



# **NORTHUMBRIA ADVANCED MOTORCYCLISTS**



**Riding with the enemy**

**2015 Issue 1  
Newsletter**



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

# In this issue



3

A word from the Editor



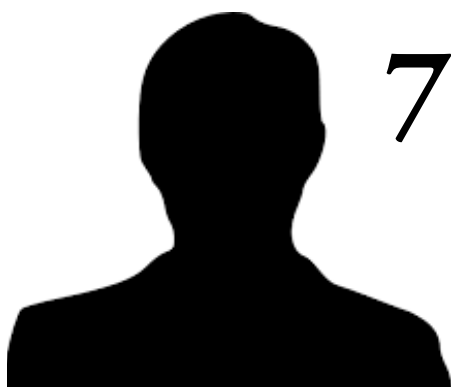
4

Chairman's remarks



6

Bikes are the answer



7

Meet your committee



10

Driving Licence changes



12

Events



14

France Part 2



18

All Year Biker



20

Easy fundraising



21

Riding with the enemy



30

Northumbria Blood Bikes



34

Awards & New members

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.



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



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## A word from the Editor



**W**elcome, to the latest newsletter. I am Barry Bullas the editor and as always I would like to particularly welcome anyone reading our newsletter for the first time.

**I**nside this edition we have the second part of Michael Sutherland's trip to France with some other NAM members. Michael Wilkinson tells us about the All Year Biker treatment and we have some information about upcoming changes to the driving licence. We are again fortunate that Journalist Antony Loveless has kindly allowed me to include a piece he wrote on 'Riding with the enemy' when he was fortunate to spend time on patrol with Yorkshire Police.

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 [newsletter@nam-online.org](mailto:newsletter@nam-online.org) 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

It was not without a hint of trepidation that I have taken on the role as your new Chairman. Once again I have been taken out of my comfort zone and again I am on a steep learning curve as they say learning the skills of being "In Charge". Making sure the Club and its members enjoy all that N.A.M has to offer. I have a hard act to follow as Michael was an excellent Chairman and totally devoted in making sure the Club was ran to everyone's advantage. I should at this point congratulate him on recently achieving a ROSPA Gold pass.

I hope that those who attended our A.G.M. enjoyed the evening and of course the meal that John McCormick organised for us. Perhaps some of you will be thinking of taking a trip to Austria after the talk given by John and Ros Gowers from Gashof Hochalmspitze. This is a trip I personally did this year and it was excellent. Austria is a beautiful country.

What's in store for the coming year? We have the Chairman of the

Northumberland National Park Mountain Rescue Team to explain the workings of the team for our January Members meeting followed by Gordon Castle in February to give his talk titled "Flight from Berlin". Some members may recall Gordon giving this talk about 3 years ago but for those especially our newer members who haven't I can recommend the story he has to tell. I have suggested to the committee that we have a monthly meeting where there is no guest speaker and have a "Social Meeting" where everyone can meet up with pals and just have a natter about

whatever topic takes their fancy. The first social meeting will be our March meeting so do continue to come along and support the idea. Mr. Aird the M.D. of Scott Leathers was asked by Michael Sutherland if it was possible for some of our members to visit the workshops which he agreed to. I have contacted S. L. to provisionally book Wednesday 25th February to ask for a convenient time and the number of people who can make the visit. I am waiting for a reply and when more information is available I will post it on the N.A.M Website. The Pitlochry weekend trip has been organised. This is always a popular event and if you haven't booked your place but would like to go contact John McCormick and he will contact Shearings to see if rooms are still available. This is a great value for money weekend trip.

Finally, Ian Du Rose is planning a trip to the Forest of Bowland in July. This would entail an overnight Saturday stay and is expected to take place on Saturday 18th July



returning home on Sunday 19th. Ian is still working on the details and no doubt he will be posting more information on our Website as he gets it. And as always there is our Monthly Senior Rideouts along with the Associate Rideouts to look forward to. If you feel you would like to put together a rideout but not sure how to go about it have a word with Ian Du Rose [rideout co-ordinator] he will keep you right. As a club we encourage all members new or old to get involved and participate in club activities.

As is the norm the Training Team are being proactive and putting together their ideas and plans for the coming year. Rather than me trying to

inform you of what they have in mind a Member[s] of the Training Team will be invited to speak at one of our members meetings. That way you will be getting to know first hand as to what is happening and no doubt ask any questions that you may have. In the past 12 months upto end of November we had 29 S.F.L. enrolments and we are off to a good start for the coming year with 3 new S.F.L. members signed up in December. As a Committee and Training Group we endeavour to encourage all current members to take advantage of the opportunities offered by the club to enable them to enhance their riding skills and therefore enjoy all the more the benefits motorcycling has

to offer.

On a final note I would like to thank the two Michaels. Mr. Sutherland and Mr. Goodwin, who after their three year term in office have had to stand down. They brought a huge amount of experience and advice to both the committee and training meetings. Also welcome to the following new members of the committee, Michael Wilkinson, Secretary and Dr. Simon Parry, Treasurer.

Have a great 2015.

***David Henderson***

## New Radios

The training team have just purchased a number of new radios. After much testing they have chosen the IntaRide IR-630 radios. These will allow observers to talk to their associates while on observed rides.

IntaRide Bike to Bike Radio Communication Systems are used throughout the world. Users include the Police, DSA (Driving Standard Agency), Harley Davidson Academies, 100's of Professional Training Schools and they are "The Choice" for many advanced training organisations.

## 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, for more information.



# Bikes are the answer to road congestion for commuters - Its official!

The Motorcycle Industry Association (MCIA) and Association of Chief Police Officers (ACPO) have launched a policy document to encourage greater use of motorcycles – with the aim of also improving road safety overall.

While rider safety and car safety have both improved since 2000, motorcyclists are still over-represented in road fatality statistics (1% of traffic, 19 % of fatalities).

The joint document, 'Realising the Motorcycling Opportunity' calls for motorcycles to be included in mainstream transport policy and suggests how this might be achieved.

A study in Belgium which measured a shift from cars to bikes on a particularly congested stretch of road found that when just 10% of car drivers swapped to scooters or bikes congestion was reduced for all road users by up to 40%.

When 25% of drivers swapped to a bike or scooter congestion on this road was eliminated completely, even at peak times.

Another effect in this study was the number of pedal cyclists who transferred over



Image by Mark Menzies

[www.flickr.com/photos/markybon/](http://www.flickr.com/photos/markybon/)

to a powered machine with the result that road casualties were reduced. The report calls for greater education for all road users, a joint theory test for all drivers and riders so that drivers can see hazards from a biker's point of view, compulsory road user awareness in school as part of citizenship education and more costly and controversially, post-test training for all vehicle types.

Other recommendations include extending grants for electric cars to electric motorcycles to encourage their affordability and development. Think about it; no oil and

filter changes, no spark plugs, no replacement exhausts and in some instances not even a gearbox!

