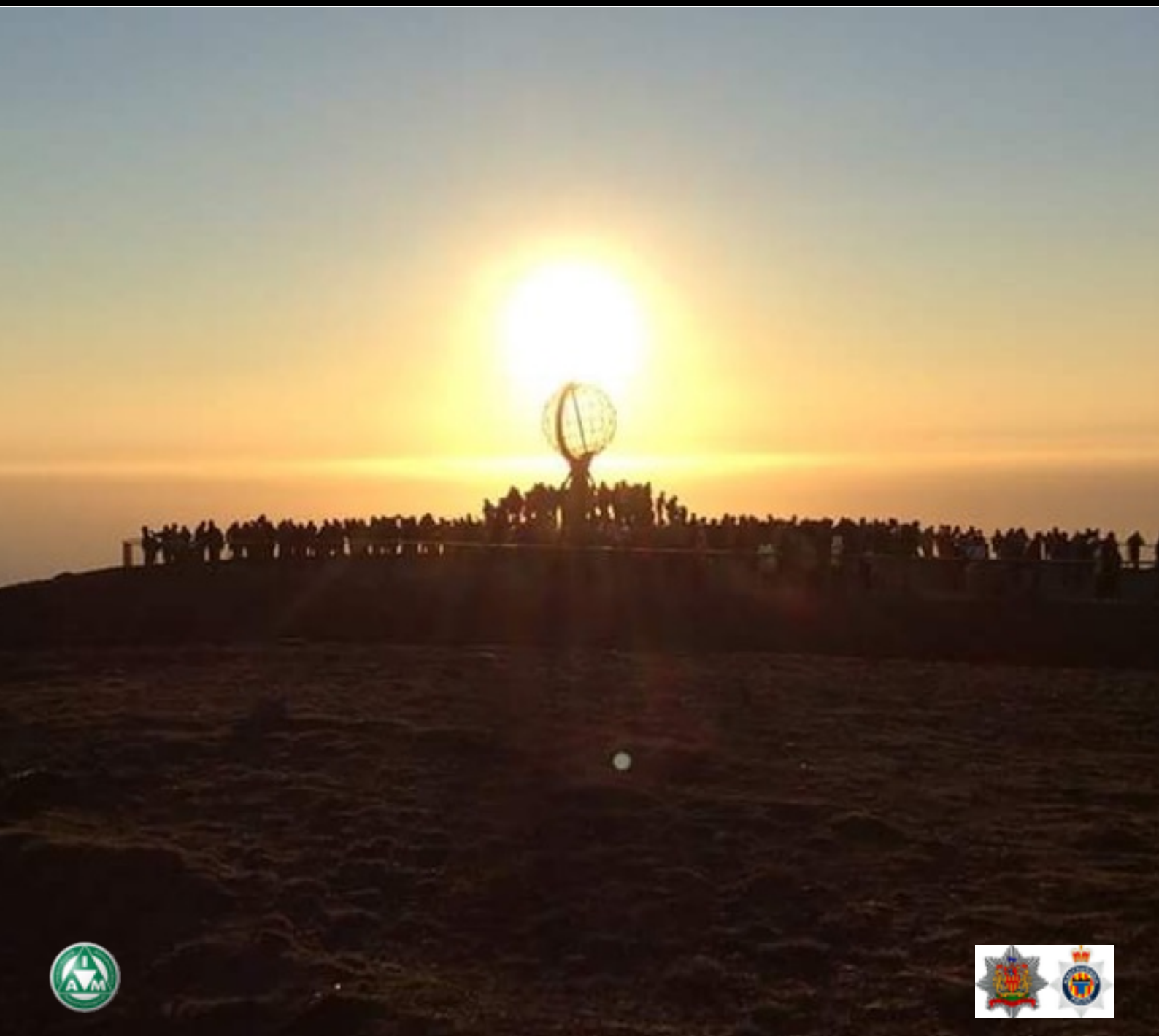


Northumbria Advanced Motorcyclists



Chairman's Remarks.



It's time again to put fingers on the key board and say a few words for the 3rd Newsletter of the year.

First though.

Welcome to our Newsletter Editor, Mr Thomas Ivison to give him his full title. Tom, as he is known, has taken over from Barry Bullas who having done his 3 years as the Newsletter Editor is stepping down at the A.G.M. in November.

