



# NORTHUMBRIA ADVANCED MOTORCYCLISTS

**Escape to Colditz - Part 2  
The run for home**



**2013 Quarter 1  
Newsletter**



**NAM is affiliated with the  
Institute of Advanced Motorists**

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The views expressed in this Newsletter are not necessarily those of Northumbria Advanced Motorcyclists or the Institute of Advanced Motorists and should not be interpreted as such.

## Did you know NAM has a Costco card?

Costco is a membership warehouse club, where members can buy quality goods and services at low prices. They also sell and fit standard car tyres as and winter tyres. Contact David Henderson, Assistant Treasurer for more information.



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



## A word from the Editor



Welcome, to the first newsletter of 2013. I am Barry Bullas the editor and as always I would like to particularly welcome anyone reading our newsletter for the first time. Apologies for the delay in this issue getting to you, i had hoped to get it out sooner but for a number of reasons couldn't. Hopefully it's worth the wait.

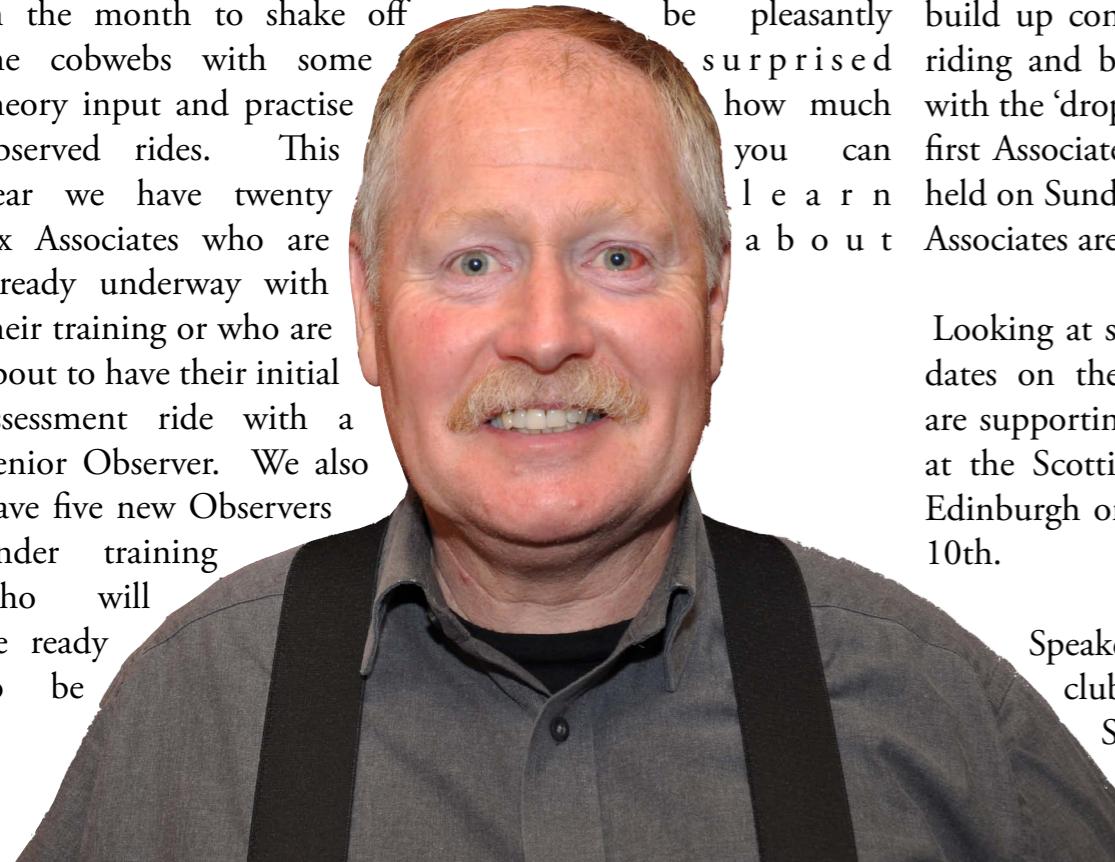
Inside this edition we have the second part of Michael Sutherland's escape to Colditz story, a review of the new Triumph Trophy, Mick Goodwin's 2012 photo tour of Europe and an update on Northumbria Blood Bikes. There is also a list of the upcoming rideouts for the season ahead.

This newsletter is only as good as the contributions from our members. If you have a story, idea or feedback please get in touch. Email any contributions to [NamEditor@hotmail.co.uk](mailto:NamEditor@hotmail.co.uk) or speak to me at the monthly meeting. You can also send in any photos of you and your bike on your travels.  
**Barry Bullas**

# Chairman's remarks

Welcome to Northumbria Advanced Motorcyclists' (NAM) first newsletter of 2013 and as we are about to start the new biking season many thanks to everyone who has paid their annual subs so promptly. This £15 per person is the club's main income which helps finance the popular club nights, social events and of course the 'Skills for Life' advanced motorcycling training course which is what we are all about.