It also proposes nationwide use of the BikeSafe assessment programme and greater use of the RIDE scheme for motorcyclist displaying anti-social behaviour.

*Michael Sutherland*

This was first published in the Daily Telegraph on 19th December 2014 [www.telegraph.co.uk/motoring/news/11302999/Rider-safety-tops-the-agenda.html](http://www.telegraph.co.uk/motoring/news/11302999/Rider-safety-tops-the-agenda.html)

# Meet your Committee

## Group President: Jack Lormor



Jack is the founding member of NAM. He is one of a few people who took a donation from the Durham Advanced Motorcyclists (DAM) and through hard work and commitment, built the NAM into the success that it is today.

Jack retired as chairman at the end of 2005, but stays connected to the group via his position of Group President which involves acting as a “sounding board” for the committee, assisting in various activities when requested by the committee and chairing the AGM whilst the committee is disbanded.

## Group President: Jack Lormor

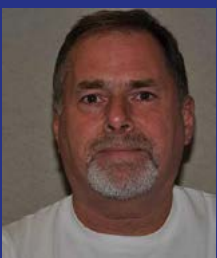


Email: [chairman@nam-online.org](mailto:chairman@nam-online.org)

David a great servant to the club our treasurer of recent years has moved up to the position of chairman.

As chairman David guides the committee and the club onto bigger and better things. Keeping this lot in order is not easy but the hard working and straight talking David is an ideal choice to keep us moving forward.

## Secretary: Michael Wilkinson



Email: [secretary@nam-online.org](mailto:secretary@nam-online.org)

As secretary Michael records the events at the committee meetings and looks after communication with other organisations.

This means Michael's life is made up of note taking, letter writing, question answering, meeting organising and much more.

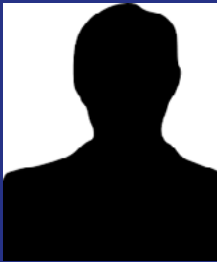
## Treasurer: Dr Simon Parry



Simon has the job of looking after the books, making sure all of the clubs money is handled properly and that NAM remains solvent. This is often a complicated task, keeping a watchful eye on the money coming in and money going out. Simon is an ideal choice for this as he lectures on finance for a living

# Meet your Committee

## Membership Secretary Roland McLeod



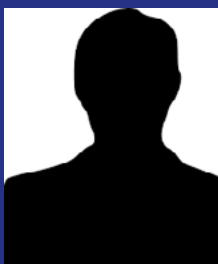
As membership secretary Roland keeps track of all NAM members including new entrants, associates and full members. Roland will be trying to make sure he has your contact details correct so please help him with this. Also each year he has to keep track of who has and has not paid their annual subs - so pay up by standing order and make his job easier.

## Training Group Leader: Geoff Spencer



Geoff co-ordinates the training group, with the other members he has the job of organising the training programmes that our associates will follow. The challenge of maintaining NAM's high standards is no easy ask, but one that he undertakes with relish!

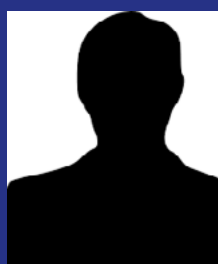
## Marketing and Recruitment: Martin Trainor



Martin has taken on the role of promoting the club and attracting new members.

Martin will need our support in this challenging role to help keep NAM the success it is.

## Training Team Leader: Terry Murphy



Email: [training\\_team\\_leader@nam-online.org](mailto:training_team_leader@nam-online.org)

Terry is our observer team leader. He has the responsibility for all the Observers he aims to ensure they have what they need to help them remain motivated and continue to enjoy the essential task they are performing. Terry has the job of allocating the best observer for a particular associate taking into account location, machine type and other factors to make the training process a success.



# Meet your Committee

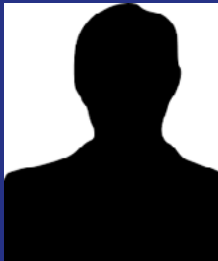
## Rideout Coordinator: Ian Du Rose



Assisted by Michael Sutherland

Ian organises our monthly rideouts aiming to have new and interesting rides every month. Of course, this is a no win task, as what one group of people find interesting and challenging, another group will either feel it was too challenging, too long, boring, too short etc. etc. This is compounded by the difficulty involved in coordinating what can be in excess of 30 bikes, trying to get everyone off at a given time and not lose anyone before returning home etc.

## Merchandising: Bob Atwell

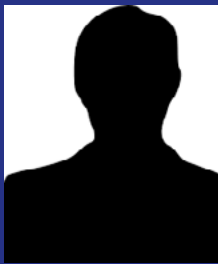


You'll see Bob at most club nights with sample items for you to order.

Bob has sourced good quality, value for money items which have the NAM logo sewn in to make them extra special.

Bob also has popular items from the IAM website in stock for you to buy.

## Social Secretary: John McCormick



John makes the arrangements for many of the club events.

This includes booking rooms for club nights and committee meetings. John plays a big role in the Pitlochry organisation getting the best possible deal for NAM.

The events last year included the Christmas party which included the cut price deal we had on room bookings.

## Group Newsletter: Barry Bullas



Email; [newsletter@nam-online.org](mailto:newsletter@nam-online.org)

Barry is the editor and producer of the NAM group newsletter.

Barry is keen for the newsletter to contain articles from as many members of our club as he can. So if you have information about equipment, a favourite route, a biker freindly cafe, pictures of your bike or just about anything biker related send them to Barry and turn them into an item for the newsletter.

# Meet your Committee

## Web Monkey: David Steedman



Email: [webmaster@nam-online.org](mailto:webmaster@nam-online.org)

Dave looks after the website and the NAM Forum. If there are any problems with the either please let us know by using the form on the [contact page](#), or by emailing him.

**In our next issue we will introduce the members of the training team**

## Driving licence changes

From 8 June 2015, the paper counterpart to the photocard driving licence will not be valid and will no longer be issued by DVLA. The counterpart was introduced to display driving licence details that could not be included on the photocard. These details include some vehicle categories you are entitled to drive and any endorsement/penalty points.

Please note, this does not affect photocard licences issued by DVA in Northern Ireland.

### What this means for you

#### Customers with existing paper counterparts

If you already hold a paper counterpart, after 8 June 2015 it will no longer have any legal status. You should destroy your paper counterpart after

this date but you still need to keep your current photocard driving licence.

#### Customers with paper driving licences

Driving licence photocard and counterpart

Paper driving licences issued before the photocard was introduced in 1998 will remain valid and should not be destroyed.

If you need to update your name, address or renew your licence, you will be issued with a photocard only.

#### Penalty points (endorsements)

From 8 June 2015 penalty points (endorsements) will no longer be shown on driving licence. This information will be held on DVLA's driver record, and can be checked

online, by phone or post.

