

Riders' Chronicles



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**Regional
Organiser**

Accidents

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BSA aged 60

Turkey Trip 2

Diagnosis Tool

G.N.A.A

Obituary

Much More



May / June 2007

**The Newsletter of Northumbria
Advanced Motorcyclists**

Winter Ride – January 2007



Chairman's Ramblings

By the time this issue is with you we will be already well into the new biking season and no doubt many of you will have new machines to ride on.

Buying a brand new bike is always an exciting option and I must admit that I have always bought new in recent years.

However, a comment by a Member at a recent meeting has made me think about the wisdom of this practise. He said, "It's very nice buying a new bike but in a very few months it is no longer 'new' and if you had waited the same period of time you could have bought the same bike in identical condition to what you have now, second hand and saved a bundle of cash in the process."

When you think about it what he is saying makes a lot of sense as we all know the minute we ride away from the dealers premises, the dreaded depreciation kicks in instantly.

It becomes even more acceptable when we you look around the dealers showrooms and see bikes under a year old with little more than 1000 miles on them. As they are still covered by the manufacturers warranty it begins to make even more sense. Perhaps it is time for me to change my buying habits.

I am pleased to report that the Christmas raffle raised £840.75 net for the Great North Air Ambulance appeal. Topped up with the monies from other sources meant we could donate the grand sum of £1476.80 to the GNAAS. Thank you all for supporting this cause.

On a much sadder note I have to report the untimely death of our Membership Secretary, Richard Salisbury. Following a short illness, bravely borne, Richard died on 18th March 2007.

A man of extremely high personal standards and a larger than life character, Richard was well known for his outspoken views and was never afraid to voice his opinion in what he believed in.

As a dedicated biker, he took on the role of Membership Secretary with great enthusiasm during the latter part of 2006 and soon became an extremely active member of the committee.

Ironically, I had the pleasure of riding with him on the last occasion he was out on his bike in January before he took ill in mid February. and is featured on page 2 of this issue..

Our thoughts are with his devoted Partner Dee, who was with him throughout his illness, Mother, Win, Sister Anne and his Son and Daughter, James and Clare.

Richard will be greatly missed.

Ray

WELCOME TO NEW MEMBERS

D Denham	J Magee	J T Rolt
B Stanley	P J A Connel	Pam Dolan

CONGRATULATIONS ON PASSING THE IAM TEST – Well Done

Dave Thompson	Observed by	Alan Richardson
David Stone	“	

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



IAN BELL (MOTORCYCLES) LTD
62 Rothesay Terrace
Bedlington
Northumberland
NE22 5PT
Tel: 01670 822311



Blandford Sq. Newcastle
(Bottom end of Westgate Rd)
0191 2612097
www.hein-gericke.co.uk

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

WANTED

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

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

Committee

Honorary Group President: **Jack Lormor**

Chairman: **Ray Charlton**

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

Treasurer: **Jim Stephenson**

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

Membership Secretary: **Carole Kibble**

Assistant Secretary: **Michael Sutherland**

Website Co-ordinator: **Glenn Knowles**

Rideout Co-ordinator: **Ron Patrick**

Merchandising: **Louise Bennett**

Newsletter Editor: **Ray Charlton**

Team Leaders

Northumberland: **Malcolm Lonsdale**

Tyneside: **Alan Richardson**

Newcastle & West: **Gary Law**

Website

www.nam-online.org

Telephone: 07956 618965

Durham Advanced Motorcyclists

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

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

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The NAM Email group can be found at:

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

Join it there!

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

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

If you have any problems, send an email to:

Hadden101@btinternet.com

or

raycharlton@tesco.net

IN THIS ISSUE

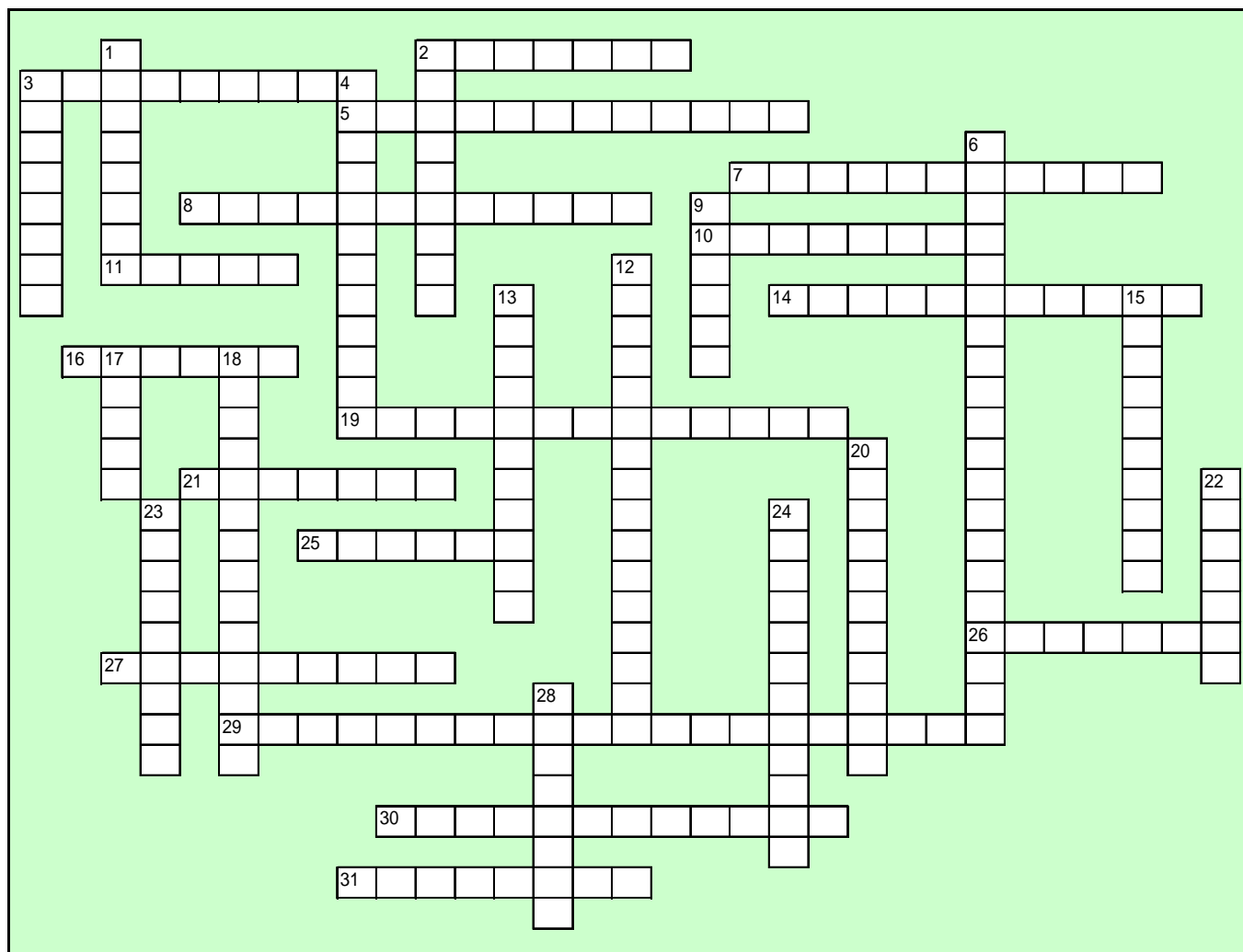
Front Cover picture is a tribute to Richard Salisbury, who sadly died on 18th March after a short illness. Richard loved his motorcycle and this is one of the last pictures taken of him in January of this year.

Inside covers contain photographs of a short Winter Rideout and some views of Carole & Alan Kibbles' Turkey trip. (Part 2 can be found on page 24)

We have two new subscribers in Jen Capron-Tee our Regional Motorcycle Advisor and an amusing tale from Nick Maddison as well as the regular features from The Supreme Being (Simon Hadden) and Sid Corke.

The Great North Air Ambulance was re-launched on Sunday, 4th March and an article on the day appears on page 21

Crossword No.5 (Answers on Page 20)



Across

- 2 Hinkley's Beach
 3 Bavarian Suspension
 5 Scarborough Racing (7)(5)
 7 Continental Retailer (4)(7)
 8 Blast Relieved Twice (6)(6)
 10 Venomous Exhausts
 11 Green Assassin
 14 2007 MotoGP Champ ? (4)(7)
 16 Italian Exotica
 19 Ride Out Rules (4)(3)(6)
 21 U.S. Winning Manufacturer
 25 Suzuki's Classic Sword
 26 Milanese Rubber
 27 Vintage Needs a Zippo !!
 29 Durham Dealer (5)(5)(10)

- 30 Repsols 125Gp Brit (7)(5)
 31 Spear Inn (anag)

Down

- 1 70's Speedway 'Great Dane' (3)(5)
 2 Buell's Transmission
 3 Circuit Experience (5)(3)
 4 Indian Bullet (5)(7)
 6 Californian Customiser's (6)(6)(8)
 9 Suzi's Touring Twin (1)(5)
 12 NAM Periodical (6)(10)
 13 Fairground Attraction (4)(2)(5)
 15 Effortless Lubrication
 17 McWilliams' New 800 Steed
 18 DSA Composition (3)(7)(4)
 20 HOG Leader (4)(7)
 22 Yamaha's Old Testament
 23 Rear Observation
 24 S4R Motor
 28 New Forest Collection



Your Regional Motorcycle Advisor

Well, I guess the best way to start this article is to introduce myself to you all.

'Hi, I'm Jen, and I ride a motorbike'. I'm the Regional Motorcycle Advisor for Region 4 (North East), but the biggest (and best) part of me is a biker.



JEN CAPRON TEE - REGIONAL MOTORCYCLE ADVISOR

I have a love of motorbikes, and apparently Yamaha's, as I've owned a few - now let me see.....TZR125, FZR600 (3 of them between my husband & I), YZF750 (also between us we had 3!) notice a theme here? And I currently own & ride a Yamaha R1, 2004 which replaced my first fantastic R1 a 1999 model, both being great bikes in their own right, I have the perfect bike for me.

I've had the 2004 R1 from new in April 2004. Picked her up from Acklam's in Harrogate, and it was love at first sight.

They'd let me have a demo to ride just as they came onto the market, so I took it to Sherburn and although it was academic that I would have one, I did want to ride it back to back with the '99 R1. Not at any point was I disappointed! That was the bike for me, and we've been together ever since.

I ride through all weathers and even with a sports bike, she's doing well, although I have had to increase the daily maintenance to include a rinse down and liberal WD40 squirt before being put to 'bed' in a nice warm garage.

