

# **NORTHUMBRIA ADVANCED MOTORCYCLISTS. (N.A.M.)**

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



**PITLOCHRY PILLION BELLES MAY 2010**



Summer 2010

## **THE NORTHUMBRIA ADVANCED MOTORCYCLISTS ARE SUPPORTED BY:-**

### **NORTHUMBRIA POLICE**



### **NORTHUMBERLAND FIRE & RESCUE SERVICE**



For more information on how to join us and become a better and safer rider come along to our monthly meeting held every 2<sup>nd</sup> 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,  
Eric Fitzpatrick on 0191 271 2245 or Email [e.patrick454@ticscali.co.uk](mailto:e.patrick454@ticscali.co.uk)

OR

VISIT OUR WEBSITE; [www.nam-online.org](http://www.nam-online.org) to see what N.A.M. has to offer.

## Chairman's Notes



June already and we're getting into the thick of it. I've already had my holiday, having set off at the end of April with Eric. We were sparring throughout the trip as to who would write the article for the Newsletter, Eric won.

Our Pitlochry Weekend went well, with good support being rewarded with enjoyable day trips and entertaining evenings. Many, already enquiring about next year. And, a Keswick Weekend beckons.

We have another healthy start to the training season, with an encouraging number of new associates. I'm always pleased to see new faces at our meetings because I know many will make good friends within NAM whilst training and develop these friendships with continued membership. We all benefit from that.

There is no shortage of volunteers to lead the ride-outs and this produces new roads for us all to enjoy. Our newsletter continues to entertain and inform, with a healthy number of new contributors adding variety to the articles.

I would encourage all members of NAM to make a contribution to the group, that way both they and we, will all gain.

*Ron.*

---

## Insurance issues

Your committee have been wrestling with a problem ever since our AGM and this involves non-IAM members. The problem, is the answer to "what if"?

We have spent many hours, taken legal advice, and engaged the IAM insurance providers but have been unable to come up with an answer that we would have preferred. I won't bore you with all of that detail, but instead give a hypothetical example to illustrate a risk.

Let's say we're on a ride out and there is an accident/incident that involves a claim against the rider. The claim is successful and the rider's insurance pays out. The rider's insurers may wish to mitigate their loss and seek to recover this loss from the organisers of the ride out. One or more members of the Committee could then be faced with a court action, which they would be obliged to defend.

The IAM recognise this and provide cover to protect Members against this risk. They go further and provide cover for any non-member who may join us on an activity, like a ride out. But, essentially for only one ride out. This takes care of potential Members, who wish to experience what it is that we offer.

All of this means that we cannot allow non-IAM members to be members of NAM, because of the risk of litigation. This requirement is stated quite clearly in the IAM rules and we have been turning a blind eye to accommodate one or two of our good friends. Because this risk has been pointed out to us, we must now abide by the IAM rules.

We don't wish to lose any Members, hence our efforts these past few months. But now we ask that non-IAM, NAM members, to appreciate all our club offers and rejoin the IAM.

Surely the best option.

*Ron Patrick, Chairman.*

## MEMBERSHIP MATTERS.

A high proportion of our members are in arrears with their subscription for 2010. Although I've contacted (or tried to) all of them individually, I think that all members should know how to maintain their membership.

NAM is a group affiliated to the IAM. It is not 'just a bike club', though for the majority of us the bike club element and activities are what make membership worthwhile. Being affiliated to IAM means that we agree to be bound by the rules laid down by IAM. Of these, the crucial one states that only members of the IAM can be full members of NAM. This rule is absolute and allows no variation. There are a small number of members who, for a variety of reasons, would wish to be members of NAM without being members of IAM. The officers and committee have gone to considerable lengths to find some way to accommodate this group, but it is just not possible. Anyone who wants to be a full participant in the activities of NAM, especially ride-outs, must be a member of IAM.

As an affiliated group, IAM arranges an insurance policy to cover our group activities. This insurance covers us only when IAM members and/or associates are involved. Participation in our events by non-IAM members invalidates the insurance and, under present legislation, leaves the officers personally liable if anything untoward occurs. This serious financial risk is not acceptable and so, not only do IAM rules forbid it, but the terms of the insurance policy make it imperative that non-IAM members do not join in our biking activities. A guest may participate on one occasion only and then under rigorous controls and arrangements to ensure safety. There is a provision for 'social' members (subscription £5.00). Social members have the right to attend club nights, dinners and the like, but cannot participate as riders in biking activities

While NAM is affiliated to IAM, it is a separate entity financially. Each charges its own subscription fees. The requirement for NAM members to be members of IAM means that two subscriptions are payable. Some confusion has arisen because this is not made clear when members join. The Skill for Life programme charges a single fee which incorporates the first year's subscription to NAM. The impression can be left that this practice continues in the second and subsequent years. Not so. The subscription for NAM (£15.00) falls due in January each year. Here is another source of confusion, because IAM subscriptions fall due on the anniversary of joining. No problems arise if payments are made promptly. However, if they are not, things are not good. Let me quote my circumstances as an example. I joined IAM in April, so IAM subs are due then. If I pay my subs to NAM in January but fail to pay IAM in April, I am debarred from participating in NAM events after April, despite having paid my dues. This is a matter to be raised at the National Conference next month.

The two subscriptions amount to £43.50. Less than other organisations involved in biking and hugely cheaper than things like golf clubs. Is it worth it? I can only give a personal view. I am happy to pay 85p or so a week for the maintenance of riding standards, the newsletter, the friendship and the range of activities membership of NAM gives me. I have saved 30% of my fees by using IAM discounts; others have saved more than the cost of membership, usually by using discounted bike insurance. On top of all that, as a registered charity we do good works.

*Eric Fitzpatrick*

Membership Secretary.

I can be contacted on; 0191 271 2245 or Email; [e.patrick454@tiscali.co.uk](mailto:e.patrick454@tiscali.co.uk)

