



# NORTHUMBRIA ADVANCED MOTORCYCLISTS



Pitlochry weekend

## 2012 Spring and Summer Newsletter



NAM is affiliated with the  
Institute of Advanced Motorists

# Thanks to everyone



A few lines to say thanks to everyone for their support whilst I was the Newsletter Editor. I am being 'promoted' to the position of Treasurer. For those who may not be aware Louise Atkinson [current treasurer] is involved in a new business venture in France along with Kevin. As this will mean she will be spending more time in France it is therefore not practicable for her to carry on looking after the Club Funds etc.

To all those who contributed articles, photographs, jokes etc over the two and a half years I was Editor many thanks for all your efforts. I am sure all our members appreciated reading about your adventures, riding tips and general advice that was offered. When I took over the role of Editor it turned out to be a very, very steep learning curve as I was no whiz kid on the computer and on every edition of the 'Letter' I learned something new. Fortunately I had my own personal Help Line which came with the added bonus of the voice at the other end of the line spoke Geordie English. I am of course referring to the one and only Mr. Terence [Terry] Murphy. Ta Terry for all your help in upgrading my computer, talking me through problems and not least of all your patience and finally your help in reducing the cost of printing the Newsletter. Another member who was of great help was David Steedman. David is the one I called upon to put the Newsletter onto the NAM Website for me along with regular requests from me to put photographs onto the Website too. Ta David.

So, who is taking on the role of Newsletter Editor? It is a relatively new member who goes by the name of Barry Bullas. When I spoke at one of the Tuesday meetings to announce the forthcoming changes and that if anyone had a fancy to take on the Editor role Barry was there in an instant offering his services. This came as a great relief to me as I didn't think it would be that easy to get a volunteer to take on the role. I have no doubt that everyone will give their support to Barry when it comes to submitting articles for the Newsletter. As I have said many times it's your Newsletter and it's you the members who make it interesting and a worthwhile read. Barry, all the very best in your role of Newsletter Editor and I know you will make a great success of future Newsletters.

**David Henderson.**



NAM now has its own facebook page. It is a great place for sharing pictures of rideouts, details of upcoming events and attracting new members. It can be viewed by anyone, even if you don't have a facebook account, though it only takes a minute to set an account up if you do want one. If you currently have a facebook account please go to the NAM page and click the like button.

[www.facebook.com/NorthumbriaAdvancedMotorcyclists](http://www.facebook.com/NorthumbriaAdvancedMotorcyclists)

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# NAM is supported by Northumbria Fire & Rescue Service And Northumbria Police



## A word from the Editor



Welcome, this is the second newsletter of 2012. I am Barry Bullas the editor and this is my first edition having taken over from the great work of David Henderson.

Inside this edition alongside the usual sections we have some new pieces which I hope will become a regular features. Things like reviews of favourite pieces of kit, favourite routes at home and abroad and pictures of you and your bike.

This newsletter is only as good as the content, something we need as many members to be involved in as possible. If you have a story you would like to share or any ideas or feedback on the newsletter please get in touch. Email any contributions to [NamEditor@hotmail.co.uk](mailto:NamEditor@hotmail.co.uk) or speak to me at the monthly meeting.

Thanks to Michael Sutherland, John Magee and Steve Carey for their contributions this month.

*Barry Bullas*

## Chairman's remarks

As our President Mr Jack Lormor reminds us at each AGM the primary purpose of NAM/IAM is to provide motorcycle training to an advanced standard to reduce road accidents in the Northumbria area. This year we are off to an excellent start with more than 20 Associates under training and all of our Observers and Senior Observers are fully occupied carrying out initial assessments, observed rides and pre-tests. I very much look forward to presenting these Associates with their pass certificates at future club nights as the season progresses. On the subject of the IAM test I am pleased to report that our IAM examiner Stuart Fawcett who has been with us since NAM began has decided to continue in this role until the end of the year. Many thanks Stuart for all the support, interest and encouragement that you have shown to the club and we wish you well in

**"This always endears us to other residents and confirms to little old ladies that they don't have to sleep with a pistol under their pillow when bikers just about take over the hotel."**

your new career since retiring from Durham Police.

The Corning Clinics mentioned in the last newsletter went ahead in April and May with Observers and Senior Observers providing a number of free assessment rides which has in turn resulted in a number of riders enrolling in the Skills for Life programme. Paddy Jarvis reported at our recent Committee meeting that most riders find out about NAM through our website, so thanks to both David Steedman for web design and keeping all the sections up to date and to Barry Bullas for getting NAM onto Facebook which is proving another successful way of attracting new members.

More than 40 members of the group and guests enjoyed our annual bank holiday weekend away in the Scottish Highlands again this year. John Magee, David Glennie and Keith Coxon for lead the ride outs to parts of Scotland that we have



never been to before. Maureen Magee again devised an entertaining prize quiz on the Sunday evening. This always endears us to other residents and confirms to little old ladies that they don't have to sleep with a pistol under their pillow when bikers just about take over the hotel.

On the subject of ride outs these have been particularly well supported this season with more than 30 riders taking us rather by surprise at the first ride up to St Abbs in March. Rolly Macleod now has this in hand and the numbers are very encouraging for him in his first year as Ride out Coordinator. I know that Rolly is arranging a 'ride in' rather than a 'ride out' later in the calendar.

Another new initiative will begin at the August club night with Mick Goodwin, supported by other members of the Training Group presenting a regular slot on ways of improving your riding at the

beginning of the evening. Mick says that he will begin by taking us through each stage of 'the system' in more detail beginning with 'information' on August 14th. I think that members of the club will welcome this session which

will be more interactive than 'chalk and talk'.

Looking ahead to our next AGM on November 13th this will mark NAM's tenth anniversary since the charity was formed and became

affiliated to the IAM. The Committee are looking at ways of making this a special celebration evening; more details in the next newsletter. Ride safely,  
*Michael Sutherland*

## Royal Enfield's to Nepal – Part Two



There was an excellent turn out to Ron Patrick's illustrated talk on our trip to Nepal at the April club night. Several members have commented how much they enjoyed the evening.

That leaves me the difficult task of trying to write a follow up article to our preparations for

the trip. Rather than cover the areas already described so well by Ron I thought that I would concentrate on the actual motorcycling in Nepal and the other makes or motorcycles we encountered.

There were 13 Enfields on our trip, mostly made in India at a cost of \$2,200 American

dollars each or approximately just £1,600 brand new. The classic made in England Royal Enfields had of course the gears on the wrong side, or is the right side, with a neutral finder on the Albion gearbox. As the Sherpas said rubbing their fingers and thumb together, the British made bikes were 'better metal'. The Indian

made Bullet 500s were also fitted with a sari guard on the nearside back wheel as many Nepalese women ride pillion side saddle. Large after market 'cow catcher' style crash bars on the front to protect from dogs and collisions with other vehicles were pretty standard on every type of bike in Nepal.