#### How to check your driving licence details

Our free View Driving Licence service lets you see what details are on your licence, including what vehicles you can drive and any penalty points you may have.

#### Confirming your driving record to an employer or when hiring a vehicle

After 8 June 2015 if you are hiring a vehicle or you drive for a living and you are asked to provide evidence of your driving record (entitlements and/or penalty points), you will be able to do this online for free by accessing our Share Driving Licence service. This service is currently in development but will be available before the counterpart is abolished. The

service should be used by both paper and photocard driving licence holders and will also allow you to download a summary of your licence record which can be printed or shared.

Alternatively you can call DVLA and leave permission for your driving record to be checked verbally by a nominated person/organisation.

### **Organisations and businesses that check the driving licence counterpart**

If you rely on the counterpart to check the driving record of customers or employees then the free online Share Driving Licence service will be available before the counterpart is abolished.

This new service will be offered in addition to the existing services, but is designed for those who have a business need for real-time access to the information, and may not wish to call DVLA or be in a position to use an intermediary.

Driving licence information via Share Driving Licence will only be made available with the consent of the driving licence holder.

DVLA stakeholders and commercial customers

can keep up to date with developments of these services by following our blog on GOV.UK.

### **Why is the counterpart being abolished?**

The decision to abolish the counterpart was as a result of the government's Red Tape Challenge consultation on road transportation. It also aligns to DVLA's Strategic Plan which includes commitment to simplifying our services.

You can read about this and other driving licence changes on the DVLA website

[www.gov.uk/government/news/driving-licence-changes](https://www.gov.uk/government/news/driving-licence-changes)





# Rideouts & Events

For up to date information on our Rideouts & Events, including times, starting locations and what you need to bring please visit our website <http://nam-online.org/rideouts.html>

All monthly rideouts employ the 'Dropoff' System to ensure we don't have any riders go astray. You can find an explanation of the Dropoff system on our website here <http://nam-online.org/dropoff-system.html>

Date	Who	What & Where
25 February (Wednesday)	Michael Sutherland	This is a trip around Scott Leathers at Barnard Castle Meet at Barnard Castle for 10:15 - 10:30 near the Scott Leathers factory. <a href="#">Scott Leathers</a>
15 March	Jack Stewart	Senior Ride Out.
05 April	Michael Sutherland	Associates Ride Out.  This is open to all members. The ride will be to the North Yorkshire Dales, (snow permitting)! The route will be approximately 130 miles.
19 April		Senior Ride Out.
1 May (Friday)		Pitlochry weekend
17 May	Simon Parry	Senior Ride Out. Border Reivers
07 June	Roland McLeod	Associates Ride Out.  This is open to all members. Link to <a href="#">June route</a>
21 June	Dave Glennie	Senior Ride Out.  Dave has pulled together a provisional route and put it in google maps subject to change of course Link to <a href="#">Provisional route</a>
05 July		Associates Ride Out.  This is open to all members.
12 July	David Henderson	Stephensom Railway Museum Rally  We've been asked to take part in a small event where we bring our bikes along to a day with the steam trains.  Link to <a href="#">Stephenson Railway Museum route</a>
18 -> 19 July	Ian Du Rose	Bowlands Trip  Link to <a href="#">Bowlands Trip</a>
02 August		Associates Ride Out.  This is open to all members

16 August	Michael Wilkinson	<p>Senior Ride Out.</p> <p>A trip to the National Museum of Flight, East Fortune, Scotland.</p> <p>Members have the option of a 'ride out' in the usual manner or a 'ride in' where they meet up at the Museum.</p> <p>It is envisaged that we will take a direct route to East Fortune using the A1 (94 miles approx), stopping for coffee and arriving at the Museum for lunch (good cafe and picnic facilities).</p> <p>Those who wish to look around may do so and those wanting to ride on may do their own thing.</p> <p>The ride out will return later in the afternoon along A68 route (105 miles approx)</p>
06 September		<p>Associates Ride Out.</p> <p>This is open to all members.</p>
20 September		Senior Ride Out.
04 October		<p>Associates Ride Out.</p> <p>This is open to all members.</p>
18 October		Senior Ride Out.

## V2 Sponge review by Barry Bullas

I recently got hold of the V2 sponge and it's a great little peice of kit. You just have to keep it wet in the zip lock bag provided and it will remove any muck and dead flies you pick up. It comes with a couple of lint cloths to get your visor back to 20-20 vision in no time.

It is no surprise that every single award win for a visor cleaner given out by the UK Motorcycling press since 2005 has been won by the V2 Sponge.

If you are getting your kit together for the season ahead then i recommend picking some up from the [Visor Vision shop](#)



# France – The Anti-Clockwise Way Round!

## – Part Two

There is a saying in Spain that 'North Africa begins at The Pyrenees' and you can certainly see the contrast travelling south from the green vegetation on the French side of the border to the dry and arid Spanish side. For many motorcyclists the route along the full length of the Pyrenees begins at the Spanish city of Jaca (pronounced Hacker) known as the 'Pearl of the Pyrenees' and famous for its 11c cathedral and 16c citadel. From Jaca it is just 10 miles east to join the N260 which takes the high mountain route all the way to the city of Figueres which itself is only a further 10 miles to the beautiful Costa Brava Mediterranean coast line.

as there are so many interesting small towns and viewpoints on the way. Sections are known as the 'Route Romantic'. Leaving the clear air from spectacular overnight thunderstorms on the French side behind us we climbed up to our stop for morning coffee at Sabinanigo and our first real chance to try out our rudimentary Spanish. Coffee and cake ordered and fresh apples bananas stored in front Touratech bags we continued along the N260 to the small riverside town of La Poblade de Segura where it was easy to find an inexpensive but comfortable 3 star hotel. The hotelier insisted that we park the bike in the underground car park which must have been a 1:3 slope Easier to

come up than to go down to a 90 degree left turn at the bottom! Checking the GS after brimming the tank right up with 100 RON Shell petrol just 20 miles before showed a range of 370 miles which makes such a difference when touring as you are not looking for petrol every day. I can remember that the early Morris Minor 1000 only had a 5 gallon petrol tank where the GS Adventure's tank is 7.5 gallons!