The Training Group headed by Mick Goodwin, Geoff Spencer and Mel Leitch have already drawn up the training programme for the coming year and the Observer and Senior Observers met earlier in the month to shake off the cobwebs with some theory input and practise observed rides. This year we have twenty six Associates who are already underway with their training or who are about to have their initial assessment ride with a Senior Observer. We also have five new Observers under training who will be ready to be



assigned to their first Associate quite soon. I have always thought that one of the strengths of the SfL programme is that Associates are seen as a matter of course by four experienced riders and they also have the opportunity to follow advanced riders when giving a demonstration ride which is certainly one of the best ways to learn new skills.

Still on the subject of training, Associate classroom training will be held at The Wheatsheaf on Saturday March 16th from 11am to approximately 3pm. I would like to encourage all current Associates and those members who passed their advanced test towards the end of last season to make the effort to come along; you will

be pleasantly surprised how much you can learn about

Roland McLeod, our Ride Out Coordinator is putting together a number of group runs especially for new Associates to build up confidence in group riding and becoming familiar with the 'drop off system'. The first Associate ride out will be held on Sunday, April 7th. All Associates are welcome.

Looking at some of the other dates on the calendar NAM are supporting the IAM stand at the Scottish Bike show in Edinburgh on March 9th and 10th.

Speakers at forthcoming club nights include Steve Derby from Ridewell Training based

in Teesside, at the March meeting. Geoff Spencer and Jack Stewart completed this two day course last Autumn and found that it helped lift their riding to a new level.

Geoff Toscano and Derek Proctor will be giving an illustrated slide show in April all about touring in inland Spain. Geoff I know is a very good photographer and Derek knows a good deal about the history of the Moors so it should make for an entertaining and informative evening.

We are working on the possibility of a guest speaker from BMW in May who will have been at the official launch of the new GS in Marrakesh.

as usual by Barry Bullas. Remember to keep checking NAM's website for other news. David Steedman keeps this and the forum site up to date.

Finally, we are looking at arranging another residential weekend at the Derwent Hill Education Centre in Portinscale (near Keswick) in early October. Further details to follow.

With good wishes,

*Michael Sutherland*

## What's Occurring?

John Magee, Richie Robinson and Geoff Toscano had a ride down to Scarborough earlier in the month and after going round the Oliver's Mount circuit parked up for a coffee in the local cafe.

On returning to the bikes Geoff's, which has a self arming alarm would not start. Richie pointed at the radio mast overlooking the circuit and declared that was the problem. Two customers from the cafe called over to say that this was a regular occurrence.

Trying to shield the signal from the mast with a motorcycle jacket had no effect so there was no alternative but to push the bike along the road to be clear of the signal. The bike then responded to its transponder! (Plipper to you and me).

Has anyone else had this problem with bike alarms or immobilisers?

What would you do in a car if you were in a car park and the only exit was uphill?



# Escape to Colditz - The run for home

**W**hile only 11 British Officers escaped from Colditz and over the German border it had been a straight run down on the autobahn for Jack, Anne, Geraldine and me before taking the high alpine road from South of Salzburg to Radstadt then on to the small town of Gmund situated at the bottom of the Malta River and the National Park. The road we took was marked with a green stripe all the way on the Michelin map designating it as a scenic route; always a good tip for the best motorcycling roads.

Gmund is where they first designed and built Porsche cars developed by Ferdinand Porsche from the VW Beetle chassis. During the war



the factories made small all terrain military vehicles and the factories were disguised as timber yards to try and avoid aerial bombing by the RAF. The Porsche car museum is worth a visit but nearly all the written descriptions are in German.

If you stay in the national park area be sure to ask for your 'Maltatal Pass' which gives you free or subsidised access to the high passes such as The Grossglockner (surely the best road in Europe?) which cost 16 Euro each the last time that Ron and Eric went over. The pass also gives you entrance to museums and attractions in the area including 'The House of Amazement' interactive science and music centre.

You should have seen Jack

jamming on percussion 'he was gone man, solid gone!' We also used the pass to take the Reibeck funicular railway, three cable cars and a narrow gauge railway through mining tunnels to the top of the mountain range. As the poster said 'Western European temperature at the bottom, sub-polar at the summit' and so it was with a spectacular thunder and lightning storm on the way back down. Even the Austrians called out 'whoaa' as we saw and heard the forked lightning hit the ground in the valley below. The bikes started up first time after such a drenching and the air tasted fresh and delicious adding to the memory of the experience.

From our base in Malta you can make several round trips down for example to Lake Bled in Slovenia and it is a must to ride the Nockamstrasse Pass over the Julian Alps and the road up from historic Villach to the Villach Alps and back is recommended too. Coffee and apple cake was enjoyed in the sparkling sunshine overlooking panoramic views over the Alps into Slovenia. It was another one of



life's 'strawberry moments'. I know that David Henderson and Geoff Toscano are planning a trip to this area of Austria/Slovenia in June.

Jack and Anne had already decided to make their way back through Germany to Amsterdam by day ten to spend a couple of nights with their camper vanning friends Jurgen and Bianca in Bochem near Dusseldorf but not before another overnight stay in Pfaffenhofen and a visit to that Italian restaurant on

the terrace! They experienced two delays in the heat of the day on the autobahn due to accidents but the German emergency services manage to get the road open again sooner than in Britain.

Meanwhile Geraldine and I had a day off the bike and borrowed bicycles from John and Roz at the gasthoff to ride up the valley to see the largest overhanging waterfall then on to a series of four waterfalls watching experienced 'gill scramblers' make their way

down through the boiling water with ropes and overhead wires.