Well, what was it like to ride the Royal Enfield and how suited was it to the roads and jeep tracks I hear you ask?

Actually, they could have done with semi knobbly tyres and more ground clearance but otherwise the lazy pre-war designed 500cc engines with low gear ratios and a heavy fly wheel were very suited to the conditions and a crowd gathered whenever we stopped for petrol or parked up as the Royal Enfield is a desirable status symbol in Nepal.

All the Indian made Enfield's had disc brakes and an electric start but being of a certain age I had to give the kick start a try. It wasn't as easy as I remember, the 500 responding best to a long lazy push through the range of the kick start rather than short rapid kicks which some people tried. Once under way it felt as if it was three quarter sized but the Enfield's character soon won me over as we covered up to 225 Km some days on a combination of worn out tarmac from the British days to rocky dirt tracks on dried

"**Overtaking was quite easy once we got used to sounding the horn over and over again to indicate our intention"**

up river beds. While modern cars travelled much faster than we did, overloaded busses and lorries were very often crawling along at 15 to 20mph so overtaking was quite easy once we got used to sounding the horn over and over again to indicate our intention to pass on narrow roads. In Nepal this warning with the horn is not seen as aggressive driving as it would be in Europe. In fact in the built up areas you could be held responsible for knocking down a pedestrian or animals crossing the road if you had not sounded your horn to warn others of your arrival.

As we travelled higher up into the Himalayas the tracks became rockier with deep sand in places. Our guide and Dawa the lead Sherpa would stop us before each difficult section to give advice, "don't let other vehicles push you to the side of the road because of the steep drop, keep to the side of the cliff, "don't stop to take photographs where there has been an avalanche", "take this section in second gear at tick over" "the water is deep here so don't stall the engine and whatever you do keep the air box above the water level", "some planks are missing from

this bridge so blip the throttle to lift the front wheel over".

The price of petrol in Nepal has doubled over the last 12 months from 60 Rupees to over 120 Rupees per litre. While we were in Kathmandu there were demonstrations and road blocks set up to protest at the government's decision to increase the price by another 5 rupees that week. Many of the Nepalese especially in rural areas have hardly any way of increasing their cash income and petrol has to be transported in cans. Not surprisingly many drivers and riders drive carefully to get the maximum mpg. In Kathmandu we saw drivers turning off their engines and pushing their cars and bikes forward a few feet at a time when queuing in heavy traffic rather than have to start up each time.



Other bikes in the cities were nearly all Asian copies of Japanese bikes built under licence. The Honda Hero brand is I believe the most

popular bike now in the world. These small bikes were of an usual capacity compared to Europeans bikes with 130cc, 150cc, 180cc and 220cc being popular engine sizes. I made a note of some of the model names; Yamaha Gladiator, Suzuki Pulsar, Honda Hero Splendour and Honda Hero Elegance.

The elderly Indian lorries which we followed and overtook were nearly all customised and hand painted with slogans above the cab such as 'Drive slow, live long', Push Horn-wait for signal to overtake' 'Speed control' and 'Love always leads to heartache'. Despite the acute overcrowding in the cities there was very little road rage and once on the open road other drivers tried to help you

**"The bikes are fully serviced after each trip with new head gaskets and clutches to make sure that they are prepared for the next expedition"**

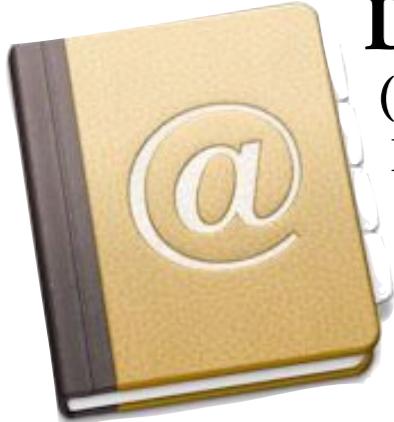


with hand signals telling you when it was safe to overtake or when to stay behind. It is a tribute to our guides that we all managed to complete the trip without major mishaps. I learned that each of the Enfields needed new back brake levers as being the lowest part of the machine these took a real pounding from rocks. Most of the other bikes needed new handlebars and one or two new fork yokes to put them back into good working order. In fact the bikes are fully serviced after each trip with new head gaskets and clutches to make sure that they are prepared for

the next expedition.

When back in England my first ride on the GS1200 felt really strange. While the gearbox was slick the brakes were too fierce and I found myself running wide on country bends due to the long wheelbase. It really took me two rides to accustom myself again, longer than getting the feel of the Enfield in the first place. Have another look on the NAM website or on our Facebook page to see some of the photographs of the tour.

*Michael Sutherland*



## Do we have your correct info?

(Home address, email address and contact number)

If not you could be missing out on important communications. Contact Membership Secretary Paddy Jarvis by email: [jarvis\\_p1@sky.com](mailto:jarvis_p1@sky.com) phone: 01670 523736 or speak to him at the next monthly meeting.

## Rideouts & Events



When	Who	What
24 June 10:00	Training Team	This is class room training open to all associates in addition to their observed rideouts. It will help develop knowledge of Roadcraft and advanced riding techniques.  The event will take place at Ponteland Fire Station on Callerton Lane
1st July 10:00 - 17:00	Bikewise	Durham Police Headquarters Akley Heads Durham DH1 5TT
10 July 19:00	Kevin Wellden	Slow Riding Skills 7pm start at Heighley Gate Garden Centre
15 July	Paddy Jarvis	TBC
16 August 19:00	Kevin Wellden	Slow Riding Skills 7pm start at Heighley Gate Garden Centre
19 August	Bill Davison	TBC
16 September	Roland McLeod	A Ride In  Something new a Ride In, this is where we all make our own way to a meeting point.  In this case we are meeting at Penrith, Morrisons car park. That's Brunswick Road CA11 7JU for those with a sat nav.

