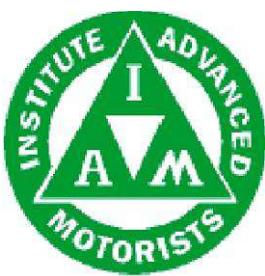


# **NORTHUMBRIA ADVANCE MOTORCYCLIST. (N.A.M.)**

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



**NORMANDY BEACHES TRIP. BREAKFAST TIME JUNE 2011**



Summer / Autumn 2011

# THE NORTHUMBRIA ADVANCED MOTORCYCLISTS ARE SUPPORTED BY:-

NORTHUMBRIA POLICE



*Total Policing*

NORTHUMBERLAND FIRE & RESCUE SERVICE



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

OR

Contact our Membership Secretary,

Patrick Jarvis 01670 523736 or Email [Jarvis\\_p1@sky.com](mailto:Jarvis_p1@sky.com)

OR

VISIT OUR WEBSITE; [www.nam-online.org](http://www.nam-online.org) to see what N.A.M. has to offer.

## Chairman's Notes



It seems to me that NAM gets better and better each year, with new faces at meetings and the prospect of unexplored roads to travel. This year is proving no exception as we see a healthy increase in the number of Associates part taking in Skills for Life.

Our members are well aware of the benefits in improving our riding skills, which lead to a more enjoyable riding experience. We have more of that feelgood factor which comes from riding well. Naturally we want to extend this to all motorcyclists, but need to put our message before them. Our marketing team have done some sterling work this year, setting up our stall at Westgate Road,

Hexham Fire Station, Bikewise and Ian Bell's. Their efforts have produced good results in gaining new associates.

It was interesting at our August meeting, when our speaker told us of initiatives being considered by the Authorities in Northumberland, to reduce incidents of poor riding that lead to road accidents. Whilst we agreed that examples of poor riding need to be tackled, we did not wish to see all bikers penalised because of the actions of the few idiots we meet on the roads.

Those members who have taken the plunge and joined the merry bands going off to enjoy themselves have been richly rewarded. The Spring weekend at Portpatrick was well attended and lived up to expectations. I joined a bunch of NAM Old Soaks who went to The Normandy Beaches for a week or so, taking in the WW2 Battlefields. Great! Our season has been rounded off by a well-supported weekend at Portinscale, near Keswick. We rang the changes this time by making it a social event, where most people travelled by car and went walking on the Saturday. Others did their own thing, mainly just mooching about in Keswick. I believe the best bits were having the meals in the evening, all packed together and enjoying the banter. Who could ask for more? You lucky people.

*Ron. Chairman*

---

### Obituary. Dr Clive Taylor.

It was with great sadness that I learned of the sudden and tragic death of Dr Clive Taylor, a N.A.M. member and Observer. Clive died whilst riding his motorcycle on Friday 22<sup>nd</sup> July 2011. He was on a ride out with fellow members of the Norton Group in Scotland when he was involved in an accident which, by all accounts, was not his fault.

Clive was a delightful, gentle man well liked by those who knew him as well as by those who came into contact with him be that through work or one of his many other activities. Clive was only too willing to help or assist others when the need arose. To give an example, he was once stopped by a pedal cyclist who asked for directions to the Central Station in Newcastle. Rather than just give directions, Clive actually accompanied the cyclist on his own bicycle to the station. This journey was all the way from Heaton just to make sure that the man arrived o.k. Clive thought nothing of doing this and to him it was the obvious thing to do, such was his helpful nature.

Clive had many hobbies, he liked to keep fit by walking and cycling and he had a great passion for music. He was a member of N.A.M. for a number of years and recently trained as an Observer. He was a popular member of the group and the news of his death was a great shock. It is only a little consolation that Clive died whilst he was doing something he loved so much, riding his bike.

Our condolences go to Clive's' partner Frances, his two children and family.

*Kevin Wellden.*



## FILTERING



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

Filtering is effectively an overtake and if you think of it in this way there are a lot of the principles of overtaking that apply to filtering. The main benefit is that you can make progress when others cannot and that also becomes the main problem because the car drivers that you are passing become irritated at the fact that they are stuck in a queue and some will become quite obstructive and aggressive towards you. Some do

not think that it is a legal manoeuvre, hence their aggression. The secret is to be completely safe, do not put yourself or anyone else at risk and be considerate and courteous. It is sometimes better to miss the chance of filtering rather than put yourself in a confrontational situation. Having completed the filtering manoeuvre be courteous and acknowledge other road users that you have passed. If you do it right, the next time the person you overtake is confronted with someone filtering he is much less likely to give them a hard time.

