



# **NORTHUMBRIA ADVANCED MOTORCYCLISTS**



The planning behind a group rideout

**2014 Issue 1  
Newsletter**



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

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

## Did you know NAM has a Costco card?

Costco is a membership warehouse club, where members can buy quality goods and services at low prices.

They also sell and fit standard car tyres as and winter tyres. Contact David Henderson, Treasurer for more information.



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



## A word from the Editor



**W**elcome, to the latest newsletter. I am Barry Bullas the editor and as always I would like to particularly welcome anyone reading our newsletter for the first time. Hopefully the cold and rain of the Winter months is behind us and we all have a wonderful summer or riding to look forward to.

Inside this edition we have Michael Wilkinson's equipment review of the Laminar Lip wind deflector, Mick Goodwin' gives us his advice on using eBay, a quick tip for restoring your suspension and a review of lowering a Triumph Explorer.

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

*Barry Bullas*

# Chairman's remarks

Welcome to Northumbria Advanced Motorcyclists' (NAM) first newsletter of 2014 and as we are about to start the new biking season many thanks to everyone who has paid their annual subs so promptly. This £15 per person is the club's main source of income which helps finance the popular club nights, social events and of course the 'Skills for Life' advanced motorcycling training course and other aspects of training which is what we are all about. If you are still waiting to renew your subs the easiest way is to simply download the Standing Order from the NAM website and bring it along to the next club night. If you are experiencing difficulties come and have a word with Martin Trainor, Membership Secretary or David Henderson, Treasurer.

So, after four years at The Highlander and seven years at The Wheatsheaf at Callerton it is time for NAM to find a new 'club house' as the room we use currently is to be turned into a family restaurant and children's play area.

Many thanks to those

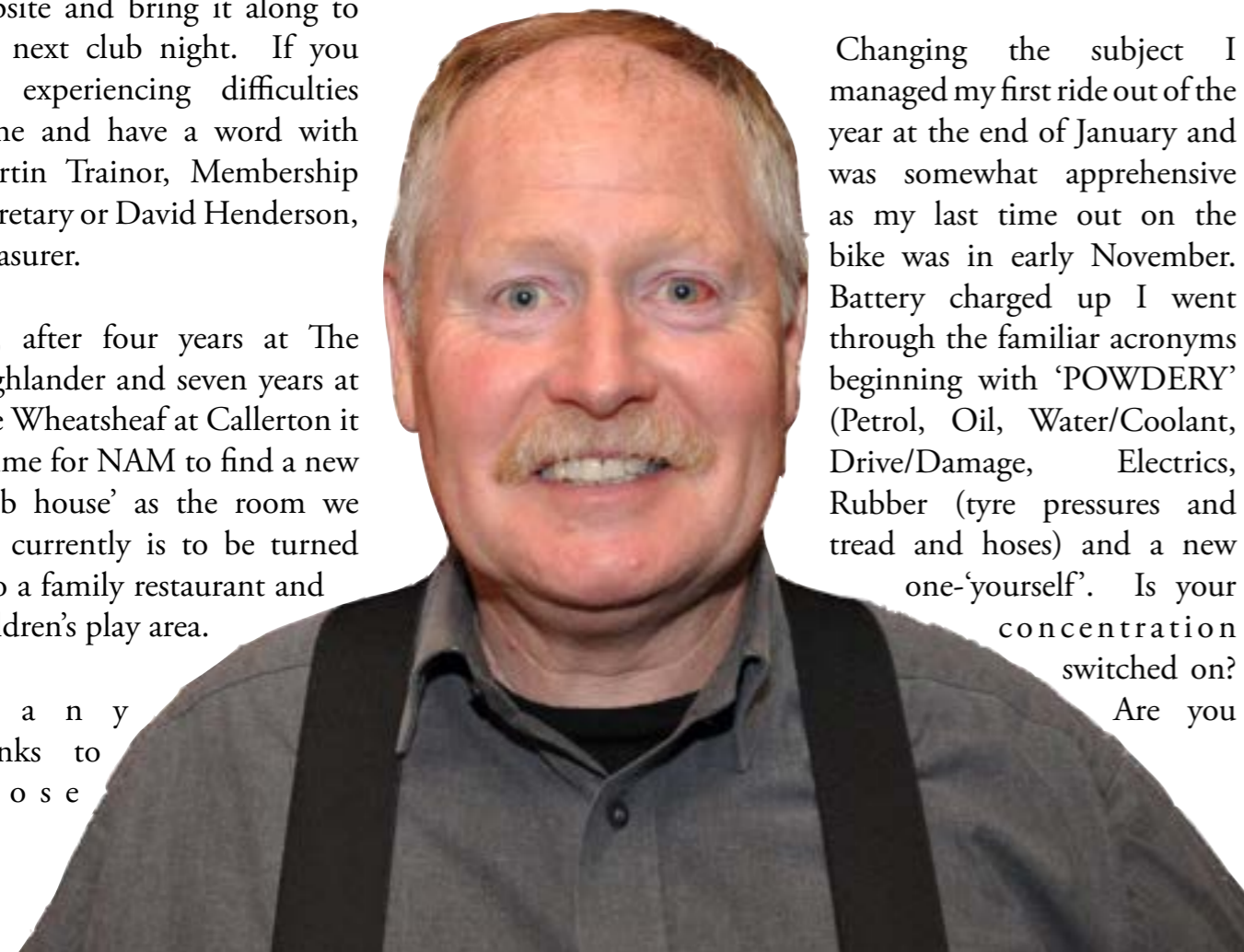
members who have suggested alternative meeting venues or have gone out of their way to visit other possible sites but the Committee is pleased to announce that the group are only having to move a mile up the road to The Britannia Hotel, (Wansbeck Suite) situated at Newcastle Airport, directly behind the Shell petrol station.