# Pitlochry

Well here we are again, another Nam weekend at Pitlochry. Myself and Maureen met up with a bunch of other couples at the Camien cafe just past Otterburn at about 11am and the weather was kind to us, dry but cold. After coffee and chat we set off to our lunch break just outside Lauder and another few of the group were there. After a couple of more stops we arrived at the Pitlochry hydro hotel at 5pm, still dry but a light snow shower, was this an omen? Down for tea and getting together with the rest of the club after a lovely meal and a few drinks it was off to bed early night

## "What a ride back, great scenery and roads"

Down for breakfast 9ish, here we met up with Michael and Geraldine and a few others who had travelled up late on the Friday. Me and Maureen had said we fancied going over to Glamis castle (where the queen mother was born) and then head to Dunnottar castle, up past Melrose and then travel back via Ballater and Braemar and over the Spittal of Glenshee. Michael suggested that this would be a great ride out if we didn't mind company? No problem said us, so yours truly led the ride



out to Glamis castle, about 14 all together. The weather was lovely and sunny and even quite warm we got to Glamis but we only stayed for about an hour for a coffee break (need to go back for a full day it is a great place) then we headed up to Dunnottar castle but this is again something for another day, we just did a photo shoot here and then headed to Stonehaven for lunch. Stonehaven is a lovely fishing port and was a good choice for lunch. We then set off for the hotel as we were running a bit late, stopping at Braemar for a quick comfort stop, and then it started to snow. Fortunately it stopped not long after leaving. What a ride back, great scenery and roads, got back to hotel for about six pm, quick shower and down for tea, then a couple of drinks and a good crack with all of the group.



Sunday breakfast as usual and then "where are we going today"? Michael has a route planned that was good for pillion also (sounds good). So off we set at about 10:30am, just being out for about 30 mins when we are driving through an inch of slush and temp dropping, was this a good idea? But we turned off and just as quickly the roads dried up, Michael was leading and yours truly was back marker riding through some narrow roads my sat nav went blank, no road ahead and a big arrow saying turn back, but Michael was leading so hay ho. You could see the road going up the mountain ahead, well less said the better about what happened next but a big thank you to Mick, Bob, Clint and Richie, oh and also the driver of the Keswick Green land rover. So down

into Kenmore for coffee and regrouping, very interesting so far. Off we set to our lunch stop, another mountain with very narrow roads which brought us to a little village. (Possibly an exaggeration!) A few houses and a post office come cafe, they don't normally see so many bikers in one go so we caught them out a bit, fantastic views overlooking the river and mountains. Some ordered soup others scones etc. Most of us were under cover but with all our gear on, when Malcolm got his soup he was sitting in a snow shower! After lunch a nice ride back to the hotel for tea on the terrace again the weather has been a great night was had by all. Monday was meant to be terrible weather to travel home most people were making their own way back and fortunately I think everyone got back safe and dry.

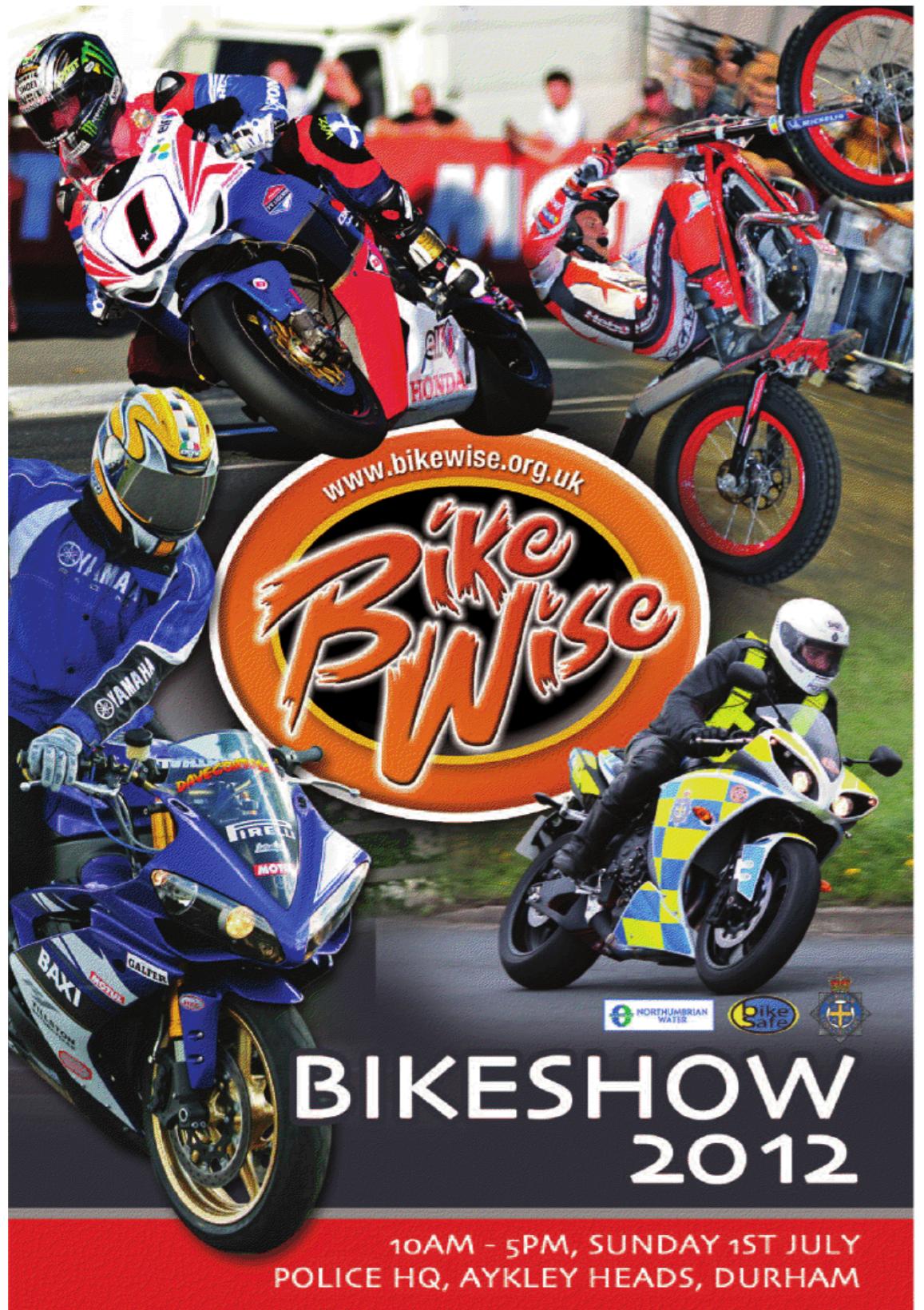
A fantastic weekend was had by all good company good crack GREAT!

*John & Maureen*



## Did you know?

It is now free for motorcycles to use the tunnel in either direction. There is no need to obtain permits to enable their free passage, as the barriers lift automatically on their approach, freeing up traffic movement through the plaza. Since the second tunnel opened traffic delays have been dramatically reduced so the tunnel can be a great way for motorcyclists to travel around the north east.