If the traffic is stationary and no gaps are left you could consider stopping alongside the front offside of vehicle two or further back in the hope that the driver will let you in but don't force your way back into the gap when the traffic moves off. You will have to be prepared to wait for someone to let you in but you do not want to be in this position if it means you are on the wrong side of the road especially in the face of oncoming traffic. By observing the type of vehicle and /or the driver you could stop alongside a vehicle that will be slower to move off for example a bus or HGV. You may think that certain types of driver may give you precedence but try not to stereotype or pre-judge what will happen. If you are in any doubt stop further back or do not filter.

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

When you are filtering on a multi-lane road there is nothing wrong with beginning your filter or overtake in one lane and completing it in another adjacent lane. Be careful as you do so to ensure that you are still in the appropriate lane for your intended direction of travel. When filtering, consider the width of your machine relative to the available gap and make sure you give yourself a wider margin if you have a pillion in case you wobble a bit. Tell your pillion what you intend to do so that it does not come as a surprise. If you can improve your conspicuity by positioning or using dipped beam headlights or riding lights then do so. If you decide initially not to filter leave yourself sufficient gap behind the vehicle in front so you can filter if the situation changes.

### THE MAIN POINTS TO NOTE ARE AS FOLLOWS;

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

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

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

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

You should already know when you can cross centre white lines as carriageway markings will be broken white lines or hatched areas bordered by broken lines. In the case of filtering past traffic on the approach to a roundabout, a junction or where you have to 'Give Way' or traffic lights do not go to the front of the queue. If you do, it will put yourself in competition with the vehicle alongside you when you set off as you both go for the same space. In the case of temporary traffic lights you may find that you end up past the lights and cannot therefore see when they change. More importantly you may narrow the gap for oncoming vehicles to get safely past. Slot into or wait alongside the gap behind vehicle one or further back if appropriate. You should always be able to stop within the distance you can see to be clear. I would suggest that when filtering the furthest point you can see to be clear is the front of the vehicle that you are currently overtaking. Be prepared to stop at that point and check that it is safe to continue, particularly if the vehicle you are overtaking has stopped in the proximity of a junction. As soon as the traffic begins to move freely again slot back into the line of traffic.

### **WATCH OUT FOR;**

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

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

Other motorcyclists behind you who may also be filtering.

Doors opening as drivers or passengers alight.

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

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

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

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

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

### **FINALLY**

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

IF IN DOUBT - DO NOT FILTER

**Stuart Fawcett** – N.A.M. Examiner

*The Newsletter of Northumbria Advanced Motorcyclists supported by Northumbria Police*



## North West 200 Warts and All.



So there I was looking at an empty road in the pouring rain waiting for something to happen yet I was strangely happy. Yep I was looking down one of the straights in the triangle of road which makes up the North West 200. Why was the road empty, well a number of reasons came together to make it impossible to race anything other than the super sports bikes, one out of the scheduled five races, more of that later though.

There were four of us that made the journey to Ireland in May. It started as a desire to get out there and do something more than a ride out. I'd always wanted to see the North West 200 right from being a teenager, my friends were keen as well. John, Robert and Glenn have all done the advanced test and are good company. We bought the ferry tickets early which was the best way as the price went up as the time of the event drew near. We planned to camp and thought that finding a camp site would be no problem so left this 'till later. Not really a mistake as there was not much choice. There are not a lot of campsites in Northern Ireland especially near where the race was run. We finally went with the official campsite which is a temporary affair, a field added onto a Blair caravan site near Portrush.



We travelled over on the Thursday getting to Cairnryan via the restaurant in Dumfries Morrisons, all day breakfasts are the work of a genius and can revive any situation. We'd booked on the Seacat, the bike being secured in the hold with what looked like a piece of string and a bit of carpet to protect the paintwork. The crossing was an hour in relative comfort, Robert was dreading this as he suffers from seasickness but the sea was calm and Robert was fine.



