

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

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



N.A.M's CHRISTMAS DINNER 9th DECEMBER 2011



WINTER 2012

THE NORTHUMBRIA ADVANCED MOTORCYCLISTS ARE SUPPORTED BY:-

NORTHUMBRIA POLICE



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

OR

Contact our Membership Secretary,

Patrick Jarvis 01670 523736 or Email Jarvis_p1@sky.com

OR

VISIT OUR WEBSITE; www.nam-online.org to see what N.A.M. has to offer.

Chairman's Remarks



As we read the first Newsletter for 2012 the frost and ice should hopefully have melted away and we can look forward to another season of motorcycling, improving our skills and enjoying the company of new friends and old.

Many thanks to Ron Patrick the outgoing Chairman for leaving everything in such good working order for me as we continue to improve a small step at a time all the things that we run well in the club for existing members, new members and guests. I would also like to thank everyone for paying their club subs (£15) promptly in January and for completing the gift aid declaration. This makes the administration of the club much easier and enables us to raise additional funds for the training programme and equipment.

If there is a theme for 2012 it is to welcome motorcyclists from other clubs in the area who would like to join NAM and to undertake further training to take their motorcycling up to another skill level. You will be safer and smoother as well as increasing your enjoyment of motorcycling. Guests are always welcome at our monthly club nights on the second Tuesday of the month. See the website and the Newsletters for more information.

Regarding the Committee, I am grateful to Paddy Jarvis for taking on the post of Vice Chairman, Mick Goodwin for taking on the Secretary's post and for Rolly Macleod, Bob Atwell and Barry Bullas for joining the Committee as Ride Out Coordinator, looking after Merchandising and Equipment and Assistant Newsletter Editor respectively. The club is looking for one of our members to take over the responsibility as Treasurer, initially as an assistant to Louise Atkinson. If you are interested and think that you could take on this responsibility please speak to Louise, myself or any member of the Committee. Geoff Spencer, perhaps our most experienced Senior Observer, is taking on a more prominent role in the Training Group alongside Kevin Wellden.

Many thanks to Wayne Monk, a past Chairman and founder member of NAM who has trained a good many associates, observers and senior observers to an advanced standard over the years as well as being a member of the Training Group. Wayne and Hilary are starting a new life on the Isle of Mull and we all wish them well for the future. I remember Wayne's advice when taking me out for my pre-test "keep the power on."

Currently we are in discussions with Northumbria Police and the Fire and Rescue service about reintroducing the Cornering Clinics, the first one probably towards the end of April. This has always been a good way of attracting motorcyclists who are interested in advancing their training and we hope to have more news about this at the March club night.

Finally at our recent Committee meeting Mick Goodwin has suggested that we include an item on better riding at each club night. This might be a video clip on some aspect of riding such as counter steering or safe overtaking followed by an informal discussion in small groups. This is an excellent idea which Mick will be developing with Kevin and members of the Training Group.

Looking forward to seeing as many of you as possible at future club nights and ride outs.