Day 11 was our turn to begin the clockwise loop home via northern Italy, Switzerland, The Black Forest, the Rhine and the Mosel.

So, first northern Italy and the Dolomite region which we have never explored properly before. However we had only been underway for less than an hour when we had to stop for morning coffee again at the little village of Weissbriach which we had come through just three days before. Fresh coffee and croissants mixed with the sweet smell of meadow grass being harvested for silage.

Incidentally, the term 'Alps' originally referred to the high grazing meadows found just under the glaciers rather than to the actual alpine mountain ranges. The term Dolomites comes from the Italian geologist Dolomieu who gave the name to the Southern Limestone Alps which were previously known as the 'Pale Mountains'.

Following the green banded roads again on the Michelin maps we spent the first night in Padola in the Dolomite region which is primarily a skiing resort but 3-4 hotels stay open for the summer season hoping to attract some

of the passing tourist trade with large 'biker friendly' signs out front.

Next morning we made an early start, for us, following the forested road towards the tourist mecca of Cortina and came across cars parked here and there at the side of the road and into the woods itself. Then we realised that these were early morning truffle hunters, some of the cars were large luxury Mercedes and BMWs so truffle hunting is not just a poor man's pastime.

Continuing West we made the mistake of going through the middle of Merano as we couldn't work out the

diversion signs on the extensive road works on the by-pass. Even in the middle of the city we were sent up roads only to find them blocked off. Eventually after three or four 'U' turns the Garmin found a way out on a main road heading West again and once clear of the city centre we had to stop to cool down and for a long cold drink.

Crossing the Swiss border by early evening we thought that we deserved to spend the night in a comfortable hotel and stopped in St Maria which is on the junction for the northern approach to the Stelvio Pass. Over our evening

meal 'al fresco' we watched a number of bikers who stopped in the town to get their bearings or to use the ATM before heading over the pass; some of them would have just made it in daylight. Speaking of ATMs isn't strange how the Swiss ATMs always seem to have run out of Euros but are happy to oblige with an unfavourable exchange rate for Swiss Francs!

The next two nights we spent at the 'Gasthoff Skiklub' in one of Ron Patrick's favourite haunts, Andermatt, which is ideally placed for the popular triangle of Swiss passes The Furka, (steady with the pronunciation!) The Grimsel



and The Susten. While only 74 miles right round the roads and the views are superb as you climb up to each pass then drop down to the next valley. There are lots of stopping off points and most visitors take the whole day to enjoy the experience leaving your luggage at your B&B.

The forecast was for very heavy rain for the next 24 hours so we spent the day in doors reading and watching the Olympics on TV. You do have to be careful when ordering an evening meal in a Swiss restaurant, study the menu and the extras as the final bill can be a lot more than anticipated from the first look at the menu board outside. Compared to Switzerland, Germany and Austria definitely offer better value for money, Austria being the best.

Next day I made a mistake as we tried to avoid the motorway at Andermatt to take the main road North to Germany. While studying the Garmin to take the right road as it split into three, at the last moment I chose not to follow the blue signs thinking that they were sure to be for the motorway. Not so, the motorway signs in Switzerland are surprisingly pale green, not what you would expect. Sixteen miles later we emerged into the sunshine on the southern end of the St Gothard tunnel and pulled into a service station to see if we could turn round. A 'U' turn was not on and the next junction was several miles further in the wrong direction.

Just then an automatic gate opened to allow a delivery lorry access to the service station from a minor road the other side of the wire fencing.

"Go for it" said Geraldine and we cleared the gate as it was starting to close and very soon found ourselves climbing up a steep paved road onto the old St Gothard Pass. As we climbed you could see the new and improved routes which had been rebuilt over the years, I think that there were four distinct ways to the top. We were also surprised to see massive fortifications and gun emplacements situated on the outside curve of some the hairpin bends which presumably had been built to defend the Swiss borders from invasion. Being neutral in both World Wars probably meant that they had never been used in anger.

The road over the summit is beautiful and within another 45 minutes we were back to where we started after breakfast with my crossness cooling but my determination not to pay the 40 Swiss Franc (34 Euro) Swiss motorway toll increasing.

With the help of the Garmin, set as Jack showed me, to avoid motorways and tolls we crossed the border on a small country road into

Germany and heaved a sigh of relief. That night we made for another area on our route plan, the Black Forest region. Staying in a campsite in Stannheim we spent the following morning in the historic town of Calv, the home of Herman Hess,(not to be confused with Rudolf Hess; I hope that I never run into that woman again!) where many of the old buildings were made of timber. We now know why the Black Forest is a destination of choice for many tourists and holiday makers and we are sure to return. It would be a good area to cycle.

Wurzberg, a railway centre which was bombed heavily during the war was our next stop over and we spent the morning visiting the castle and old university. Probably not worth a second visit.

Heading North West we were now on familiar territory and after a short stop on the Rhine at Boppard for refreshments made for another medieval town, Cochem

on the Mosel for our last two nights. Cochem was packed with holiday makers taking a trip on the river and with cyclists pouring off the trains and loading their cycles onto waiting busses and trailers to take them on to their destination. Harley Davidson's were everywhere and it wasn't until later that night that we learned that there was a Harley convention taking place about 6 miles downstream. The castle is well worth a visit but if we came gain we would try to avoid high season.