We walked into the main town for our evening meal and watched a good number of cyclists coming into the centre from the east side on the N260 which would be our route in the morning. Over breakfast our hospitable hotelier warned

The N260 is a route to be enjoyed rather than hurried over

Image by Martyn Davis

[www.flickr.com/photos/eutouring/](http://www.flickr.com/photos/eutouring/)







us that the fine weather would be changing by lunch time and to expect more thunderstorms as we climbed up along the Pyrenees. His prediction was dead right and we were completely soaked and were shivering as we pulled in to the small town of Ripoll to look for a spot of shelter and lunch. The café owner over the road from the lay by where we parked looked us up and down and signalled that we could come in. It was like a scene from 'The Last of the Summer Wine' as I was literally dripping wet and my hands were black with the dye from my gloves when I managed to pull them off. The 'grandmother' who was probably the owner appeared and taking one look at me spread down newspaper and

gesticulated for me to "stand there" which I did. However our situation was so dire that she went out the back again and came back with a sheet of cardboard for me to stand on! Eventually we were seated and enjoyed hot coffees and a chicken and rice dish which was just what we needed. In the toilet afterwards I tried to wash the black dye from my hands but it would not come off without a scrubbing brush. Anyone remember Vim?

It was still pouring as we left the café the owner waving us off with her mop hopefully pleased with the generous tip. The roads were empty as we climbed up through the mist to the next pass on the N260

**Image by MorBCN**  
[www.flickr.com/photos/bcnbits/](http://www.flickr.com/photos/bcnbits/)

with rivulets running towards us. We didn't know if we had bitten off too much and I was aware that my concentration and feel of the bike's controls and handling were affected by the wet and cold. However, as you do, we pressed on and eventually the heavy rain lessened and the temperature and our spirits rose. Another quick 'conflab' and we decided to continue on towards the end of the N260 and as we came down from altitude the temperature gauge rose from 4c to 27c and we quickly began to dry off in the warm head wind. We hadn't anywhere particular in mind to stay that night but after consulting the map again decided to head for the small



town/village of on the northern Spain Costa Brava border with France. As we turned down the narrow twisting road to the coast we were met with a heavy stream of cars, busses and bikes coming the other way and it was a bit hairy in places. For a moment we wondered if we were doing the right thing but decided that whatever was down this road it must be worth seeing if so many other people had been there. This decision was certainly the right one as we pulled in to the pretty white washed village in the 'Natural Parc'. There are no high rise hotels or developments in Cadaques like there are in other parts of the Costa Brava and we would certainly recommend it for a visit or as a holiday destination in itself. The young family who ran the friendly 'Hotel Nou Estrelles' explained that this had been a bank holiday weekend in Catalonia and that the village would be empty now until next weekend and

would she like us to make up a room? Would we like a room, does the Pope have a balcony? Cadaques has a really beautiful location in a bay and in the event we stayed for three relaxing nights enjoying the sea front and the walks in both directions along the coast line. Our hosts were keen to practice their English and we were able to have proper conversations about the Spanish education system (12 weeks summer holidays as it is too hot to be in a classroom) and the forthcoming referendum

on independence for the Catalonians, as our host said "the Spanish Royal Family is for us no consideration."

So, sun tanned, rested up and feeling elated with having discovered Cadaques and with clean washing in our panniers we set off due north back into France making for the historic double walled city of Carcassonne on the home leg of our trip.

*To be continued...*  
**Michael & Geraldine**  
**Sutherland**

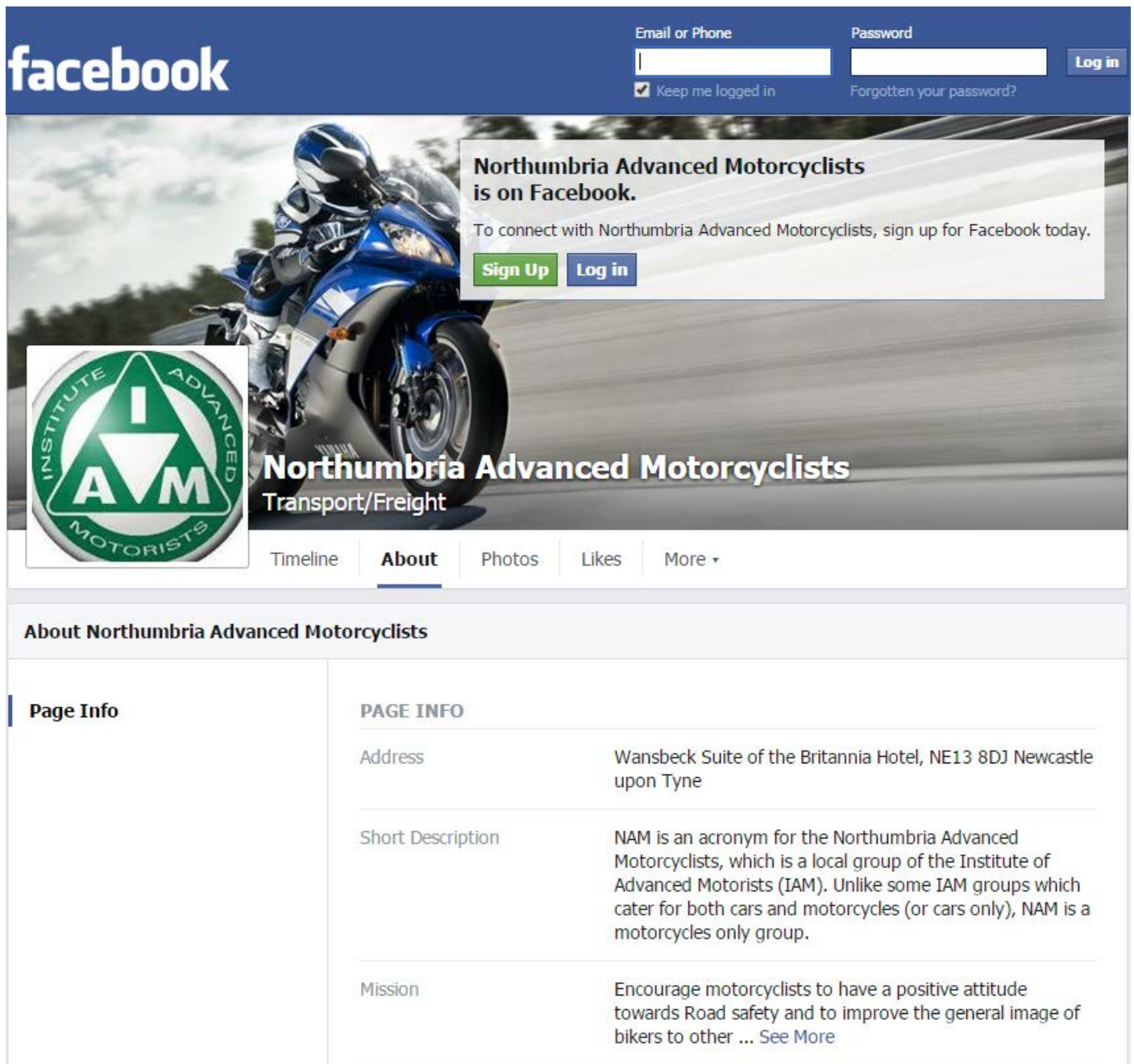


If you are interested in visiting Cadaques then you can find out more about Hotel Nou Estrelles on their website. If you use this link you will see the website in english.