Our first club night at The Britannia will be on Tuesday, April 8th, usual time 7.15pm for a 7.30pm start. The facilities and amenities at The Britannia Hotel will be an improvement in every way and The

Committee would like to encourage members and guests to come early and have a drink or something to eat at the bar which will help us to negotiate a lower rate for the hire of the room.

Just a reminder that our March meeting will be held upstairs at Coopers-BMW at Boldon. Steve Brown from BMW and one or two Army Commando friends will be telling us about an off-road trip to Peru as well as their re-enactment in Norway of the 'Heroes of Telemark' overland ski trip to the heavy water plant in WW2 kit!

Changing the subject I managed my first ride out of the year at the end of January and was somewhat apprehensive as my last time out on the bike was in early November. Battery charged up I went through the familiar acronyms beginning with 'POWDERY' (Petrol, Oil, Water/Coolant, Drive/Damage, Electrics, Rubber (tyre pressures and tread and hoses) and a new one-'yourself'. Is your concentration switched on? Are you



feeling fit and well? No after effects from alcohol or medication?

Once out on the road on the GS more acronyms came into play. We all know IPSGA but what about 'COAST'? Concentration, observation and anticipation gives you more space and time to react. Other useful phrases include 'Look in front of the car in front' and 'See it and Sort it! Consider 'head checks' and 'life savers' and 'dial it in' when

the limit point begins to move. I realise that I am 'teaching grannies' here but I hope that these reminders may be helpful and we prepare to regain our riding skills to the level we achieved at the end of last season.

Finally I would like to welcome two new members to the Committee, Ian Du Rose, who will be assisting Roland McLeod as 'Assistant Ride Out Coordinator' and Dr Simon

Parry who will be assisting David Henderson as 'Assistant Treasurer'. Many thanks to you both for coming forward.

With good wishes for a safe and enjoyable riding season ahead.

*Michael Sutherland*

## Plush suspension- Restoring that feel!

A number of us will have treated our bikes professionally in preparation for the winter with Scottoiler 365, ACF 50 or even Waxoil.

Now try this experiment at home.

Squirt a small amount of WD40 or similar such as GT85 onto a piece of kitchen roll then wipe along a curtain rail. Feel the difference when you swish back the curtains!

The same benefit can be felt on your bike's suspension by removing the rust preventing film from your suspension stanchions and damper rods.

I have seen a fork seal damaged by a thick coating of rust proofer when the bike came for

the first ride of the season.

Remember just to use a small amount of WD40 and wipe the suspension slider dry before using the bike; you will notice

the difference to the feel of the suspension.