This left us a run of 255 miles to catch the return ferry home from Ijmuiden and after an early start we had time in hand so pulled into a Dutch village near Nijmegen for a picnic only to be cut short by the roads being closed with straw bales for a Saturday afternoon cycle race. As we tried to find out what was going on and how we could get back to the road one of the marshals explained to her friends "They are just British". Does anyone know the Dutch

for "We British liberated you in two World Wars"?

If you find yourself in similar position with time to spare on the way to the North Sea ferry I would highly recommend a visit or stop over at Utrecht which sounds as if it should be a huge trading estate but is in fact a small university city where unlike Amsterdam you can walk along the canal tow paths at water level. We witnessed 'canoe rage' on the last occasion!

To finish with some statistics; we covered 2,485 miles on the trip spending 320 Euros (£264) on fuel. According to the trip computer on the GS we averaged 56.7 mpg which is pretty good for two up with luggage!

If anyone would like any more information about the places we visited during this trip please get in contact or catch us at one of the club nights.

*Michael and Geraldine Sutherland*



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

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

## Rideouts & Events

When	Who	What
17 March	Everyone welcome	Wilf's boat and Kirkharle, a short coast and country loop around Northumberland. A great way to start the biking season on this 100 mile or so outing with plenty of stops.
07 April	Everyone welcome	Associates ride out. The route is less than 100 miles and starts from Seaton Burn at the normal time of 10am, then onto Morpeth, Longhirst, Stobswood, Acklington, Warkworth, Alnwick, Rothbury one hr for lunch, back on the road to Otterburn, Bellingham, past Sweethope, Cambo, past Bolam lake, Belsay and Finish at Dobbies Garden Centre.
13 April (Saturday)		Advanced Refresher Training Day starting at 11am Wheatsheaf Callerton Lane
21 April	Everyone welcome	David Glennie Rideout details to be confirmed
3 May (Friday)	Members who have already signed up	Pitlochry weekend
12 May (Sunday)	Everyone welcome	Slow Riding Skills 5:30pm start at Heighley Gate Garden Centre
19 May	Everyone welcome	Bill Davison Rideout details to be confirmed
02 June	Everyone welcome	A Ride In - This is where we each make our own way to a meeting point where we can have lunch and a chat. We plan our own routes there and back but there is nothing stopping us from joining up with friends and travelling together. In this case we are meeting at Jedburgh Woolen Mill, Edinburgh Road, Jedburgh TD8 6EB.



## Have you paid your subs?

NAM relies on your subs to function but some members are yet to pay. Standing order (SO) is the quickest and easiest way to pay. Please ensure your SO has your name or NAM number as a reference and is for £15. SO are still being sent at the old amount, if

you currently have a SO please check your amount.

Contact Membership Secretary Martin Trainor by email: [martinjtrainor@hotmail.com](mailto:martinjtrainor@hotmail.com) or speak to him at the next monthly meeting.

# Northumbria University Market Research

Some members will remember a small group of students from Northumbria University two years ago assisting NAM with ideas to promote the group and to improve recruitment. One of recommendations from that piece of work was for NAM to move into 'social media', Face Book and the like. Now our Face Book page is well established and with the website is the main way of potential members getting in touch for information and/or joining the Skills for Life Training Programme.

Last October NAM was contacted by the University Business School to ask if we could work in partnership again to review our progress and to provide some valuable practical experience for second and third year students.

Barry Bullas, David Steedman and I were assigned to the task and met with a group of six students who will be working with us.

One of the first areas of work was to carry out some statistical research with the DVLA and Driving Standards Agency to establish just how many motorcycles and motorcyclists are registered in the Northumbria area. We then compared these



figures with the number of riders who have completed and passed either the IAM or ROSPA advanced tests.

While a number of bikers will have undertaken some form of further training including track experience we were

astonished to find out that less than 1%, yes 1% of riders in our area have passed the advanced test. If Barry has put the decimal point in the right place, and I think he has, clearly there is much to do and the low figure is not a reason for not trying to attract new Associates. As a group about 20 to 25 riders find out about NAM through their own initiative but with more proactive recruiting we should be able to double this during the course of the year. We

certainly have the capacity in the Observer Group to train up more riders.

suggestions.

Other riders asked the very sensible question "Why don't bike manufacturers team up with the IAM/ROSPA to offer an advanced training course in with the price of a new bike." The margin on the cost of the bike would be very small and I know that IAM at national level are currently talking to Honda (who have just opened their own safety institute in Spain) about such a scheme. We

have been here before though with some bike manufacturers being nervous that the suggestion of further training increases the perception that bikes are dangerous and may damage sales. Until this is resolved our best idea is to continue to develop good working partnerships and links with our local dealers who hopefully will have the confidence in NAM to recommend us to their customers. This is where we are putting our effort into

recruiting this year. In due course we will be inviting these students to one of our Committee meetings to report on their full findings and recommendations.

In the meantime, many thanks to Lucy Dunn, Beth Clark, Rachael Parker, Rachael Cannings, Matthew Bugg and Benedict Kirstein for their enthusiasm and for getting the market research off to a good start.

