easy to handle and surprisingly quick considering that it is 400cc and 40bhp less than the K1600. Further up the road I found my self comparing both bikes. The smoothness of the 6 cylinder 1600 is definitely a miss and the GSA cannot compete in that respect.

However the riding position of the Adventure is much better than the big K and those aluminium panniers are so much more roomy and useable - things don't fall out when you open them. As the journey went on I became more and more content with my purchase - no regrets.

Some days later, I have come to two realisations. Firstly the K1600 and the GSA are both excellent bikes, but different and they have different strengths. Secondly, I think the ideal bike would be a GSA with a K1600 engine!

After I arrived home and my wife kindly described the new bike as 'ugly' (very hurtful) I told her that I was thinking I may just keep this bike for a longer time. She simply raised her eyes to heaven and sighed



Michael Wilkinson



## Top 15 Motorcycle Tips For Street Riding Safety - found on an american website

Close your eyes and recall your last ride in heavy traffic. Imagine the vehicles surrounding you, crowding you, cutting you off. Imagine yourself monitoring closing speeds, reading street signs, noticing and anticipating traffic lights. Then imagine guessing what pedestrians will do, or how slippery that painted line might be. And those drivers with cell phones, newspapers or screaming kids to deal with...imagine trying to guess what they're going to do.

Riding in traffic can be a nightmare, especially for street-riding newcomers. Is it any wonder so many motorcyclists crash and burn while riding on congested streets? It's amazing how many different tasks motorcyclists deal with on a normal traffic-choked commute. Doing it successfully means processing a multitude of items at once and reacting correctly to each. Doing it wrong can mean disaster

### 1 Watch Drivers' Heads and Mirrors

Watching the head movements of drivers through their windows and mirrors is an excellent way to anticipate sudden moves. Most drivers won't lunge left or right without first moving their heads one way or another (even if they don't check their mirrors).

### 2 Trust Your Mirrors, But Not Totally

Your bike's mirrors can be lifesavers, but they don't always tell the entire story even if they're adjusted properly. In traffic, always do a head check - a glance over the appropriate shoulder to add to the information gleaned from your mirrors. Do it quickly and you'll add an extra measure of rear-view and blind-spot knowledge to your information gathering.

### 3 Never Get Between A Vehicle and an Exit

This sounds almost too simple, but drivers who decide to exit at the last minute kill plenty of riders each year. The simple rule, then, is to never position yourself between a vehicle and an exit. Passing on the left is generally a no-no, but in this day and age it's sometimes necessary. So if you do it, do so between exits or junctions.

### 4 Cover Your Brakes

In traffic you must often react extra quickly, which means not fumbling for the brake lever or pedal. To minimise reach time, always keep a finger or two on the brake lever and your

right toe close to the rear brake pedal. When that mobile user cuts across your path trying to get to the newsagent, you'll be ready.

## 5 Be Noticed

Make sure drivers and pedestrians can see you, even from a distance. Ride with your dipped beam on during the day, and wear brightly coloured gear, especially your helmet and jacket. Hi Vis yellow suits and jackets aren't just hugely conspicuous, they've also becoming more fashionable, so now you don't have an excuse.

## 6 Be Ready With the Power

In traffic, ride in a gear lower than you normally would so your bike is ready to jump forward instantly if asked. Doing so gives you the option of leaping ahead instead of being limited to just using the brakes when that car suddenly moves over. The higher revs might also alert more cagers to your presence.

## 7 Traffic Slowing

When traffic slows suddenly, stay to the left or right of the car in front of you. This will give you an escape route if needed. It will also help keep you from getting shunted if the car behind you fails to stop in time. Once you've stopped, be ready--clutch in, your bike in gear and your eyes on the mirrors. You never know.

## 8 Practice the Scan

Constantly scanning your entire environment while riding, from instruments to mirrors to the road ahead to blind spots to your left and right rear, keeps you aware and in touch with your situation, and therefore better able to react. Dwelling on one area too long - watching only behind or in front of you is just begging for trouble.

## 9 Right-Turn Treachery

When approaching an oncoming car that's stopped and about to turn right, be ready. Your lights should be on so the driver can see you (during the day), but don't rely on this to save you. Watch the car's wheels or the driver's hands on the steering wheel; if you see movement, be ready to brake, swerve or accelerate, whichever seems best for the situation.

## 10 Study the Surface

Add the condition of the road surface to your scan. Be on the lookout for spilled oil, antifreeze or fuel; it'll usually show up as shiny pavement. Also keep an eye out for mud, grain, gravel and, or sand, which is usually more difficult to see. Use your sense of smell, too; often you can smell spilled diesel fuel before your tires discover how slippery the stuff is.

## 11 Ride In Open Zones

Use your bike's power and manoeuvrability to ride in your "safety box" in traffic. In any grouping of vehicles there are always some gaps; find these and ride in them. Doing so will separate you from four-wheelers, give you additional room to manoeuvre and allow you to keep away from dangerous blind spots. And vary your speed. Riding along with the flow can make you invisible to other drivers, especially in heavy traffic.

## 12 Use That Thumb

Get into the habit of canceling your turn signals often regardless of the traffic situation. A blinking signal might tell drivers waiting to pull into the road or turning left in front of you that you're about to turn when you aren't. So push that switch a few times each minute. Better to wear out the switch than mislead other drivers.