Michael Sutherland. Chairman



Jack Lormor
Honorary President

COMMITTEE



Michael Sutherland
Chairman



Michael Goodwin
Secretary



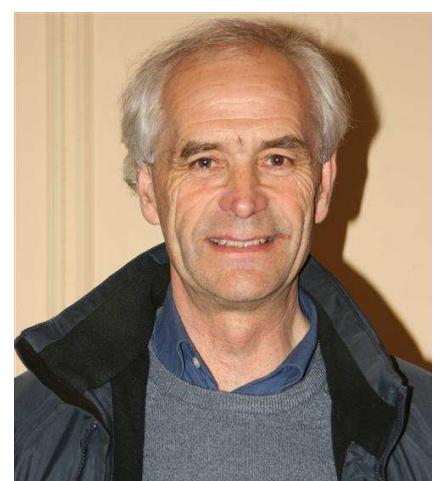
Louise Atkinson
Treasurer



Patrick [Paddy] Jarvis
Membership Secretary and
Vice Chairman

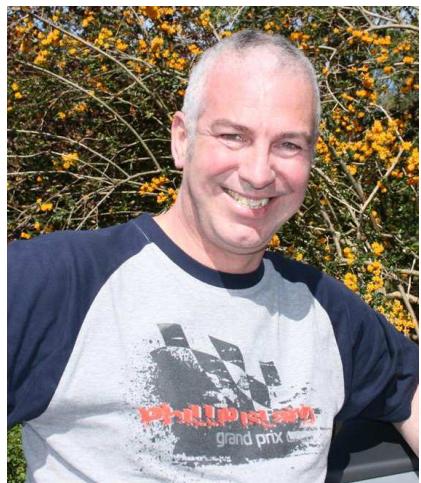


Eric Fitzpatrick
Assistant Secretary



Roland McLeod
Ride Out Co-ordinator

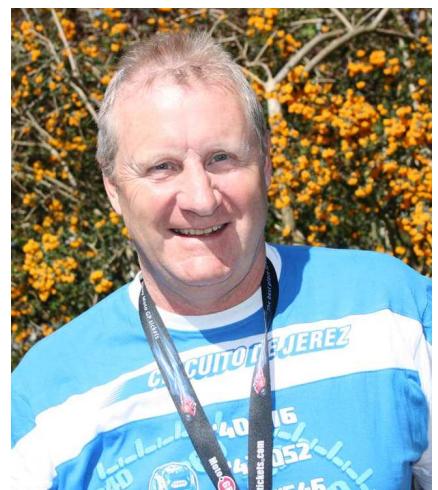
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Kevin Wellden
Training Co-ordinator



Terrence [Terry] Murphy
Observer Team Leader



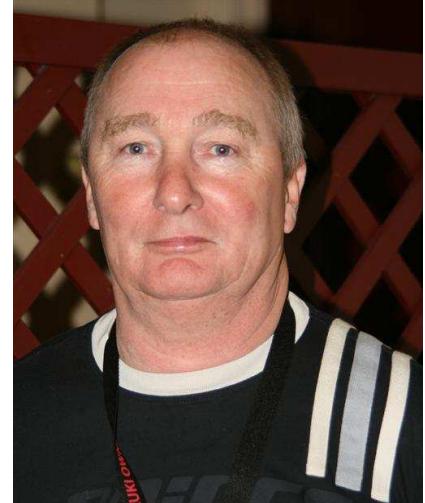
John Fagan
Marketing



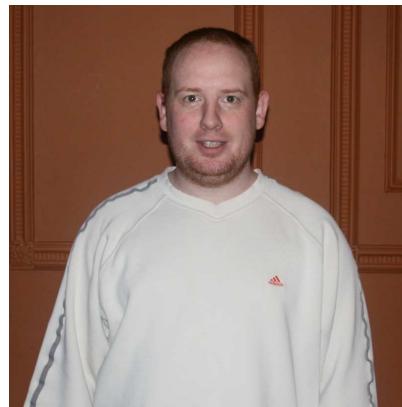
David Steedman
N.A.M. Website Manager



David Henderson
N.A.M. Newsletter Editor



Robert [Bob] Atwell
Merchandising and Assistant
Marketing



Barry Bullas is to be co-opted onto the Committee with the view that it will give him an insight to how the committee works and for when he takes over the role of Newsletter Editor later on in the year.



NORMANDY TRIP, JUNE 2011

I have always wanted to visit the Normandy Landing Beaches and when it was chatted about on one of the ride outs on the Portinscale 2010 weekend I decided to give it ago and organise a trip in 2011. There was four of us initially who wanted to go. That later increased to six then to seven then eight. Dates were agreed as to when we would go and when we would return as we had to accommodate those who were still working. The intrepid travellers were I, Michael Sutherland, John Magee, Ron Patrick, Jack Stewart, Eric Fitzpatrick and the two "workers" Terry Murphy and David Thornton. A basic itinerary was put together based on the experiences of some of the group who