The roads in Ireland are great, we chose the coastal route to get us to Portrush, and it was hard to concentrate as there was so much to look at, the traffic was light and the road had enough corners to make them interesting and fun.

Arriving at the campsite we were faced with a port-a-cabin beside a large field. Luckily we had decided to stay a day more than most so we ended up being allocated onto one of the smaller fields separated off from the main field. This was blind luck as the main campsite was truly horrendous, with temporary toilet blocks and showers, and music and partying which went on until three in the morning!

We spent the Friday on the bikes, a few laps of the circuit and a visit to the Paddock. The paddock was a fiver to get into but was one of the highlights of the visit. We could get right up to the bikes of all the teams big and small, see the riders milling about and join the queues of school kids to get freebie hats.

We walked into Portrush in the evenings and managed to find a hotel which served good food at a reasonable price called The Adelphi. It's just a bit down the main street and was very friendly, they even gave us an umbrella each which kept us dry on the Saturday – they obviously knew what was coming.

Saturday was race day, I could tell by the noise of the rain pounding on the tent when I woke up. Like the others I put my bike gear on as it was the most waterproof clothing I had. Robert and John used their bikes to get to the start/finish line before the roads closed, while Glenn and I walked to the nearest bit of track. People had set up their places with tents and chairs, we found a spot beside one of the marshals stations. We struck lucky the marshal was a friendly bloke full of information and stories he was willing to share. However non of his or the organisers experience could overcome the difficulties that meant most of the racing was cancelled.

The main problem was the appalling weather, the organisers tried to hold on as long as possible hoping the rain would clear but eventually had to compromise by making the races a lap shorter and allowing the riders two sighting laps. This worked for the super sports race, it was amazing to see people race on roads in torrential rain, the skill and bravery was worth watching.



The break to the next race seemed a bit longer than expected until we heard that there'd been a bomb threat at the paddock which had to be evacuated. We'd moved on at this point and were chatting to others around us, they new we were from out of town and as the announcement was made they apologised, and we could feel their embarrassment, really nice friendly people let down by a minority.

Finally they got the superbikes out on the track but the race was cancelled after lap one as Ryan Farquhar blew his engine and laid down a trail of oil which went on for over a mile. The stewards tried in vain to clear this but eventually the event was cancelled, ironically the sun came out at this point.

We decided to go back to the Adelphi, unfortunately Portrush changes on Saturday night from a quiet, slightly rundown seaside town to a place which is rowdy and intimidating. People come in from the outlying district to 'have a good time' if we'd know we would have found somewhere else to go for that night.

Ireland redeemed itself on the Sunday; we got on the bikes and headed for Donegal, the North West of Ireland and part of Eire. The roads were great and Glenn managed to sniff out a fine coffee house on the coast. The only way I could tell we'd entered Eire was that the signs changed from mph to kph and you can spend Euros although they were happy to accept our pounds.

The weather on Sunday night was truly appalling with strong winds and rain. I managed to sleep in my tent but only just. On Monday morning we packed up the tents in one of the few dry spells. The people running the campsite opened up their café especially for us so we could have a nice breakfast, this was typical of the people we'd met over there, very friendly and willing to put themselves out to help.



We got to the ferry terminal in good time only to find that they were not taking bikes that day. The strong winds meant bikes had been damaged on an earlier ferry. Robert's better half came to the rescue finding us a cheap and cheerful hotel half an hour away, thanks be for the internet and mobile phones.

We got on the ferry the next day, the weather had calmed but not enough to stop us all feeling a bit queasy. However a quick ride to the Morrisons at Dumfries and the magic of an all day breakfast fixed us back up.

After all that I enjoyed the trip, really, lots of bike riding and good company can overcome most things. Would I go back, yes of course but not next year I'll try a few other adventures first.

## **David Steedman**

---

### **BERWICK upon TWEED to KIRKWALL, ORKNEY**

THURSDAY 22<sup>ND</sup> APRIL 2011



There are two piles of clothes on the bed, one small the other somewhat larger, time for negotiation!! Panniers are packed including hair straighteners ready for a 07.30am start in the morning.