## 13 It's Good To Be Thin

A huge advantage single-track vehicles have over four-wheelers is their ability to move left and right within a lane to enable the rider to see what's ahead. Whether you're looking to the side of the cars ahead or through their windscreens, seeing what's coming can give you lots of extra time to react.

## 14 More Than One Way Out

Yeah, motorcycles fall down. But they're also light, narrow and hugely manoeuvrable, so you might as well learn to exploit their strengths when things get ugly. So don't just brake hard in an emergency situation. There's almost always an escape route. Swerving into Mrs. Smith's front garden could be a lot better than a head-on crash. Always have an escape route planned, and update it minute by minute.

## **NEW Members since November 2015**

### **November 2015**

Mr David Winter 9<sup>th</sup>

Mrs Christine Phillips 19<sup>th</sup>

Mr Craig Stewart 20<sup>th</sup>

Mr Gregory Crane 24<sup>th</sup>

### **December 2015**

Mr Adam Pickering 31<sup>st</sup>

## **And a Final tribute to Jack Lormor**

It was with much sadness that in January we had to announce the unexpected death of our Group President Jack Lormor.

Jack was a leading ambassador for the IAM in the North East region for more than a quarter of a century having passed his IAM test in 1983 . Jack was involved with cars and motorcycles and mechanical engineering all of his life. He trained as a mining surveyor and mining engineer working underground and at the coal face for five years becoming a Colliery Under Manager at the age of 29 at the Vane Tempest pit. As his career progressed he was promoted to senior regional and national positions becoming President of the Institute of Mining and Mechanical Engineers and Vice Chairman of the National Council. After his retirement Jack worked in India overseeing mechanisation and the introduction of modern mining safety systems.

Jack's first bike was a Triumph Thunderbird in 1955 and he recalled having to travel to Teesside to purchase a crash helmet when riding in a corduroy cap and goggles was going out of vogue. The Triumph was followed by a Vincent Comet, Vincent Rapide then four BMWs before taking delivery of his Ducati Monster 1000cc S4R. An early BSA Bantam scrambler was awaiting restoration in the garage.

Jack originally joined the IAM car section in Durham where bikers were 'observed' by a following car driver. In those days it was not possible to have a separate bike section in the same region until at least 20 riders had taken the IAM advanced test. Jack was behind negotiations with the forward thinking Chief Constable of Durham who allowed a police

motorcyclist to train IAM Associates during operational hours. By 1996 the required number of motorcyclists passed their test and Durham Advanced Motorcyclists was formed. Observers and Senior Observers continued to be trained by Police riders until there was a viable number for the IAM to take over responsibility. Jack Lormor was one of the first Senior Observers and went on to form a sub group in Northumberland in 2002, the Newcastle IAM agreeing to give up their small motorcycle section in favour of a larger dedicated motorcycle group. Jack was very pleased when 128 new members 'signed up' at the inaugural meeting of the new IAM section in Northumberland in 2003. With a £500 grant from the Durham section Northumbria Advanced Motorcyclists was formed under Jack's Chairmanship and has gone on to train hundreds of motorcyclists who have passed the IAM advanced test.

In the year 2000 DAM was the regional winner of the JET Petroleum road safety award and it was typical of Jack that he donated half of the £2,000 prize to a local hospice and in the process gained much positive publicity for bikers and the IAM. Jack celebrated 50 years of biking in 2004 and the regional press took up the story of him wanting to get back into biking after undergoing a double by-pass operation.

As President, Jack continued to forge and strengthen good links between the IAM and regional charities, organisations and statutory bodies, making grants for example from the IAM to the Great North Air Ambulance as well as identifying grant making bodies who can support the IAM.



Jack donated a 40 year old Trialmaster waxed cotton motorcycle suit to the museum being formed at the well known Barbour factory in South Tyneside. As Jack explained at the time "the jacket still fits but the trousers will not meet up after the passage of time."

Jack's funeral was held at Blyth Crematorium. So many attended, that two rooms, including a recent extension, were filled to capacity, with many standing inside and outside

the premises. It is measure of the man, that so many people, from so many aspects of Jack's life, wanted to pay their respects.

Over thirty motorcycles escorted Jack on his last ride out from his home to Blyth. These included members of NAM and DAM and three bikes from Northumbria Blood Bikes, who normally do not escort funerals. The fact that they did so on this occasion demonstrates the respect held for Jack within the biking fraternity.





Jack's wife Jo was very touched at the warmth shown. A card of thanks she sent had a picture of a motorcycle with the caption "Ride On!" Her words reflect her gratitude:

"To all members of NAM. I would like to convey my sincere thanks for the lovely flowers and the kind thoughts at this sad and difficult time. I would also like to express my thanks to those members who braved the weather and gave Jack such a fantastic send off- he would have been so overwhelmed at this wonderful tribute. Best wishes for the continued success of the club. Yours sincerely Jo Lormor"

Our thoughts are with Jo, at this sad time.

Jack will be remembered as a father figure and a source of sound advice. But above all, as a true gentleman and a friend to all. He will be sadly missed.

Michael Goodwin/ Michael Sutherland

## **Stop Press**



At the members meeting on 9 February, Slavina, Toby and Catherine from IAM gave a presentation on how to use Facebook to access the NAM Facebook page. As a result of the talk, seven members joined and now have access to group news and events. It's painless and private so what are the rest of you waiting for...

## **And Finally**

The editor and friends enjoyed a fantastic ride in Northumberland, the roads, the scenery and the weather were just perfect. Why not let everyone know about your rides...

