



May 2016

Northumbria Advanced Motorcyclists

iam
RoadSmart



Chairman's Remarks

I was pondering about what to write for this edition of the newsletter, struggling to come up with any ideas, when I received a phone call from a prospective member. He had seen our website and Facebook page and had rung me to enquire about joining.

I explained the usual things such as the benefits of advanced riding, the cost, our relationship to the IAM, how the training is organised and the social side of the club. It was when I got to this, that he interrupted me to tell me he had seen the photos on the website and Facebook page and had been struck by how people looked to be really enjoying themselves. He said it was this that had prompted him to ring.

This led me to have a look back at some of the photo's that have been taken at events over the years. Although the locations and faces change, there is one common factor that prevails; everyone is enjoying themselves.

I am writing this after returning from our annual trip to Pitlochry. The journey up there on the Friday was in atrocious conditions, snow, sleet, hailstones and rain. But despite this, over forty people attended. On Saturday the sun came out and a great time was had by all. (Thank you to John McCormick for all his efforts in organising it). I've just looked at the photos and oh look, there we are again, enjoying ourselves.

We have had a very successful start to this riding season. Over 17 new members already and 7 test passes, no failures and 3 F1rst. Twelve new Observers in training, two passes as National Observers, two Masters tests passed and several people taking 1-2-1 training sessions. On the three ride outs so far, we have had 36, 36 and 42 bikes respectively and monthly meetings regularly attended by 80 people. There are also many new faces getting involved in organising ride outs and other events. They are all impressive numbers, but over and above that, the common factor mentioned by participants is how much they enjoy the events and training.

Still to come this year, are the Heighly Gate and Albermarle Bike skills sessions. The ever popular fish shop runs, in place (or should it be plaice) of the June and July meetings and an invite to hold our August meeting at Coopers BMW in Sunderland. The latter will be a talk from our very own David Routledge on his trip to South Africa with a couple of Prince's. As with our previous visit to Coopers, a couple of years ago, there is talk of food being provided as well. What more do we need!

Towards the end of the season we will be holding our inaugural Jack Lormor memorial charity ride. In September the end of season weekend visit to the Lake District has also been booked. Staying at Portinscale, just outside Keswick, this has always proved to be a popular location. There are still a few double and twin rooms available for anyone wishing to go for, you guessed it, an enjoyable weekend.

Other events are being organised throughout the year and it's worth keeping an eye on the website and Facebook pages for details.

So, I suppose my theme for these notes has been enjoyment. But then, if you are already a member and have participated in events, you don't need me to tell you how enjoyable it is. If you haven't already tried a social or training event, then why not give it go. You might enjoy it!!

Mick Goodwin (Chair)

Notes from The Editor



IAM is rebranding and their new Logo is shown above, however, the Green Badge remains the same. Extract from IAM Facebook - "We want to make our roads a better place to be and are passionate about helping drivers and riders have safer, more economical and enjoyable journeys. So, later in April 2016 we will be bringing the IAM, IAM Drive & Survive, Driver Retraining

Academy and Professional Driver Services under one new brand, IAM RoadSmart.

For the past 60 years the IAM has been here for road users – gathering unrivalled technical knowledge and expertise, which has driven the development of driving and riding standards. And while advanced driver and rider training and coaching will remain at our core, over the coming year we'll be launching a range of new products for all road users, whether they want to improve their driving and riding, be more confident in certain conditions or just to have more fun doing it."

TRAINING

A common bone of contention and a point of much discussion within the realms of advanced biking is the issue of "Making Progress", so what is "making progress" all about? Let us start with a little history lesson and remember that Roadcraft, the bible from which all IAM teachings arise, was initially developed by the police, for police drivers and riders. Within the role of the police is a need, which we all recognise, that sometimes they need to arrive at a destination in as short a time as possible, usually in a response to an emergency situation. In order to allow them to progress to an emergency they were given a dispensation to exceed posted speed limits. So although both the IAM and Rospa base their skill base on Roadcraft, there are aspects to the manual that do not apply to civilian life on the road as we civilians do not enjoy such a dispensation.

Making progress can be split into two distinct forms; Maximum progress and Safe progress. Maximum progress applies to the emergency services performing their vital duties, they need to scythe through traffic, occasionally breaking speed limits, sometimes chasing the bad guy. Safe progress however applies to Joe public enjoying their two wheeled freedom and not having an incident on the way to the chippy.