[www.hotelnouestrelles.com/en](http://www.hotelnouestrelles.com/en)



# NAM has it's own Facebook page



**Northumbria Advanced Motorcyclists is on Facebook.**

To connect with Northumbria Advanced Motorcyclists, sign up for Facebook today.

[Sign Up](#) [Log in](#)

**Northumbria Advanced Motorcyclists**  
Transport/Freight

Timeline **About** Photos Likes More ▾

**About Northumbria Advanced Motorcyclists**

**Page Info**

PAGE INFO	
Address	Wansbeck Suite of the Britannia Hotel, NE13 8DJ Newcastle upon Tyne
Short Description	NAM is an acronym for the Northumbria Advanced Motorcyclists, which is a local group of the Institute of Advanced Motorists (IAM). Unlike some IAM groups which cater for both cars and motorcycles (or cars only), NAM is a motorcycles only group.
Mission	Encourage motorcyclists to have a positive attitude towards Road safety and to improve the general image of bikers to other ... <a href="#">See More</a>

**N**AM now has it's own facebook page. It is a great place for sharing pictures of rideouts, details of upcoming events and attracting new members.

Our page along with our pictures, videos and stories can be viewed by anyone, even if you don't have a facebook account. If you do have a facebook account then not only can you view the content but you can also comment on our content or add your own for your fellow members to view. It only takes a minute to set an account up if you do want one.



You can view our Facebook page by clicking the link below  
[www.facebook.com/NorthumbriaAdvancedMotorcyclists](http://www.facebook.com/NorthumbriaAdvancedMotorcyclists)



# FAIR WEATHER OR ALL WEATHER

There are those who's biking season stretches from April to November and then there are those who enjoy riding their bikes all year round. I'm in the latter group and often think it is a shame that many people miss out on those beautiful clear Autumn and Winter days - yes there is a risk of frost and yes the days are not as long, but what better way of spending a few hours than to combine a bracing ride out with a bite of lunch in the company of a few like minded pals.

Ahh! you may say, but what about the effects of all that salt on your much cherished bike. It would be foolish to ignore the potential damage which exposure to the salty elements could cause. However, there are some inexpensive steps which can be taken to minimise or remove the threat of corrosion

Obviously it should go without saying that regular cleaning of your bike, along with hosing or washing off the salty residue after each ride, is the minimum and this will go a long way towards protecting your ride. Many who use their bikes on a daily basis throughout the year do little more than this but for a more scientific approach I have recently had my bike treated by the All Year Biker service operated by Les Napier

All Year Biker has been a guest speaker at a NAM Club-night in the past and a number of members have used the service with great results. However for those that are not convinced or not sure of what All Year Biker offers let me briefly describe the process which takes over two hours per bike

Your bike is initially rinsed off with a pressure washer to ensure that all salt, road dirt and mud is washed away. The bike is then treated with a de-greaser to ensure that all oily road film and traffic residue is cleaned

## The Process

1. Pre Rinse
2. Full Degrease
3. Hi Foam TFT Shampoo
4. Warm air dry
5. Pre-Spray prep
6. High Pressure ACF50
7. Hand Polish & Wax
8. ACF50 Hand Finish





off to allow the following treatments to best take effect. This is followed by a foam cleaning which makes the bike look as if it has been caught in a snow storm. A thorough rinse is followed by a warm air dry which ensures that all the moisture is driven from all of the nooks and crannies.

The next stage is the heart of the process and that is the thorough misting onto the bike of the ACF50 liquid which is the compound devised to protect military aircraft when taking off and landing at sea. ACF50 is applied under pressure with a spray-gun in a

mist which ensures that all part of the bike receive a thorough coating. The AC50 is said to then 'creep' into all corners resulting in all over protection. It is impressive to watch Les Napier treating the bike and I was impressed with the care he took. For example he carefully covers wheels to ensure that the tyres and brakes are not contaminated with the fluid.

The final part of the process is for the bike to receive a thorough polish and shine. My bike has not been as comprehensively clean since the day I drove it out of the showroom

The All Year Biker treatment can be carried out at a location of your choice provided that you can arrange for three bikes to be treated at the same time. Failing that it is possible to visit Les at North Tyneside or book a treatment at one of the occasional workshops he arranges. The treatment costs £60 which, given the care taken and the amount of work involved, isn't too bad.

By the way, I have no connection with All Year Biker except as a satisfied customer.

**Michael Wilkinson**

You can find out more about All Year Biker on their website  
<http://allyearbiker.co.uk/>



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# Riding with the enemy

## How it all began

The inspiration for this feature struck me, like all the best ideas, when I least expected it. At the time, I'd always been a little envious of the life of motorcycle traffic cops "a childhood growing up watching CHiPs on the TV must have had more of an effect than I realised" and as an experienced biker myself, their job held obvious attractions. The prospect of being able to cross the City at speed, sirens wailing and blue lights strobing off surrounding buildings whilst cars parted before you must be one hell of a buzz.

I wanted to experience it for myself "not as a passenger, not accompanying officers in the back of a patrol car. No, I wanted to feel the rush of adrenaline through my own veins as I thumbed the bike into life, switching on the blues and twos and racing to an incident, dependent on my own abilities to pilot a course safely through the rush hour gridlock. I wanted, just for once, to experience the sheer, unadulterated pleasure off setting off Gatso after Gatso, riding at more than double the speed limit without fear of prosecution. Impossible, no? This surely would be a feature idea too far. Still, I had to try. To be honest, I held out little

hope of pulling it off when I first had the idea, but the likely impossibility of seeing the plan come to fruition only motivated me more.

No police officer can be considered for transfer to the traffic division of a UK police force until he has completed a two-year probationary period. Even having been accepted as a potential traffic officer, the odds of successfully completing the course are stacked against him. Candidates have to pass both basic and general purpose driving courses before then undergoing training for the UK Police Advanced Drivers' Course. The course, which is standardised across all force areas in the UK, lasts four weeks and is an intensive program encompassing a punishing high-speed driving schedule each day.

In classes of three plus an instructor, applicants take turns at the wheel learning pursuit techniques taking in both urban and provincial areas. Two or three cars will take turns as pursuer and pursued, and at the end of each sortie, the others in each car will give a critique of the driver's performance. Drivers are expected to give a constant commentary whilst



Antony Loveless

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Journalist, Ghost  
Writer, Film Maker and  
Photographer. Author of  
[Force Benedict](#) & [Haynes Typhoon Manual](#)

on pursuit, pointing out likely hazards and potential pitfalls far ahead to the instructor. Most drivers and riders look at a point just in front of the bonnet or the front wheel; advanced courses teach you to look to the vanishing point, reading the road a significant distance ahead. In so doing, one becomes far more aware and is therefore prepared for any potential hazards which may arise, as well as being a more confident and smooth driver. Students learn the correct way to approach a corner ? slow in, clipping the apex and accelerating as soon as the horizon appears to move to be moving away.