had previously visited the beaches and the area in general. So far so good. The travelling plan to get us into France was put together which was for all of us to be in France on Friday 10th June. This entailed four groups making different plans to get there. Eric had planned to be in France at his home there and meet up with us but because he was generally unwell he changed his plans. Instead he made his way to Dover leaving home 07.00hrs on the Friday morning stopping at Grantham for a break. Arrived at Dover 12.30hrs, [350 miles] left on the 13.00hrs ferry to Calais arriving 14.15hrs [15.15hrs euro time] Once in France he followed the coastal roads [a few rain showers on the way] to our overnight stay in the Hotel du Commerce, Fe'camp [200 miles]. Five of us planned to use the Friday 10th 09.00hrs Newhaven to Dieppe ferry. Because they didn't fancy the second option of getting to Newhaven Ron and John chose to make their own travel plans. Ron met John at 10.00am on the morning of Thursday 9th at the Washington Services. From there they travelled to Brighton arriving there at 16.00hrs [346 miles] where they had a room booked for one night. They had a good journey stopping at Grantham Services for a break. The weather was good for them too. Ron has said that having shared a room with John he can vouch that John doesn't snore. But Ron can say that about anyone once he has turned off his hearing aids can't he!!! On from there I, Terry and Michael decided to travel together. We three were going to be a bit more adventurous. Our plan was for me to meet Michael at his house 21.15hrs then we two were to meet up with Terry at his house and leave from there for Newhaven at 22.00hrs Thursday 9th. Yeah, that's right we were going to ride through the night!!!! Not long after leaving Terry's going around a round-a-bout I managed to go over a metal dining fork that someone had kindly abandoned on the road. A quick stop to check for any tyre damage [the tangs were uppermost] non to be seen then on our way again. The weather forecast was good and the road [A19] was relatively quiet. Joined the A1M at Dishforth and 1hr & 20 mins [87 miles] later our first enroute stop at Wetherby Services. Coffee / tea and back on the road 24.00hrs. Roads were a lot quieter now and we had a good easy ride. 1hr 20 mins [83 miles] later we stopped at Grantham. More coffee / tea / bite to eat / fuel 02.15hrs and back on the road again. Weather was still in our favour but it was starting to cool down a bit. 03.30hrs and it is noticeably colder. Left the A1M for the A14 >>M11 to the Birchanger Services arriving 04.00hrs [96 miles]. (285 total to here). The sun began to rise which was a welcome site as it meant that the temperature would start to rise and take the chill off the air. More tea / coffee and a bite to eat. Once again back on the road at 04.30hrs. The traffic was getting busier as we headed for the M25. The traffic was more now busier even at this fairly early hour in the morning as we crossed the Thames using the Queen Elizabeth Bridge. We were now heading for junction 7 to pick up the M23 where we had planned to have a final stop at Pease Cottage Services at Crawley. We had made good time on this stretch of the journey considering the traffic and arrived at the services at 06.00hrs and 75 miles further on. MORE!!! coffee / tea / a light snack and quick "freshen up" here. This stop gave us time to relax and chat about the journey so far. The three of us agreed that it had been a good experience especially riding during the night and overall we enjoyed it. We had plenty of breaks which gave us the opportunity to have a quick "recharge of our batteries" so to speak. The weather played a great part in making our journey a good and safe one. Time to head off again. 07.20hrs and back on the road for the final short journey [32 miles] to Newhaven ferry terminal. Where had pre-arranged to meet Ron and John who had journeyed from Brighton [10 miles]. Finally Newhaven ferry terminal at 08.15 hrs. 372 miles from Terry's house. 393 miles from my house in Blyth. We sought out Ron and John who had arrived not long before us. A quick chat with them and then the marshals got all those who were travelling organised in to various groups depending on their mode of transport. There were a lot of bikers travelling on this particular sailing. This was probably because there were only two sailing a day from this terminal and the second sailing didn't leave till very late in the evening. When making ferry enquiries I had been advised to book early as the places available were in great demand. This proved to be good advice.

Once having gone through the process of having tickets and passports checked we then proceeded to embark onto the ferry. A bit daunting as the steel decks were wet, slippy and with no shortage of diesel on them. Once the bikes were strapped and secured we made our way to the upper decks. The ferry set sail for Dieppe at 09.00hrs. We made good use of the four hour crossing by just relaxing and in the case of the "overnighters" catching up with some sleep. Finding a seat was not too easy as they were quickly occupied by other travellers who had similar ideas to us of just resting etc. But we managed eventually albeit we were split up. At some stage we treat ourselves to a full English breakfast which went down well with everyone. As we approached Dieppe we got ourselves prepared for the scramble to the lower decks and get our bikes unleashed. The decks once again being an issue especially when trying to manoeuvre the bikes. No mishaps and we disembarked ok onto French soil. Time was now 13.30hrs. [14.30 euro time] In the meantime when all this was going on our other two travellers, David T and Jack were making their way to France. David T and Jack decided that it was more convenient for them to travel to Folkestone on the Friday 10th and use the Euro Tunnel Train to get them into France. They met up at Scotch Corner for a 10.00am start with Jack taking responsibility for the "Sat Nav" route in the U.K. With only a fuel stop enroute they arrived at the train terminal and were loaded onto the train 15.30hrs and in France for 16.15hrs.