**Michael Sutherland**



Honda's new Safety Institute at Montesa in Spain



## Do we have your correct info?

(Home address, email address and contact number)  
If not you could be missing out on important communications. Contact Membership Secretary Martin Trainor by email: by email: [martinjtrainor@hotmail.com](mailto:martinjtrainor@hotmail.com) or speak to him at the next monthly meeting.

# 2013 Triumph Trophy 1215cc

## First Impressions



The name Trophy goes back a long way with Triumph motorcycles, back in fact to the International Six Day Trials (ISDT) in 1948 and of course the TR6 used by Steve McQueen for that jump over the barbed wire in 'The Great Escape'. If I ever

won the lottery I would have this part of the film digitally remade to make the little Triumph, disguised to look like a German machine, make the second jump over the wire and escape to the Swiss border. Everyone would go to see it!

So it was that when Triumph came back into production in 1990 the first bike displayed at the Cologne show that year was the 1200 (4) Trophy sports tourer. The literature at the time spoke of 'proven technology' from the modular design. Every engine in the new range had the common 76mm bore with either a 55mm or 65mm stroke to produce 750cc 3s, 900cc 3s, a 1000cc 4 and the 1200cc 4. It was clever and simple design if not cutting edge.



"It's one of those new bluesuns." I was really made up!

I passed my IAM test on that bike later in the season.

While the Sprint ST and later the Sprint GT filled the sports tourer gap to some extent Triumph knew from customer feedback that sooner or later they would have to design a shaft drive Sports Tourer to compete with BMW, Honda and Yamaha which have well established and well respected



different frame and bodywork designs.

From head on the new Trophy does look wide and many of the photographs appearing in the bike magazines have used a wide angle lens to emphasise this further. Triumph have incorporated 'sacrificial panels' in the design of the Trophy and other new bikes in the range to reduce the cost of repairs in the event of dropping the bike off the stand or catching the mirrors on a wall for example.

The Trophy sits lower than the Tiger Explorer and is easy to get on and off. Although weighing over 300kg fully fuelled up, like other large bikes the weight slips away as soon you get up to walking pace. The only time I was aware of the weight was when putting my foot down at the first set of traffic lights and I made a mental note to keep the bike near upright at rest from then on. The Trophy produces 132 bhp compared to the 134 bhp in the Tiger Explorer and 89 ft lbs of torque. The top gear is slightly higher for relaxed cruising made easy by the better aerodynamics. The 26 litre fuel tank or 5.7 gallons if you prefer, will allow for 250 miles plus fuel stops when cruising.

While the first thing to impress on the Tiger Explorer was the actual power of the

engine as you change up into second, on the Trophy it is the neutral steering which impresses which is near perfect whether going round a roundabout or tracking a long high speed bend. As the bike tips in the steering just took care of itself; no need to add more turn or to make steering corrections which is a quality I have rarely experienced on big capacity bikes, which would add to a relaxed cruising on holiday.

The throttle like the Tiger Explorer is also 'ride by wire' which is becoming the norm for most larger bikes these days but Triumph have altered and improved the feel so that it is more like a conventional throttle. Speaking to Triumph I hear that they have now altered the throttle calibration on the latest Tiger Explorers to overcome criticism of an over light feel.

Perhaps due to the

effectiveness of the fairing you do notice a slight whine from the gearbox at higher revs before changing up on the Trophy which I was not aware of on the Tiger Explorer. On the other hand the weather protection is excellent as you would expect, adding again to comfortable all day touring. Experimenting with the adjustable screen this could be lowered to allow cooling air to come straight into the face of your helmet without buffeting which would be very useful in traffic or when coming into town on a hot day.

This demonstrator was the top of the range SE model which has all the accessories including cruise control, electronically adjustable suspension, clever radio and IT features including a power socket in the top box for charging a camera or mobile phone while on the move.

Personally, I would chose the

standard model in blue over the silver or SE model but either way the new Trophy has made a very good impression with motoring journalists with the late Kevin Ash rating it as one of the best Sports Tourers he has ridden. To quote Kevin "However you look at it, the Triumph offers better value even if the bikes (in the same market sector) were otherwise indistinguishable. Add its dynamic and ergonomic superiority, low servicing needs and what looks likely to be better reliability and its claims to be the new king of touring bikes looks utterly compelling."

Is anyone in the group taking out the new FJR or the new GS for a test ride?

Would you be willing to write a 'first impressions' article for the newsletter?

*Michael Sutherland*



## It's a funny old world

### **Delhi government: 'women pillion motorbike riders don't have to wear helmets'**

Women's rights and safety campaigners have taken the government to court over the issue in a move that threatens one of India's most enduring images – the poised Indian lady perched side-saddle on the back of a scooter.

Under Indian law all riders and passengers must wear crash helmets, but the Delhi government allowed a religious exemption initially for Sikh men and women but later extended it to all women.

Activists have challenged the government in Delhi's High Court where the state government's lawyer told the judge: "The stakeholders and the transport department arrived at a decision not to make helmets compulsory for women two-wheeler riders. The issue is sensitive and further deliberation is required," she said.

But according to safety campaigners and women biker groups crash helmets are unpopular among women passengers because wearing them ruins their hair styles.