As well as the intense driving course, which sees a high rate of attrition for applicants nationally, the program devotes a number of weeks to learning the basis of traffic law, advanced turning techniques, dealing with major incidents?the list is endless. All traffic officers in the UK are put through the motorcycle test and those who graduate successfully are posted to their units as qualified traffic officers, able to patrol and undertake pursuits on both bikes and in cars. It's fair to say that the police in the UK devote the same rigorous training regime to pursuit driving as they do to firearms ? and with good reason. In the hands of an improperly qualified officer, driving a high performance police patrol car to the edge of its performance envelope, in pursuit of somebody intent on getting away is potentially more lethal than a gun.

So to be absolutely truthful, despite being a rider with significantly more experience than the average, I expected to be met with a flat refusal to my request to ride a marked police patrol bike. And I wasn't disappointed when I spoke to the press office at New Scotland Yard. The senior PR girl there laughed at the outrageousness of what I was proposing. However, once again, fortune smiled upon me and the next force I

approached, South Yorkshire, was a little more forthcoming.

I was somewhat fortuitous in that a new commander had been appointed in charge of South Yorkshire's traffic division and he had one objective; to reduce the appalling number of motorcycle fatalities within his force area. Historically, South Yorkshire has always had a high number of bikers passing through its borders, especially in high summer given that the county includes some of the best roads in the country. The previous summer, 2000, had seen a record number of fatalities amongst bikers, including six over one five day period, and he was prepared to consider anything to help reduce that figure. He was pro-bike, media friendly and immediately saw benefits in granting me what it was I sought.

By granting me unprecedented access and allowing me to ride a marked police bike, shadowing another officer on a two day patrol, he hoped I would be able to convey to readers of the magazines I was representing just what it is like to be a traffic cop. To let them see, through my words, the anguish and frustration at having to pick up body parts from the scene of an accident where somebody's attitude exceeded their ability - with tragic consequences. To show

that the police have a positive role to play, which doesn't just mean curtailing the fun of bikers out to enjoy themselves.

The offer was open and unrestricted ? two days on patrol with an experienced motorcycle traffic cop. No parameters ? where he went, I went. All calls, blues and twos, accidents, speed traps, pursuits, the whole nine yards. They invited me up with my snapper, Nick, entertained us both and made us welcome. After an assessment ride to ensure that I was (1) capable of handling the machine and (2), capable of riding to the necessary standard, I was signed off and I rode out into the urban.

Thanks again to Antony for letting us use his work. I know many of our members have been in touch to say how much they enjoyed reading about the Special Escort Group in our last issue. Now you have read how it all began, turn to the next page to read how Antony got on 'Riding with the enemy'.

# Riding with the enemy

## On patrol with the bike cops

It's a perfect day for riding – sunny, blue skies and warm tarmac. I'm tooling along at a fair pace, the road stretching ahead of me and for perhaps the only time in my life, I am oblivious to the threat of traffic police. I can ride as fast and as hard as I dare, my only restriction being my own limitations. This, surely, is nirvana.

The helmet speakers inside my white Shoei Synchrotec send out a constant stream of verbiage, words across the ether delivered to me via the umbilical cord that connects my helmet to the radio controls on my Honda Pan European. But this is no ordinary Pan Euro and the words I'm hearing aren't from any stressed and over-worked courier controller with a screen full of jobs to cover. I'm listening to the calm, considered tones of a fantasy female sat in the control centre of South Yorkshire Police Headquarters and the bike I'm riding is a fully-marked police pursuit bike, complete with 'blues and twos' and 'Police-Pilot' radar.

Journalism has led me along some bizarre paths, but this is surely the most surreal of all. For two days recently, I was granted the opportunity of



riding as a traffic patrol officer by South Yorkshire police; no limits, no restrictions. Come with us, they had said, and write it as you see it.

In my mirrors, slightly back and to my nearside, I see the headlights of the BMW ridden by my escort for the

day: 20-year copper Chris Pulfrey. He's the 'Ponch' to my 'Jon'. Behind him is an unmarked, video-equipped, Volvo S70 traffic car with my snapper Nick Robinson on board. We are on our way to a quiet residential street alongside Sheffield University to investigate a complaint by



residents of a car obstructing the road.

The Volvo incidentally is one surprise you don't want to encounter. Silent and stealth-like it cruises, just another executive car adding to the gridlocked traffic, a cluster of antennae and a flip up sign on the rear parcel shelf the only clues to its true identity. Provoke the ire off its crew though, and it lights up like the proverbial Christmas tree as the recessed blue lights behind the grill and wailing siren encourage you to stop. Fail to take heed and the

stiffened suspension and well of performance that the S70 can draw from will make life very difficult for you – and when you are finally caught, you'll have a great view of the results of your misdeeds on the screen in the car's centre console.

Via the boom mike fitted inside my helmet, I am able to converse with Chris at will. The button on the Pan's bars that would normally flash the main beam is converted to act as a push-to-talk switch, allowing a constant stream of conversation between us

against the background of calls and assignments from the radio's main channel. Equally, by pushing a button on the radio console fitted into the side fairing I can talk to any police station or car within the South Yorks area – and there's no fade or blackspots with these frequencies, either.

Turning into the road we have been tasked to investigate, I can immediately see the cause of complaint - a 3-series BMW blocking passage along both road and pavement. Another traffic bike is already on scene, having arrived a few minutes before us, and its rider is already arranging to have the car removed.

Chris dismounts and wanders over to chat with his colleague whilst I remain on my bike, listening to the chatter on the radio. Suddenly, from amongst the ether, I hear details of an 'RTA with personal injuries to a motorcyclist'. I motion to Chris who, unplugged from his bike, hasn't heard the call come over. Once plugged in though, he talks to me over the intercom.

"We'll deal with this one – we've got an accident involving a van and a motorcycle on the far side of Sheffield. You up for it?"

I signal my assent as Chris fires up his BMW and hits the blues and twos. Courtesy of the control cluster next to



the throttle on my bike, I do the same and immediately see the reflection of my blue strobes bouncing off the surroundings. Adrenaline on fast-feed, I edge out into the rush hour traffic and as soon as we're moving, I hit the Tri-sound siren, my bike now a moving symphony of 'son et lumière' signalling my presence to other road users.

The traffic along the main east-west route through Sheffield is a solid mass at 09:00, one long snaking line of frustrated commuters. Riding on the offside, I constantly swap sides behind Chris seeking a clear view of the road ahead. It's filtering, but like nothing I've ever done before and with the speeds involved, the concentration required is immense. I'm immersed in an alien environment but surrounded by the basics of familiarity – I cut my biking teeth riding in heavy, urban London traffic, but it was nothing like this.