*Michael Sutherland*



# Laminar Lip - Review

Michael Wilkinson

**P**roblem - The wind noise from the top of the screen on my BMW K1300GT was such that at speed it was painful and meant that riding was less enjoyable as well as the Sena intercom being ineffective. The bike was already fitted with a larger BMW screen when I bought it so that option was not open to me.

I considered the range of larger touring screens from a variety of manufacturers and almost all of them, American, cost in the region of £250 - not an unaffordable amount of money but a lot to spend if the product didn't do the job.

By the way, on my previous bike, an RT, I had a larger screen by the French company Secdem and it was perfect almost silence at 80mph and the ability to intercom or listen to music without interference. That was what I was looking to achieve with the GT.

**Solution** - After a lot of research and asking questions on a number of biking and BMW forums I began to consider a Laminar Lip. Sold by a company based in Liverpool called Heroblobs, the Lip was advertised as the solution to my problem of noise and the website included dozens of reports from satisfied

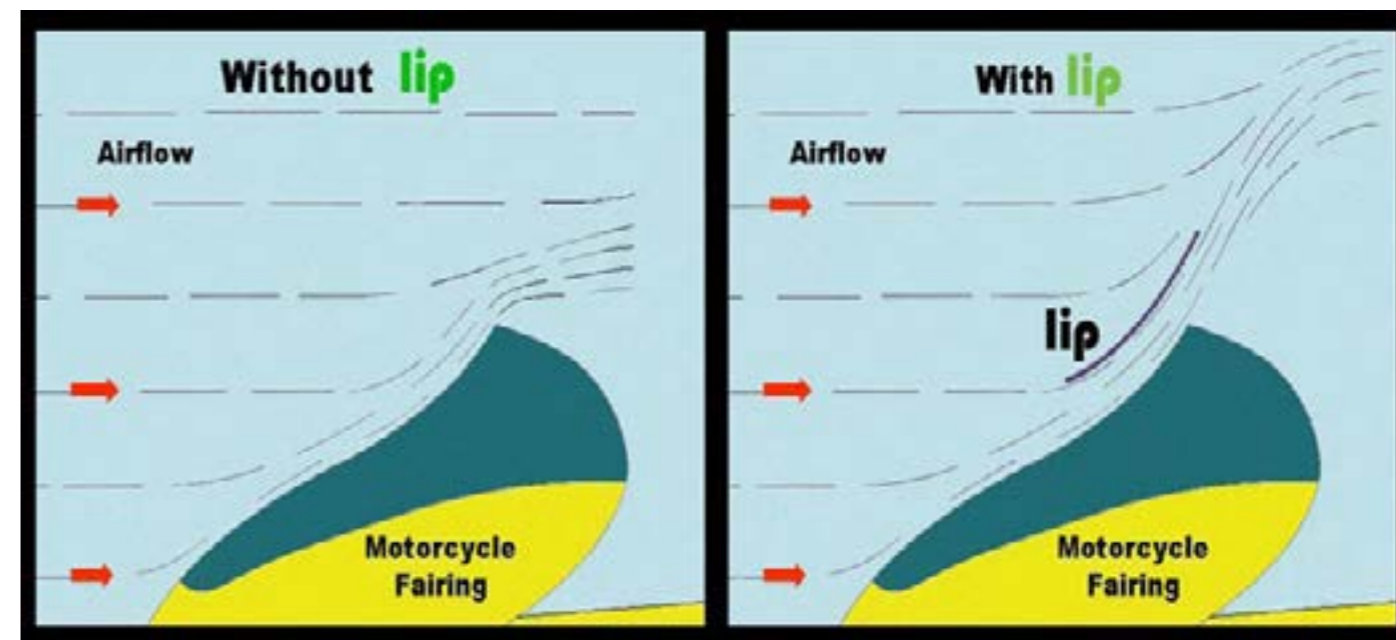


user on various bikes. Most importantly, the cost was only £76 (although they are now £86). My thing was that if I bought one and it was no good then at least I could recoup some of my money by selling the thing on EBay.

I ordered a Laminar Lip and it arrived promptly along with two sets of fixings and comprehensive instructions. Carefully following the fitting instructions I cleaned my screen with the alcohol wipe, measured and then stuck on the 3M hook and loop fasteners onto both sides - taking care to

ensure both sides were level - and fitted the Lip. It didn't look too bad. So far, so good. The proof of the pudding was in the ridding however.