FRIDAY 23<sup>RD</sup> 07.30am

The mist is rolling up the estuary as we cross the Tweed Bridge, we're on our way. Visibility on the A1 is poor, the Forth Bridge offers rain, fog and wind it's a cool 6 degrees. We arrive at Bruar at 10.10am we are to meet our fellow travelers at the House of Bruar which is the Harrods of shopping outlets, my Visa Card has been confiscated!!! It's wall to wall sunshine, 17 degrees as we sit on the patio with our bowls of soup and meet eleven more bikers. We are now a party of 22.

We follow the A9 travelling through the Cairngorms' where the snow is still evidence. A change of scenery now as we travel along the Forth of Cromarty there are oil rigs and plenty of onshore activity, time for tea and cakes at Alness. Driving along the A9 is very relaxing [for the pillion rider] to my left the hills are covered in a profusion of yellow gorse to my right flat meadows occupied by wooly sheep and warm coasted cows then there is an expanse of calm blue sea and sky. We drive through pretty villages then reach the harbour town of Helmsdale, it looks very busy and affluent. Up the hill and round the corner and there lies a small stretch of Northern Scotland in all its glory – now you can go for the “burn” on this very good road – watch the bends – no potholes.

05.00pm.

Arrive at John O'Groats. How the north doth blow but hopefully no snow – onwards towards Gills Bay and the ferry for a 06.30pm sailing [we went to sleep].

07.30pm

We finally arrive at St. Margaret's Hope after a 12 hour journey a further 30 minutes ride to our final destination, The Royal Oak, Kirkwall. Just time to check in, unpack the bike and head down town for dinner. Orkney eating houses close at 09.00pm but The Shore Restaurant is staying open for us, the food is excellent. 11.00pm time for bed, how tired we are! 370 miles today.

SATURDAY 09.30am

The group is occupying three B & B's and all meet at The Royal Oak car park. Our illustrious Leader arrives all bright eyes and bushy tailed and off we go again. Are the Orkadians ready for twenty two silver haired bikers I ask myself?

Today we visit the beautiful little Italian Chapel built and beautifully painted by Italian Prisoners of War, using two Nissen huts and anything else they could lay their hands on. The P.O.W.'s were e camped on Orkney to build barriers between the small islands to protect the safe Naval anchorage of Scapa Flow. These Barriers were needed because in 1939 a U-boat penetrated the Flow and sank the battle ship Royal Oak with the loss of 800 sailors. The Italians laid a quarter of a million tons of stone and concrete on the sea bed with the help of Balfour Beatty. Now these barriers are road bridges giving easy access to smaller islands. Kirkwall is the main town of the islands with its pretty harbour, cathedral, interesting shops and excellent eating houses.

SUNDAY 10.00am

Our leader has a puncture!! Excellent service – soon fixed.

Yesterday Neil came in for lots of leg pulling because of his less than perfect front tyre – new ones are booked in for next week.

Today we make for Skara Brea which is a 4,000 year old settlement of eight Stone Age dwellings, its amazing place and well worth a visit. If you happen to pass this way look for a tree they are very hard to find!!

MONDAY 06.30am

After a very, very early breakfast we are on our way to catch the early morning ferry to the mainland, it's a long ride home, we've all enjoyed our little adventure.

Arrive Berwick, 05.00pm, home sweet home having covered 929 miles.

### *Neil and June Oliver*

Visit the following web site for more information;

[www.visitororkney.com](http://www.visitororkney.com)



---

## THE KISS



A tough looking group of bikers were out riding when they come across a girl about to jump off a bridge, so they stopped. The leader, a big burley man, gets off his bike and says, "What are you doing?" "I'm going to commit suicide!" she says.

Whilst he didn't want to appear insensitive, the leader didn't want to miss an opportunity, so he asked, "Well, before you jump why don't you give me a kiss?" After a few seconds of deliberating she agrees and gives him a long deep lingering kiss. After she is finished, the biker says "Wow!! That's the best kiss I've ever had! That's a real talent you're wasting. So why are you committing suicide?" "Because my parents don't like me dressing up as girl....."