Here, the only sound in my ears is the constant stream of radio traffic, fighting for prominence with the muted sound of the 200db siren focused ahead of me.

Chris is giving me a running commentary as we race through the centre of town, identifying potential hazards to me that are outside my field of vision. I'm working the bike hard, the revs high, snicking up and down through the gearbox. I've always had it in the back of my mind that police bikers are no big deal – safe, yes. Fast? Maybe, but not courier-fast through town. I've just had my illusions shattered. The concentration required to ride like this through heavy rush hour traffic is all-consuming – my mind feels like it's been sucked through a funnel, the sensory overload initially more than I can deal with comfortably. After a few minutes though, it's all coming together and I'm soon

into the groove.

As we press on, I notice a set of traffic lights at a major junction ahead turn red and instinctively reach for the brakes. A reaction that has become a part of my subconscious, instinctive through a million repetitions takes more than a 5 minute run in an alien environment to eradicate. It takes a conscious thought to overcome the urge to stop, and for the first time as a rider or driver, I run a red light – properly. Not a shade after it's turned, a furtive dash for the other side; a full 10/15 seconds, with cross traffic at its height.

Chris is through the junction as I cross it, entering cautiously but assertively. I slow on the approach, checking both ways for vehicles, the wail of the siren rising and falling ahead of me, cutting through the gridlock. Seeing a clear path, I drop down a cog and nail the throttle.

Traffic is still heavy, but we're making progress. Passing West Bar and its police station, I check my speed as indicated by my Vascar display with its accurate, calibrated speedo – 80mph in a 30mph limit! We navigate another major junction, and with the line of traffic ahead of us a solid, unmoving homogenous mass, we ride





contra to an island onto the other side of the road – and forwards into a steady stream of oncoming traffic. I watch it part miraculously before me, my progress unimpeded despite the number of vehicles approaching me.

We pass through another two major junctions against red lights, but I'm on the pace now. The traffic thins out ahead of us as we cross a major roundabout and onto dual carriageway. A GATSO camera ahead of us catches first Chris, then me a split second later – 95mph in a 50 with no prospect whatsoever of a ticket being despatched. I could get used to this.

Ahead of us, I see the traffic backed up and subconsciously ease off the throttle as I catch sight of our objective. I filter through half a mile of traffic and cut the siren as we reach the front to find a scene of complete devastation – the beginnings of a debris field that stretches ahead, marked

by almost unrecognisable pieces of metal that were once the guts of a GSX-R600. Its rider lays prone on the tarmac ahead of us, the bike some 200 yards further ahead, wedged into a bush at the roadside.

I park the Pan at the head of the queue of vehicles, angled to protect the injured rider, my rear strobe and red lights flashing a warning to others. As I dismount, I remove the keys from the ignition and discover another novel upgrade to this police version of the venerable ST1100 – the override that allows you to remove the keys with the engine on and blue lights going. It's a feature on all police vehicles and is fitted to allow the rider (or driver – all emergency service vehicles have this) to leave the blue lights running on arrival at a scene without draining the battery. Security is not an issue though – without the keys in the ignition, the engine cuts

out the minute anyone tries to depress the clutch lever and put it into gear.

By now, other emergency vehicles are arriving on scene together with a paramedic crew who immediately attend to the injured rider. Whilst they make him comfortable, Chris talks to the driver of a van who claims that the motorcyclist cut in front of him, clipping his front bumper at speed. He is breathalysed as a matter of course (as too will the rider be when circumstances permit although both results turn out to be negative).

By now, there are more than enough units on scene to deal with the aftermath of the crash, so Chris and I head off to a road outside a local school where a number of accidents have occurred due to speeding vehicles. Chris says, "We would much rather educate than prosecute, but there are some cases where speeding is just unacceptable. We have





some fantastic roads round here where I for one have no issue with fast, safe riding or driving. Here though – it's out of order”.

Before setting off that morning, I sat in on a briefing about the day ahead for the officers starting their shift. It's here that the police are brought up to date with events on the ground over the previous 24 hours and tasked to pay special attention to accident and speeding hot spots. “Not necessarily to nick offenders”, Chris explained, “but if a particular road in town is attracting speeders, merely by making our presence felt, we can make a difference”.

Before we go out, I'm shown some particularly graphic photos taken by scenes-of-crime photographers of recently filed accidents. There is a particularly gruesome sequence of pictures taken of a crash involving a stolen Yamaha R1, which was ridden by the thief and a pillion. At a speed estimated by investigators to be close to 100mph, the rider had lost control approaching a bend that, at half that speed, he would have made comfortably. The rider had hit a lamppost before his body had ended, doll-like, inside a phone box. His head is missing from the body and another shot shows his face – detached from the

head – lying in somebody's front garden.

The pictures are shocking in the extreme, a graphical representation of what happens when it all goes wrong. It focuses my mind for the day ahead and reminds me that, when all's said and done, I can pack up and go home. I don't have to deal with this sort of thing day in, day out; I have a choice. The police

don't though, and one of the reasons that they're so intent on keeping the roads safe is due to the number of times that they've had to scrape people, and body parts, off the tarmac. Nobody enjoys dealing with the aftermath of a fatal accident, a point driven home to me only too realistically later that day when we are called to attend a fatal motorcycle crash at the end of our shift, where the rider



has lost control at high speed and ploughed into the back of a stationary car. The impact was so severe that it left a perfect negative of the rider's boot imprinted on the car's rear bumper; even the weave and texture of his bootlaces is visible. It brings to mind another haunting image – that of a shadow on some steps in Hiroshima after the atom bomb that was detonated over the city in 1945, all that's left of a body which was vaporised in the immense heat of the blast.

We plot up in a side road adjacent to the school where we have a clear view along the main road (and consequently are also clearly visible to passing motorists). A few hundred yards along the main road is a pedestrian crossing, directly outside the entrance to the school. Chris explains, "The Vascar plots the speed of a vehicle between two known points of a pre-determined distance. If I hit the button

when a vehicle passes the stop line for the pedestrian crossing and then hit it again as the vehicle passes in front of us, it will calculate and flash up the speed of that vehicle between the two points".

We had calibrated the Vascar on both Chris' BMW and my ST1100 that morning along a stretch of road outside police HQ, so we know that the figures will be accurate. For 10 minutes we sit watching vehicles head over the brow of a hill – and each one reduces its speed when its driver catches sight of us. I clock several at speeds up to 40 mph but Chris is content to let them pass. "It's the blatant disregard for the conditions that we look for", he tells me. "There's a clearly posted 30mph limit along this road together with appropriate road markings outside the school. If somebody hacks along here at more than 40mph then I'll go after them – they either aren't paying attention to the

conditions or they're content to take their chances. Either way, they're fair game".

Sure enough, we both watch as a blue VW Golf GTI crests the hill at speed. Unlike most of the other vehicles that morning, he doesn't slow – clearly he hasn't seen us. As he passes us, the Vascar on my screen flashes up the speed – 51.16 mph.