Gear on and out for a test ride! I must confess that I wasn't expecting too much of an improvement as part of my mind still thought the Laminar Lip was a bit gimmicky. So with a degree of scepticism I found a bit of quiet road and did some tests. At all speeds the improvement was marked! At lower speeds I found that I was able to adjust the screen so that I could ride with my



visor open and without any draughts blowing into my face - good! At higher speeds it was possible to raise the screen about three quarters of its range and the noise reduced to a level that was acceptable and comfortable - not as good as I had enjoyed on the RT but pretty damn good and I was happy with my purchase.

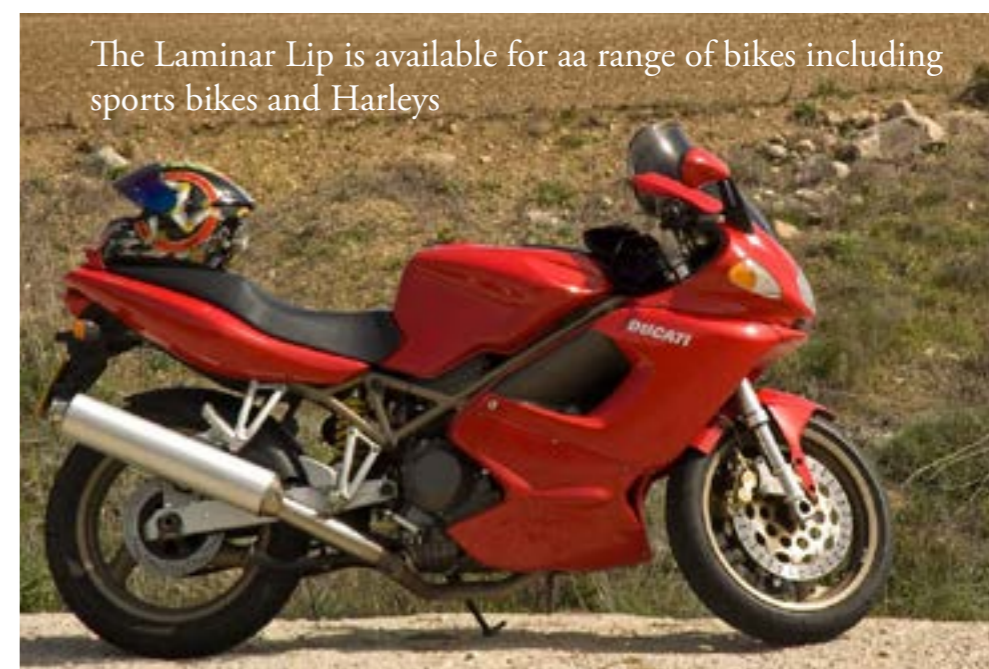
As several months have passed since I fitted the Laminar Lip I can report that I have had no problems with it. I can ride in comfort at whatever speed and converse via intercom with other bikes, using the telephone (carefully) and listening to music. The Lip has remained firmly fixed to the bike screen and although a little difficult to clear around that is a minor issue. Another plus point is that the airflow over/around the screen and lip is such that it blows the rain off my visor, another benefit.

In summary, I would recommend the Laminar Lip without reservation. An inexpensive solution to a noise problem and one which has made my riding more comfortable and enjoyable. The Lip can be removed and re-fitted using the Velcro fixings and in time if I sell the bike the Lip can be re-used or sold. Although I have it fitted to the bigger screen BMW sells for my bike, I don't think that this is too relevant as I

rarely have the screen fully raised, leading me to think that on the standard screen the Laminar Lip would be just as good.

**Verdict** - The Laminar Lip does what it says on the tin, a practical aid to comfortable riding and one which can be removed without leaving any damage to the bike. Recommended!

*Michael Wilkinson*



The Laminar Lip is available for a range of bikes including sports bikes and Harleys

# Lowering a Triumph Explorer

When I was young all bikes seemed enormous. BSA 250 Starfire, Triumph 500 Daytona, Norton Commando. Oh the memories!