FRIDAY 10TH WE ARE ALL IN FRANCE NOW.

The three groups were now making their way to our first overnight stop which was Hotel du Commerce, *Fe'camp*. The hotel was only 45 miles from *Dieppe* so I, Terry and Michael arrived there at about 16.00hrs. Sorted out the rooms etc changed out of the bike kit and went for a walk around the town getting back to the hotel to find Eric had arrived. We got ourselves ready to dine at about 19.00hrs when David T and Jack arrived. They didn't get changed but joined us for our evening meal to make life easier for the restaurant staff. The meal was very good and thoroughly enjoyed. David T and Jack would have arrived earlier but it was David T's turn to "sat nav" the route to *Fe'camp* unfortunately things went a little bit wrong with the directions a couple of times which resulted in Jack having to take over the navigating to the Hotel. Meal over, Jack and David T freshened up etc and out for another walk around the area. Back to the Hotel for a couple of beers and early to bed as it had been a long day for all of us. An early start on the Saturday as we had to get to our "base B & B" in *Arromanches-les-Bains*.

SATURDAY 11TH



Ready to leave B&B *Fe'camp*

Breakfast, all kitted up and ready for the "off" at 09.45am. As we travelled to the B&B we had planned to see some of the sites enroute. Our first stop was *Honfleur* crossing the River Seine via a spectacular bridge at Ponte de Normandy. Wow!!! It was high [705 feet]. The views from the top were great just a pity we couldn't stop to take some photographs.



Meeting the locals. *Honfleur*

Goggle in "Bridge. Ponte de Normandy then YouTube "crossing the Ponte de Normandy 2011" to get a better idea of what it was like. This was also the logistical site for the invasion of England by William of Normandy, October 1066. *Honfleur* at 11.30am, [40 miles] find a suitable parking area for the bikes and indulge ourselves in a coffee have a look around and get acquainted with one of the locals. We left here at 01.00pm. Our next stop was for lunch at *Dozule'*. [D675 west of *Caen*] This village was recommended by a group of French Bikers as a good place for lunch. An hour later we were on our way again. We now rode to *Franceviller-plage* on the coast to visit the Merville Battery. This was the site of four huge gun casements built to house the 100mm guns that was to defend the River Orne estuary where the JUNO landings were to take place. Casement No1 was renovated to house a Sound, Light and odour diffusers with realistic displays to give a re-enactment of what would be happening prior to the "taking" of the encasements. It was very good.



Dozule` Lunch. Terry Michael
David T, Ron and David H



Once again we head off this time to *Benouville* to visit the site of the Pegasus Bridge which was one of the strategic targets of the D-Day landings. The museum, the actual bridge and the outside area were great to see. We were



fortunate to have a guide who was very well informed and knowledgeable of the events of the ensuing battle that took place. To actually stand on the bridge and have pointed out the damage that was caused to it was quite something. Time was getting on now and by the time we got our kit on, got ourselves sorted out as to what our route was going to be it was 19.00 hrs when we arrived at the B & B.

SATURDAY 11TH NORMANDY BEACH B & B at ARROMARCHES.

After a lot of “web” searching I finally found the above B & B which turned out to have everything we wanted. It was great. When making the booking Adrian, the owner, gave us a brilliant deal. It consisted of four twin rooms [all en suite] and if we booked all four he would give us them at 2010 prices. This worked out for bed, English Breakfasts for six nights £190 each [£31 per night] this included the local tourist tax too. As a bonus there was any amount of free beer or wine which was in a large fridge in the courtyard plus the usual tea or coffee along with helpings of chocolate cake if you were still peckish. We finally got the bikes sorted, all under cover, in the secure yard and from there we sorted out the sleeping arrangements. Terry had the pleasure of my company, David T and Michael, Jack and John and finally Ron and Eric. Adrian would cook our evening meals too as and when we wanted them. It would be a group same choice menu at a cost of between 10 to 18 Euros depending on what was ordered. This could be anything from a 2 course to a five course meal to include all various drinks that were freely available!!! Can't be bad eh. There was always plenty for those who could manage “seconds” too. Because we arrived quite late to start with and then getting rooms sorted etc we had to dine out in the town for that night's meal. We went to a restaurant that Adrian said was one of the better ones. Arromanches is a popular tourist place and was quite busy even though it was late in the evening. Found the restaurant and got ourselves fed and watered so to speak. A brief look around as we made our way back to the B&B, couple of beers there [free] and off to bed hopefully for a good night's sleep.