As well as going through more grease & cleaning fluids than ever, it's essential to make sure the bike you ride is taken care of – a rusty saggy chain is risking more than just an expensive repair bill if it snaps while riding.

My partner rides an Aprilia Mille 2002 and I've ridden that on several occasions now, even with him pillion! Although I prefer to take him pillion on my own bike, I think he preferred the comfier seat on the Mille. We are out every weekend racking up miles all over the UK – and even have Europe trips planned at every opportunity this year (including as many MotoGP's as I can fit in!).

Hopefully we'll get even more ride outs and bike travel into this year, and with any luck that includes riding with you all too – so, please, keep me posted on when you're out & about.

I'd also really love to make this year a safe & fun Biking year, with lower numbers of incidents & injuries too.

Although I ride a progressive sports bike with enthusiasm, I always maintain that safety mentality, I hope it's infectious!

So Ride Safe all & remember that winter maintenance!

Jen Capron-Tee; Regional Motorcycle Advisor
(for email & mobile details, please see IAM website or your Committee)

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Ride-Outs 2007

Date	Leader	Destination
29 th April	Simon Lupton	TBA
27 th May	Clive Taylor	TBA
24 th June	Dave Walton	Lakes
29 th July	Alan Richardson	Scotland
26 th August	Dave Crampton	TBA
30 th September	Michael Sutherland	North Yorks Moors
28 th October	Nick Maddison	TBA

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

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

THE DROP-OFF SYSTEM:

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

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

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

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

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

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

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

This procedure will be repeated at each new junction.

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

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

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

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

- o0o -

Track Days 2007

Track Days are being considered for the dates of May 23rd and August 15th for the NAM Race School days at the Ron Haswell Race School at Donnington Park, subject to enough interest being shown.

Please contact Louise Bennett at the earliest opportunity to register your interest.

Motorcycle Accidents

A study by The Department for Transport has identified the 5 most common causes of motorcycle accidents and offers advice on how to avoid them.

According to an in depth study of motorcycle crashes the 5 most common are:

- failure to negotiate a left hand bend on country roads
- failure to negotiate right hand bend on country roads
- collision at junctions
- collision while overtaking
- loss of control.

Bends on Country Roads

Most of basic motorcycle training in the UK is carried out on town not country roads. Country roads are different so we need to apply our skills, knowledge and ability in a different way. No two bends on country roads are the same, some are smooth and even, opening up once you are into them. Others may be rough and bumpy and tighten up dramatically.

If you have gone into a bend at too high a speed you will soon be in major trouble. The secret lies in reading the road ahead to assess the bend to plan how you intend to negotiate it. You may see:

- the line of trees
- lines of telegraph poles
- hedges at the side of the road marking the path of the road.
- Remember though that things may not be as they first appear. Telegraph poles can cross over a road and give you misleading information, as can tree and hedge lines and whilst they are a guide, do not take them for granted, constantly re-assess your judgement. If in any doubt, lose more speed before the bend so you have greater safety margin for manoeuvring.

Collisions at Junctions

These can be down to a driver failing to give way or stop and fall into the category of “**sorry mate, I just didn’t see you**”.

Many of them happen at T-junctions but can happen at other junctions. Some road users are desperate to take any opportunity to join the flow of traffic and become impatient. They may not spot your bike in the traffic even though you think you are easy to see. There is research showing that drivers have difficulty judging the speed of a bike and underestimate the bike’s time of arrival.

Always remember that if there is a collision between a car and your bike, you and the bike will come off worst whoever is at fault.

Consider how you would deal with the vehicle unexpectedly pulling out in front of you.

The simplest way is to treat the sight of any vehicle sitting at a junction as being a potential threat.

Collisions while Overtaking

Overtaking not only requires the skill to judge speed and distance, but a good knowledge of your bike's acceleration and capabilities coupled with a precise and accurate decision to carry out the manoeuvre. If you are on an unfamiliar bike, take time to learn how it reacts to acceleration and braking in different gears, before doing any overtaking.

Don't overtake when approaching:

- bends
- junctions
- lay-bys
- pedestrian crossings
- hills or dips in the road
- where there are double white lines or other signs prohibiting overtaking.

There could be a high speed vehicle coming the other way, hidden from view.

To overtake safely you need aware of everything going on around you and none of us have x-ray vision. You will also have no idea how a driver or rider will react when they see you overtaking them.

You can't assume they will slow down to let you in. They may do the opposite.

If you are filtering past stationary or slow moving traffic, do it with care. The closely packed vehicles reduce your visibility, manoeuvrability and reaction time to a minimum. A lot of drivers will not know that you are there and may move across in front of you or open a door. If you are riding with others, ride and plan everything for yourself.

Snap overtaking decisions are dangerous and should be avoided at all times

Loss of Control

The two main reasons for loss of control collisions are shunts and road surface conditions. In most cases they have been preceded by poor observation, judgement and planning on the part of either or both parties involved.

Shunts

These are usually down to riding too close to the vehicle in front, or the vehicle behind you being too close.

To protect yourself:

- leave plenty of room between you and the vehicle in front
- be able to stop in the distance you can see to be clear
- if the vehicle behind is too close give yourself more room in front.

Road Surface Conditions

Part of the challenge of using a motorbike is adjusting our riding to deal with different road conditions.

There are all sorts of conditions we need to have the skills to deal with but some examples that can lead to loss of control of the bike are:

- poor weather conditions
- diesel spills
- mud
- manhole covers
- painted road markings.