Of course the reality was different, certainly when compared with modern bikes. In fact those bikes of old seem positively minute now. Indeed for years we were fed a diet of relatively small bikes, in physical terms at least. Sports bikes have always been small and manageable; even the notorious

Honda CBX of the 70s seems fairly puny these days.

Then along came Adventure bikes. I suppose they've been around for longer than really they seem; the Honda Transalp and Yamaha Tenere have been around for ages, and indeed BMW were marketing dual purpose bikes since 1980. However it wasn't really until BMW launched the GS 1150 back in about 2001 that the public imagination was really starting to be stirred. That perception was sealed

and enhanced when Ewan McGregor and Charley Boorman did their touring adventures, the Long Way Round in 2004 and the Long Way Down a few years later.

So now everybody wants an adventure bike. The trouble is that, unless you are Dutch



(apparently the tallest nation in the world) or endowed with height for other genetic reasons, then you'll likely find the sheer size of modern adventure bikes fairly intimidating. It's not just seat height. Walk up to an adventure bike and the screen is probably level with your nose. Roll it forward and you become really aware of the height of the bars. But it's when you come to try and sit on it that the fun really starts. First off, don't even try to get your leg up and across if you aren't experienced in Pilates. Many

mount their beast as though it were a horse, using the footrest as a stirrup.

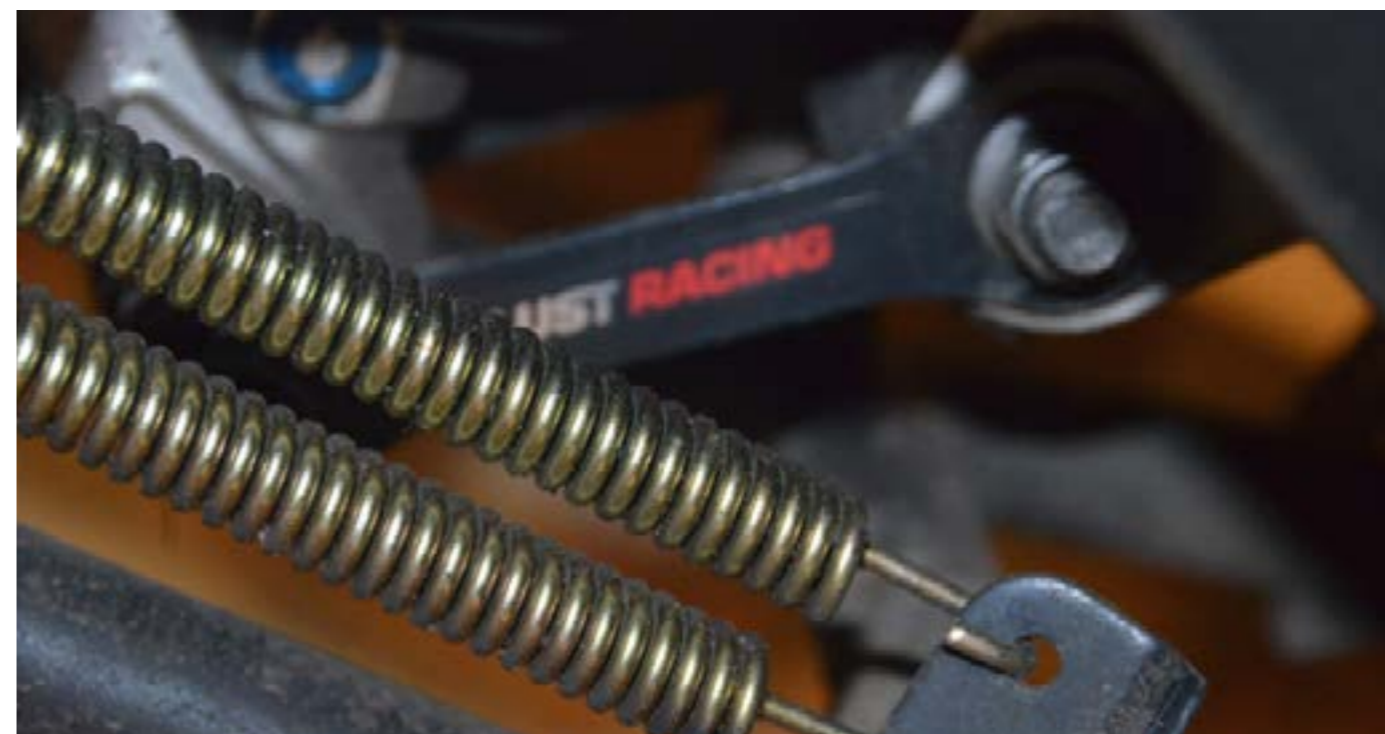
Of course, once on you suddenly find that you can't get both your feet down to the ground. Not a problem, just choose left or right. But definitely not both, if you're a shorty.