So with that stated, exactly what is Safe Progress? I would define it as taking advantage of an opportunity, within the safe speed of your environment, which allows you to maximise your path through the actual and developing hazards presented to you as you ride. These

opportunities could be as simple as choosing the least populated lane by simple and early forward observation. It could be a well-executed filter past stationary traffic, which in itself would be a slow manoeuvre, but one which could save you a lot of time. I often think that the hallmark of a good advanced rider can often be observed when they are in a built up area for it is here that they shine and the advanced training comes through, in fact a staff examiner recently commented that he saw more mistakes and tests ruined in built up areas than anywhere else.

A scenario was raised in conversation recently during which a former associate highlighted a situation that arose from the feeling of needing to make progress. In other words the associate felt pressured to make progress at all times and as a consequence ended up in a situation that would have been otherwise handled differently. They had interpreted making progress as riding as fast as possible within the speed limits at all times, this is simply an incorrect interpretation, and one that must have been imparted as a result of popular misconception. It is this pressure to make progress that has no place within advanced training, the associate should be within their comfort zone and never made to feel under pressure. Riding should be first and foremost safe and enjoyable; we do this because we wish to, not because we have to.

What is required is a ride executed within the law, one that displays sparkle and looks effortless, one demonstrating the ability to ride up to the speed limit should the road, environmental and traffic conditions allow. During this ride the associate should be encouraged to display their ability to pull together all aspects of advanced riding and utilising early observation form a riding plan that demonstrates they are riding to the system.

As always with advanced riding it is not about the answer it is about the question. One of the things I love about advanced riding is the discussion that ensues about every conceivable point, as there are no black and white answers.

The move towards radio training is progressing, we now have a qualified radio mentor in yours truly, it would be nice to move away from watching the indicators behind you, and give us more flexibility of route.

Another suggestion we are looking into is the use of cameras. A lot of members use them and they can provide vital feedback but have been expensive. If you have any interesting video that you have taken yourself then please do forward them to me for the upcoming NAM Youtube channel. You must own the rights to the video though, nothing ripped off the net.

As ever we strive to provide a mix of biking niceties for you to enjoy so this year we are putting on two lots of skills and slow speed training days. On the 21st of May and 25th of June, Mike Briant will be leading a skills day at Albermarle Barracks, these proved popular last year so don't miss out. In addition to these we are returning to Heighley Gate for two evening sessions led by Jack Stewart on the 26th of May & the 19th of August. These evenings were designed for associates or those nervous and wanting a more relaxed atmosphere, so come along and chill and have a chat or have a go.

As always do not hesitate to contact a member of the training team if you have any suggestions or ideas, we would love to hear them.

Paddy Jarvis
chief_observer@nam-online.org

Copied from www.popularmechanics/cars/motorcycles...

The late-model Ford Escape and I arrived at the intersection in my neighbourhood at about the same time. I recognized the driver, a nice guy whose kids play with mine. I brought my Honda CB1100 to a stop and waited. So did he. Which was unusual, because he didn't have a stop sign. No, wait—he's stopped to talk to another one of our neighbours. I gave him about 30 seconds to change his mind and go forward. When he gave no sign of ending his conversation, I let the clutch out and started crossing the intersection.

Naturally, about half a second later, my neighbour started driving forward, still looking back at the person to whom he'd been speaking. I beeped the horn and twisted the throttle at the same time. He came to a sheepish halt about where my right leg would have been had I not accelerated out of the way and waved apologetically.

Think about that for a minute. Although my neighbour hadn't looked ahead for more than half a minute, he naturally assumed that the road ahead of him was clear. Sounds crazy, right? In fact, his behavior was less crazy than it might sound, and chances are that we've all done the same thing ourselves, for reasons that are both inherently biological and completely normal.

The first thing to understand is that our eyes **don't see very much**. We tend to think of eyes as cameras, but in reality they are biological devices with considerable limitations. If you could see a raw feed of the image sent to your brain by your eye at any given time, you'd be horrified. It's mostly blurry, it has a blind spot near the middle, and it's **upside down**.

Luckily for us, our eyes are constantly in motion, even when we think we are looking straight ahead. They send several pictures every second to the brain, which then assembles the best and sharpest parts from each picture into a mental image. That's what we see. When you read the print on this page or screen, your eyes **are flicking** all over that page or screen, assembling a complete picture that you can then read.