"They find it inconvenient



because of their hair. It becomes sweaty and safety is not their concern," said P.R Ullhas, an activist who is challenging the government to enforce safety rules. He said similar moves to force women to wear helmets in Goa met with fierce resistance from female pillion passengers.

"A woman spends a considerable time in getting a hair style done everyday and also spends huge sum on hair make-up. Using a helmet will obviously spoil the efforts to look beautiful," said hair stylist Jawed Habib.

K K Kapila of the International Road Federation agreed and said his organisation would happily supply combs and brushes to persuade women to put safety ahead of vanity. I don't mind the International Road Federation giving them some brushes to make their hair

nice after wearing the helmet," he said.

Bindu Reddy of the Bangalore-based female biker club Hop on Gurls said all riders and passengers in Bangalore wear helmets but in Mumbai there was resistance from women who "do not want to wear a helmet because it might spoil their hairdo. But they can wear a scarf or hair net under the helmet," she said.

Supporters of tougher rules said there had been a surge of deaths among women in road traffic accidents in recent years, many of them pillion scooter and bike passengers.

*Dean Nelson - The Telegraph*

<http://www.telegraph.co.uk/news/worldnews/asia/india/9750465/Delhi-government-women-pillion-motorbike-riders-dont-have-to-wear-helmets.html>

# Europe 2012 - The broken toilet tour

## Route Des Cretes/ Route Des Grandes Alpes

September 2012

### Ferry to Holland

April me and our two friends Pam and Greg Black decided to go posh. Commodore Class that's us. Amazingly the waiter remembered us from last year. It must be easy to recognise class!

### Arrival in Holland

We posed for the picture in front of the Ferry trying to hide the fact that it was already listing badly to port following Pam's toilet incident. Over my left shoulder you can just see the cleaning crew abandoning ship after entering Pam and Greg's room.

### First Days to the Moselle and on to the Vosges Mountains

Motorways through Holland and Belgium to our first overnight stop on the banks of the Moselle at Cochem in Germany. Next day, breakfast in Germany, down the Moselle for lunch in Luxembourg and dinner at St Hippolyte in France! Here's Pam and April trying unsuccessfully to pass themselves off as Nun's at the converted Monastery where we stayed



Greg laughing as I pray that I don't have to pay the bill



Thursday 6 September  
Route des Cretes

A hidden gem of a road. The Route des Cretes winds its way South through the Vosges Mountains.

### Bikes

Here's our bikes pretending to be hat stands on the Route des Cretes. The road is only about 90km so we had plenty of time to stop and take in the views and coffee and cake.

### Greg:

This is Greg refusing to move any further until we agreed to coffee and cake. It was a difficult negotiation.

### April and Pam:

Another cafe stop. Pam is looking on in amazement as April dares me to get my wallet out. Feigning illness I manage to avoid it by going outside to get some fresh air.



**Friday 7 September**  
**Jura Mountains**

### Clever Cows

We didn't realise it at the time but these cows on the French/Swiss border were laughing amongst themselves. They knew we were about to enter Switzerland and have ours eyes taken out!

### The crime scene:

A beautiful place overlooking a lake on the Swiss side of the border. Restaurant de Baufond seemed an unlikely location for such a horrendous crime.

### The offence:

"Lets have lunch" we said. "That looks a great place" we said. What about sausages and a salad we said. How much!!!!!! we cried.....60 euros they said.

### Onwards to Lake Geneva

Having decided not to report the theft to local Police we continued in shock through fantastic scenery and countryside towards Lake Geneva.

### Lake Geneva

Onto the banks of Lake Geneva at Lucerne. We hugged the lake and rode back into France through Evian to our hotel near Amphion Le Bains. Fantastic.



**Saturday 8 September**  
**Lake Geneva**

### Amphion Le Bains

Before starting the Route Des Grande Alpes we decided to have a couple of nights rest on the banks of Lake Geneva. Not that I got much rest after being duped into paying 10 euros for the glass of wine pictured here.

### Hotel View

A view from our hotel. We knew we should have brought the boats instead of the bikes.

### Pam and Greg

Pam and Greg pictured waiting for their boat to come in. Eventually April had to go and bring them inside as their boat was nowhere to be seen. Needless to say they were very disappointed.

### Sunday 9 September

### 10 Euro note

Before leaving I took a photo of the 10 euro note used to pay for the wine. Many tears were shed when I left it behind, but at least I have the photos.

## Sunday 9 - 12 September Routes Des Grandes Alpes

### The Roads

Greg and Pam had travelled this way before and said this road was brilliant. It turned out to be an understatement. Lake Geneva to the Mediterranean and not a straight road to be seen anywhere. Fantastic!

### Hair Pins

If the angle of the bends wasn't enough, the drop on the other side of the non-existent crash barriers certainly concentrated the mind. It took me two days to extract the seat from my bum.

### Cols

"Every up must have its down" so they say. However, between the two are the Cols. Here's Greg and I looking smug having reached the Col De L'Iseran. It was high. We obviously hadn't considered the down bit at this stage. If you look carefully you can just see my seat!



### Toilets

Since the Ferry incident we hadn't mentioned toilets much. The memory was too painful for Pam and we were all worried that the travel chaos that had ensued from the forced decommissioning of the ferry would be traced back to her if we were heard discussing the incident in public.