Barry took over from me when I was "promoted" to Treasurer when Louise Atkinson the then Treasurer moved to France. Barry has done a great job as Editor with the Newsletters he has put together in those 3 years. On Barry's behalf I would like to thank all those who took the time to submit articles / photographs for him to put into print. I don't doubt that Tom will get the same support from all our Members as Barry did making the next Newsletter as interesting as they have been in the past. It is after all the Members Articles that make it what it is.

New Associates. We have had a "bumper" year todate with 33 Associates joining I.A.M. and N.A.M. The Observers have had a very busy year taking out these Associates enhancing their riding skills so they can enjoy the benefits of owning a motorcycle. To give credit to our Observers again we have had 27 I.A.M Test Passes this year and 5 of those were with F1rst's. If you think that you too would like to take your riding skills a bit further then have a word with one of the Training Team and they will give you more information on how to go about it. Give it some thought and make it one of your goals in 2016 to achieve a F1rst's Pass.

Moving on to Pitlochry 2016. This very popular annual event is now being advertised and bookings are being taken by John McCormick. There are a number of rooms provisionally reserved at the Hydro Hotel through Shearings. John is the sole contact for any information on what rooms are available and for making a booking. There have been changes made in the cost of Single rooms however. Historically N.A.M. has subsidised these rooms by paying the Single Room Occupancy which was £5.00 per night thus £15.00 for every room booked. There are 12 single rooms and again, historically we have nearly always booked all 12. This consequently cost the Club £180.00. As we, the Committee, are looking at ways of reducing our yearly running costs it was therefore decided to no longer subsidise these rooms making £15.00 payable on top of the basic room price. I tried on two occasions speaking with Shearings to see if this could be negotiated. I was told quite definitely NO. Six of the singles have already been booked so that's a good sign that members haven't been put off by the increase. Simon Parry has also opened a 3rd N.A.M. Account titled "Events Account". It was decided in future to keep Members Money that has been collected on their behalf separate from N.A.M. Money i.e. Pitlochry. This will make life for the Treasure and future Treasurers a lot easier when consolidating our Training and Social Accounts for our Financial Year End [30th

September]. All it will mean for those paying by B.A.C.S is that they will be given the new “Events Acc” Account Number.

2015 A.G.M. To be held on Tuesday 10th November. As this is my first A.G.M. as Chairman it's a bit daunting with a lot of paperwork having to be put together and sorting out which current Committee Members are standing down after having done their respective terms as Committee Members and those who are standing for re-election. We have always sent out to Members all the necessary paperwork that by law they have to receive. It has become a costly way of doing it this way as we have 200 Paid up Members. With postage, printing, stationery and postage last year's cost was between £250 and £300. And there was the time Roland McLeod took to put all this together which we can't put a value on. I have therefore taken on the task [with help of David Steedman] of sending out all the relevant paperwork via Email to each individual member. I will have my fingers X'ed when the time comes to send the Emails!!!

CHRISTMAS. It's only 52 days from the day of writing my “Remarks” to Tuesday 8th December Xmas Members Meeting. Only 69 days to Christmas Day!!! The Committee discussed at length what we could “put on” for the meeting. It was decided to offer PIE, PEAS & CHIPS on the evening to those members who wanted them at a cost of £6.00 per person. If this appeals to you see John McCormick or contact him on Social@nam-online.org to book your meal. To compliment the evening our guest speaker is Nick Gilroy presenting his trip around America. He will be offering his book of this adventure for sale at a reduced price too.

I think it's been a great year for our club. With great Senior Rideouts complimented by the Associate Rideouts. All being very well attended with the number of bikes attending both type of rides increasing as the year passed. New roads having never been travelled on before which never ceases to amaze me when you consider the number of rideouts over the years. And still Ride Organisers manage to find untraveled roads in Northumberland. Fish Shop runs, Pitlochry, Bowlands Valley, Excellent Guest Speakers, Bike Control Skills at Albermarle Barracks, successful team of Observers. Good value for only £15.00 p.a. Subscription don't you think?

David Henderson, Chairman.

17th October 2015.

Notes from The Editor



Barry will be a hard act to follow, nevertheless, I will aim to be different. I do have a few ideas for changing the format. In this edition I will introduce sections on:

- 1 Near Misses...Learning experiences
- 2 A good cafe to visit
- 3 A favourite route
- 4 My bike...
- 5 Letters to the editor

If there is anything that you would like to either see, share or comment then please contact me at newsletter@nam-online.org Meanwhile, enjoy!