Think of an old-school radar screen. There's a bright green line that tells you what the radar is seeing at that very moment, and it sweeps in a circle, continually refreshing the screen. Compared with the human eye, the line is the small area it can focus and see at any given time, and the whole screen is the image we have in our minds.

The human eye isn't really that great when compared to other outstanding eyes in the animal kingdom, such as the ones attached to eagles, some grazing animals, and (wait for it) sharks. But when it's combined with the human brain as an evolved system for hunting deer and the like, it's not bad. The problems start when things happen faster than the eye-

brain system can "see." Since the eye is only looking at a very small area at any given time, it's possible that an alien or hugely advanced predator of some type, could actually hide in plain sight by moving quickly enough to avoid the eyeball's motion. (This is part of the plot of *Blindsight* by Peter Watts, a great book that I can't recommend enough to all of you.)

Luckily for us, the eyeball-tracking aliens haven't arrived—or they have arrived, and they are simply content to sit around and harmlessly make fun of us for being so blind. I can't say for sure, because I wouldn't be able to see them. But *there are things* that move quickly enough, and are small enough, that we don't necessarily "see" them even when they are right in front of us.

As you might guess, motorcycles fall into that category of things that we don't always perceive even if they are right in our field of vision. A motorcycle approaching head-on from a distance occupies a very small part of a driver's vision. If it's going quickly, it's possible that the eye simply won't get around to looking at it enough to make it "stick" in the brain before it arrives in the driver's immediate vicinity. That part is important because the brain can really only see things that it understands.

Your brain has a sort of visual shorthand for objects. For instance, chances are that you aren't really seeing everything around you right now, especially if you are in a familiar environment. You're just seeing the shortcuts that your brain is placing there to conserve processing power and attention. That's why people *become fatigued* more easily in foreign countries or really unfamiliar terrain; their brain is working overtime trying to account for all the things that it doesn't normally see. For this same reason, if you don't expect to see a motorcycle or pedestrian during a certain part of your morning commute, your brain *will often ignore* a motorcycle or pedestrian right in front of you, particularly if they aren't moving sideways across your field of vision.

Alright. Let's take a typical case. A driver is preparing to turn left from a side road onto a main road. There's a GSXR-1000 flying down that main road because what's the point of having something that fast if you don't wind it out, right? So our driver looks left and doesn't see the Gixxer because it's pretty far away. He looks right. Now he looks left again. The bike is much closer, almost on him, but because he didn't see it last time—and this is important—his brain simply *discards* the Gixxer as a result of his brain not expecting to see it. His brain is already busy doing this discarding for everything from his blind spot to various floaters in his vision to his own eyelashes. What's the harm in adding just one more object?

An Inspection of the Borders led by Michael Goodwin

Ride Our Report - Sunday 15 March 2016. The first ride out of the 2106 season saw a bright dry day and 35 bikes, 6 with pillion, met at the usual rendezvous point for a trip into Scotland.

Following a revision of the ride out rules, and the election of a new ride out coordinator, David Murphy, expectations were high that this was to be a well organised and well conducted ride.



Members were not disappointed. David commenced the proceedings the important distribution of hi-vis jackets for the section leaders and back markers then delivered the very necessary safety briefing, highlighting important aspects of group riding and the drop off system.

Mick Goodwin then gave a more detailed briefing of the route and described the coffee stops and the venue for lunch before we were carefully counted in to groups of twelve and we set off.



As always, a ride through the lanes of Northumberland and into Scotland offered a fantastic introduction to the NAM ride out programme for 2016. Visiting Rothbury (the riverside road to Weldon Bridge re-opened a few days after our ride) and then on to Powburn for a very enjoyable coffee before continuing north through Wooler and Coldstream for the lunch stop at Kelso.



If you haven't visited Mayfield Garden Centre in Kelso before then it's well worth a visit. A great range of food, very pleasant surroundings and lots of shopping opportunities. The staff had been most helpful and set aside an area in the cafe especially for NAM members. Thanks very much to them - <http://www.klondyke.co.uk/static/mayfield-garden-centre-kelso.html>



From Kelso we rode through St Boswells before turning south on the A68 for a fuel stop at Jedburgh - not a visit to the cake shop as at least one rider was hoping for - and a brisk ride back to Northumberland and the finish at Dobbies Garden Centre, Ponteland. A grand ride, good weather and above all everyone home safe without any mishaps. Thanks to all the organisers, leaders and back markers for a successful start to the 2016 ride outs.