### Val D'Isere and THAT toilet!

It all came back to haunt us in Val D'Isere. Little did we know what lay in store for us as we booked into one of the few Hotels that were still open. Maybe if we did we might have tried to find somewhere else. As it was, our fate was sealed. "What's that box on the toilet wall?" We asked."What happens if you press the blue button?" I said. "What happens if you press the red button?" Said April. Greg tried to bring decorum to the proceedings then tried to hide his embarrassment as Pam, without question pressed the oscillating button. Visiting the toilet would never be the same again!

### DIY Eco Toilet at Valloire

"You must try this Mick" .Said Greg. I did. And, after reading the instructions and pushing and pulling levers and doing much pumping of the foot kind, I eventually left the toilet, deprived of 20 minutes of my life but much wiser!



## **Mountains:**

The views were incredible, causing us to stop and contemplate on many occasions. Here's Greg contemplating where the insurance policies are and the chances of Fiona Bruce becoming the next Mrs Black.



## **Road Signs:**

The route was well sign posted and although we had the sat navs it would have been hard to get lost. Here's April holding up a temporary road sign in case it blew down causing us to become lost.

## **The End of the Route – Menton**

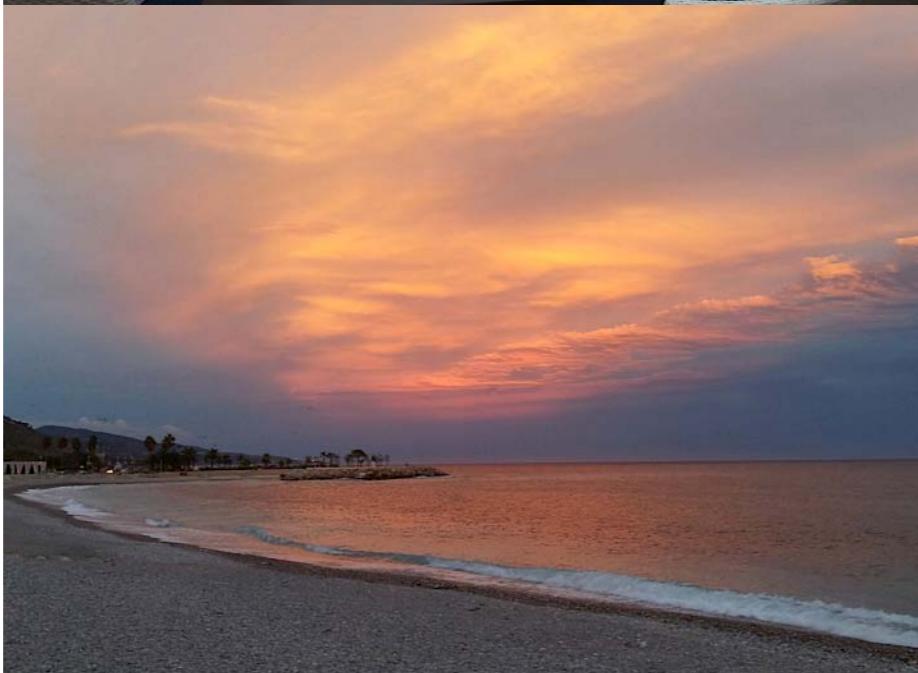
The route twists and turns it's way right to the end in Menton. By the time we got there we were ready for a pint. Here we are celebrating a safe journey, just before the waiter walked off with our camera.

## **Sunset**

As if celebrating with us, we were treated to a brilliant sunset to mark a great achievement over 500 miles, continuous' ascents and descents of over 2,000 meters, countless switchbacks, narrow roads, great company and not even a scratch on the bikes.

**BRILLIANT!**

***Mick Goodwin***



## **FANTASY ROAD RACE 2013**



## **NAM Fantasy League**

Paddy Jarvis has created a private league for the fantasy racing on the MCN website, it is loosely entitled NAM League but it is open to all, friends and family alike. It is just for a bit of a laugh and the winner only gets bragging rights for a year. Last year it was won by the wife of a club member. Simply visit the MCN Fantasy Racing WEB Page, register your details and select a team within the budget given. Select private league and enter the pin number of 7525 and it will go to Paddy. Paddy will be posting the running results on the NAM forum as well as email and Twitter

<http://mcn.fantasyleague.com/>

## **Easy fundraising**

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

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

Easyfundraising has already raised £409.91 for NAM so far.

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

# Northumbria Blood Bikes

Northumbria Blood Bikes is a charitable organisation established by local volunteers to deliver essential blood and other urgent medical supplies out of hours between hospitals and other healthcare sites and laboratories in North East England. The aim is to cover the operating area of Northumberland, Tyne and Wear, and County Durham, but starting initially from a limited area north of the Tyne while capacity is developed.

## What's happened recently?

Northumbria Blood Bikes is now officially registered with HMRC as a charity.

Lots of fundraising activities have been taking place

including;

- A weekend at ASDA Boldon with our charity tins and buckets which raised £500
- We received the most green tokens from the public in the ASDA Boldon Community Life scheme which raised £200
- Nissan and its staff generously donated £1,000
- A bike not suitable for use as a blood bike has been donated which is to be auctioned off to raise funds.

fundraising activities (such as supermarket bag packing) and with the administration of the charity. If you can help please get in touch.