Look out for these and for road signs warning you of hazards ahead. Even new road surfaces can be slippery in certain conditions.

Be particularly diligent when it rains after a long dry spell. Rubber tyre dust can build up during dry periods and remains slippery until the rain washes it away.

There may be other clues to the presence of some hazards. For example, where there are lorries there may be diesel spills, where there are building sites, or farm and field entrances there may be mud.

Make sure your tyres are in good condition and at the correct pressure; your life is dependent on two small patches of rubber.

Allow yourself the time and space to see what is ahead of you and take avoiding action.

The safest response will depend on the circumstances around the hazard such as road conditions, weather, the limitations of your bike, and your skill as a rider.

Motorcycling is a skill for life and any skill needs to be practiced, honed and developed.

If you haven't been on the bike for a while ease yourself back in to riding gently and think about reading Roadcraft to refresh your knowledge..

Letter to the Editor

From Sid Corke

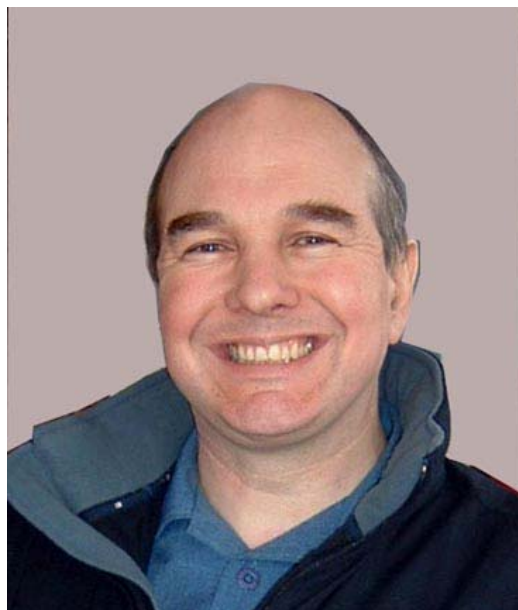
Sir, Clive Taylor's comments in the last newsletter (Feb/March/April issue) caused me great concern.

It is true that "Mr. Audi" did drive like a pratt, but at no time did any of our group retaliate, indeed it is testament to the attitude of our group that we just let him go on his merry way.

The "*Motorcycle God*," although entitled to his opinion, is wrong to suggest changes to the very well established rideout policy, which, for most members is one of the enjoyable factors of NAM.

Large groups of motorcycles were, in the past seen as leather clad hoodlums, whereas now we are viewed by many non-bikers with interest and generally welcomed.

Consider the café proprietors; are they not always glad to see us?



Do they not welcome the trade? We eat cakes, with tea and coffee for goodness sake, not beer and chips! **(Correction Sid, YOU DO eat chips! Ed)**

He then goes on to say, long convoys of bikes are difficult to overtake which contradicts his reference to "Mr Audi" even though this was on a minor road and the driver was a total lunatic.

In the main motorcycles do make better progress than cars, due to better performance and agility of our machines. We are after all advanced riders but we don't ride on each others back lights as he suggests.

Out of all the rideouts has there ever been contact between two bikes? No I think not, another testimony to the riding standards we practice.

As for his comments on it being '*pretty intimidating for some car drivers to be overtaken by hoards of bikes.....*' with the inference that bikers are not liked by the public at large.

If he believes this then he should try going on the annual Easter Egg Run which can involve 4-500 bikes in one long procession being cheered by thousands of bystanders, is an emotional sight to witness. I am glad to do it every year, particularly as it is for such a good cause.

He also mentions camaraderie, well that to me, is the most important thing of all, I have made lots of friends since joining the club, let me give an example;

Picture the scene, 10 or 12 bikes parked at a Scottish café in the middle of beautiful terrain with us all sat outside on a patio enjoying bacon sandwiches and tea in glorious sunshine.

After an hour or so I went to pay my bill only to be advised that it had already been paid! As had all our bills, one member had paid for the lot

This member whom I hardly knew said, *"The biking has been great, the scenery stunning, but this last hour in good company has been the icing on the cake"*.

You cannot buy memories like that and it could only happen on the biking scene.

As advanced riders we do not ride at breakneck speeds, if anyone is uncomfortable, we adjust to accommodate slower and inexperienced riders and a classic example of this was at Pitlochry last year when a new Lady Associate was obviously not comfortable with the pace.



In recognition of this, the group was split into two, led by volunteers, who accompanied her for the rest of the day at a pace more suited to her experience.

We are not clinical, we split into groups to cater for different needs the increasing numbers is testament to how good and popular these rideouts are.

Your energies may be more productive if directed towards introducing additional rideouts, which would spread the numbers and reduce what you perceive as problems.

Mr. Motorcycle God, please leave well alone in fact in recognition of your published comments a ceremony should take place whereby your beret is fed into your rear sprocket in front of everyone to deter you from ever thinking such foul thoughts again!

The Motorcycle God

Comment:

So there you have it, another point of view on the subject of NAM Rideouts. What do you feel about the rideouts? Let me have your views and I'll publish it in the next issue.
Ed

- 000 -

Committee Changes

We welcome the following members to the Committee following recent changes.

Geof Spencer joins the Committee as part of the Training Group

Carole Kibble has agreed to take on the role of Membership Secretary

From the Archives... (Tongue in cheek!)

1957 was a memorable year for NAM.