*Eric Fitzpatrick.*

**MEETING & RIDE OUT DATES FOR 2012**  
**MEETINGS ARE HELD EVERY 2nd TUESDAY OF THE MONTH**

RIDE OUTS ARE HELD EVERY 3rd SUNDAY OF THE MONTH

PRINT OFF	MEETING	RIDE OUT	RIDE OUT OWNER
	<b>JANUARY</b>	10th	none
	<b>FEBRUARY</b>	14th	none
	<b>MARCH</b>	13th	18th
	SUNDAY	25th	CLOCKS FORWARD
	<b>APRIL</b>	10th	15th
	FRIDAY	6th	GOOD FRIDAY
	MONDAY	9th	EASTER MONDAY
	<b>MAY</b>	8th	20th
	MONDAY	7th	BANK HOLIDAY
	ANNUAL WEEK	END	AWAY
	<b>JUNE</b>	12th	17th
	MONDAY	4th	BANK HOLIDAY
	TUESDAY	5th	BANK HOLIDAY
	<b>JULY</b>	10th	15th
	<b>AUGUST</b>	14th	19th
	MONDAY	27th	BANK HOLIDAY
	<b>SEPTEMBER</b>	11th	16th
	<b>OCTOBER</b>	9th	21st
	SUNDAY	28th	CLOCKS BACK
	<b>NOVEMBER</b>	13th	none
	<b>DECEMBER</b>	11th	none
	MONDAY	25th	XMAS DAY
	TUESDAY	26th	BOXING DAY
	<b>JANUARY</b> 2013	8th	none

## Tuscany Adventure Part 2 – A Pillion's Perspective



The main coastal route around the Med from Italy into France has not got much to recommend it. The views inland of the mountains are impressive but only a pillion would get to see them as the rider has to have all their wits about them to deal with the heavy traffic, switching lanes, tunnels and not to mention, the 'unexpected'. In our case it was emerging from a tunnel to find a large lorry on its side and the traffic suddenly having to merge into two lanes to get round the obstruction. The police were there but obviously didn't see the need to forewarn the high speed approaching traffic.

We left the A10 and headed for Cuneo and crossed the Alps into France south of Gap. Mike was keen to visit the Millau Bridge and to show me its impressive design. So we rode to Orange through a very quiet and spectacular gorge on the river Eygues. I'm sure Sat-navs take some of the surprises out of navigation; finding amazing sights from reading a map is much more satisfying. Orange also proved to be a 'gem' with its Roman theatre said to be the most impressive remaining in Europe and a wonderful Triumphal Arch. Our hotel was pretty wonderful too because having stayed in a few cheap establishments I decided I was choosing the hotel in Orange....and I can recommend The Best Western with its balcony overlooking one of the squares! We ate out in one of the main squares that night watching the opera goers but it was so windy that we had to hold on to our cruets!

The roads in the south of France were terrifically busy in August and even on the bike progress was slow but we finally made it to Millau and stayed in the old town beneath the bridge. We rode up to one of the information centres to see a display about the bridge's construction and then drove over the bridge, twice. It was definitely worth a visit. The French must have been very impressed with Norman Foster's design (the architect who also designed the Sage) to prefer it over the French options. The exhibition concentrates on the bridge's actual construction by the Fresh Eifel civil engineering company.

The motorway from Clermont-Ferrand to Montpellier is toll free and it is a great relief to know that, as the pillion I didn't need to worry about how to make sense of the toll booths which are invariably unmanned even when they indicate otherwise. The road climbs steadily across the Massif Central. The region was a barrier to communication until the opening of the A75 motorway, which not only made north-south travel easier, but also opened up the Massif Central itself. Mike noted this was the only time on the whole trip that the GS used any oil. We then headed to the Loire near Sancerre and spent two nights with friends in their cottage. We had a wine tour and joined a birthday celebration before setting off north again to circumvent Paris and explore the Somme region and First World War battle museums. Wow doesn't Mike know how to plan exotic holiday sights!

Actually it was fascinating looking at the trenches at Vimy Ridge and the Thiepval War memorial designed by Sir Edwin Lutyens. We stayed in Ypres and spent some time wandering around the town marveling at how it had been spared from the worst of the German/allied shelling. The Cloth Hall alone was in remarkable state despite its evident great age. But all was not what it seemed. Slowly we realised that the buildings all dated from 1922 onwards and from information boards around the Cloth Hall we realised that it too had been rebuilt. Both Ypres and its Cloth Hall were razed to the ground as a result of German shelling throughout the extent of the war. The local townspeople were determined to rebuild and resume their lives in their former medieval town. The Cloth Hall was reconstructed according to the original plans and was finally finished in 1962. The Menin Gate is the other impressive memorial in Ypres and at 8pm each evening, the local police stop traffic from passing underneath the gate, and the Last Post is played by buglers from the Ypres fire station. The Last Post has been played each night in this way since the 1920s save only for the duration of the German occupation during World War II. It was incredibly moving. Local dogs howled.