You can email [membership@northumbriabloodbikes.co.uk](mailto:membership@northumbriabloodbikes.co.uk)

## Keep up to date

You can find out more about Northumbria Blood Bikes on the website, Facebook and Twitter.

[www.northumbriabloodbikes.org.uk](http://www.northumbriabloodbikes.org.uk)

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

[www.twitter.com/@  
NorthumbriaBB](http://www.twitter.com/@NorthumbriaBB)

## Barry Bullas



# New members

NAM is pleased to welcome the following new members

- Paul Steel
- Mark Atkinson

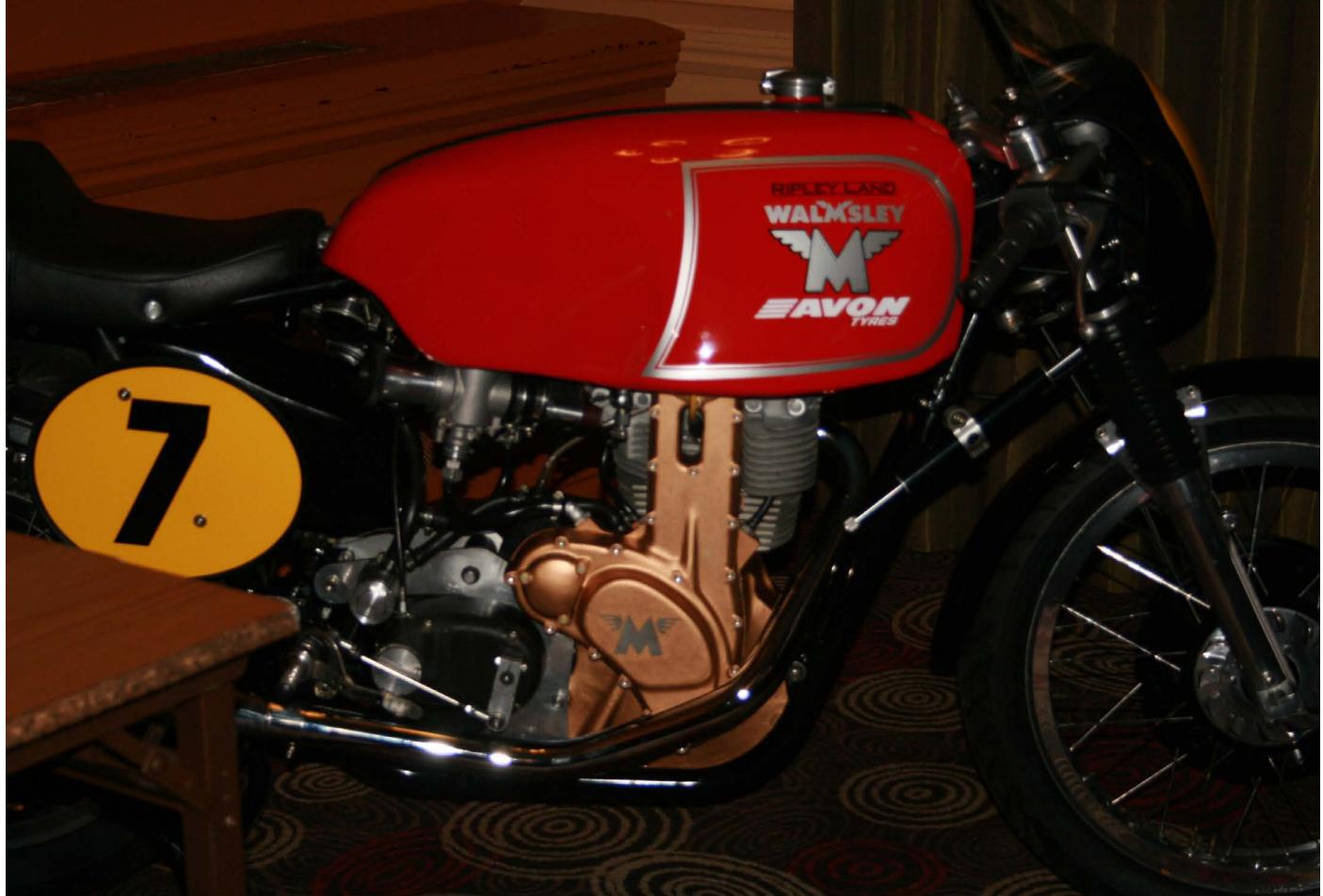
# Awards

Congratulations to the following members on passing the advanced test

- Dr Simon Parry
- Joe Leiserach
- Steve Rawlins
- Charles Wood
- Helen Armstrong



1. Stuart Fawcett being presented a bottle of Whiskey to celebrate 10 years as our IAM examiner
2. Charles Wood receiving his certificate from Mick Goodwin
3. Helen Armstrong being presented her certificate by Simon Lupton
4. Joe Leiserach with his advanced certificate



We were very lucky to have Fred Walmsley (Barry Sheen's personal mechanic and sponsor for many years) bring two of his bikes to the AGM. Fred prepared many TT winners bikes as well as many classic Nortons for Barry Sheen after Barry retired.