Michael Wilkinson

Cafes worth a visit

Following an invigorating ride to Hawes we stopped to admire the snow covered hills and were drawn to the Penny Garth Cafe. Not a new discovery, but a welcome break and a wholesome lunch.



My Lunch



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An update from Easyfundraising -

Northumbria Advanced Motorcyclists's Stats:

Total amount raised so far: £890.05

Amount raised last month: £34.38

Amount raised over the last 3 months: £71.43

Total number of supporters: 73

Number of supporters signed up last month: 1

Number of supporters signed up over the last 3 months: 2

Certificates

SLF Pass



15 March Adam Pickering First

19 March Paul Coulson

28 March Jon Stacey

1 April Daniel Dixon First

Secretary's Piece

A couple of news items -

Radios - Nam had recently submitted an application to the Tyne and Wear and Northumberland Community Foundation for a grant to assist with the purchase of radio equipment to be used by Observers. There is a lot of evidence to suggest that the use of radios leads to a reduction in the number of observed rides it takes to get an Associate Member ready for a test.

Unfortunately, the application was not successful and we are now exploring other avenues for funding to try and progress this project. Should you have any suggestions then the Training Team would be pleased to hear them.

Meeting Venues - As you all know we have been well looked after by the Britannia Hotel but their charges, as with most things, have risen recently. This means that a substantial portion of NAM funds are committed to paying for room hire for the Members Meetings, Committee Meetings and Training Sessions.

The Committee are considering a couple of alternative venues for the smaller meetings which should, hopefully, be free of charge, but we need a larger space to accommodate the approximately 80 members who regularly attend our club nights.

Any ideas?

Facebook and the Forum - I know that a number of members are concerned that there is move to use Facebook as the main method of communication between us. This is simply a reflection of the times and recognises that many members are

already regular users of Facebook. What I would say, is that if you haven't tried it then at least have a look at the NAM Members page. This is exclusive to members of NAM and offers the opportunity to share information about club activities. Each member of the Committee endeavours to make sure that all information we wish to pass to members is added to Facebook, the NAM website and the Forum. However, it is worth pointing out that hardly anyone views the Forum and even fewer actually contribute.

You will know by now that the IAM has rebranded. Regardless of the pros and cons of this exercise, they are encouraging all groups to adopt the IAM corporate style of website. This offers several advantages - it will be a much more user friendly, modern looking website, we will still have the option to post all of the information our current website contains and it will be free of charge. It currently costs NAM to keep the website running and there is a further charge for the forum.

The committee has undertaken not to retire the forum until such times as it has been possible to properly evaluate any change to the IAM sponsored website
Committee Meeting Minutes - It is the intention the Committee that meeting minutes be made available for all members to see and this will probably be done via our website. This is not happening at the moment as anything posted on the website is available for the public to see and it is felt that the minutes should be restricted to members only.

In the meantime, the latest minutes are available at each monthly meeting, please see Roland McLeod the membership secretary. Alternatively members can obtain the minutes from me via secretary@nam-online.org

Michael Wilkinson
Group Secretary

A Hair Drier for your Bike

Are you one of the people who spend hours sitting on the garage floor cleaning and polishing your bike. I am certainly not. True, I do like my bike to be tidy looking but a quick wash and brush up is good enough for most occasions.

All bikes have lots of nooks and crannies, adventure bikes are perhaps the worst. It's a little disconcerting at times to give the bike quick wash and then put it into the garage dripping wet. It is true that they can be dried off with a microfibre cloth or a 'chammy' but who has the time ... and nowadays technology is available to assist. Get yourself a hair drier for the bike.

I've recently bought one of these - £60.99 from Ebay .



It's actually a pet hair drier but don't let that fact put you off. Adjustable heat, variable speed and a 2800w motor. It comes complete with a decent length of cable, a selection of nozzles and a long stretchy hose.

The biggest advantage of the pet hair drier is that it is about £40 cheaper than similar products sold as motorbike driers. Yet again, it seems as if bike accessory suppliers and manufacturers increase their prices to us bikers

But does it work? It works very well indeed. Easy to use, quiet and more than powerful enough to chase the water out of those places where it could cause damage. Five minutes and my bike is just about perfectly dry. A quick rub over with a dry cloth to buff it up and the job's done.
Recommended

it's available in pink for those who don't like black ... there's quite a lot of similar driers on Ebay. If you decide to buy, and do it via easyfundraising.com then NAM will get a generous donation.