## Meet the Committee



**Group President** Jack Lormor

**Chairman** Michael Sutherland

**Membership Secretary and Vice Chairman** Paddy Jarvis

**Secretary** Mick Goodwin

**Assistant Secretary** Eric Fitzpatrick

**Treasurer** Louise Atkinson  
David Henderson (Deputy)

**Training Group Leader** Kevin Wellden  
Geoff deputy (Deputy)

**Marketing & recruitment** John Fagan

**Training Team Leader** Terry Murphy

**Rideout Coordinator** Roland McCleod

**Group Newsletter** Barry Bullas

**Web Monkey** David Steedman

**Merchandising & equipment** Bob Atwell

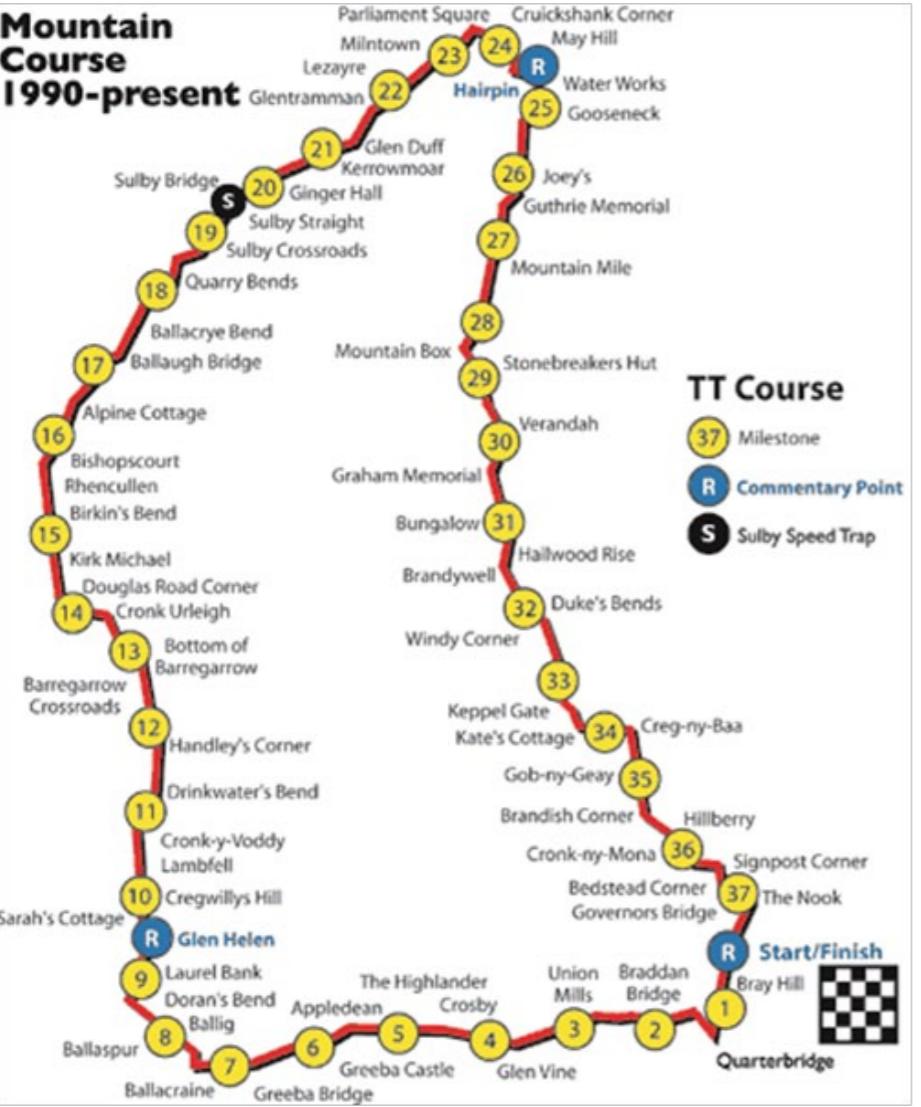
It's that time of year again when Durham police host Bikewise. If you have never been to Bikewise before it's a great day out. There will be stunt displays by Steve 'Mr Showtime' Colley, a 1996cc nitro V-rod (Normally seen at Santa Pod), Police dog display, live music, trade stands selling merchandise. Several garages will also be displaying the latest bikes, including Triumph North East, Harley Davidson and Cooper Sunderland BMW. NAM will also have a stand to attract new members, so pop by and say hello.

If you are interested in going to Bikewise and would like to travel with NAM members please meet at Seaton Burn services for a prompt departure at 9am.

# Isle of Man TT 2012

For 2 weeks every year, a little green and pleasant island in the Irish Sea becomes the centre of the motorcycling world, but if you've never been to the Isle of Man TT, then here is a brief introduction and the story of my first trip.

Since 1907 the Isle of Man has hosted the annual Tourist Trophy (TT) motorbike races which are held on public roads, briefly closed to allow the races to take place. The course is just over 37 miles long, beginning in the capital city of Douglas and travelling up the west side

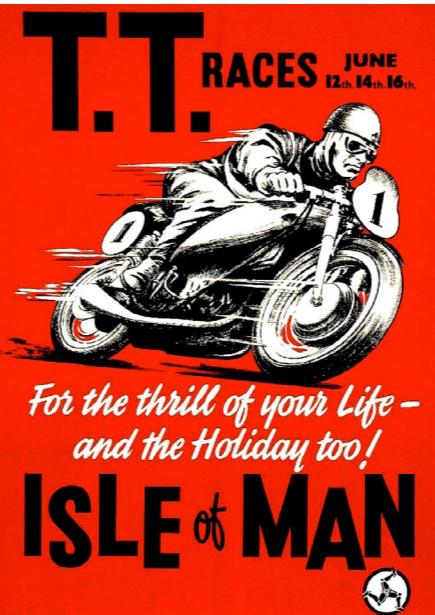


of the island to Ramsay, before heading over the mountain and back down the eastern side to return to Douglas. The top riders cover this distance in about 17 minutes at an average speed of 130 mph + , and yes that is the average speed, with top speeds approaching 200 mph. Of course doing these kind of speeds on public roads with their potholes, drains, manhole covers, white lines, not to mention trees, lampposts, stone walls etc is highly dangerous, and unfortunately nearly 250 riders have been killed during

the races. Although strictly speaking, it isn't really a race at all, as the riders set off at 10 second intervals it's actually a time trial against the course and the stopwatch rather than each other.

The TT Festival takes place over two weeks, the first being practice week, before racing gets underway in the second. The traditional way to visit, is to ride your bike across to the north west coast and catch the ferry over to the island for a week, but for me pressures of time and work meant that I could only get away for a few days, and by the time I got round to booking up, the ferry was completely sold out. My only remaining option was to fly. Luckily there is a direct daily service from Newcastle to Ronaldsway Airport on the island. It also turned out to be cheaper to fly than pay the ferry charges which appear to rise dramatically over TT fortnight.