With membership numbers at an all-time high, the top prize in the Xmas Raffle was a BSA Bantam Special. Incorporating a unique rocket-boost system, this little bike could hit 30 mph within one second of a standing start - really handy for getting away from the lights.

At the controls, is lucky prizewinner Vera Jones, an enthusiastic trials rider and keen club stalwart for many years. Some of you may remember Archie Smith, a self-taught mechanic, who can be glimpsed in the background (to the left of Vera's head). It was Archie who'd spent 18 months modifying the bike in his garden shed - a true labour of love.



Ignition of the booster was via a handlebar-mounted push button, which Mabel Armstrong, wife of Club chairman George, is demonstrating to a thrilled Vera. In those far-off days, the Chairman's wife wore a beautiful chain of office, hand-crafted (by Archie) from bits of old bike. It even incorporated a tank badge from some exclusive, long-defunct marque.

In the fifties, of course, the Xmas raffle had a much higher profile than it does today. Vera's nephew can be glimpsed behind the bike, with his mum and dad behind, looking on proudly. The young chap's looking a little anxious - he can't understand why his aunt isn't wearing her traditional safety helmet. Vera later said that it wouldn't have looked very stylish in the photos.

Sadly, the merriment was all to end rather abruptly. It's not clear exactly what happened next. Somehow Mabel managed to ignite the booster. With Vera still aboard, the little pocket

rocket took off with astonishing acceleration.

Due to her outstanding riding skills, perfected over many years of participation in the Scottish six day event, Vera managed to stay on board. Aiming for the centre of a roundabout, she abandoned ship and landed on her feet in the middle of a tulip bed. The Bantam ended up wrapped around an adjacent signpost.

The poor little bike was only fit for the scrap heap. Archie Smith was devastated and never built another bike. Vera found the whole experience rejuvenating and went on to become a trapeze artist.

Even to this day, it's unlikely that many NAM members have experienced performance like that offered by the little Bantam Special.

OUR HERO by Nick Maddison

Sitting at a roundabout waiting for a green light, I noticed a headlight carving a path through the traffic. It was a sunny October day, Sunday about 3 pm.

The headlight belonged to a well polished smooth sounding shinny bike. A SUZUKI GSX-R 600 yellow and black.



The bike pulled up level with the near side of the car waiting for the lights to change to green.

The ('he's not wearing any socks') voice of disbelief from the better half must have brought forward the look of puzzlement across my face.

As I looked to the machine from the land of the rising sun, the sock less warrior came in focus, scanning the naked ankle the puzzlement deepened. **Trainers!** White, tied with large bows. **Jeans,** pre holed, I presumed to let the cooling autumn breeze through, held up with a black leather belt sporting some sort of metal buckle.

Then at last protection in the form of a leather jacket fastened $\frac{3}{4}$, more cooling I guess. The helmet looked expensive with a dark visor; well it was a bright day! The throttle blipped by a **gloveless** hand and the picture was complete.

The lights started their count down to green, the brake leg twitched, that slight movement changed my puzzlement to utter disbelief.

There (bolted to the rasping snorting she devil from Japan), were two black shinny bulbous crash bobbins.

At the time the only answer I could think of to the strange mixture of protection, was that the bike had to survive a close up of mister tarmacs best, while the knight that tamed this beast would be sacrificed to appease the gods from Japan.

My thoughts now you wonder? Well allsorts of answers spring to mind.

The most probable answer to me is the pride and joy of his life sitting on the drive, waiting for the great steed to reach optimum temperature, with the helmet sitting safely on the ground and the jacket resting across the seat.

The sudden thought to check the rear door to the house, was all the time our hero needed. To don the helmet and jacket then disappear into the sunny October afternoon.

His mission, to supply, a parts hungry world, another offering to the great God, **EBAY!**

Tips for New Riders by Ray Charlton

Motorcycle *Roadcraft* has been the guiding light for all aspects of advanced riding for many years now. Although not the only publication available, I have always found it to be the easiest to use.

However, over the years I have lost count of people who buy *Roadcraft* thinking it is the sole way towards becoming an advanced rider, and, without exception, they soon learn that they need to supplement *Roadcraft* with practical, on and off-road guidance to fully understand its meaning.

On opening *Roadcraft* for the first time you are told that “..... ***it is the textbook for police riders undertaking police rider training. In police training, Motorcycle Roadcraft is combined with practical instruction.***”

The operative words being; ***“with practical instruction.”*** Without the practical instruction, which ideally includes lectures and explanations, sections can be misinterpreted with unfortunate results.

Another common misunderstanding is that *Roadcraft* is written in tablets of stone.

it is certainly not and is best described as a series of guidelines and advice quite often open to interpretation.

It is because of this ‘interpretation’ that you occasionally hear one instructor say one thing and another say something slightly different.

Neither is wrong as inevitably they are saying the same thing in a different way and as long as both are within the broad meaning of *Roadcraft* then that is perfectly acceptable.

Practically every person who has read *Roadcraft* and not had it explained more fully has misunderstood it.

For example, if the guidelines for dealing with corners is not fully explained and understood it can often result in negotiating bends and corners in an incorrect and potentially dangerous manner.

Another expression that you will frequently hear is, ***“make progress,”*** which always poses the question, ***“How much progress should I be making?”***

If as a new rider, you refer to *Roadcraft* for answers, you will **not** find the word ‘**progress**’ listed anywhere in the index at the back of the book, yet it is a common expression used by established advanced riders. The word ‘progress’ was certainly included in early versions of *Roadcraft*, but now appears to be played down somewhat.