All of which I encountered when I bought my Triumph Explorer. At 5'8" and 29" inner leg I'm regarded as somewhat 'vertically challenged'. The bike is brilliant in itself. Engine fast, smooth and eager, and the handling of a sportsbike, but oh so hard to manoeuvre, made worse by being

pretty heavy. The sidestand is also fairly short, meaning that if I'm parked on a slightly adverse incline then it's impossible for me to get the bike upright from a sitting position.

So a solution was sought. How to lower the seat height?

Reading the main Explorer forum revealed a number of solutions. The easiest was probably just to buy the lower seat, but this still meant that there was a big stretch to get on board in the first place. Then there was the suspension



'specialist', where the bike was handed over to an expert, who did everything and charged a small fortune. Lastly there was a straightforward lowering kit; this was the option I went for, mainly because it was far and away cheapest at about 65 quid.

The lowering kit consists of two 'dog bone' connectors. I'd never especially thought about it, but almost all bikes have their height determined by these pieces of metal, which connect between the bottom of the rear spring and the back of the engine. Obviously the geometry of the bike depends on many things, frame and swingarm amongst them of course, but these small, insignificant pieces of metal are vital to height. The ones that were originally fitted are about 5 inches in length; the replacements perhaps just half an inch longer, yet lowered the

bike by over an inch and a half (40mm). The particular kit I used was made by lust racing and they have kits to fit most bikes.

Fitting was fairly easy. Bike on centre stand and remove rear wheel. Then loosen the nuts that hold the bolts which retain the dog bone links. Because there is a great deal of pressure on the links it is necessary to jack up the bottom of the rear spring so as to relieve this pressure whilst the bolts are removed.

When fitting the new links it is necessary to jack the spring up still further so as to align the bolt holes to the new links spacing. Remember to put some grease on the long bolts that hold the links, torque them up, and that's it.

There are a few things to note. The Explorer has a very short sidestand and high angle of

lean, so I did not need to alter the length of the stand, but some bikes will require a small amount to be cut from it. The other problem is that, being closer to the ground, the bike is now much harder to put on its centre stand. Not impossible by any means, but harder, so be warned.

The last issue concerns ground clearance. I've just changed tyres from the original Metzeler Tourances to Michelin Anakee 3s. These latter inspire much more confidence than the Tourance's did, allowing a considerably greater lean angle. I've now nearly lost my chicken strips on the Anakees, but have never felt in the slightest that I am in danger of grounding out. Incidentally, since fitting the links I decided to go the whole hog and fit the lower seat as well, which means that I have now lowered the bike by nearly three inches in all.

# Journey to EBay

Michael Goodwin

What do you do on those long winter nights, when riding motorcycles through snow, ice or rain holds no appeal? Clean answers only please. O.K. so you haven't got anything to say to me. Well, if you are sad- and I put myself in this category- you will be planning your spring, summer and autumn trips away on the bike. Exciting eh?

Nothing better than sitting at the table with lap top, maps and guide books. Where to? When? and What route? are my favourite questions. My least favourite being, How are we going to pay for it? To be fair it's usually Mrs G, who comes up with ingenious ways of finding the money.

The current finance plan involves selling all our worldly goods through ebay. To be fair, not all our worldly goods, just those that are identified as no use to us any more. Unfortunately, Mrs G and I apply different criteria to this task. At this point, I will confess to a slight inability to throw anything away. I



am a hoarder. Consequently, collections of motorcycling and techie items have grown over the years.

This years collection includes:

- An Akropovic Exhaust
- A Zumo 550 Sat Nav
- A Third generation I Pod
- Aluminium Panniers

They are all in various stages of being auctioned off on EBay.