So just before 11:50 am on Tuesday morning, I found myself at Gate 5 in Newcastle Airport waiting to board my flight. I was surprised to see only 10 other passengers waiting with me and thought, great I'll be able to stretch out over a few seats to myself during the flight, however when the Airport bus arrived and drove us towards our plane,



I wondered whether or not it actually had 11 seats or would some of us be riding pillion ! I've seen bigger cars than this. Once onboard I took my seat at the front and a crew member ran through the usual safety brief about the lifejacket under my seat etc etc. I must admit I was paying more attention than usual to this information. He then sat down in his seat right in front of me, and it turned out he was actually the Pilot. There was no cabin door and I could have tapped him on the shoulder. The benefit of this was that I could also see the flight deck and read all of the dials and gauges as we flew. I could see that we were cruising at 190 Kts, 13,900 ft and one engine was using more fuel than the other. I could also see the radar screen



which displayed only "STBY" throughout (?) Approximately 45 minutes later we were down to 1,600 ft when the pilot pulled the clunky little lever to lower the landing gear and 3 reassuring green lights came on to show that it was deployed correctly. I was then able to watch out of the front window as we touched down on the runway.

A friendly local outside the airport directed me to the service bus to Douglas and

**"The first thing that you notice is the sheer number of bikes there are here."**

soon I was there. The first thing that you notice is the sheer number of bikes there are here. They are absolutely everywhere you look. Every kind of bike you can think of and a good many I'd never seen before. As the bus made its way along the sea front it was as if a carpet of bikes had been laid down each side of the road. They were parked perpendicular to the kerb and so close together that I wondered how the rides actually got on or off them. I had intended to have a walk around the city, but, with the weight of my camping gear on my back I decided instead to catch the next bus up to the village of Laxey to find my campsite.

I got off the bus in Laxey as

the rain poured down as it had since I arrived. I had brought a cheap rain poncho that I got at a BSB meeting last year and decided to wear for the walk to the campsite. As I pulled it over my head it had snagged on my rucksack and split the hood right down the middle. So much for that then. When I got to the campsite everything including me was soaked. I began to put up my wet tent on the wet ground, but every cloud has a silver lining and 2 guys came out of their tents opposite to help me pitch mine. They turned out to be Leigh and Keith, a Cabbie and a retired Met Police Officer from West London. After I'd finished loading my wet gear into the wet tent, they called out "Cam ova ere wiv us Steve we've made ya a cap ov tee". Probably the best cuppa I've ever had.

After drying out (partially) I went over to the Clubhouse to check in and get something to eat. Just as I sat down the Club Secretary brought 4 special guests into the bar room. Former TT winner Richard "Milky" Quayle, current team Bournemouth Kawasaki BSB and TT rider James Hillier and 2 other Bike Racers making their TT debuts this year Jimmy Storar and Karl Harris.

Milky Quayle opened the proceedings by sincerely thanking all of us for coming over to watch the racing and

support the TT on the Isle of Man. I had the pleasure of meeting him and found him to be a genuinely nice guy. He did most of the talking over the next hour or so and was happy to answer any questions. The following is as much as I can remember of what he said

The IOM Government spends £3.8 million to host the TT every year, this includes £500 Insurance, per rider per race (around 70 entries each race), but they don't do it to make a profit, just to promote the Island.

Riding in the TT is different to racing on short circuits because on a circuit you know exactly what position you are in and where everyone else is around you. You can follow someone around in 2nd place then try to win it at the end. In the TT you can't relax for even a second, as soon as you do then someone whooshes past you out of nowhere.

That's why John McGuiness is so good, because he can keep going and concentrate the whole way round. He's also been riding basically the same bike since 2008 and has it set up perfectly the way he wants it.

The secret to winning here is knowing the course and what's coming next. These two newcomers (Storar and Harris) have done about 20 laps each in a car over the winter to try and



learn it. Twenty laps doesn't sound like a lot, but remember that's 37 miles each time.

Guy Martin - He's great for the sport, a real character, but the other riders find him a bit annoying when he goes on about how he's just a Lorry Mechanic, a normal working lad. Well actually we're all just normal working lads. None of us have rich parents. Rich parents would never allow their kids to race motorbikes around public roads at ridiculous speeds.

Michael Dunlop - Likes to make out that he's crackers, proper mad, but he's not. He's a very cool and calculating rider. TT riders have to concentrate for longer and be more focussed than any other sportsmen.

If Roger Federer loses concentration and misses a shot it costs him a point. If a TT rider misses a corner it could cost him his life.

Bruce Anstey - So laid back

he's horizontal. All riders deal with the pressure and pre-race nerves in different ways, but five minutes before the race starts he's probably still asleep.

The pressure of expectation on local lads is intense because you're expected to win first time, and if you don't then you're \*\*\*\*. I crashed in my first race just because of the pressure.

The biggest problem for newcomers is adjusting to the speed here. There is nowhere else where you go so fast for so long. That's why practice week is a week, because it takes that long to adjust your brain to doing 190 mph around public roads.

The TT to me was like a drug, I was like an addict, I couldn't think about anything else, I would take any job just to pay my bills for the TT, I worked in bars, on a building site carrying bags of cement, as a Security Guard stopping shoplifters at Marks & Spencer just to buy

my tyres for the TT.

My accident (during the TT which ended his career in 2003)- I had crashed and broken my leg 4 weeks before that. I was due to ride the new Kawasaki, but I hadn't raced for a while so I borrowed a bike to get ready and just pushed it too hard. Then when I crashed in the TT it was because I made a mess of the previous corner. I was just thinking to myself what an idiot for over shooting the last one, but you can't do that, you can't dwell on what's behind you, you have to concentrate on what's coming next all the time and that's why I crashed.

### **"The TT Zero Electric Bikes - They are the future. In 15 years time petrol bikes will be considered dirty polluting machines."**