Researching this point drew me to a reference book I used many years ago to supplement *Roadcraft*. This was ***“Expert Driving the Police Way”*** by John Miles, in which he describes an advanced rider as someone, ***“who rides in a calm controlled style without fuss or flourish, progressing smoothly and unobtrusively.”***



In the revised edition of this book the word 'progressive' is only mentioned in one chapter, where it now says, "***Your progress will be steady and unobtrusive.***"

I know that during my own early training, the emphasis was on '**making safe progress whenever the opportunity arose**' and have always stressed this requirement whilst carrying out instruction, with strong emphasis on the word '**safe.**'

The most likely explanation for the changes in both publications is a means of reducing the misunderstanding of the expression '**making progress.**'

Quite often new Associates can misinterpret '**making progress**' to mean '**more speed**' which only adds to confusions they may already be experiencing.

Another misunderstanding is the belief that advanced riding is all about riding faster.

Nothing is further from the truth and again referring to *Motorcycle Roadcraft* it defines its benefits to '**Improve the skill and safety of your riding so that you can make the best of road and traffic conditions. Riding safety and skill are aspects of the same ability – the ability to control the position and speed of your bike relative to everything else on the road.**'

With this in mind it now becomes abundantly clear that to become a skilled advanced rider it is essential that *Motorcycle Roadcraft* is read, fully understood by the Associate as well as his/her Observer otherwise the effects of the System can be reduced or even devalued. But again, I emphasise the need to use *Roadcraft* in conjunction with practical guidance.

One of the problems that Observers frequently face is not always being sure that what is said to an Associate has been fully understood.

It is essential that good communication is achieved between Observer and Associate to ensure that skills are passed on and quite often it is forgotten that the Observer is the man/woman on the spot at the time and it is solely his/her interpretation of whether an Associate has taken on board and fully understood that has been said.

Only the observer is in that position so remember that no two riders are the same, one may develop his new skills at a faster pace than the other. Only the observer is in a position to make a judgement as to the pace that the Associate should be making as he is the man on the spot.

If he/she gets it wrong and pushes the Associate too hard it can be a recipe for disaster, making it essential that both parties fully understand their own part in what they are trying to achieve. Avoiding misunderstandings will achieve much better results earlier and make the experience of learning advanced skills more satisfying for both of them.

Finally, whilst *Roadcraft* clearly outlines principles under the heading of '**The System**' there is always an over-riding rule and that is, **never forfeit safety for System.**

Safety has over-riding priority at all times.

Safe riding

Ray

Answers to Crossword on Page 7

<u>Across</u>		<u>Down</u>	
2	Daytona	1	Ole Olsen
3	Telelever	2	Drivebelt
5	Oliver's Mount	3	Track Day
7	Hein Gericke	4	Royal Enfield
8	Double Bubble	6	Orange County Choppers
10	Scorpion	9	V Strom
11	Ninja	12	Riders' Chronicles
14	Dani Pedrosa	13	Wall Of Death
16	Bimota	15	Scottoiler
19	Drop Off System	17	Ilmor
21	Victory	18	The Highway Code
25	Katana	20	Road Captain
26	Pirelli	22	Genesis
27	Matchless	23	Lifesaver
29	David Sykes Superbikes	24	Testastretta
30	Bradley Smith	28	Beaulieu
31	Panniers		

NAM MERCHANDISE

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

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

Re-Launch of the Great North Air Ambulance Northumbrian Operation

The GNAAS Northumbrian Operation is up and running again as from Sunday, 4th March 2007.

Now based at Otterburn it supplements the other two aircraft based at Durham Tees Valley Airport and Penrith in Cumbria.



NAM was represented at the launch, at Alnwick Castle by The Chairman, Secretary, Treasurer and Merchandising Representative, where we met the crew and was shown around the helicopter.

We also used the event to present the GNAAS with a cheque for £1476.80, made up of £840.75 from our Christmas Raffle, topped up by a further £167.87 collected through our monthly meeting raffles and supplemented by £420.50 collected by Sam Wedges Café, Consett. £12.78 collected by Hein Gericke and £34,90 collected by Hunters of Westgae Hill.

We are grateful for these companies collecting on our behalf



Life with a sixty-year old bike

By Simon Hadden

Some fifteen years ago, I took the first step towards ownership of an old bike by purchasing a key ring, complete with BSA logo, at some old bike show. And that's how things remained until late 2005, when I finally got up sufficient steam to find a bike to match the keying. As happens with such ideas, things did not progress quite as planned.



The original idea was to find a trusty 1950's bike in early Autumn 2005, within a couple of hours of home. Due to the workings of the Cosmic Motorcycle Company, I found myself riding towards Somerset one January evening in 2006 to look at a 1947 BSA B31. After a couple of miles on the old Beezer, with its single cylinder 350cc engine, I was smitten.

The following weekend saw Simon Lupton chauffeuring Jack Lormor and me back to Somerset to pick up the bike on Simon's bike trailer. A fun weekend, though I'm glad I didn't have to do the driving!

The subsequent weeks highlighted that some work was needed to make the old crate reliable. After four months, just when I thought that everything was finally ship-shape, the engine lost much of its compression on the run home from the NAM "Bring your other bike" meeting in Cramlington. Most of the land between Morpeth and Felton disappeared under a smokescreen as I rode along. Clive Taylor left the meeting a few minutes after me and reckoned that he could smell the oily smoke for several miles before he caught up.