## HONDA VFR 1200F ROAD TEST.



On April the 15<sup>th</sup> I took my Honda VFR800ix into Fergusons of Blyth for its annual M.O.T. I had pre-arranged to road test the new Honda VFR 1200F whilst my bike was in the workshop. I was a bit apprehensive in doing so as the spectre of something going amiss and having to pay out £1500 excess didn't bode well with me. I even got them to take bring it out of the workshop and bring it around to the front of the showroom for me. The test bike wasn't the top of the range model so it had no top box or panniers fitted. The colour scheme was silver which I thought was not a bad colour for the style of the bike. It comes in two other colours, red and white. After a quick look around to see what switch did what I then got myself ready for the "off". The first thing I noticed was how easy it was to bring the bike upright to allow me to take it off the side stand. After all the reports I had read about it being too heavy I expected to have to really make an effort to do so. And this was with a full fuel tank of 18.5 litres. It has a kerb weight of 267 kgs compared with mine which is 235kgs (21 litres of fuel). Starting it up the exhaust note had a nice sound to it. Bottom gear clicked in easily and the nice touch on the dash was the gear position indicator letting me know what gear I had chosen. Taking it very easy till I got myself settled I then made my way west to the Belsay / Bolam lake area. The gear indicator is a boon, great bit of kit to have on a bike. Making my way up the Laverock Hall Road heading for the back road to Blagdon Hall and from there to Ponteland. Getting more confident and relaxed I took in what the bike felt like and how it handled. The "throttle-by-wire" was very light and responsive with no lag. The weather was cool, dry and a bit blustery but the double skinned fairing and screen worked a treat. No noticeable buffeting or noise and plenty of wind protection. The balance of the bike was brilliant and was very noticeable to me having never ridden a bike with "mass centralisation" being part of the design. The drive shaft was excellent with no feeling of diving or lifting at the swing arm as you opened the throttle or closed it down and so quiet too. The design of the swing arm / drive shaft is a work of art. I have ridden a BMW and it could be quite disconcerting feeling the swing arm move up or down. When it came to changing gear it was very slick and effortless and no doubt for those who chose to do clutchless changes it would have suited them fine. I've never been one for doing this. It just takes making a mess of things and you run the risk of knocking a tooth off one of the gears and you are left with a hefty repair bill. I'll stick to pulling the clutch lever, that's what it's there for. As I got more used to the bike a bit of "wow" factor came into play. As I got more into the country roads I began to notice just how well this bike handled. On the straights it ran straight as a die despite the wind was getting stronger. Then the cornering!! The winter had taken its toll on many of the roads I travelled on with plenty of the road surfaces having broken up and pot holes. On the corners it never flinched despite all the bumps etc. The suspension just took it all in its stride and gave you a lot of confidence when cornering. No jumping about and going off line. Suspension technology has certainly moved on since my VFR was produced. The tyres probably had something to do with the handling. It was fitted with Bridgestone Battleaxe 021's and they performed so well that I have changed the tyres on my VFR to the latest 023's and they work well on my bike too. The brakes were excellent although I didn't have to do any hard braking I'm sure that they would come up trumps if you had to. The rear brake was more than capable of bringing the speed down when required. Along with that I didn't get the experience of the ABS activating. I loved the shape of the tank. My knees fitted naturally into the tank which was excellent whenever you had to use the knees to grip on cornering. On my VFR it's a conscious effort to do this and it really showed when riding / comparing the two bikes. What also helped was the narrow seat which blended into the shape of the tank and the narrowness of the engine at this point. This being due to the two rear cylinders being closer together than the front two. The seat itself was ok for the short time I was riding the bike and it would take a much longer journey to really draw on conclusions as to how comfortable it is. With a height of 815cms it was fine for me allowing me to put both my feet firmly onto the road. Again the seat being narrow helped no doubt. My VFR is 805cms. The fuel tank capacity is going to be a bone of contention with the bike. At 18.5 litres (4.1gallons) this will give you about 160 miles @ 40 mpg. Many riders will say that this just isn't enough miles. I can imagine if you are on the continent where you can make "good progress" this mileage will probably be less. If you just chug along no doubt you will get a greater distance but that's not what this bike was designed for. I found the reach to the handle bars a tad too much for me with quite a bit of weight being put onto my wrists. I've probably been spoilt on this point as I have bar risers on my VFR which makes life a lot more comfortable especially when doing a long journey. No doubt there will be no shortage of companies making something to fit to overcome this problem for those who find the reach too far. The mirrors were fine for me with plenty of reward information being visible in them. As is quite common now the indicators are built into the mirrors. The dash was great, easy to read and I found the digital speed indicator another bit "kit" better than the dial / needle as on my VFR. Once again the gear position indicator would be something that I would look for if I

Cont.....



Cont.....

was to be looking for a new bike. The starting price of the bikes is £12.075 o.t.r. onto that price you would have to add £274 for Honda heated grips, centre stand £175 and if the seat was still too high for you another £195. For me these extras would be the essentials others available, luxuries. If you wanted the Top Box, Panniers, Centre Stand add another £1307 to the basic o.t.r. price. As far as extras go you could say the sky's the limit.

To sum up. This is a very easy bike to ride, not demanding which is what I would want anyway if I was doing a lot of touring. Very quiet when riding at a steady speeds. Has "Honda quality" written all over it (although time will tell as to how well it stands up to the rigors of the British weather). Centre stand I would have expected to be a standard fitting not an extra. I did 53 miles in 1 1/4hrs riding, obviously not long enough to for a comprehensive test but when I eventually got back to Fergusons I handed it back suitably impressed. Overall a great bike and not entitled to some of the derisive write ups by so called "experts" that I have read. Would I buy a one? I would have to road test other manufacturers' models before I could commit myself to the Honda.

*David Henderson*



---

### **Just a reminder Members;**

**If any of your personal information changes i.e. home address; telephone number; mobile number; Email address etc. Can you let our Membership Secretary, Eric Fitzpatrick, know so that he can keep the membership data base upto date. Eric can be contacted on 0191 271 2245 or Email [e.patrick454@tiscali.co.uk](mailto:e.patrick454@tiscali.co.uk)**

---

### **Dates of the monthly meetings;**

JULY, 18<sup>TH</sup> = fish & chips; AUGUST, 10<sup>TH</sup> = T.B.A. SEPTEMBER, 4<sup>TH</sup> = Geoff Littlewood from Castrol Oils. OCTOBER, 12<sup>TH</sup> = Ian Duffus from Pirelli Tyres. NOVEMBER, 9<sup>TH</sup> = T.B.A DECEMBER, 14<sup>TH</sup> = T.B.A.

There are other speaker guests Their dates of attending the meetings are yet to be arranged.

The talks will be a; The New Norton Commando Design Team. b; The Rear View Crash Helmet Company.

All meeting are held on the second Tuesday of the month at the Wheatsheaf Hotel on the B6918 at Woolsington (near Newcastle Airport) at 07.00pm for a 07.30pm start.

Next ride out is on Sunday 18<sup>th</sup> July and organised by Robert (Bob) Atwell. Meeting at Seaton Burn Services for a 09.45am debrief and a 10.00am start.

**WATCH FOR THE SEPTEMBER RIDE OUT AS IT IS A 09.15am DEBRIEF AND A 09.30am START.**

Organised by William (Bill) Davison. Check the NAM website as Bill will be posting more information.

Website address; [www.nam-online.org](http://www.nam-online.org)

## Bob, Pat and THAT cloud.



Sunday 18<sup>th</sup> April, second ride out of the season. The Atwells were not there. This is our excuse.

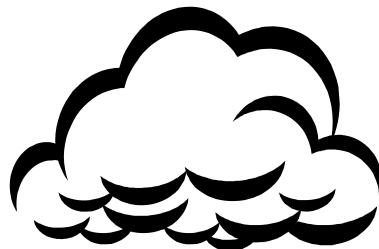
We were still in Malaga being amongst the first people to be stranded by flight cancellations due to the volcanic ash cloud.