TRAINING

Two Bike Handling events were held at Albemarle Barracks thanks to the Training Team (Jack, Mel Mike, Paddy and Geoff) and the Commanding Officer of the base Maj. Mike Bryant. The exercises were:



1. slow riding around cones using throttle, rear brake and clutch - three bikes were dropped on 28 June and only one on 11 July. I stalled twice but recovered quickly so that I didn't put my foot down.

2. Counter steering using both hands on the handlebar and then one hand - a much slower passage through the course for me

3. Emergency braking using a two stage technique - brake to compress the suspension followed by hard progressive braking to put more rubber on the road to improve grip. Riding with outstretched arms through a cone gate then through a narrower gate over a plank of wood.

A great learning experience and great fun - more events please.

Near Misses...learning experiences

I was one of the lucky ones who was able to join Ian du Rose on the trip to Lancaster and Bowland Forrest - brilliant weekend. However, I did experience a near miss. What was

more surprising was that I was following the System (IPSGA) without realising it! I've incorporated it into my riding and it proved its worth. I was following a mobile home on the road from Settle to Hawes when the driver indicated left on a quiet stretch of the road. I interpreted this as an invitation to overtake. I moved up from the following position adjusted my speed and changed gear ready to overtake. However, the road was bendy and had hidden dips so just to be on the safe side I moved into the off-side lane for a better view of the road ahead. Wow! I saw another bike rise up out of the dip at high speed - the driver of the motorhome obviously didn't see him, but I did! I was able to move back into the overtaking position safely to let the rider past and allow me to look again before overtaking. It could have been a nasty accident, but wasn't because I was following the system.

WOW I didn't know that...

A sobering thought to cheer us all up - although motorcyclists account for less than 1% of all road traffic they account for 19% of all traffic collisions. It was suggested that the services of the organisation Biker Down North East could be used to refresh or expand training for members.

Cafes worth a visit

I visited the Seaways cafe, near York last week on a hideout with friends and was surprised to find that other bikers has the same idea, except that they all had classic bikes. The food was good and they served a proper cup of tea.



A couple of classics at the Seaways Cafe

My Bike

I like looking at other riders bikes and I'm always curious why they ride what they do. Many members have more than one bike and many have classic machines. So in this section I'd like to feature your bikes. You can remain anonymous if you wish but I'd like you to tell me what you've got why it's simply the best.



I've had four bikes since I returned to biking a Kawasaki ER6F, BMW K1200GT, BMW GS Adventure and currently a water-cooled RT which is the best bike I've ever ridden. It's got everything I need, plenty of tech, amazing handling and keeps me smiling. If you think that you can do better let me know and if you think I need wise-up and get a proper bike (Triumphs excluded Bob) convince me...

Letters

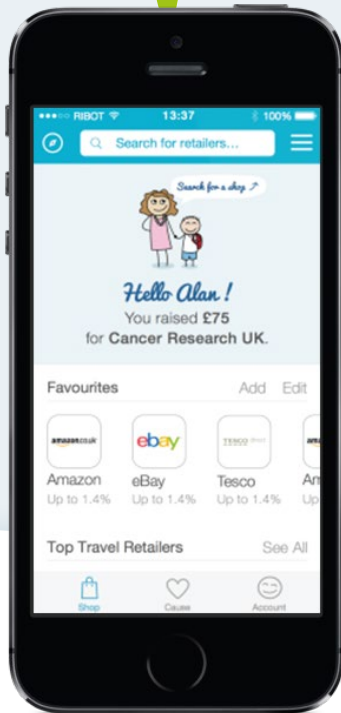
What do you want other members to know? Last month Newcastle City Council decided, arbitrarily in my view to install a physical barrier to separate cycle lanes from the other road users. They are using lumps of rubber which they call "Orcas" and are sometimes known as "Armadillos". I think that this restricts the highway for motorcycle users and wrote to the Council. I received an unsatisfactory reply. However, Secretary has taken up the cause on behalf of NAM and they too received an unsatisfactory reply. The council will be monitoring the effectiveness of this development over the next year so, we've put a date in the diary to contact them again for details of their results.