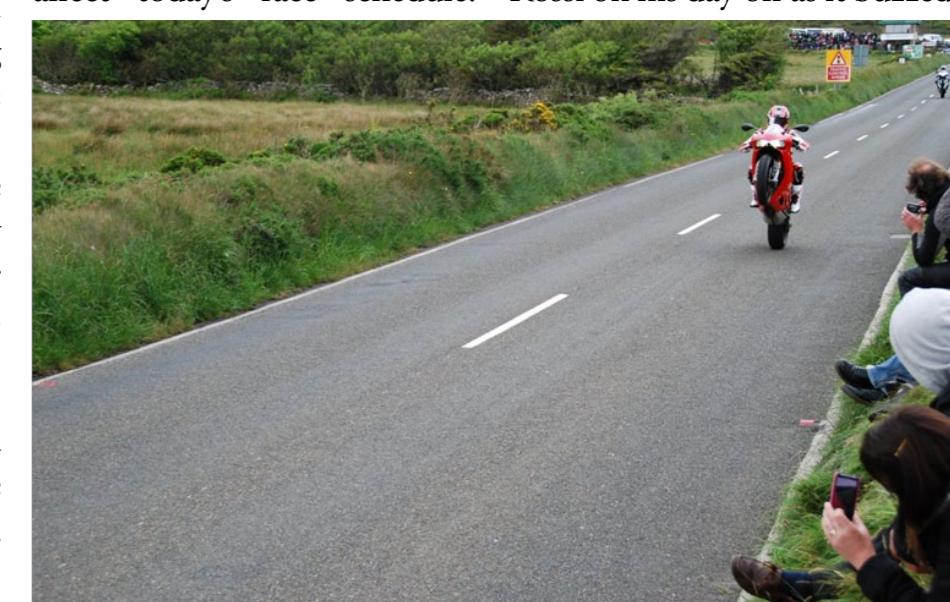
The TT Zero Electric Bikes - They are the future. In 15 years time petrol bikes will be considered dirty polluting machines. The industry is investing a fortune. The 2 Mugen bikes that are here have cost £1 million each. That's why they've got the best TT racer available (John McGuiness) to ride them.

The TT Superbike - It's just a Monster. It's an Exocet missile that just wants to throw you off the whole time.



James Hillier was asked about his worst ever crash - Out with my mates on a Honda 90. Going round a roundabout when the exhaust hit the deck and my foot went under the foot peg and broke in 5 places (ouch) That was just before a BSB meeting at Croft. I still did that race but performed poorly as a result.

Wednesday morning, and the rain that had kept me awake most of the night as it lashed down on to the roof of my tent had finally stopped. My biggest concern was how that would affect today's race schedule.



Sure enough, the first race which had been due to start at 10:45 had been postponed pending a track inspection around midday.

I decided to jump on the Manx Electric Railway down to Douglas to have a wander round the town. I was quite surprised to find that I was the only passenger as I took my seat on the open sided carriage. The railway line generally runs alongside the A2 road to Douglas which was busy with all kinds of bikes. One of them apparently ridden by Valentino Rossi on his day off as it buzzed

past my train so fast I couldn't even tell what colour it was !

After buying a few souvenirs, I headed up towards the start/finish line and took the opportunity to wander around the pit area. There I poked my camera into a few of the team garages, admired the bikes in various states of readiness and even spotted a few riders including Connor Cummings, Michael Dunlop, Gary Johnson and ex-racer Randy Mamola. Then I wandered up to the start/finish line itself and gazed down the famous Glencrutchery Road where the riders can reach speeds approaching 200 mph, even in the wet. This is still more remarkable when you remember that this is not a super smooth and grippy race track, but a normal public road, including within 3 feet of where I was standing, a drain, a manhole cover and a pothole.

The morning sunshine had finally dried out the course



enough to get the days racing underway. It was time to catch a cab up to the famous Creg ny Baa pub from where I was going to view the action. First off was the Arai Parade lap with a mixture of journalists, current and former racers including Cal Crutchlow and Randy Mamola who wheelied past me on the new Ducati Panigale sports bike.

Finally, the first race, the SES TT Zero got underway including John McGuiness on his £1 m Mugen Shindon. It was a bit strange as the electric bikes whizzed past. They

looked like any other bike but, rather than the usual roar of a petrol engine there was just a whining noise which sounded more like a Milk Float than a sports bike. It turned out that a little bit of history was made as TT veteran Michael Rutter became the first, and fastest, rider to lap the 37.75 mile Mountain Course on a non-gasoline motorcycle at a lap speed over 100mph. Thereby also netting himself a £10,000 prize aswell.

Next up was a Sidecar race. I must admit I had never been much of a Sidecar fan before this, but after seeing the speed at which they flew round the corner and the perilous position of the sidecar passengers as they moved across the rig and grabbed their handholds to throw their weight into the bend, I developed a new respect for their bravery. To risk your neck when you're the one in control is one thing, but to do it dramatically when someone else is driving is taking it to another level !



At last the first proper bike race got underway. The Monster Energy Supersport 2. The first thing you see in the distance is a low flying helicopter coming over the mountain, and then the glint of sunlight on the fairing as the first bike hurtles down the hill from Kate's cottage like a rifle bullet, braking hard at the last moment for the tight bend before opening the throttle again and rocketing down the straight towards Brandish. From my seat in the temporary grandstand I had a terrific view and took lots of photo's (thanks to Barry Bullas for the tripod), but it was when I left the stand and walked a hundred yards to sit on the grass bank at the side of the road that you get the real excitement of the TT. There are no fences or safety barriers, nothing to separate you from the noise and the rush of the bikes as they tear past you like a high speed earthquake. I was so close I could have high fived the riders who were probably doing 140 + mph on their highly modified 600's. It

nearly put me off riding a bike ever again ! I can't think of anywhere else in the world you can get that close to something that fast. Awesome doesn't do it justice, even the TV helicopter just couldn't keep up and had to cut the corner significantly to stay with the bikes.

**“Most of us like to think that we’re pretty good, but you just can’t under estimate what these guys are doing.”**

The race was won by Irishman Michael Dunlop, with my favourite Guy Martin a disappointing eighth, but that didn't detract at all from the excitement of the TT. I was thoroughly hooked by it. No I'm not thinking of riding it one day, watching those riders left me in awe of their skill and courage. Firstly I don't have the required skill on a bike and secondly I don't have a death wish either. Most of us like to think that we're pretty

good, but you just can't under estimate what these guys are doing.

The last action of the day was a Superbike practice session. These 1000 cc beasts costing upto £70 – £80,000 each bring a new level of noise and power, but surprisingly to me, lap the course less than 10 mph faster than the more nimble 600's.

The next morning, after another rainy night, I packed up my tent and called a taxi, but there was one last treat in store as the driver took me around part of the course itself on the way to airport. Past the start/finish line and down Bray Hill. I felt as if I already knew the road having seen it many times during the TV highlights and countless laps on my PlayStation TT game, but what these things don't show you is just how steep the hill really is. Think about Westgate Hill, imagine starting on the West Road by the General Hospital and then riding the fastest bike you ever been on flat out down towards a tight corner, and your beginning to think about what it must be like to ride the TT..... Wow !

**Steve Carey**

See the rest of my photo's on the NAM Facebook page.

Do you have your own story you would like to share?  
Send it to

**NamEditor@Hotmail.co.uk**

# Blood Bikes

Blood Bikes have been a feature in the UK since 1969. In recent years the number of blood bike groups has grown significantly and there are now hundreds of motorcyclists who freely volunteer their time to the service. People often ask why a blood service is needed and what is they actually do. If you look at the aims of all the blood bike groups you will see some common themes:

- Saving money for the NHS
- Saving lives
- Promoting a positive image of motorcyclists

There are times when blood, or other medical items need to be transported urgently because a patient's life is at risk. A blood bike can be relied upon to respond quickly and move with ease through busy traffic, even if it is not fitted with emergency lights and sirens. Furthermore



the groups can guarantee to be available after 11:00pm on a Saturday night when the chances of getting a taxi to respond in less than an hour would be slim. To steal from the Mastercard advertisements, Taxi - £100, Commercial courier - £80, Blood Bike - £0, saving a patient's life - priceless!