We had had a pleasant week in Competa in the south of Spain with my sister Val and her husband, and Brother Andy and his wife. Andy had driven there while the rest of us flew from Newcastle and Gatwick. Andy had left for the long drive home before we knew how bad things were, but by Saturday afternoon we knew our flights were cancelled until further notice, and we were told by the flight operator that we would get no help with accommodation or expenses. We had to vacate our self catering accommodation and headed for Malaga to be nearer the airport. Meanwhile just as you might be thinking we were in for a few extra days enforced holiday in the sunshine.... It started to rain. Heavily!!!. And it did not stop raining for 21 hours. Malaga was flooded. We and hundreds of others including families dragging their children and luggage through ankle deep water, trekked from Airport to railway station and bus station trying to find a way home. There were no trains available for Madrid until Thursday, and in any case we would not be able to travel to Paris for the Eurostar because French railways planned to strike! All buses were booked until the following Saturday. One man was actually on the phone to his company head office in UK trying to hire a bus in the UK, planning to have it driven to Malaga to take him and his family home. Luckily we had used the internet and managed to find a decent hotel for the night on the outskirts of Malaga. But we could not afford hotels indefinitely with added costs of restaurants etc so we booked into some cheap self catering accommodation in Benalmedina. There really was a drowned rat outside the apartment block but the accommodation was ok. We had a sea view so we could watch the black clouds gather as it rained heavily on and off with thunder and lightning for four days. We were all dressed for a wet weekend in the Keswick rather than Spanish sunshine. It did stop raining for a couple of hours on Monday afternoon and we had a stroll around the spectacular new harbour development with expensive yachts and parakeets nesting in the palm trees. Val and her hubby by now had tickets for a flight the following Saturday, if all went well. So they decided to make the most of it and stay in Benalmedina. But I was getting stir crazy and really just wanted to get home. We enquired about car hire to Calais, but were told that there would be a single journey supplement of £ 2000! Meanwhile Andy had reached Calais but could not get anywhere near the ferry for their booked crossing time. They decided to come back for us. I never thought I'd be saying this but 'thank God for the internet'. We booked a car at 11.00 at night for the next day and set off first thing for San Sebastian airport near the French border. Typically as we drove north through Spain we had the hottest, sunniest, driest day of the whole holiday. Incredibly we both arrived in the airport car park at exactly the same time. We left the hire car, including two pairs of (clean) underpants drying on the parcel shelf and my reading glasses, and squeezed all our stuff into Andy's car. There was no accommodation left in the whole of San Sebastian so we drove to Biarritz in France where we got the last two rooms in town, literally. We were all ravenously hungry by now but there was no where open. 1800 miles and we were in Calais where we had a bit of good luck. P&O honoured the original booking and did not charge for two extra passengers. 30 mins after arriving in Calais we were on our way. We had got there only hours before the queues stretched to thousands as we saw on TV the following day. When we got to Dover we decided that we could be half way home before we found rooms for the night so we decided to share the driving home in short spells and hit the road again.

We were all glad to be home at about 6.00 am on Wednesday morning. All benefit of a pleasant leisurely week in the south of Spain was lost. We were exhausted, harassed to death and severely out of pocket and still hoping for some compensation from the airline or insurance company.

We are off to the south of France soon. Driving there and flying back. We hope.

*Robert and Patricia*



## I.A.M. RIDER SKILLS DAY – KNOCKHILL, 21<sup>st</sup> JUNE, 2010.



It was with some trepidation that I banked right for the first time into Dufus corner at the end of the start / finish straight at Knockhill. Even at slow 'get to know the track' speed this is an awesome piece of tarmac, banking 90' right whilst dropping downhill at what seems an indecent angle. But this was just a taster for the sweet series of bends; left, right and right, left before cresting the hill for the chicane. A section of track that rewards smooth riding and really gets you flowing. The rest of the track is faster but equally as much fun and challenging, especially the uphill hairpin!

Okay Rossi I definitely am not, but the Rider Skills day was an excellent opportunity to hone my skills. As senior observer and training co-ordinator for NAM, I was fortunate enough to be asked to be one of the local representatives as an instructor. Having previously attended a Rider Skills day at Mallory Park as a participant I had a good understanding of how the day would progress. But the Knockhill course seemed far more interesting than Mallory. I have done track days at Mallory and Donnington with Suzuki Race School and Ron Haslam, but consider the IAM Rider Skills day has a definite place in developing road based rider skills. Essentially riders are using their skills to ride a one way system, able to develop ability in core competencies in a safe environment.

The day starts with a safety briefing, including keep to 80% of ability. There is then a chat with the instructor and off to the track. The initial ride is to familiarise yourself with the track at low speed. A couple of laps with the instructor at the front and then each of the students take turn being front rider, with the instructor behind. The ratio of instructors to students is no more than 1:4. After the slow ride session there is a debrief and then a briefing for the next session. This is the format for the rest of the day. A briefing before each period on track focusing on a different core competency, first led by the instructor and then the students followed by a debrief. The sessions cover: road position, observation, braking, accelerating, gears and steering. With 3 hours track time available the debrief periods give an opportunity to take on liquid and food along with meaningful discussion.

Everyone I spoke to enjoyed the event and it was good to see how everyone relaxed into the day, from the initial apprehension of going on the track to using the time to improve their riding. As the sessions progress speeds increased, but there is an emphasis on safety that you would expect, with an absence of excess progress and/or bad riding.

Accordingly I would highly recommend the I.A.M. Rider Skills day to anyone that is interested in developing their skills and ability. There are benefits of improved understanding of what the rider and their bike is capable of in a safe environment. If anyone has any concerns over stereo-typed track day events, I would reassure you that this is very different in its approach but equally enjoyable and rewarding.

As some of you will know I spent the winter months restoring a 10 year old Honda Fireblade that had been badly neglected by its previous owner. I was impressed with the bikes' road ability and the chance to take things a little further on track was too good to miss. There is no doubt the Fireblade easily outperformed my ability as a rider. Regardless of how much I enjoyed the more progressive riding towards the end of each session the bike was capable of a lot more. I never even got a foot peg down on any of the bends in the whole day! Now was that me not trying hard enough or the bike being too good? Okay the bike wins.

If you are interested in a Rider Skills day the next event at Knockhill is Tuesday 28 September 2010. Let me know if you want to know more. See you there,

Remember, if you aren't enjoying the ride, you're doing something wrong!