Fish and Chip Rides

Every year the MAN monthly meeting is shelved during the months of June and July in favour of the popular Fish and Chip Ride which takes place in the evening setting of from our usual starting point at Seaton Burn and ending up at a Fish and Chip Shop. In June we feasted at Amble and in July Swalwell was our destination.



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SOME FACTS AND FIGURES ABOUT EASY FUNDING

Just to give you some idea where and with what companies Members are using Easy Funding. I have gone through the Easy Funding Statements from when N.A.M. first signed up which was December 2010. Each figure represents the number of transactions with that particular company. Where there were only one purchase made with a company I have listed them under the heading of Miscellaneous.

VARIOUS AMAZON = 289

VARIOUS HOTELS BOOKED = 12.

JOHN LEWIS = 12.

M & S = 3.

ARGOS = 11.

HOUSE of FRASER = 3.

MOBILE PHONE COMPANIES = 5.

FURNITURE = 2.

H.M.V. = 4.

TESCO = 2.

VARIOUS EBay = 90.

SAINSBURY'S = 8.

AIR TRAVEL = 9.

CAR INSURANCE = 3.

MOTORING = 8.

CAR HIRE & FERRIES = 10.

CLOTHING = 5.

EASY SEARCH = 10.

MISCELLANEOUS = 41.

Total number of transactions = 527

There are currently 65 members signed up to Easy Funding and N.A.M. has received since joining £726.77 equating to £11.18 per member. The average number of transactions per member = 8.1

N.A.M. has 200 members so there is a lot of potential to make more money for your Club. It's straight forward signing up with Easy Funding but if you want any further information or guidance David Steedman is the man to speak to. He can be contacted on Email address; webmaster@nam-online.org

David Henderson, Chairman

To the Lakes and beyond!

An acquaintance of mine was buying a new car and collecting it the following day.

Are you excited" I asked

"I don't do excited" he replied

"You don't do excited! What sort of way is that to conduct yourself" I asked

I must confess to being the sort of person who, when about to go on holiday, has a number of less than perfect sleeps in the nights before setting off. Try as I might to put out of my mind the forthcoming trip I find myself trying to nod off with lists in my head. I guess I do 'do' excited!

Surely I'm not alone in wondering what will the weather be like? Should I ride in summer gear, or do I need to be better protected? It is July after all, but July in the British Isles and we know what that means. Should I take the top box or panniers, tank bag or no tank bag or all of them. After all you can't be too careful. Better too much space than too little although there is a theory that the items you pack will always expand to match the space you have available, and then just a little bit more!

Technology! Have I got my phone and it's charger, intercom and it's charger, camera and it's battery charger and iPad with it's charger. It seems as if I take on a trip enough technology to stock a small shop ... but all these things now appear to be essential accompaniments to day to day living. How do people manage to go on holiday and not keep up with their emails - seems strange don't you think? Perhaps they still send postcards.

And what of clothing? Do I really need two of everything for a one night stay? Well, I'm sure it's for the best, just in case my waterproofs leak and I become damp and uncomfortable. Oh, and what about my super-sized toilet bag. Try as I might I still seem unable to leave anything out of it. I see others carrying small kits for their personal hygiene but I seem destined to carry something the size of a supermodel's fashionable handbag every time I spend even one night away. I really do need all of those things and it's a certainty that if I leave anything at home I will miss it - have you noticed how quickly your finger nails grow when you are away from home. Imagine being on holiday and not having any nail clippers for that emergency manicure. Perish the thought

And don't get me started on shoes. I know I have fairly large feet - it sort of goes with being over six feet tall, but when I'm packing, especially for a bike trip, I sometimes wish I had a dainty size eights instead of the Swan Hunter jobs I need (size 11 if you're asking, not the biggest in the world but sizeable in an overnight bag) and of course slippers are so important to one's comfort, aren't they?

Anyway, clothing and equipment decisions made, packing done it's time to think about the bike. Checked over, fuelled up, POWDDERSS checks all done (tyres kicked and pressure checked - it was quicker in the days of POWDER!), a final wash and polish and all systems are go. Then I begin to wonder if I should check the oil again just to be sure. It might be that the engine wasn't properly warmed up when I did the last check. I'll start the engine and run it in the garage for a few moments before another check ... thankfully it's showing the correct level on the dip stick. Note to self: open the garage door in future when running the engine. The whole house now smells like the pit lane at Croft and the dogs are blinking through the fumes. Do you worry about the battery on your bike? I sometimes go into the garage and start my bike just to check that the battery is charged. Mind you, too many of these tests and you may find that the battery isn't charged ... perhaps another try just to make sure!