And another thing, it's' good for drying the dogs' hair. I just wish they would stand as still as the bike does

Michael Wilkinson

RIDE OUT REPORT

Three Rivers Ride - Sunday 17th April 2016

Organised by: Stewart Wilkinson

Leaders: Stewart Wilkinson, Bob Scott, Tom Ivison, Michael Wilkinson



A record breaking attendance of 44 bikes including a number of riders on their first senior ride out, took part. The ride was similar to Stewart's enjoyable 2015 Three Rivers Ride but, as they say in the far east, "same same but different". We enjoyed almost the same ride but in the opposite direction! After some careful calculations, impromptu recruitment of back markers, and the all important briefing, four groups departed Seaton Burn! After skirting Ponteland and travelling along part of the former IAM test route, a change from the 2015 ride saw us crossing the Tyne at Wylam and heading through Riding Mill to Hexham. Leaving

Hexham passed the Racecourse and on to the always popular Hemmel Cafe in Allenheads for coffee. We followed the Wear Valley to Stanhope and

Wolsingham before arriving at Sam Turner's Garden Centre, Piercebridge for lunch.

Thoughtfully, Stewart had arranged for a bright sunny day and this allowed the riders to appreciate the glorious scenery of Tynedale,



Weardale and Teasdale. A light fall of snow the day before the ride was still in evidence on the top of the Cheviots which could be clearly seen from the fantastic viewpoint of the road passed Hexham Racecourse.

From Piercebridge the ride turned north and tracked the River Tees through Middleton in Teasdale. We passed High Force - where some brave people were kayaking in the river - before heading into the cobbles of Alston for fuel. A quick ride back into the Tyne Valley through Whitfield and Langley brought us to the finish after a short spell along the A69. Throughout the route the roads were good, largely traffic free and dry, although in places a light coating of mud showed that the farmers had been at work. The numerous cyclists on the route followed the Highway Code (although forgot the advice about riding in single file) - few were riding at the 10mph which allowed us to pass on a solid white line!



The ride ended at Brocksushes Farm Shop, Corbridge with all returning safely. Forty four bikes averaging 170 miles - that's a total of around 7500 safe miles which, at an average of 45mpg, used around 166 gallons of petrol! We have no data on the amount of tea, coffee, bacon sandwiches and scones consumed. Well done to everyone and well done to the organisers.



Michael Wilkinson

Dates for your diary

Members Meetings and Ride Outs 2016

NAM Members Meetings

2nd Tuesday of each month

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

2016 Ride Outs

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

15 May - senior

5 June - associate
19 June - senior

3 July - associate
17 July - senior

7 August - associate
21 August - senior

4 September - associate
18 September - senior

2 October - associate
16 October - senior

Upcoming events for NAM:

Albermarle Barracks - The return of the enjoyable skills days, do silly stuff, realise it wont harm you, go back for more, enhance your abilities. 21st of May & 25th June (Mike Briant leading).

Heighley Gate Garden Centre - Slow but steady - designed for associates but open to all, a relaxed environment for having a chat and riding at a snails pace. 26th May & 19th August (Jack Stewart Leading).

REMEMBER to book your 1 -2 -1 with a member of the training team, contact [Eric Fitzpatrick](#).

The Training Team are always open to requests and suggestions, preferably ones we are physically capable of achieving.

Northumbria Advanced Motorcyclists

NEW Members since January 2016

January 2016

No	Name	Booking Ref	No	Date
January				
1	Mr Andrew Dent	66425		4 Jan
2	Mr Roger Wood	66768		11 Jan
3	Mr John B Smith	66770		11 Jan
4	Mr Lee Smith	67631		27 Jan
5	Mr Daniel Dixon	67685		28 Jan
New Members (Not SFL)				
6	Mr Jeffery Glen	119487		1 Jan
7	Mr Annesley Wilson	274017		1 Jan
8	Mr Christopher Wilson	330085		1 Jan

February

9	Mr Jonathon Airey	68404	10 Feb
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March

10	Mr Terry Portlock	69396	1 Mar
11	Ms Wendy Avery-Stuckey	69421	1 Mar
12	Mr Phil Hibbert	69835	9 Mar
13	Mr Benedikt Schlosser	70085	14 Mar