John Stepney, the development officer for the National Association of Blood Bikes (NABB) gave a presentation at

The Wheatsheaf pub, to people interested in setting up a group in the North East. It was clear that there is a lot involved in setting up a group, but that the satisfaction of being involved in such a group was extremely rewarding.

A follow up meeting has been arranged for 7 PM on Wednesday 27th June at The Wheatsheaf (Where the NAM monthly meeting is held). If you are interested in being part of the new blood bike group then come along to the meeting. The blood bike group will be a separate charity and is not part of NAM, however as all volunteer riders must be advanced trained there are obvious shared interests.

Find out what's involved at [www.bloodbikes.org.uk/index.php/new-groups/start-a-group](http://www.bloodbikes.org.uk/index.php/new-groups/start-a-group)

*Barry Bullas*



# Equipment reviews - Pinlock



## What is Pinlock?

Pinlock is an anti fog solution for helmet visors. According to many tests in motorcycle magazines world wide it is the best anti-fog device available. Helmet manufacturers such as Shoei, Arai, HJC, Schuberth and many more are supplying their helmets standard with the Pinlock. This anti fog insert lens is now available for more than 170 different helmet types.

## How does it work?

Pinlock is basically a flexible piece of plastic that fits the inside of your visor and is held in place using two pins that pop through holes in side the visor. The plastic has a silicone edge that forms a seal with the inside of your visor, effectively creating double glazing and stops fogging.



with a pinlock insert too. The pinlock website allows you to search for your make and model of helmet and will tell you if it is available. If your helmet is not listed you can also purchase a standard size insert which comes with a template and the necessary drill bit.

Website:  
[www.pinlock.nl/](http://www.pinlock.nl/)

Types available

- Original
- Race
- Tinted
- Max vision

## Is Pinlock any good?

I use my bike for work and ride my bike almost everyday. I find fogging of my visor is particularly bad during the wet months. Having to constantly open my visor at traffic lights and junctions takes the fun out of riding. I have tried masks and wipes but have found Pinlock to be the best solution. It really made a big difference and I would definitely recommend it. The only downside to pinlock is that lights at night can sometimes produce a little more glare than normal. This is because of the reflection from the visor onto the pinlock insert.. However it is a great product that has won many awards and it's easy to see why.

*Barry Bullas*

# Triumph Tiger Explorer 1215cc

## First Impressions



I had the privilege of an extended test ride on Triumph's latest bike the Triumph Explorer earlier in June and enjoyed every minute of it. The test bike was in sapphire blue a colour used by Triumph on the early Sprint 955 and reminds me of Cadbury's chocolate wrapping paper!

There are a number of road tests appearing in the motorcycle magazines and newspapers comparing the new Explorer to established and other new adventure bikes by BMW, Yamaha, KTM, Kawasaki and Honda but in this article I will just give my views about the Triumph.

**“Steering, suspension damping, brakes, balance and handling were all superb”**

Approaching the bike you can't help to be impressed by the quality and strength of its

I didn't use the cruise control I did make use of the heated seat on this chilly June morning and had to turn it down by the time reached Seaton Burn so it will work in the winter.

As soon as you get going and change up into second gear you become immediately aware of the power from the engine with 74ft lb of torque being developed from just 2500rpm (89ft lb at 6400rpm) and the engine turning over at exactly 4000rpm at the motorway speed limit. But what a motor as it is only using a fraction of its power at this cruising speed making for a very relaxing ride. This bike two up with luggage would easily be able to travel up to John O'Groats or cross Germany down to the Alps in a day if you had a mind to.

There has been a good deal of discussion about the lightness of Triumph's new fly by wire throttle. Well it is light as if it is running in ball-bearings or remember when we went over from bikes with four carburettors to fuel injection? However the throttle is very precise indeed and within an hour I was fully used to it. There was no difficulty trickling through Morpeth on my way back at exactly 30mph in third or judging how much throttle to use accelerating out

of a bend or when planning an overtaking. I suppose it is because the throttle has a lighter action than the other switchgear and controls that makes it seem unusual. I would expect Triumph to design a dealer fit modification if some owners really can't get used to it although having said that other manufacturers are bound to follow the fly by wire technology which has been available on up market cars for some time now.

Steering, suspension damping, brakes, balance and handling were all superb and I couldn't fault any aspect of the bike and admit that by the time I returned to the Shieldfield I had bonded with it! I think that it will be very difficult for Triumph to improve on this riding experience and I look forward to seeing the new Trophy tourer later in the year which will be based on the



Explorer's three cylinder power plant and strongly engineered single sided shaft drive.

Many thanks to Matt Walmsley at Triumph North East for arranging the test ride. Talking to Matt afterwards he was telling me that he has been in motorcycling racing most of his career starting off as a tyre boy at 15 for Carl Fogarty and going on to prepare classic

racers for the likes of Barry Sheene and TT winners. All being well Matt will be one of our guest speakers at our September or October club night. He may be able to bring along one or two classic bikes to illustrate his talk. Should be a good evening to look forward to.

**Michael Sutherland**

## Easy fundraising

Easy fundraising is a simple and easy way for you to help raise money for NAM at no cost to yourself.

1. Join easyfundraising (link below) and select your cause , in this case NAM
2. Follow links on the website to over 2000 leading online retailers (Ebay, Tesco, Asda, Amazon etc ) and shop as normal
3. Online purchases earn an automatic donation to NAM.

Easyfundraising has already raised £409.91 for NAM so far.