I'm guessing that, like me, you spend the first few miles of a trip mentally stocktaking those things which you did decide to pack, and matching the result against the 'what if' list. What if an indicator bulb blows, I haven't a spare. What if the battery runs down on my shaver, I didn't bring the power lead. And so it goes until I finally reach the point where I thinking 'lists' so hard I almost run a red light. Clearly its time to stop worrying about packing and turn all my attention to safe riding. After all, we're not off to Outer Mongolia. There are shops all over and I can buy whatever essentials I

find that I can't find, or borrow! Then I begin to make lists of who else may be carrying which tools and spares!

It sounds as if I am the most prepared biker but that's not the case. In fact I don't think I can recall a trip when I haven't forgotten something which I later needed. Perhaps I should make a list before the next trip - one for my clothes, one for the toilet bag, one for the bike..., and then a list of the lists ..

Excited? me? you bet. I get excited each morning just in case the postman brings a cheque from the Premium Bonds and when it comes to holidays, or bike trips ...

What's your adventure...

Have you heard of Timbuktu? Bob Scott hadn't until he saw an advert in MCN asking for adventurist types to join a Nick Sanders Trip to that very place...it's in Africa. Bob, stirred by recollections of T E Lawrence and King Solomon's Mines applied, and was selected – ex-RAF and passionate about motorbikes, he had more in common with Lawrence than he thought!



And so the journey begins...Portugal, Spain, Morocco, Atlas Mountains, desert, and finally Timbuktu. Riding up to 700 miles a day the group experienced all the sights, sounds, scenery and smells of the people in the dark continent. Reading between the lines it seems that riding all day in the hot African sun they took quite a lot of smells with them. It wasn't all plain "riding" - parts of the trip were so remote that one wrong move could have left you stranded, trip over!

Starting from Lisbon, down to the ferry at Algeciras and disembarking in Morocco, Africa. That's when the grin started, riding on reasonable tarmac with hairpin bends for over 100 miles, one of biking's bests, in fact it was so good you wanted to go back and do it again. It was only the anticipation of what was in store that pulled you on. I will go back and play in Morocco's Atlas mountains again, one day.

Driving down the Atlantic coast road with blue rollers crashing on our right was a pleasure, at the time the road had just been built which was fortunate for us, otherwise it would have been a beach ride. We travelled down through Tan-Tan where the easterly wind started blowing more and more sand across the roads. At one point the visibility was so bad that the sand took away most of your riding reference points, very disconcerting. Later the sand settled, first into fingers across the road then into long stretches. In truth it was a hellish ride from Tan-Tan to Dakar - 8.5 hours and 550 miles of standing on your pegs, leaning back to lighten the front wheel to plough through the sand.

Leaving Dakar we headed for the Mauritania to find it closed for lunch (French influence). We soon learn from the lorry drivers that a 10 Euro note in your passport works wonders. The real Africa starts here and I did wonder, because everyone is so poor, where all the aid money goes. It is also getting hot and the sand is getting everywhere, yes, everywhere, and I started wondering where it was getting to on the bike. At this point I

stopped oiling the chain and resigned myself to a new chain and sprocket on my return. We rode the 300+ miles from Dakar to Nouakchott on a tank full of petrol plus what you can carry because that was the distance between petrol stations. The Varadero had a dash mounted rolling miles/litres gauge so I calculated I needed to keep around 13 miles per litre to get there on a 25 litre tank.



Riding east the terrain gets steadily greener and rocky reminding me of monument valley in Arizona. What this part of the central belt would be like without the Niger river I don't know. It starts in the west and runs in to the Atlantic via mountains and several countries, irrigating a huge area. This is the Africa I came to see. First, villages built of mud huts then twigs – walls and roofs; some tidy, others full of squalor. We stopped for provisions buying locally baked bread, tins of sardines and Laughing Cow Cheese (those French again). I had decided early on that I'd

become a veggie on this trip as the only meat we saw was donkeys, camels and dogs. The Melons were nice, when you could find them and we probable paid over the odds for them but what the hell...