The next day we decided to get the ferry from Dunkirk. We had no pre-booking and had heard from several sources that it was possible to pick up last minute cheap deals. Well, we didn't find any of those....certainly not! It proved to be an expensive ferry home and having chatted to another biker who was in the queue behind us the ticket price went up by the minute. Normally we always return from Amsterdam to North Shields as that way we only have a 20 minute drive home but we were due to see our daughter at her in-laws in Kent and then stay with my sister in Essex. So the last part of the Tuscan Adventure was up the old A1!

*Geraldine Sutherland*

## Some tips and pitfalls when riding in Italy:

- The GS is absolutely superb in the Alps-steering, suspension, brakes
- Watch out for Italian car drivers coming straight out of motorway junctions into lane one or lane two without using the slip lane
- Similarly watch out for mainly commercial vehicles braking hard then reversing back up the motorway/dual carriageway directly in front of you if they have missed their turn off. You can't believe it
- There is much debate about the merits of super unleaded petrol. We averaged 53mpg for the whole trip but when filling right up with 92 RON low octane fuel in remote rural areas the range on the trip computer was as low as 180 miles compared to a best figure of 220 miles from Shell 100 octane 'V Power' petrol in Germany. What have you found to be the case?

*Michael Sutherland*

---

## ANNUAL MOTORCYCLE CONFERENCE REPORT 2011



benefit' to society by the IAM

motorcycle training has been calculated to be £39 million pa.

Mick Goodwin and Michael Sutherland attended the IAM's annual motorcycle conference held at Warwick University on October 9<sup>th</sup>. There were representatives from 72 groups in attendance from the national network of 91 advanced motorcycle training groups and this is the fourth successive year that NAM has attended.

The opening address was from the IAM's president Mr Alistair Cheyne OBE who explained that the steps to streamline the IAM over recent months have resulted in the road safety charity being in surplus for the first time in 6 years. The 'social groups carrying out advanced driving and

Mr Cheyne reported that the death rate on the roads continues to fall year on year but poor judgement and failing to predict hazards are still the main cause of accidents. The main aim of the IAM and its affiliated groups is to reduce road accidents and fatalities by promoting advanced training. The IAM knows that to reach more potential riders and drivers it has to continue to develop a more modern friendly image. On the positive side the IAM is seen as trustworthy, expert and respected but on the negative side is sometimes seen as boring and not fashionable Simon Best, IAM's Chief Executive reported that bike membership had grown by a healthy 4% during 2010 helped by the launch of the 'How to be a better rider' manual, more modern advertising and events such as the track based skills days which have produced good publicity in the motorcycle press. Of the 18,000 IAM bike members approximately 40% are also members of an affiliated bike group such as NAM.

Research into the cause of motorcycle accidents shows that 68% are caused by rider error and failing to predict hazards until it's too late. The main category of insurance claims for motorcycle accidents are coming off on right hand bends and 'dropping the bike' in a car park or on the driveway.

While car insurance has increased by 40-60% over the past 18 months, the cost of motorcycle insurance has been held down relatively over the past 3 years. The typical advanced rider has a bike insured for £9,500 and covers 9,000 miles during the course of the year.

Regarding training, the IAM are proposing to seek NVQ accreditation for Observer and Senior Observer training and qualification. This will give the group's training programme further recognition and credibility. It was a surprise to hear that some groups offer Observer training to advanced riders who want to take their training up to the next level even though they have no intention of becoming active Observers. I think that NAM's 'Pass Plus' scheme which is to be renamed 'Advanced Refresher Training' is a much more suitable scheme and gives riders who have passed their advanced test some time ago the opportunity to refresh and raise their level of riding skill and understanding of theory and road craft. Kevin Wellden and the Training Group have this in next year's the training schedule early in the season on April 22<sup>nd</sup>. Please speak to any member of the Training Group or the Committee for further details and how to put your name forward for this worthwhile half-day certificated course.