The B & B courtyard

SUNDAY 12TH

Sunday morning was not what we had planned for, rain!!! Never mind, it was English breakfast time. You name what you fancied and it was made available by Adrian, the owner, chief cook and bottle washer. It was all top quality food. Along with buckets of tea or coffee. A good way to start the day off. We decided to stay close to "home" considering the weather and the fact that we had ridden quite a few hundred miles over the last couple of days. A rest off the bikes seemed like a good idea. So what did we do? Arromanches was the site of the GOLD landing beach and consequently there was plenty of history relating to the landings that took place here. We therefore stayed here to visit the museums etc. In the main museum there is a 360 degree cinema. This consisted of screens in a full circle where you stood in or near the centre of the circle and watched the different screens which showed different clips of archive footage shot by War Correspondents in June 1944. It was excellent. In preparation for the Normandy Landings (Operation Overlord) the Allies realised that they would need enormous amounts of war materials to keep the invasion forces equipped. This would need a harbour(s) in France to be able to do this. As a "test" there was a raid [Operation Jubilee] by Canadian forces on 19th August, 1943 on Dieppe harbour to see if it could be captured but this ended in failure with disastrous results. From that experience the Mulberry [code name] Harbour was developed. 73 individual hollow concrete blocks, known as

Phoenix Caissons, were fabricated to make up the ports, breakwaters and pontoons. The largest of these were 60 x 17 metres and were the height of a five storey building!! This was no mean fete of engineering which involved 40,000 individuals employed in there making along with special building sites throughout the U.K. near existing ports. They were towed on the D-Day by tugs and were assembled 2 Km from the beaches of OMAHA to support the America sector and the other assembled



Arromanches with Mulberry harbour in top R.H. corner at the GOLD beach to support the British and Canadian forces. This particular extended "sea wall" was 8 km long!! The remains of some of the Mulberries are still visible at Arromanches. To keep the harbour open during the night artificial fog was created to hide the lights of the harbour which remained open day and night. There is so much to see and read in these museums. The displays are excellent and help you to relate to what you can see when you are outside walking about and therefore get a better understanding of what was happening. Consequently it can take quite a few hours to go around everything. When the time comes to leave [any museum] and get everyone together it is very similar to herding sheep!!! It can take ages. The weather had changed and it turns out to be a dry warm day. Slow walk back into the town and guess what? its coffee / tea break time. We spend quite a bit of time doing this on our daily touring around. Back to the B & B and freshen up time. We had decided this morning that we would take advantage of the culinary skills of Adrian asked him to cook us a meal for tonight. We all meet in the dining hall for around 7'ish, plenty of chatter going on amongst ourselves with ample amount of refreshments to available to help us relax. Three course meal followed by coffee and cheese etc. Very nice too. Plans were discussed and made for Tuesday's tour. Then it was getting late so time for bed. One of the many good things about our B & B was that the courtyard was very secure with large gates closed and locked at night. Helps you to sleep that bit more peacefully when you know that all is well with your bike.



Waiting for our coffee, Arromanches

MONDAY 13TH To be continued

ADVANCE INFORMATION ON THE JUNE RIDE OUT.



The June ride out on Sunday 17th (3rd Sunday in the Month) will be a trip down to Bainbridge near Hawes. The Annual Beamish Reliability Trials for cars, motorcycles and commercial vehicles' has its lunch halt on the village green. All competitors have a compulsory stop here where they park up and have their picnics'. If you are interested in vintage and veteran vehicles' there is no better place to see them both parked and in motion. It really is well worth a visit and a treat for "Dad" on Father's Day. If it isn't your cup of tea then Hawes is just about four miles away where there are good cafes and of course the cheese factory where we can all re-group after lunch. Toilet facilities are available in Bainbridge and a packed lunch is advisable.

Here is a link to the Beamish Trial website: - <http://www.beamish.org.uk/beamish-reliability-run/>

Richard (Ritchie) Robinson. (June ride out organiser)

MOTORCYCLING in NAPAL

I don't really know where the idea came from but Ron Patrick and I are now booked to travel to Kathmandu on March 15th just after the end of the rainy season (there are five season in India) to hire two Royal Enfield Bullet 500's. These bikes we will take up into the 'jeep tracks' in the foothills of the Himalayas. As Wilf says "you will need a plug spanner".