April

14	Mr Cristopher Thompson	70880	1 April
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15	Mr Robert Heron	71916	18 April
16	Mr Robert Thompson	72027	19 April
17	Mr Lee Shields	72230	25 April
18	Mr Anthony Steele	72620	3 May
19	Mr Paul Harbron	72666	4 May
20	Mr Stephen Dickman	72718	5 May

I AM an Observer - could you be one too? by Mike Briant NAM Training Team

My journey into advanced riding began 10 years ago, when I received a birthday gift of a 1-to-1 training session with Neil down at Newcastle Rider Training, an outstanding day in all respects. A bit of a lull then followed, with the exception of a BikeSafe a couple of years later with the Avon and Somerset Police (of 'Traffic Cops' fame); again a lot of fun, particularly witnessing one of the said 'famouses' burn out his clutch demonstrating slow riding on the work bike...

Whilst I carried on riding I didn't really progress with any more training until 5 years later after returning from a long spell overseas and thinking it was about time to maybe put some effort in and invest in myself. I realised I was a bit of an oddity (no need for any witty response Wilkinson!) with only two months available I wanted to crack the advanced test before a move south. Michael Sutherland was extremely positive and said that although not as normal to work towards the test with such a constraint in time, we should give it a go. After some pretty intensive work with Geoff I passed my test; really enjoying the experience. It was at Washington Services (Southbound) during that post-test chat that my assessor suggested observing...

I started observer training with the group and I soon realised that I really enjoyed passing the information and techniques of the IAM to others, and observing seemed to become quite natural. It was (is) just like having a ride with a friend and having a chat about it afterwards, which is what we all do anyway! I was confirmed as a Group Observer and pretty much just got on with the task in hand.

Things progressed as planned, until someone came up with the idea of National Observers and IMI accreditation. There I was, thinking that might be interesting so after discussion with Mick Goodwin and the aforementioned Gurus, I signed up to (what I thought was to) register for the IMI training scheme. To say I was shocked when informed that my assessment date was 4 weeks away was an understatement!! Any doubts were quashed with some choice (and probably unnecessarily complimentary) comments from the team and following a quick chat with myself I again embarked on an intensive period of personal training. Much of this was brushing up and reading our myriad of riding 'bibles' and getting out for some quality time on the road, observing and observing Local and National/Senior Observers. That's a lot of observation! The day of my test came and again I can (with rose-tinted specs) say that I really enjoyed the experience, and learnt a great deal to boot. I passed and now find myself on the Training Team as a National Observer continuing doing what I love best; helping others improve their riding and have some fun in the process.

Was it really that hard? No. Yes it took some personal effort, time and commitment and a bit of reading/riding before the test, but I can say that progression up the 'observing' ladder is possible for all of us. I spent time preparing my session and myself for the assessment to the point that I felt ready and was going to do everything I could to show this on test. Most of all I had faith in the team around me, the efforts they had put into my development and their belief in me that I was ready to take the next steps!! NAM has a strong training ethos (and a first-class training team!) which promotes everyone getting as far with their training as they wish and assisting them through their personal journey.

If you are still reading at this point(!) whilst I appreciate that this has just been a run-through of my experience; yours may be very different; you may have different aims or motivations than I did but whatever your aspirations my only advice would be to take the leap and push yourself. I AM sure you can do it!!

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RETAIL WORLD

322G Mayoral Way, Team Valley, Gateshead, Tyne & Wear NE11 0RT

The advertisement features a central collage of five images: a person in a helmet, a motorcycle, a man in a leather jacket, a motorcycle, and a person in a helmet. Below the collage, it lists various motorcycle luggage brands and provides contact information for Hermod, including a phone number, website, email, and social media handles. A map shows the location of the store in Gateshead, near the Retail World. The address is 322G Mayoral Way, Team Valley, Gateshead, Tyne & Wear NE11 0RT.

...discount for members.

And Finally

ONE 2 ONE ANYONE?



- **DO YOUR SKILLS NEED AND LITTLE FINE TUNING?**
- **IS IT A WHILE SINCE YOU PASSED YOUR TEST?**

The Training Team would like to extend to all members an invitation for an individual ride out with a National Observer. We recognise that skills become a little rusty over time and this is an ideal opportunity to brush up at the start of the season. Please contact Eric Fitzpatrick for further details - training_admin@nam-online.org