I still marvel at how the bike got me home. The last mile or so was down to about 20mph flat out. A re-bore and new piston were necessary and the cause seems to have been a wrongly assembled oil pump. The trouble is, short of stripping down an old bike when you buy it, you never discover these things until the bike goes BANG!

Looking on the positive side, the good thing about all these woes is that chums pile in to give a hand. Ray Charlton spent hours replacing all the wiring, arranged the cylinder re-bore and showed me how to re-assemble the engine. Jim Stephenson and John Woodley helped with the oil supply pipes to the rockers, while Clive Taylor and Dave Anderson sorted out the pesky oil pump. After further messing on with the valve lifter mechanism, petrol tap and other fiddly bits, the old stalwart passed its MOT in January 2007.



For a BSA like this, virtually every spare is easily obtainable. Mudguards and the like may be difficult to replace but pistons, carburettors and other components, down to the tiniest split pin and valve lifting cam are all available, mostly at pocket money prices. They're certainly miles cheaper than spares for modern bikes.



You know what you can do with your Haynes manual Clive!

Starting is a bit of a ritual as the engine sports a pre-war AMAL 276 carb, which requires judicious use of the petrol tap until the engine is kick-started. There's no ignition key (so that BSA key-ring, purchased many moons ago, proved to be a fat lot of good). In fact there are no security devices whatsoever. The engine is stopped by means of a valve lifter lever which kills the compression by holding the exhaust valve open. If a previous owner has left out a vital split pin inside the valve chest, you can only stop the engine by turning off the petrol or pulling off the spark plug cap. Don't ask how I know this.

So what's an old bike like to ride?

Well this one's very comfy and relatively nippy up to 40mph and feels unstressed at 50mph. This old bike would struggle on to 70mph but mechanical sympathy rules that out. Counter-steering works just as it does on a modern bike. There are telescopic forks at the front but there's no suspension at the back - just a well-sprung, bicycle-type saddle for the rider and a pad on the rear mudguard for the pillion.

Drum brakes are fitted on both wheels but the rear brake is stronger than the front. They're effective but nothing like modern brakes so good forward observation and planning are vital, particularly if you want to retain momentum. Gear-changing is reasonable now but I spent ages adjusting the clutch in order to achieve this. If the clutch isn't set up correctly, the gearbox crunches in a way that just can't be ignored. The 6V lighting isn't really too bad on quiet country roads if you're prepared to potter along at 30mph, which seems fast enough.



The most satisfying part for me is the glorious single-cylinder engine throb. It's not particularly loud but to hear the steady beat as you climb a gradient is great.

The current plan is to build up the miles on the bike through 2007, eliminating any problems as they occur. In August 2008 the BSA Owners' Club is holding its International Rally on the Isle of Man, just before the Manx Grand Prix. The aim is to ride the bike over to the rally. I'll keep you posted.

TURKEY with all the trimmings part 2 by Carole Kibble

The ride towards Mt. Ararat is dominated by the flat profile of the highlands with deep canyons patching green in the brown landscape. Entering the the valley of the Araxe River the whole area is overseen by the conic outline of Mount Ararat, a volcano which last erupted in 1840 and where legend says Noah's ark landed after the deluge.

We now headed towards Dogubeyazit, the last town before the the Turco-Iranian border. It had all the feeling of a very remote place but there was still a sense of all those in history who have passed this way before us, not least Gengis Khan!



Here we met up with a French/Italian couple from Rome two-up on a 1200 and heading for Katmandu! Made ours look like a trip to the local supermarket! With them we visited one of the most exotic buildings of Anatolia, the spectacular Ishak Pasha Palace built by a dynasty of warlords.

It is an impressive fortress standing in full view of Mt. Ararat atop a rocky outcrop overlooking an ancient trade route. The quality of the carved stonework combining Turco-Persian traditions is remarkable. We stared out through openings in the thick walls on a very barren landscape.

The next highlight was Lake Van, the large body of caustic water that dominates the SE corner of the map of Turkey. After a lovely ride on wide empty roads we arrived at the lake early morning. It was already a stunning deep blue. The lake contains seven islands some of which can be visited by boat and one of which has a beautiful Church. It was pleasant to ride along the lake in the cool part of the day and stop for brunch at the western end in a small restaurant full of locals who of course were curious to know the usual where from? where to? We for our part were just fascinated to be riding through the ancient plains of Mesopotamia towards the river valleys of the Tigris and Euphrates.

Turning south we enjoyed a spectacular riding section through pastoral scenery through the towns of Bitlis and Batman both on rivers of the same name and then in the late afternoon sun we came upon Hasankeyf, a gorgeous honey-coloured village clinging to the side of a gorge above the river. We crossed the wide Tigris River on a modern bridge with the ruins of the huge Old Bridge to our right.

Despite its beauty and history Hasankeyf is set to vanish beneath the waters of a huge dam as part of a massive regeneration project in this poorer region of eastern Turkey. We feel lucky to have seen it as we head for Mardin in the twilight, with another 600 km day under our belts.

The taxi led us to a beautifully restored keravansaray on a steep cobbled hill in the famous Arabian quarter of town. The staff were obviously well-used to bikes arriving and brought out a large wooden wedge, about a foot wide, to enable the bikes to be ridden up a foot high stone step into the front of the hotel, closely watched by amused onlookers.