*Kevin Wellden.* Training Co-ordinator

Kevin is 2<sup>nd</sup> from the right facing in white top and Wilf is 2<sup>nd</sup> on the right in the blue top





## Rhine, Wine and Dine. Germany Tour mit Johnny und Dot April 2010



A sunny departure from North Shields Ferry Terminal on the Princess of Norway started and exciting 6 days, riding through some glorious scenery in Holland and Germany lead by Johnny and Dot viz Hadrian v-twin Tours. On arrival at Ijmuiden ferry terminal on Good Friday morning it was a quick orientation to riding on the right and then an enjoyable sortie through Dutch towns and countryside bedecked with daffodils, blossom and eggs. Through Holland, a brief encounter with Belgium and into Germany to meet up with the "Cockney" contingent of the party from "Hert Bridge Folk" Chapter who'd set out from the Channel Tunnel. The completed party comprised of 15 bikes. Arrival at the Hotel Kastenzholz in Wershofen (Rhineland-Palatinate) was about 220 miles where a warm German welcome with fine beer and excellent cuisine awaited. Fortified with an amazing breakfast we headed along some "twisty switchbacks" to Nurburgring where a Harley weekend was scheduled. A brief sortie and back on the bikes to take in the vineyard s and villages of the Mosel region. More fine dining back at the Hotel where Johnny celebrated his ?? Birthday. Sunday, we returned to the Nurburgring for an enlightening tour behind the scenes of the race track, following in the tracks of the world motor racing champions and getting our chance on the podium with the champagne magnum! Lunch at Sankt Goar and ice creams at Cochem before returning to the race track to test out metal on the 20km course in teeming rain. WOW just about sums it up for me, littlest bike in the group but she held her own –Thank you Dr Dom – just let the bike do it – relax your grip and enjoy!! Canny adrenaline rush though, as the bike slipped away in the wet several times. We took a leisurely route back to Amsterdam but with it being the Easter Holiday every one of the numerous Harley Dealers in Germany and Holland were closed for the religious festival. As a result we had an unscheduled stop in Arnhem to enjoy café life outside the town square before boarding the ferry, King of Scandinavia, to return to sunny Blighty. A marvellous tour, with a mixture of riding conditions and sights for everyone, with fabulous accommodation, cuisine and company.

Many thanks to our hosts Johnny and Dot and the colleagues who all made it a fabulous first time experience of riding on the Continent.

*Janice Mitcheson*

---

## THE ROAD TO MOROCCO 2010. BY BOB AND BING



Ron (Patrick) and I needed a suitable tour to offset the debacle of 2009 in Romania. We agonised over this decision for at least 5 minutes, and agree on Morocco

The first afternoon and evening after our arrival were calm, relaxed and seemed a good beginning. The 36 hours following were not. We had chosen the scenic, mountain route to Fez, intending to take a leisurely two days over it. It was not to be. The roads needed full attention. Potholes serious enough to break a wheel, and sections of road sliding down hillsides, leaving the remaining tarmac with cracks wide enough to take the front tyre, were commonplace. Speed was slow; concentration intense. Even so, the roads could be described as OK compared with the surfaces in the towns. No tarmac, huge holes, dips and ridges and the buildings flanked by what looked like scrap metal. No bars / cafes you would want to stop at. No hotels. I was not impressed.

We pushed on and eight hours on the bikes got us to Fez, where Ron chatted up / was chatted up by a young man who led us to a Riad (small, family hotel) – comfortable and reasonably priced. Then, after taking us through the town to safe parking for the bikes, a second young man wanted 10 Euros from each of us for the parking. Since we understood the cost of parking to be included in the price of the Riad, we declined. Unpleasant altercations. After dinner, we fancied seeing something of the town, but were advised against walking the streets alone. Being Stubborn, we tried, but after a very short walk in narrow, crowded streets, agreed that we didn't feel safe and returned for an early night. Breakfast was substantial and served in a superb room. (21) With the bill and the cost of parking sorted out, and refusing the invitation to a guided tour, we were glad to put Fez behind us. Glad that is until we met 30+ miles of road works. Midday saw us at Midelt, where, I have to admit, my legendary patience failed. After trying, unsuccessfully, to exchange money at three banks, an Arab person standing by the bikes demanded money for watching them. My response is unprintable. Ron, on the other hand, was saintly. He had waited patiently in the heat of the sun while I wasted time trying to change money. He then led the way out of

town, looking for a shady spot to have lunch. He found a small tree by the side of the road and we stopped. At that point, our fortunes changed. The afternoon ride took us through the High Atlas Mountains, along roads and past scenery such as I had anticipated when thinking about the trip to Morocco. I can't speak for Ron, but my spirits rose. The hotel in Ar-Rachidia looked rather up-market for a couple of pensioners. We decided that, after our experience in Fez, we deserved a little pampering at a cost less than we would pay in Europe. A wise decision. The room and the gardens were delightful, the food good, the staff friendly. Excellent.



There was some debate about the next part of the route. Debate because we had a general idea of where we would go, but no fixed plan. Ron likes living dangerously. The choice was south past Erfoud to the dunes near Merzouga or west towards the gorges of Todra and Dades. We chose the gorges on the grounds that we preferred to approach the desert via Zagora, so we went west along the southern edge of the Atlas. The start was across a high plateau from which the road dropped dramatically to the town of Goulmina. From the heights the town was an oasis of green against the light brown of the desert. The streets were wide, well paved and clean, in sharp contrast to the dirty, run-down towns of the north. We had to stop and enjoy the ambience, plus Ron needed his morning 'fix'. Good riding took us along the flanks of the mountains with huge expanses of flat ground to the left. We passed the end of the road to the Gorges du Todra and turned right up the road towards the Gorges du Dades. Within a couple of hundred yards we were stopped by police. They just wanted to chat. We exchanged pleasantries, explained how far we had ridden to get there, discussed the merits of English football teams (Newcastle United in particular) and were given a recommendation to a hotel, The Five Moons, 15 miles up the gorge. We were sceptical and had lunch (a treat for me because Ron doesn't believe in eating between meals – that is breakfast and dinner) at a hotel popular with walkers. No rooms available. We continued up the gorge and were contemplating turning round to seek accommodation at the bottom of the valley when we came upon a small hotel on the right. It was the one recommended by the friendly police. The reception was warm, the accommodation basic. We booked two nights. That night, the hotel was full and we passed a pleasant evening in the good company of two Dutch couples, all of whom spoke excellent English and were well-travelled. Dinner in Morocco is served at 8.30pm at the earliest, which makes for a good appetite. We talked and talked. Fawlty Towers was mentioned, and the meal arrived at 10.25pm. Time is not taken seriously in Morocco.

After several long days on the bikes we were glad of a respite and enjoyed a very leisurely ride up the more spectacular sections of the gorge the following morning. The scenery and the hairpins were more than impressive. The coffee stops made me feel that I was on holiday. The afternoon was spent exploring the village, watching a group of workmen demolishing a house using a long pole as a lever, and resisting the blandishments of a salesman who insisted that his home was ours. Back on the bikes, refreshed, the next morning we enjoyed another excellent day's ride to Zagora. There were long stretches of dead straight road – good for progress until we came to stretches where runoff from the desert had covered the road in sand and gravel or washed the road out completely. Wouldn't want to ride it at night. We turned left at Quarzatate onto a real bikers' road which climbed via wide sweepers and tight hairpins to Ait-Saoun. Lunch time came and went; we didn't stop until we reached Agdz. Trees, and therefore shade, were in short supply, but Ron found a small bush, which would serve. No sooner had we stopped than we were approached by a man who asked if we could help him by writing a letter in English to a friend living in Coventry. We agreed, were invited to move into the shade of a veranda. A table, chairs and coffee were produced, and we spent a very pleasant hour in conversation. I left feeling much more in accord with Morocco. I followed Ron as he rode through Zagora, ignoring several promising looking hotels. When he turned off the main street into the back streets, I thought he had lost it. However, he knew what he was about because he rode to a hotel in a rough back street, which, from the outside, seemed less than attractive compared with some we had passed. The room was comfortable and the garden where we had drinks was superb. An excellent choice remembered from his last visit.