The children stick in my mind – they have nothing – whenever we stopped we were surrounded (we were close to the Dakar rally route for some glory to rub off on to us – they hadn't seen me riding!). They wanted pens, pencils and paper and stripped us bare; these kids are keen to learn. You could start a war with a packet of chewing gum and we nearly did!



Next we crossed into Mali into the real green of the Niger and the mud/twig huts. We pass a woman carrying water on her head miles from the last village we passed and miles before the next. It's unbelievable that this is a daily occurrence. Water is life and everyone has the right to clean drinkable

water – where does all that aid money go? You can't help compare your life with theirs; what you take for granted like turning on a tap or closing a window or door against the weather are luxuries here.

The roads have deteriorated now to hard packed corrugated red sand with hidden pockets of soft sand, and then bits of tarmac with wheel sized pot holes. It was one of these pot holes that did for my wheel on the return journey. It was repaired in a village with the most basic tools, but it got me home. Broken down lorries littered the supply route. One in particular was having its crank shaft changed by the side of the road. The crew had been camping there for five days with few tools and very little food. But it had to be done. I made



a mental note to check the bike's oil but then, it is a Honda (editor's note – how loyalties change!)



We did make Timbuktu on the 18th day (22 January 2007) after a last push of 128 miles on soft sand, arriving from the South because the original route from the North was blocked by terrorists. That stretch took 7 hours riding, averaging 18 MPH and picking the bike up six times.



After a bit of a rest, the next job was good clean!!

Would I do it again? Of course I would...now where is that box of memories again and does that map of Africa look just a little bit smaller...

Some much needed TLC
after the great Adventure

Back to show room condition

Certificates



Paul Waters receiving his certificate

NEW MEMBERS

Gary Saunders;
Lloyd Allin;
Dr. Daniel Holmes;
Christopher Burton;
Colin Irvine;
Kevin Walker;
Anthony Bewick

Peter Dodgson;
Dr. Mary Holmes;
David Routledge;
William Watson
Jon Stacey;
William Lindsay
Michael Foster

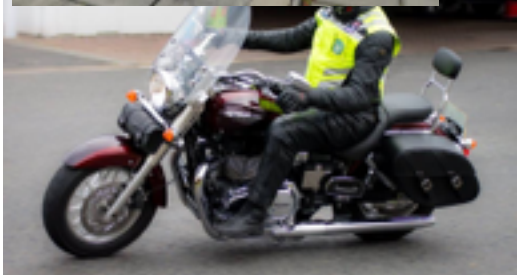
Note: 30 Associates have joined NAM this year taking our membership to 200.

ASSOCIATE S.F.L. Passes

Paul Senior.
Ian Garrow.
Alexander Renwick.
Julie Baker.
Darren Sowerby. With F1rst.
Gordon Avery. With F1rst.
Alan Burdis.
Stephen Allport.
Robert Atwell [Car] With F1rst.
George Jobson
Brian Smith with F1rst
William Watson
Adam Morris
Gary Saunders with F1rst

Observer Mike Briant
Observer Michael Wilkinson
Observer David Steedman
Observer Linda Nichols
Observer Michael Wilkinson
Observer Michael Sutherland
Observer Simon Parry
Observer Michael Sutherland
Observer John McCormick
Observer Michael Goodwin
Observer Michael Sutherland
Observer Michael Wilkinson
Observer Graham Mundy
Observer Mike Briant

Senior Rideout 20 September 2015



Is this the best View in Northumberland?





STOP PRESS - Meet your Committee

Following the AGM on 10 November 2015 the NAM committee for the coming year was elected.

Officers of the Committee

Chairman	Mick Goodwin
Vice Chairman	Mel Leitch
Secretary	Michael Wilkinson
Treasurer	Dr Simon Parry

Training Team

Chief Observer	Geoff Spencer
Convener	Mick Goodwin

Other members of the Training Team

Paddy Jarvis
Mel Leitch
Jack Stewart
Eric Fitzpatrick

NAM Committee Members

Membership Secretary	Roland McLeod
Ride Out Co-ordinator	David Murphy
Social and Events Secretary	John McCormick
Website and Facebook Co-ordinator	David Steedman
Merchandising and Equipment	Bob Attwell
Newsletter Editor	Tom Ivison
Recruitment and Marketing	Vacant