The hectic local traffic made no allowance for Alan's manouvres in the narrow street as he parked up both bikes (well it does say MANouvres!!) so he had to cope with potential broadsides from buses and taxis.

Then we were able to appreciate the opulence of the place, the deep, soft, brightly patterned carpets, the tinkling of a fountain in the corner into a small pool containing terrapin. The staff informed us there was no beer (usually our first request on arrival) for sale in the hotel, but, wink, wink, if we really wanted some it could be smuggled in newspaper wrapping from the shop nearby and so the constant conflict between religious nicety and commerce was swiftly solved!

Once showered and changed we went onto the large courtyard-style balcony for a cool beer and delicious food. Our room was not only air-conditioned but had sumptuous wall hangings and chairs covered with the finest antique silk. Needless to say we slept as if in paradise little knowing what was to transpire.



Next morning we rose and left the hotel around 6 am with another long day's riding ahead of us. Approaching the busy town centre a minibus tried to cut me up. I braked suddenly to avoid him and went down....unhurt but my brakes locked on and nothing we tried changed anything. After a lot of hassle from the tour agency they sent a recovery vehicle which took the two bikes to a nearby garage.

It was deemed necessary to send my bike on the vehicle on to Tarsus which was ten hours away and since we were in this trip

together Alan's bike went on the truck too. We rode with it as far as Urfa where we had a pre-booked hotel and then waved goodbye to the driver expecting to pick our bikes up a day later to resume our trip.

This was not to be. We had taken a local bus from Urfa to Gaziantep keeping with the schedule and then got a taxi from the bus station to our hotel. Very unfortunately and after riding a few thousand kilometres in scorching heat through allegedly guerilla-ridden military zones near to the borders with Iran and Iraq without incident, Alan fell awkwardly getting out of the taxi on to a steep, uneven road.

To cut a long story short there was to be no more motorcycling; he had fractured the neck of his left femur and spent two weeks in a hospital in Gaziantep, a few kms from the Syrian border from where we were re-patriated via Istanbul, Heathrow and Newcastle to Alston Hospital.

Alan (Pictured) still seated, still on two wheels (a wheelchair) and looking slightly confused!! Six months on and crutches gone we have booked for Morocco in October.... but that, as they say, is another story.



BMW Bike Fault-code Diagnostic Tool By Alan Kibble

We had a problem with Carole's hired R1200GS bike's brakes on our circumnavigation of Turkey (see Carole's previous article "Turkey with all the trimmings"). Brakes locked on - unable to ride against the brakes, with no evidence of bent or touching levers etc. I was confronted with no clues as to the cause, excepting a flashing ABS light.

Despite the rural Turkish garage mechanics being very resourceful and competent, having never before even seen a 1200GS bike let alone knowing anything about the electronics – CAN BUS etc. they were just as blind as me in knowing where to start to look for the fault! The nearest BMW dealer in Turkey was 10 hours away from our breakdown and I suspect not very experienced on bike faults.

I realised a similar problem with the engine management computer for example, with all the associated interlocks and sensors, could well give us a major problem on our future adventures on our own bikes, miles from any help.

Searching the Net trying to find an explanation for the fault which occurred with Carole's bike, or someone with a similar experience, I came across a South African Company (www.hex.co.za) who were just about to launch a diagnostic tool for precisely these circumstances. (We never did obtain a satisfactory explanation of Carole's brake fault; we were told it had cleared by the time the bike arrived at the dealer! - I suspect that the brake servo system had "locked on" ? - nobody told us what the diagnostics reported and being hired bikes we were never informed).

The tool called - GS-911 Emergency tool for BMW motorcycles is a small device that plugs into the diagnostic socket under the seat of the 1200GS.

Using a Bluetooth equipped mobile phone it allows you to obtain a display on the phone a history of previous faults and of all fault conditions currently existing with an explanation of the fault. This is exactly the same as the BMW dealers obtain on their diagnostic computer.

This information will direct you precisely to the problem area. Most faults are simple – it's the finding that's the hard part! Hopefully this could avoid a long and costly journey by a transporter (assuming one can be found) to a dealer who could possibly clear the fault in a few minutes or if a part failure is diagnosed, a replacement could be shipped out by the local bus system overnight. (a typical failure is the fuel pump/controller etc.)

The diagnostic tool covers the following BMW bikes:-

R1100S.,R1150R/RT/RS (single & twin spark) and Adventure. R1200GS and Adventure. F650CS. F650GS/Dakar (single & twin spark). C1 and C1-200. K1200GT/R/S. K1200R Sport.

The systems covered are: Engine Controller, ABS system, Central Vehicle Electronics and Instrument Cluster.

The cost is approx. £130, not cheap but could potentially pay for itself on one problem.

Not for everyone, but for anyone who travels in remote areas (Northumberland, Scotland, Cumbria, Mongolia?) it could be considered essential. Also if you do your own maintenance it is extremely useful. (Haynes Workshop Manual due out in June).

More photo's from Turkey Trip



Furthest Point East



Near Iraq Border



Gaziantep Market



Hasankeyf on Tigris River



Batman !!!!



BMW GS and Mt. Ararat

Contributions Required

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

Please send any contributions to:

raycharlton@tesco.net

**Deadline for contributions to next newsletter
Wednesday, 30th May 2007**

MONTHLY MEETINGS

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



nam-online.org

Tel: 07956 618965



Supported by Northumbria Police



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