**WATCH OUT FOR THE SECOND INSTALLMENT OF THE INTREPID TRAVELLERS**



## My Skills for Life Experience.

It just wasn't what I expected. I had been around the course starting at Washington Services and had a practise run with Simon Lipton. I had practised filtering through the urban traffic of Newcastle and surrounding areas. I had looked at the route on Google Earth. 'The Skills for Life' test certainly was a 'Skills for Life' test. "If you can ride a motorbike as an Advanced Rider you should be able to ride in a variety of conditions.".... This included the cold, microclimates, frozen water coming off the fields making rivers of ice, venturing into Bonnie Scotland and slowly riding over the cobble stones of the beautiful town of Kelso. December is a month for adventures. It was great, though, and a lovely ride out. My observer, Simon Hadden had provided me with the knowledge, skills and appropriate attitude to be able to confidently face the unknown as was on the test. In previous months we experienced many highways and byways and he was most informative on a great variety of riding situations. His constructive comments, patience and the friendly atmosphere he created on the ride outs made all the experiences most enjoyable. Simon's knowledge of tearooms is unbeatable. Ray Charlton always kept me on my toes with 'The System' and Clive Taylor put the ball in motion on my first ride out with the team. It is not over now that I have my pass. This is just the beginning. There will be regular referrals to the Police Handbook and IAM literature, practising and applying skills and listening to advice and experiences of other motorcyclists.

A big thank you to all the people who helped me on the road especially to Simon Hadden.

*Lesley Carr*

---

## A different way to stay abroad on your bike.



Late October 2008 Maureen and I along with three other couples met up on a Sunday morning for bacon butties at our house to discuss where we would go for our holidays the following year. Michael, one of the lads, had travelled a lot throughout France in his car staying in static caravans on Eurocamp sites. This sounded like a good idea. Having decided what areas we would like to visit we contacted Eurocamp. We contacted Eurocamp there and then by phone explaining what our planned itinerary was. They took all the details and said that they would get in back in touch with us. They did, within an hour we had our travel arrangements and all sites booked!!! A small deposit secured our bookings for June 2009.

June came fairly quickly and the group left South Shields on a Saturday at 08.00am. We travelled via the Cotswolds where we had planned a stopover in Bath for the Saturday night. This was a nice break and set us up for continuing our journey on the Sunday. After breakfast we travelled to Plymouth where we were to catch the Brittany to Santander ferry. We had booked overnight cabins and this allowed us to sit back and enjoy the 20 hour journey to Spain. Beautiful weather ensured we had smooth crossing. After disembarking on the Monday at 02.00pm we travelled to our first site, Bayonne, approximately 7 miles from Biarritz. We had all booked separate static caravans all with decking. The site was beautifully laid out and very clean with plenty of room between the 'vans. The first week was spent riding everyday as there was some beautiful areas to see and ride through. The second week saw us travelling back to Noja on the Spanish border. This site was 30 metres from the best beach I have seen in a long time. Again the site and caravans were impeccable and once again we had great weather for riding.

As is always the case when you are enjoying yourselves the two weeks passed very quickly and it was time to travel back to Santander on the Monday to catch the return ferry to Portsmouth. Once again we had a great crossing. We arrived in Portsmouth at 04.00pm on the Tuesday and we headed for pre-booked accommodation at a Travel Lodge just north of London. The following morning, Wednesday, we headed for home. We had travelled over 2000 "Harley" miles enjoying every mile of it. AND NONE of the four Harleys lost any nuts or bolts!!!!

*John and Maureen Magee*

## BMW RT or GS

I have owned an 1150 and 1200RT and now I have a 1200GS and would like to comment on the pros and cons of all three. The most comfortable of the three was the 1150RT. It had the most comfortable seats but the rear view mirrors were not much good so I changed the mirrors for those off the Cruiser model which made a 100% improvement. This bike used a lot of oil!!

The next model being the 1200RT which had a much improved engine and gearbox and was about 20 or 30 kgs lighter making the concept of the bike more flexible. Again I added the wing mirrors off the Cruiser model to this bike. The seating wasn't as good as the last one. Onto the next purchase. The GS had the benefit of improved gearbox and engine and a weight reduction of 20kgs making the bike handle well and as a bonus the mirrors at last being of some use. For me the sitting position of the machine is improved as the foot pegs appear to be lower or further forward. I have fitted a higher windscreen and this has improved the wind and rain protection as I was well protected by the RTS. The disadvantage of this machine is the lack of small item storage space the RTS had a very handy lockable compartment as well as storage under the seat.

I have for sale a HELD expandable tank bag which fits the 1200RT with a quick release fitting. It cost £100 and I would accept £50. I also have two open face helmets size 58 in silver grey both being in good condition. I am asking £20 each. I can be contacted on 0191 4384964

*Barry Reay*



---

## OUR MEMBERSHIP SECRETARY NEEDS SOME ASSISTANCE.



I have come across the following names on our membership data base but I have no information, contact phone numbers, addresses or Email addresses. Please can anyone help by letting me know anything about them? Are they members, are they passed members? How can I contact them? If you can give me any information on the names below I would be very grateful.

Lyn Alexander; Pete Holland; A. Jackson; W. Skeen; R. Smith; K. Ward.

*Eric Fitzpatrick*, Membership Secretary.



## BRANDS HATCH GP TRACKDAY



Following a frosty February track day at Oulton Park earlier this year, I thought I'd warm things up a bit with an April indulgence at the Brands Hatch GP circuit. The cool North wind had other ideas however and gave the Kent circuit an unusually chilly aspect. It was to remain dry throughout the day despite occasional threats of rain. Following the rigorous briefing, the 20 minute track sessions began at 9am sharp, continuing uninterrupted for the duration of the day.