Even as I'm switching on the sirens and lights on my bike, Chris is off, chasing the car. Adrenaline once again on fast feed, I tuck in behind him. It doesn't take long for the Golf's driver to see and hear us and he slows down before pulling in to the side of the road.

We park some way back as Chris cautiously approaches the vehicle. The driver, a young Australian in a baseball cap steps out and is immediately confrontational. He is in hurry, and even when his speed is pointed out to him, unapologetic. Chris





cautions him before writing him up for a ticket, which will result in 3 points and a fine to endorse his licence - given the guy's attitude, I don't feel overly sorry for him. After running a check on the vehicle over the radio to verify his details, he is allowed to continue.

As well as Vascar, traffic officers also use a Pro-Laser camera gun. Chris says, "It's a great bit of kit - you just sight it onto a vehicle for a few seconds and by bouncing a radar beam off of the target, it immediately flashes up the speed on the head-up display. It's worryingly accurate and can get vehicles from as far away as 1000m even in poor light". I groan at this addition to the police arsenal although Chris is keen to reassure me that bikers are probably the least persecuted group of

motorists as generally, their roadcraft is of a much higher standard than the average driver's.

Our speed trap comes to a halt as the radio tasks us to yet another call and we're off again. Which pretty much sets the pattern for the 48 hours that I'm on patrol - a mix of reactive and pro-active policing, stopping errant motorists, educating a few, nicking a few - and engaging with the two thirty-something women who flirt alongside us in traffic in a convertible 3-series BMW. So this is what it's like to be objectified; it's not us - it's the uniform!

The high-speed runs on blues and twos were predictably the highpoints of my days shadowing the traffic police. The fatal accident (attributed at the inquest much later as being down to rider error)

was far and away the lowest. I wasn't alone, either - all of the traffic cops I met were bikers in their own time so accidents like that hit everyone hard.

As bikers who ride police bikes, it's reassuring to note that they are affected by the same rules and restrictions as the rest of us. Riding a fully marked police bike though has to be the only way to travel - other road users suddenly change their attitude, giving you space and letting you out of side turnings unbidden. It's something that even Chris has never gotten used to, as he takes up. He said, "Sometimes, when I'm riding home on my own BMW, I can't understand why people are trying to cut me up. Then I realise I'm not at work and I'm on my own bike so I have to fight back!".

*Antony Loveless*





# Northumbria Blood Bikes



**BOB**...as it is affectionately referred to, stands for “Blood on Board”. The idea is simple, but the organisational challenges behind it have been a couple of years in the making. It’s finally here, thanks to the commitment of blood bikes and the pivotal role they play to make it happen.

Picture the scene which happens several times each day at various locations around the UK...

Arriving at the scene of a major accident, one of the first things a paramedic needs to do is stop major

bleeding. It’s estimated that around half of the people who don’t survive traumatic injuries die from blood loss. Now a new scheme has been devised which allows the Great North Air Ambulance to carry blood on board their helicopters, so that they can give transfusions at the scene of an accident instead of waiting until the patient reaches hospital. It’s a radical move which is set to transform what is known as “pre-hospital care”. The potential to save lives is abundantly clear, but the logistics of getting the blood from The Royal Victoria Infirmary in Newcastle to the

two airfields in Langwathby (near Penrith), and Durham Tees Valley airport have only now been made possible thanks to the services provided by Northumbria Blood Bikes and our colleagues in the North West, Blood Bikes Cumbria. The Great North Air Ambulance is one of only a few in the world to carry the blood, but every year, around the world 2.5 million people bleed to death. For those who know that getting blood to the scene of major traumas can save lives, it seems that the idea being adopted here in the North of England will someday find a place in all



major trauma care.

### How it works:

Pictured left is Dr. Rachel Hawes (GNAAS) with a special cool box designed to keep blood at its optimum storage temperature for up to 48 hours. Sophisticated monitoring equipment within the boxes ensures that the paramedic or doctor is alerted if at any time the climate inside the box falls outside of permitted safety thresholds. The technology now exists to rapidly bring the blood back up to normal body temperature at the roadside so that it can be given to the patient straight away. Nothing is wasted; if the blood has not been used within 24 hours it is returned (via blood bikes) to hospital to re-enter refrigerated storage and be used in routine operations or A&E departments.

This means that the blood bikes deliver every day, regardless of whether or not the blood has been used. Because of the distances involved, we also have to operate a relay system with Blood Bikes Cumbria who meet us half-way to exchange the cargo and progress it to the Langwathby air base.

Blood transfusions carry risk, so they are only performed at the scene of an incident if the patients' life depends on it. As a result, there's a direct

link between the blood used and lives saved. For the first time in our history we can say

our work contributes to an accountable number of lives saved.





# The Mokka has arrived

Thanks to the kindness and generosity of John Surtees O.B.E., and the Henry Surtees Foundation, Northumbria and Cumbria Blood Bike groups have each taken delivery of a brand new 4x4 Vauxhall Mokka. The vehicles have been donated to us to ensure that the life-saving “Blood on Board” service, which provides blood to the Great North Air Ambulance, can continue regardless of weather conditions. –Just in time for the freezing February weather !!!





## Want to help us make a difference?

We are always looking for people who can volunteer their time to help us make a difference for the people of the North East.

We have a number of volunteer roles including Rider, Driver, Shift Controller (taking the calls from the hospitals) and fundraisers. Riders and Drivers need to have an advanced qualification such as IAM and be able to volunteer for two shifts a month.

It's a really rewarding experience and we have a wide range of volunteers including retired people, taxi drivers, photographers, police officers and paramedics.

## Questions

For anyone thinking about volunteering and making a difference, please have a read of our Frequently Asked Questions page on our website. <http://www.northumbriabloodbikes.org.uk/faq>

## Still got questions?

You can also email any questions to me at

[membership@northumbriabloodbikes.org](mailto:membership@northumbriabloodbikes.org)

## Ready to join now?

Complete a membership form on our website [www.northumbriabloodbikes.org.uk/membership\\_form](http://www.northumbriabloodbikes.org.uk/membership_form)

## Want to keep up to date with what Northumbria Blood Bikes are doing?

Check out our public Facebook page (you don't need to sign up to Facebook to view it), twitter account and website using the links below.

*Barry Bullas*



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



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## New members

- Anthony Spoors
- George Jobson
- D Watson
- Grove Le
- John Williamson
- Stephen Gooch
- Ronnie Paton
- Brian Smith
- Kenneth Coulson
- Paul Coulson
- Brian Douds
- Colin Blacklock

## Awards

- Matthew Landells
- Simon Allen
- John McCormick
- Ian Young

## F1RST recognises excellence during the IAM test

- Michael Cole
- John Dean
- Barry Bullas (Car)