<http://www.easyfundraising.org.uk/causes/nam/>

# You and your bike

Email you photos to [NamEditor@Hotmail.co.uk](mailto:NamEditor@Hotmail.co.uk)



Kevin & Sharon Patterson - Honda 994 Fireblade



Bill Davison



Billy Wilson



Keith Hedley



Clinton Young



Billy Wilson



John Magee



Barry Bullas - Honda CBR 600

Ron Patrick

# New members

Nam welcomes

- Charles Wood
- Paul Hawkins
- Graeme Haswell
- Keith Berry
- Michael Haswell
- Michael Gibson
- Michael Wilkinson
- Peter Gosling
- Stuart Wilkinson
- Joe Leiserach
- Grahame Mundy
- Dr Simon Parry
- Colin Campbell
- John McCormick



Simon Parry



John McCormick

# Awards

Nam congratulates the following members

- Michael Wilkinson - Advanced test
- Graham Firth - Advanced test
- John Johnstone - Senior observer exam
- Mel Leitch - Senior observer exam

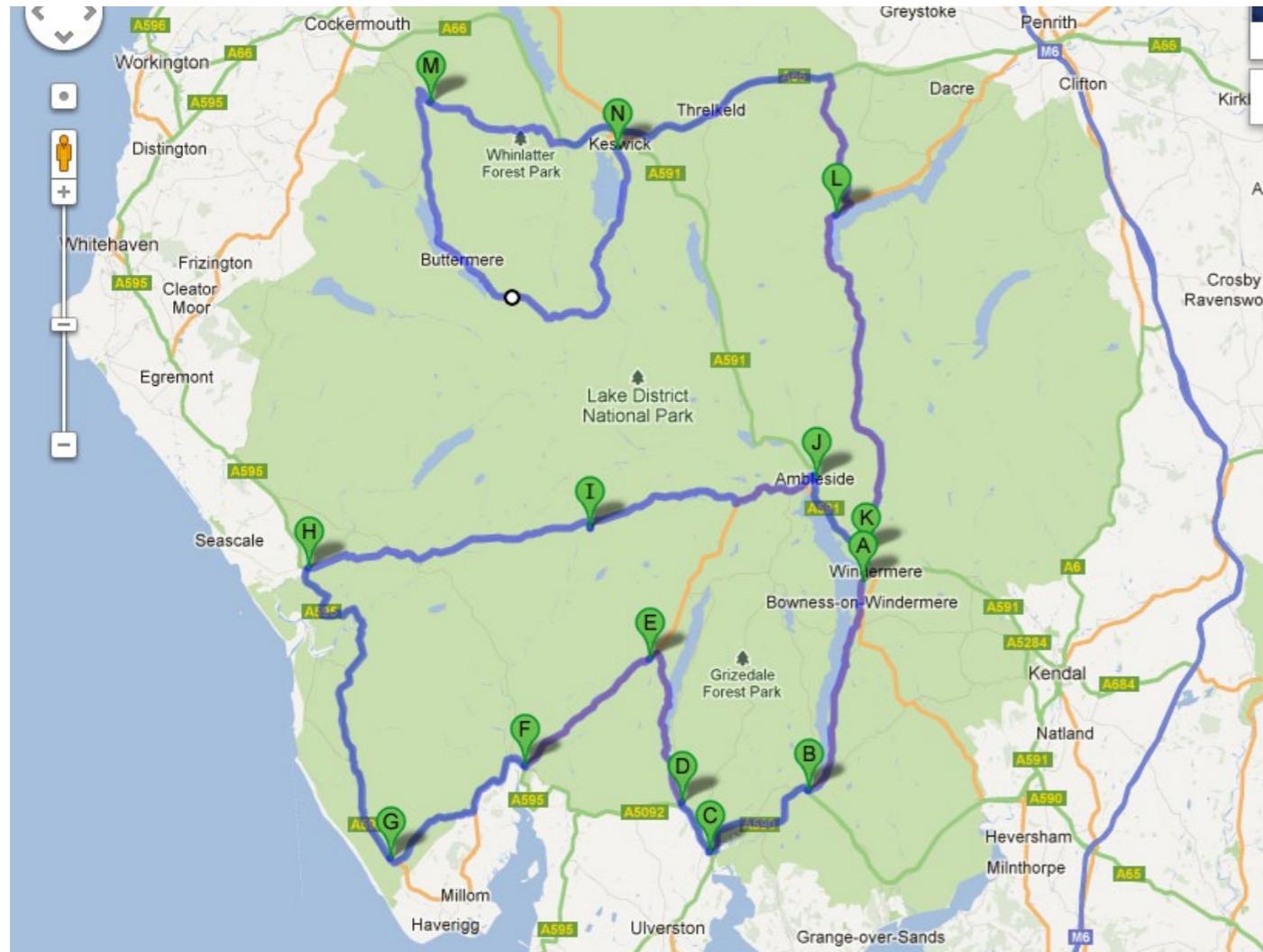


John Johnstone receiving his certificate from Group President Jack Lormor

# Favourite routes - Lake district loop

This is a lovely route through the lake district taking in many of the lakes. The route takes about 4 hours but don't forget to factor in rest stops and fuel.

1. Rayrigg Rd/A592
2. Newby Bridge, Ulverston, United Kingdom
3. Greenodd, Ulverston, United Kingdom
4. A5084
5. Torver, Coniston, United Kingdom
6. High Cross Brow/A595
7. A595
8. Cockley Beck, United Kingdom
9. Ambleside, United Kingdom
- 10.A591
- 11.A592
- 12.B5292



A GPX file for compatible sat navs can be downloaded from  
<http://www.motorcyclenews.com/upload/262658/LakesPMroute.zip>

**Do you have a favourite route or biker friendly cafe you would like to share with other NAM members?**

Email the details to me and I will include it in the next newsletter.

NamEditor@hotmail.co.uk



## Quiz

1. How many squares are on a chess board?
2. What do electrocardiographs record?
3. What kind of 'ship' is a 'zeppelin'?
4. In what year did man first land on the moon?
5. What do edentulous mammals lack?
6. In which European country is the city of Strasbourg?
7. On what surface is the French open tennis championship held?
8. How many points do you get for potting a pink in snooker?
9. Who wrote 'the lion, the witch and the wardrobe'?
10. How many tastes can the human tongue detect?
11. What is the largest poisonous snake in Africa?
12. What is the name given to the beam placed above a window or door?

Answers will be given in the next edition

## Quiz answers for last edition

- 1, Newcastle has six moors; Little Moor; Castle Leazes Moor; Town Moor; Nuns Moor; Hunters Moor; Dukes Moor.
- 2, Evaporated milk invented in 1847.
- 3, Grainger Market entrances there are 14.
- 4, Nuns Street; Nelson Street; Grainger Street; Clayton Street.
- 5, Number of entrances on each street  
Nuns St = 5, Nelson St = 5, Clayton St = 2 Grainger St = 2.
- 6, The 'Father' of professional football was William Suddell. Manager of the team called 'The Invincibles'. Now known as Preston North End.
- 7, Preston Town and the stadium was called Deepdale.
- 8, The Irish introduced "word spacing". This came about when the Monks were teaching the Irish to read. The words were not separated by a space and to make matters more difficult it was written in Latin. This made separating the words hard that is until the clever Irish came up with the idea of making a space between each word.
- 9, Motorcycles were manufactured in Newcastle by the Newcastle United Motorcycle Company and the premises were in St. Thomas Street [Haymarket]
- 10, Henry Ford created the assembly line in 1913.



**Till next time**

**Ride safely**