The track day was booked through Focused Events to coincide with a family holiday to London, so my own KTM bike was left at home. The organisers offer brand new 2010 600cc track prepared hire bikes and a Ducati 848. I went for the Green Ninja and pulling out of pit lane and on to Paddock Hill bend for the first time I was truly astounded by the immense power packed into the tiny Kawasaki. It felt like sitting on a rocket-propelled inline roller skate. The first few laps of each session were taken steadily with the pace building gradually until the tyres were up to temperature on the raucous Ninja. I would lose £500 immediately if I chucked the bike down the track and this kept my adrenaline in check for much of the day. Once up to speed I found the flighty little bike a real handful along the start finish straight and into Paddock Hill before plunging down into Pilgrim's Drop where, on several occasions, the deceptively steep gradient made my head feel light. The climb back up takes you into the slow, right-hander of Druids. I was straining my neck here looking over my shoulder, trying to focus beyond the corner to the point where I wanted to go. With other bikes buzzing all around, it's a real and exhausting challenge to stay focussed for the duration. Keeping it shiny side up is always the order of the day and not getting sucked into racing other people is also tough at times. Graham Hill bend and Surtees were tricky parts of the track to get used to and I don't believe I ever did over the course of the day. Once through Surtees however and the GP circuit takes you out along a 100 mph+ straight where the Ninja started to shake it's head a little as I became increasingly used to the gearing and the track itself, the adjustable Ohlins steering damper tweaked between sessions ironed out this problem. Down into a very rapid Hawthorn Bend now and into the huge expansive woodland area of Dingle Dell. This was my favourite section of the day and diving down hill after the next right hander Westfield and up into the blind Sheene Curve was great fun and a spot where the nimble handling Ninja gave me occasional opportunities to pass other more powerful bikes, only to be passed again coming out of Stirling's. A quick charge down and under the bridge and skim the right knee around the lovely Clearways putting plenty of pressure down through the pegs to help control the bike over the surprisingly undulating start/ finish straight.

I had another wonderful day on track and experienced an amazing, intimidating but invigorating Brands Hatch GP circuit. I have visited before to watch a range of motor racing here and it is an incredible place which has seen so many famous racers. It is hard not to get carried away when you are out on the circuit; it feels massive and quite intimidating. It's a real challenge tackling the individual characteristics of a track, but a wonderful opportunity to indulge yourself and concentrate whole heartedly on the technicalities of your riding. We all have our favourite section of road; smooth, curves, well surfaced (we're still talking tracks here) but imagine enjoying it again and again over the course of a day. Yes there are many other bikes on track, but everyone is riding the same way (or they should be!) and 99.9% of riders are respectful of the rules of riding on circuit.

I would recommend a track day to anyone and say take the plunge. I believe it's a great way to build confidence and learn the limits of a bike and yourself, while developing skills. Riding hard is relative and we go at our own pace, but on track you're free to ride with a reorganised set of considerations to that of road riding. It's a liberating experience.

*Kristian Grundy*





## A mystery tour to Beadlam (small town outside Scarborough) Oliver's Mount 20 06 10



I will start my review of our run to Oliver's mount by thanking Dave Henderson 1<sup>st</sup> group back marker, Craig Hopkins 2<sup>nd</sup> group leader, Paddy Jarvis 2<sup>nd</sup> group back marker & Terry Murphy 1<sup>st</sup> reserve for offering their help in taking part to make this run happen, without them it would not have taken place.

Sunday 6<sup>th</sup> June we left Seaton Burn and took the winding country roads though Ponteland, Stamfordham, over the A69 and dropped into Corbridge, then picked up the A68 south bound to the 1<sup>st</sup> stop the Wear View Diner, we agreed a good stop with plenty of space to park the bikes, with the food being very tasty and the staff very helpful, (1<sup>st</sup> pit stop sorted) I thought but I will come to that later in my review.

We set off south bound in the direction of Darlington, as you looked up at the sky the clouds were jet black, it was not a very pleasant sight we knew we were going to hit some rain, maybe a quick shower Paddy had already asked to stop if the rain started so we could put on our water proofs. Well it started and boy did it rain the rain was so heavy after a few mile our boots and gloves were soaked right though to the skin, the sea fret and mist made visibility about 6 bike lengths ahead it was no fun at all to be out in this, we carried on to Scarborough Oliver Mount to earn our 2<sup>nd</sup> pit stop with a drying out period then just drove back to Whitby in pouring rain with a quick petrol stop and straight home... JOB DONE recce completed, we all should have been given medals for riding in this weather.

Two weeks later, Sunday 20<sup>th</sup> of June ride out day, the weather was fantastic it was great to see we were not going to have to fight though the rain to get us all there and everybody seemed in good spirit, the 1<sup>st</sup> group left Seaton Burn bang on 10 o'clock to head south on the A1 to the A69 junction then along to the A68 then the 1<sup>st</sup> stop should have been the Wear View Diner, but I must have been day dreaming and missed the diner at the top of the hill with flag poles outside (as Terry Murphy put it) we carried on to Darlington, then just before Northallerton we pulled into the Topiary Coffee shop which is in Strikes Garden Centre thanks to Ron who did a u turn and led the group into the car park basking in brilliant sunshine, the cafe itself was very good it also turned out to be competitively priced, 1<sup>st</sup> coffee stop and well worth the wait, this is when the rest of the group pulled me to bits for missing the correct coffee stop but I can take it because it will be someone else next month.

The roads after Northallerton were wide open long sweeping bends with plenty of good overtaking places and we made good progress to Thirsk then up Sutton bank and on to Scarborough Oliver's Mount, 1<sup>st</sup> job we had a few laps of the track then stopped at Oliver's Mount Cafe for lunch most of the lads just wanted to drive round the track due to the little time we had there, I of course had to do the same, we left the mount and headed up the A171 to Whitby, a few of the lads headed back their own way but our group took the scenic route towards Redcar. It follows the coast line what a road with hair pin bends and long straights and the next thing I know we are on the A19 heading home after a fine day out with a good bunch of lads, and the general talk was that all enjoyed the day so I am pleased that it went so well so thanks again for all who turned up and roll on the next ride out with the club.

I spoke with ride out no 2 leader Craig Hopkins on the Sunday night and we had a good laugh about all the mistakes we had seen happen that day as Craig had got his group lost trying to find the Oliver's Mount circuit but they made it there in the end. I think a few of the new faces in the club may like to run their own ride out next year and I will be talking with our ride out leader Mr Jack Steward to try and rope them in, what I would say to the new lads is keep your head down as we are going to be looking for you at the next couple of ride outs and meeting ha ha.....p.s. Did any of you spot the little town we passed though just before bedlam (Beadlam) well it just about sums up the whole of the ride out PURE BEDLAM.....

All the best *J. C. Fidler*.....or just *Jim* ..... see you all at the next meeting or ride out.....

## A TRIP TO THE ISLE OF MAN MANX GP AUGUST/SEPTEMBER 2009

### MUD MUD GLORIOUS MUD (AND A BIT OF RACING)!



I left home on the Thursday, on my Norton Commando (750) and had an uneventful trip down to the ferry terminal at Heysham, near Morecambe. On the ferry I met my mate Bill who had travelled on his motorcycle from Aberdeen, camping on the way. Bill incidentally is over 70, always camps and never uses B & Bs. He has one motorcycle, a Norton Atlas (750) which he bought from new over forty years ago.

The torrential rain started a few miles after Bill and I had left the ferry at Douglas. This turned out to be a mere taste of things to come later in the week. Fortunately the rain abated whilst I put up my tent at the campsite in Peel. The next day was largely a wash-out and by Saturday conditions were most definitely soggy. Following a consultation with Simon (Haddon) and the other Clive Taylor (i.e. the motorcycling God) we ended up at the local B & Q store where a very kind shop assistant sold us some rubber door mats. These vital purchases did, to a large extent, prevent mud being continuously tramped into our tents. However spirits were not dampened and a group of us rode to an excellent tea room in the north of the island which had the vital 'Haddon seal of approval'.