Other workshops looked at the most successful way of recruiting new Associates and the increased profile of IAM training in the motorcycle and national press.

Congratulations to the Durham Advanced Motorcycle group (DAM) which came third in the most successful group awards. The Lord Strathcarron award for contribution to motorcycling was awarded to David John from Northampton and the newsletter award went to the Devon IAM group. Overall Mick and I felt that it was well worth the effort to travel to Warwick and to speak to delegates and to hear what other groups were doing. We look forward to sending representatives to next year's conference.

*Michael Sutherland*

---

---

**DON'T FORGET !!!**

***Northumbria Advanced Motorcyclists  
Christmas Dinner 2011***

Friday 9<sup>th</sup> December 0.7.00pm  
Wheatsheaf Hotel  
WOOLSINGTON



TICKETS £15.00 EACH TO INCLUDE 3 COURSE DINNER, WINE & MUSIC!

***PLUS; GOOD COMPANY, GREAT BANTER AND A LOAD OF LAUGHS.***



**CONTACT LOUISE ATKINSON**



**THE I.A.M. AND N.A.M. WELCOMES THE FOLLOWING NEW MEMBERS.**



John Storey



John Thompson



Ian Phipps



Philip McKie



Steven Burnip



Bryan Dixon



Gary Loyd



Joanne Tulip



Walter Nesbit



Christopher Adamson

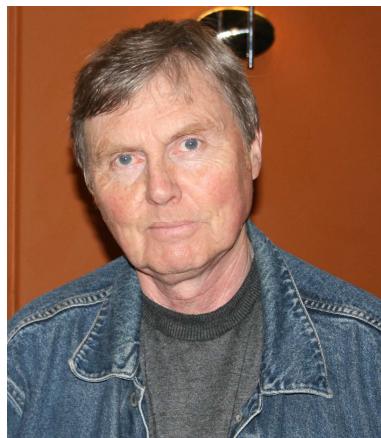


Alan Hill



Michael Bartle

## MORE NEW MEMBERS



William Garlick



Brian Lowe

Keith Hedley; Peter Wealleans; Andrew Frizzle; Adrian Miller; Andrew Minto.  
Jason Harvey; Graham Firth; Chester Nadolski; Graham Butler; David Telford.  
Michael Bartle and Barry Bullas.

---

### SUMMER EDITON of the NEWSLETTER.

My apologies for the failing to publish and distribute the summer edition of the N.A.M Newsletter. Unfortunately I encountered computer problems which meant that I was on another learning curve!! A steep one. Computer has been back and forth to a local computer repair shop a number of times and with a lot of help from Terry Murphy I have hopefully sorted things out and everything is back up and running. Fingers crossed. If you are reading this that's a good sign of things once again being o.k.

---

My thanks to the following contributors for writing articles for the Summer / Autumn Newsletter.

Ron Patrick; Kevin Wellden; Eric Fitzpatrick; Geraldine Sutherland; Michael Sutherland; David Steedman;  
Stuart Fawcett and June Oliver

*David Henderson. Newsletter Editor.*

---

### SOME PHOTOS OF OUR TRIPS AWAY IN 2011



William Hockaday   Terry Murphy   Eric Fitzpatrick

Portpatrick



Wilfred Cook   David Steedman

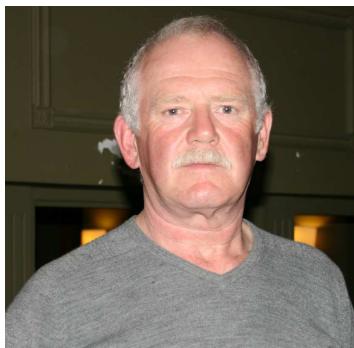
Eden Camp Museum



David   Geraldine   Janice  
Keiran   Richard   Michael

"Cat Bells" Portinscale

**THE I.A.M. and N.A.M. CONGRATULATE THE FOLLOWING ON PASSING THEIR S.F.L. TEST**



Malcolm Cramman



Clinton Young



Martin Trainor



Steven Brachtvogel



David Henderson (Pass Plus)



George Hedley



Derek Joicey



Roland McLeod



John Thompson



We can't ever accuse Kevin of being shy can we?