My knowledge of EBay is somewhat restricted to two things: First, if you want to sell something you put a picture and description of the item on the site. Secondly, when someone buys that item, they send you some money. Everything else is a bit of a mystery. Luckily for me, or not with my hoarders hat on, Mrs G is a whizz on the old EBay. If you are like me, there are still the more traditional methods of selling through ads in papers and magazines.

It's amazing what people are prepared to pay for something that has been cluttering up the garage or attic. For example, the Akropovic exhaust which graced my 1200 GSA for six years has yielded half the price I paid for it! To a Yorkshireman like myself,

that's music and goes a long way to curing my collecting issues. It also pays for the ferry to Europe, a meal and a fair few drinks.

The point I am getting to, is this. We all have stuff that we no longer need. There is always someone around who needs your old stuff. Usually that stuff has a monetary value. Take a deep breath, gather yourself up, and sell it. The money you make, can go a long way to financing those trips, cooked up during those long winter nights.

Mrs G has developed this financial strategy, and prospects appear to be growing by the day. I've just glimpsed her walking to the garage, camera in hand on a mission to sell. I do harbour a small concern however. I've noticed her taking more photo's of me recently, in as flattering pose as it's possible for me to achieve. It's usually accompanied by some mutterings of "I'll not get much for that". I suspect I may have been added to her E Bay selling criteria!

Guide to selling on EBay

- Open an EBay account- follow the guidance on the site
- Open a PayPal account



Switch to advanced tool Help & Contact

Tell us what you're selling

Give us a title for your listing (include brand, size, colour, material, etc.)

Example: Levi's women's medium red leather jacket

Get started

You can also enter the UPC or ISBN of your item

Sell a vehicle Browse to find a category

Here's how it works



**Describe it and add pictures**  
Start by simply telling us what you're selling. Then, make your listing stand out with great pictures.



**Choose your price and postage**  
We'll give you tips on how to price and post your item. Most new sellers list their items as auction-style to attract the most buyers.



**List it**  
That's it! Click "List It" and your item will be visible to millions of buyers. Once it sells, you'll earn money.

(now apparently compulsory)

- Research what you are going to sell. See what they go for on EBay, how much are they new.
- Take photo's (You can upload numerous images for free now). Display the items from all angles. Better quality images, better the chances of a sale. Show faults though.
- Weigh the item. Check the Royal Mail site or others

to get an idea of postage costs.

- Describe the item as accurately as possible.
- Decide on whether to have an auction or give a "buy it now" price.
- Try to let the sale finish at a weekend to increase possibilities of attracting bidders
- Make sure you check e mails regularly. There are often questions about the sale items.

- Make sure when someone has paid that the money has gone into your pay pal account before despatching the goods.
- Make sure goods are well wrapped and that you get proof of posting.

Dealing with queries and despatching goods promptly will get you better ratings. Better ratings can mean more sales.

Michael Goodwin



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

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

# Planning a NAM rideout

Paul

Well it all started when Ron Patrick asked if I fancy doing the October ride out, Carols reply was go on it'll be a laugh you now some good roads so our names were put forward for the ride out, Rons reply was "oh good looking forward to it" and off he went. It soon went from we to me haha. As he walked away I said well there's no going back now. Those of you who know Ron will know what I mean. Well that meeting went well and time went by.

So where do we go, no more than 140 miles with at least two stops for tea and coffee and of course the fatal petrol stops for those of us with smaller tanks. ie Me.

As the months pasted by, holidays a distant memory and still hadn't thought of anywhere to go, then I got the news I had to go into hospital for skin cancer, so I was unable to wear crash helmet for a while. So I was of in the car for a few weeks to try and get some ideas, this way that way, then I found a road Carol really

enjoyed so that was defiantly in the ride. Now to link it up with other roads.

Those of you who came out on the Sunday will no doubt agree the roads were good. Ha I made a fatal mistake, I took Carol to the ice-cream farm..... this had to be the last stop rain or no rain, the boss said so.