On the Sunday night there were very high winds (the tail end of a hurricane) and driving rain. My tent weathered the storm but many didn't and the next morning the campsite was littered with wrecked tents. Unsurprisingly some gazebos just disappeared.

Racing was postponed on Monday so Bill and I took the opportunity of visiting an excellent exhibition at the Manx museum in Douglas celebrating Honda's fifty years of racing on the Isle of Man. After watching the racing on Tuesday my Norton refused to start. As I had feared, this was a recurrence of a problem that I had encountered a month earlier whilst travelling to the Norton International Rally in Austria. At the time I thought this was an intermittent carburetion blockage which had cleared itself. The diagnosis proved to be incorrect. After a number of push start attempts (in the rain) aided by enthusiastic bystanders the Norton did eventually start. I rode fifteen miles to the annual meet of the Norton owners club at the Shore Hotel, Old Laxey.

When I came to leave the Norton absolutely refused to start, despite both fuel and a spark being present. This was manna from heaven for the assembled crowd of Norton enthusiasts. A variety of tools were produced, investigations mounted, theories aired and subsequently discounted. All to no avail. A good time was had by all, excluding me of course. Then a local chap came out of the pub and offered to let me garage the Norton at his house nearby. When we got to his garage there was a new Aprilia inside. As there was only room for one bike he insisted that my Norton be garaged and his Aprilia be left overnight outside. Bill and I returned the next day and perversely the Norton started after a few kicks. Typical! However we found an electrical short under the petrol tank and also, for good measure, fitted a new Boyer electronic ignition box. Since then the bike hasn't missed a beat. There was an inch of rain on Wednesday night which finally broke some people's spirits. Even three 'robust' chaps from the Yorkshire branch of the Norton Owner's club had had enough and they packed up their tents and went home. It has to be admitted that by this stage the campsite somewhat resembled the Glastonbury festival on a bad year. On Friday Bill and I joined some of the bunch from NAM and watched the racing from the 'Gooseneck' which incidentally is a very good spot.

Due to the quagmire conditions I packed up my tent that night and slept overnight in an abandoned semi-wrecked tent. That made the necessary early start to catch the first ferry the next morning a lot easier.

As the ferry left Douglas I felt a sense of achievement that I had survived the whole week and hadn't left early. Will I be back again this year - most certainly yes!



*Dr. Clive Taylor*

## MY DAY OUT AT i2i TRAINING



At the March meeting earlier this year a genial Irishman named Tom Killeen gave a talk to the club based primarily on the myths of motorcycling and the techniques he employs within his Yorkshire based i2i academy to dispel them.

I had a chat with Tom following that meeting, and having already had the i2i academy recommended by club members who had previously attended, decided to enrol myself for his MC1 course. MC1 is the first in a four-part machine control course, the aim of which is to “completely transform your riding” as Tom Himself describes it. It basically aims to give the student an overhaul of their confidence traversing difficult road surfaces and a better appreciation of the inherent stability of the machine. So in bright sunshine, and thankfully clear blue skies, I headed south on the A1 in the direction of York early one Saturday morning. I initially experienced some difficulty locating the small airfield Tom uses, having rode past the entrance several times, and as usual was the last to arrive. Lined up before me was an array of motorcycling machinery ranging from big German touring machines to small Japanese pocket rockets, and a sprinkling of Britain's finest. The people in attendance were also as varied and had a wide range of motorcycling backgrounds and experience. Some had been riding for years and others only a few short months, some had done it all before and were back for the second time, but all were there for the same reason, to watch and learn. From the outset you can tell that Tom Killeen has definitely kissed the blarney stone, he is one of life's natural communicators and has the gift of the gab down to a fine art, you cannot help but smile as you listen. He starts off by asking you to believe nothing he is telling you, preferring instead to let you find out for your self via experience; after he does it first of course! Tom's safety brief is relatively short and sweet, he has an insistence on a mandatory forty miles an hour speed limit, and most of the rest is common sense. To be honest the day was not entirely a comfortable experience, I am not by nature an outgoing personality so I found the initial group meeting uncomfortable. Following the safety brief every person there was required to give their name to the group and a bit about their bike and motorcycling background. It turned out a few in attendance were IAM members from differing locations around the country and it soon became obvious that I was not the only one feeling a little apprehensive. One of the highlights of the day turned out to be watching Tom's antics as he repeatedly tried to unsettle his Yamaha R1 whilst traversing the runway at forty miles an hour. He gave an athletic demonstration ranging from jumping onto the pillion seat to ride over a plank of wood, deliberately attempting to throw the bike side ways whilst riding with no hands, to trying every trick in the book to upset the suspension. There was a round of applause as he walked over dressed in his racing leathers; and a collective gasp as he said right your turn. But listening to Tom is easy, following his advice is not mandatory but sensible, and enjoying yourself is the end result. I must admit there was the odd moment of apprehension, especially heading for a block of timber with outstretched arms at Toms regulation forty miles an hour. But after the first time over I even thought to myself, “If he can stand up then so can I” During the day there is a heavy braking exercise, this takes place within a set of cones marked alternatively yellow and black, you are asked to estimate your stopping distance by selecting a cone, for example the third yellow or which ever. At no time is Tom interested in your answer, after all he has heard them all before, interestingly though everyone including yours truly were no where near to estimating the correct stopping distance. For every exercise Tom gives a reason for what he is doing and why, he is perfectly plausible yet at no time asks you to believe him, his demonstrations to the group were explained at a basic level that everyone could understand. His demonstration of cornering tyre grip is a perfect example. He used his full body weight against an old and very cold unmounted Michelin tyre, lying with his arms at full stretch, his face a few inches off the ground as only the tyre and his toes were in contact with the tarmac; and at no time did the tyre slide away. The question remains; did I benefit from the day? The honest answer has to be yes. Naturally what you get out of the day depends upon your attitude and what you put into it. I think it is fair to state that the less experienced attendees gained more from the day than the others, but still the collective response was overwhelmingly positive. All things considered it was a hugely enjoyable experience, and I have decided to return for the latter parts of the course. I am particularly looking forward to the next instalment, a day spent off road on KTM bikes.



*Patrick (Paddy) Jarvis*

## WELCOME TO THE FOLLOWING NEW MEMBERS FROM THE I.A.M and N.A.M.



Benn Strutt



Chris Knox



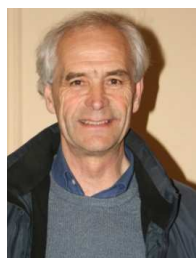
Steven Laidler



William Hockaday



John Lagan



Roland Mcleod



Kevin Patterson



Jerry White



Keith Turner



Michael Percival passed

16<sup>th</sup> April 2010



Mark Skinner passed

26<sup>th</sup> May 2010



Chris Brewis passed

18<sup>th</sup> March 2010



Gary Scott passed

8<sup>th</sup> March 2010

---

On Sunday 23<sup>rd</sup> May members of the local Honda Owners Club (H.O.C.) took up the offer of having an assessment ride after with the N.A.M. Observers with the view of perhaps taking the offer further by joining the I.A.M and N.A.M. for further training.