As most people will probably know Eric Fitzpatrick is Ron's usual travelling companion on these jaunts abroad and Eric has duly informed me, "Mind I have only loaned him to you".

The trip is being organised by a motorcycling trust called Motorcycling and Mountain who work closely with the native Nepalese and Guarantee that they pay good wages to their staff and family members providing accommodation for us on the way. We have a Sherpa with us who has climbed Mount Everest no less than EIGHT times, assenting twice, once without oxygen so we will be in very good hands. The route that we are taking to the North West of Kathmandu climbs gradually so we are hoping tot to have many problems with altitude sickness!!!.

Ron and I have both had several inoculations to prepare us for the trip including Typhoid and Hepatitis A and we are due to start taking anti-malaria tablets just before we go.

Our first and last night will be spent at the 'Yak and Yeti' Hotel where Sir Edmund Hillary and Sherpa Tenzing began their acclimatisation on their record breaking climb in 1952. There should be lots of interesting memorabilia to see on display. Fancy starting a post card home 'Here we are at the Yak and Yeti'!!

Well, if it all comes off there will be no stopping Ron from giving one of his unique club night talks in September or October. I for one will be looking forward to it.

Michael Sutherland



Ron



Michael

A WEE QUIZ FOR YOU TO DO

Question 1; how many 'Moors' has the city of Newcastle got? [1 moor is divided into sections but just class it as1].

Question 2; in what year was *Evaporated Milk* invented?

Question 3; how many 'entrances' has Newcastle Grainger Market have?

Question 4; name the four streets that make up the sides of the market?

Question 5; how many entrances on each of the streets?

Question 6; who is considered to be the '*Father*' of professional football as we now know it?

Question 7; in what town and football stadium did this change from amateur to professional take place?

Question 8; which country introduced '*word spacing*'?

Question 9; what was the name of the Newcastle motorcycle manufacture and in what street were their premises?

Question 10; in what year did Henry Ford create the '*assembly line*'

I will treat the first person who Emails me with ALL the correct answers to a bottle of New Zealand Red, White or Rose wine of their choice.

David Henderson, Newsletter Editor.

Send your answers to:- dhenderson.rfv@btinternet.com

The January Member's Meeting speaker was Murray Walker from EDZ clothing, Keswick. He gave an excellent talk on how to get the best efficiency out of '*layering*' and the technical make up of the different materials they used in making their clothing. He brought along a lot of samples of their clothing and explained how they all worked together in keeping you warm etc. He will be more than happy to see you in their shop and give you advice. Go to www.edzlayering.com for more information etc.

The February speaker was Pete Breadael from Just Helmets based on Teams Valley Trading Estate. He too brought along samples of helmets that he deals with. From the lower price range £150'ish to £500'ish. Everyone was welcome to try them on. He offers a discount [code is NAM] on purchases made from him so if you are in the market for a new helmet contact Pete on 0191 2755444 or www.justhelmets.co.uk [it's a good web site].

DON'T FORGET!!!!

The first RIDE OUT of the year organised by Roland Mcleod is on SUNDAY 18th MARCH. If you turn out you will be going to St. Abbs. 09.30 / 09.45 meet up at the usual meeting point at Seaton Burn for a 10.00am start.

THE I.A.M. and N.A.M. WELCOMES THE FOLLOWING NEW MEMBERS

A Skill for Life

www.nam-online.org

Group No: 4245

Charity Reg. No: 1099238



Graham Firth



Barry Bullas



David Telford

Congratulations to Barry, David and Andrew Frizzle and Rachael Yost on their successful I.A.M. S.F.L test passes

Welcome to N.A.M, Keith Coxon, Malcolm Ainsley, Richard Henderson, Jim Cordon, David Cook.

The speaker at the March Members Meeting is Rennie Richie. He is an I.A.M Staff Examiner and Ex Police Rider. His topic is "Preparing for the season ahead". The date to note is Tuesday 13th for a 07.00pm start.

My thanks to the following contributors to the Newsletter, Michael Sutherland, Richard Robinson, David Henderson.



The Last of the Summer Wine visiting the National Motorcycle October 2011



The views expressed in this Newsletter are not necessarily those of the Northumbria Advanced Motorcyclists (N.A.M) or the Institute of Advanced Motorcyclists (I.A.M) and should not be interpreted as such.