## Pitlochry Friday 30<sup>th</sup> April to Monday 3<sup>rd</sup> May 2010



Saturday ride out to The Bridge over the Atlantic on the B844



Castle Hotel at Nethy Bridge



Ready for the 1st ride out March 2010  
4 Dales and a Tea Garden

## SOME OF OUR BIKING COUPLES



Bill and Christine



John and Maureen



Bob and Pat



Terry and Janet



Malcolm and Joan



Glenn and Chris



## Scottish Highland Weekend – May Day Bank Holiday



Forty Two members of the group made what is becoming the annual trip to the Scottish Highlands basing ourselves at the Pitlochry Hydro Hotel where the staff and other guests make us feel very welcome indeed. Shearings are gradually updating the Hydro with noticeable improvements to some of the bedrooms and the public areas. The price incidentally for three nights D B&B remains the same as 2009.

Jim Fidler kindly offered to lead the Saturday ride out over to the West coast to visit Seil Island across the Bridge of the Atlantic where he has relations. Unfortunately Wilf Cook forgot the immobiliser key for his big Kawasaki and had to turn back from the petrol station. This in turn caused confusion with the drop off system as we turned off the A69 junction for Aberfeldy but David and Ann Thornton were on hand and they turned back to scoop up the stragglers. A hot cup of coffee revived spirits at the 'Green Welly' stop at Tyndrum where I took the opportunity to buy some more over trousers in the sale as by now it was cold and was about to pour down. There was a brand new VFR1200 in the car park, for most of us the first opportunity to 'see it in the metal' although I was aware that David Henderson had already test ridden an example (see David's article about the new VFR in this newsletter). As we approached Lochawe the heavens did open and we rode carefully on wet roads to Oban for petrol then South to Kilniver and over the Bridge over the Atlantic and narrow single track roads to Easdale for a pre-arranged lunch (thanks Jim) at the Oyster Bar where we left puddles of water under the tables. On the return journey the weather improved and the Editor had us stop at the 'Bridge' again for a photo call. David also led the group at a cracking pace on the way back through a long series of flowing bends the road following the River Lochy and River Dochart. With the forecast continuing to be cold for the Sunday, Jack Lormor suggested a shorter route over Glen Shee, past Tomintoul and onto lunch at the Nethy Bridge Hotel. You know said Jack, "it's where the Rolls Royce owners club meet up"! As we dropped down to Braemar for the first coffee stop I noticed that as we passed some hardy campers at Glen Clunie that the ambient temperature gauge on the GS was flashing at just 1.5 degrees C warning of icy roads! There was a long and casual lunch stop at Nethy Bridge where Jack and Anne took up residence next to a large radiator and Geraldine managed to lose then find her purse to ensure that we were not back on the bikes too soon. Jack Lormor pointed out his photographs in the lobby from stays with other bikes groups in his youth. Back at the Hydro Maureen Magee ran a successful 'ding bat' quiz after dinner. This has become so popular that Shearings are now mentioning it in their hotel brochure for the benefit of other guests. Well done Maureen. Incidentally John and Maureen's Harleys are called Ruby and Pearl after two of the characters in 'Larkrise to Candleford'. As in previous years some members of the group made an early start back to Tyneside on Monday before breakfast with Jim and Kristian reporting having to wipe the frost off their saddles. Jack Stewart led a small group North up the A9 to the hamlet of Bruar for morning coffee (he's incorrigible), where we had a chance meeting with John Johnston who was leading a Harley tour in the area. John had made 'smiley faces' on the Harley's screens after a flurry of snow.

Back down the A9, over the Firth of Forth and onto Jedburgh for a final stop on the way home where we congratulated David Thornton over lunch on news of his new teaching post in County Durham which sounds as if it is going to be formidable. Well done David, we are all proud of you.

Many thanks to those members of the Group who helped with leading the ride outs and the social side of the week end. I will say that I received several 'threats' as we left the hotel to make sure that NAM would be booking the Pitlochry Hydro again for 2011.

*Michael Sutherland*



Guess who??



Lunch break at Stow on the journey up

Robert Taylor, Norman Mordue, David Steedman.

## KENT ADVANCED MOTORCYCLISTS – RIDE IN



Of the 92 IAM bike groups the Kent Advanced Motorcyclists Group is the longest established dedicated IAM bike group, this year celebrating its 30<sup>th</sup> anniversary with a round Britain ride to raise money for Children In Need and spinal injury research.

Six riders from our group arranged to meet fifteen members from the KAMG at Denholm, just west of Jedburgh as they made their way South from Scotland to Scotch Corner. We met at the 'Meet cafe' where the friendly owner was just unloading a consignment of French antiques for the adjoining business. He is a biker too having a collection of approximately 15 British classic bikes which he keeps in a barn in the village. After introductions we enjoyed coffee and scones in the warm sunshine while hearing about the highlights of their trip so far and studying the map for a route down into County Durham avoiding the road works and 'convoy system' we encountered on the A696 and A68 on our way up to Jedburgh. We also took the opportunity to ask about the running of their club and gained some useful ideas for NAM. David Henderson arranged a photo shoot on the village green before we set off in two groups via Bonchester Bridge and Kielder with the two 'Patricks' Ron and Eric Fitz leading the way.

We stopped at the Riverside cafe at Chollerford for another cold drink before Ron and Eric handsomely led the Kent lads down to Allendale and onto Scotch Corner where they were booked into a Travel lodge for the night. I couldn't help raising a smile when Ron pointed out that the founder of the Kent group who was wearing green German Police riding leathers must be at least 80!

We were very pleased to have made the effort to meet our new friends from the Kent group who remarked several times on Northumberland's beautiful scenery and excellent biking roads. Where is all the traffic, they said?

*Michael Sutherland*



---

For Sale; Eric Fitzpatrick has for sale the following; SatNav Tomtom One Europe. Still in the box, only used to satisfy curiosity.

Includes the following; screen mount; 12v power lead; mains power lead; USB cable; electric adapters; manuals; carrying case. £50.00. Contact No 0191 271 2245

---

THE EDITORS THANKS TO THE FOLLOWING SUBSCRIBERS TO THIS EDITION OF THE SUMMER NEWSLETTER:-

Ron Patrick; Eric Fitzpatrick; Barry Reay; Patrick Jarvis; Kristian Grundy; David Henderson; Michael Sutherland; John Magee; Robert Atwell; Lesley Carr; Jim Fidler; Kevin Wellden; Dr. Clive Taylor; Janice Mitcheson (H.D O.C)

---



THE I.A.M and N.A.M. welcomes the following new associates. Steve Brachtvogel; William (Preff) Hockaday; Christopher Knox; Steven Laidler; John Langan; Peter Martin; Roland McLeod; Linda Nicholls; Ben Strutt.

---

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.