Right now for the tricky bit, how do I let everyone else know where we are off to. Tried a few



different things. Then I had a brain wave, went into Google maps put the post code in and started to trace the roads we had found. Right click left click this click that click, but not thinking I had actually put in the post code for my house. Oops don't want everyone starting here, neighbours wont be to pleased, so had to start again. Finding the normal start place, brilliant got it, then

emailed all the information to Paddy to see what he thought. Paddy agreed it looked good, so sent it of to Dave Steadman to put it on the forum at the end of September, so everyone had plenty of time to look at the map and see where the Hooligan was off to. But not a mystery tour this time.

Time to do the recce run, so myself Carol Terry and Janet went off to check all the roads and of course that weekend the

weather was brilliant. Up until Hexham where we stopped at the Wentworth Café, we had a word with Michael the manager and told him what we were doing and if it was possible for thirty or so

bikes to turn up on the day of the ride out, he was more than pleased as it gave him plenty of work. We got his phone number and said we would let him know on the day how many bikes there were and we couldn't have asked for better service. At the end of the recce run Terry agreed this would be a good one as all different types of road were covered.

On the day there were a few more bikes than I had first thought, but enough for two groups, so of we went and we all had a good day apart from the downpour between Rothbury and Alnwick, and again some of us got rather wet.

Ron enjoyed the day as he commented on some of the roads, having not been on them before and of course the ice-cream farm. A few didn't know it was there, I apologise to those who took their wives and may have to go back, to the ice-cream farm.

Would I do this again yes..... but Ron not next year.

Hope all of you enjoyed the day.

Carol and Paul

## Meet the Committee

Group President	Jack Lormor
Chairman	Michael Sutherland
Vice Chairman & Treasurer	David Henderson
Assistant Treasurer	Dr Simon Parry
Membership Secretary	Roland McLeod
Secretary & Training Group Convenor	Mick Goodwin
Assistant Secretary	Jack Stewart
Chief Observer	Geoff Spencer
Marketing & recruitment	Martin Trainor
Rideout Coordinator	Ian Du Rose Michael Sutherland
Group Newsletter Editor & DTE Admin	Barry Bullas
Web Monkey	David Steedman
Merchandising & equipment	Bob Atwell
Social & Events Secretary	Vacant - see chairman if interested



## Do we have your correct info?

(Home address, email address and contact number)

If not you could be missing out on important communications. Contact Membership Secretary Roland McLeod by email: by email: [rolly14@googlemail.com](mailto:rolly14@googlemail.com) or speak to him at the next monthly meeting.

# Northumbria Blood Bikes

It has been a very busy 18 months since Northumbria Blood Bikes was formed. We have been busy fundraising, recruiting, training and spreading the word about what we do.

## Key achievements & facts

- Our first ever donation was from NAM and was used to cover the registration fee for our website domain.
- We went live on 3rd February and have successfully delivered blood and other medical items over 45 times in the last two months across the North East.
- Thanks to the generosity of the MG Northumbria car club we have a second bike on the road. They donated around £9000 from the funds raised at their annual Corbridge show. This second bike was key in our service going live.

- Thanks to the hard work of the fundraising volunteers we have just purchased a third bike (a Yamaha FJR to go with the BMW RT and Honda Pan European). This has just had the livery applied and will soon be fitted with Blue lights, Sat Nav and other essential equipment.
- We have expanded our service and now cover hospitals and blood banks in Ashington, Whitley Bay, Gateshead, Washington, South Shields, Sunderland, Durham, Bishop Auckland and Darlington. We are hoping to go live with the Freeman and the RVI in the next few months.
- We currently have around 100 members, of which around 50 are riders, many of which are from NAM
- We have appeared on Tyne Tees news, and did radio

interviews on Capital, BBC Newcastle, BBC Tees, Metro radio and Sun FM.

- We have also been featured in the Sunday Sun, Evening Chronicle, Sunderland Echo and the Northern Echo.
- Our bike was the lead bike in last years Great North Run. We also had three members who ran the race to raise money for us.
- We have been fundraising in ASDA Boldon, ASDA Gateshead, ASDA Gosforth ASDA Sunderland, Tesco Kingston Park, Tesco Gateshead and Morrisons in Morpeth.
- We are taking part in the green token scheme at supermarkets across the North East. Keep your eyes open for our name and stick your tokens in our box if you can.



Press coverage in the Sunday Sun



Our FJR with it's new livery

# Frequently Asked Questions

## What sort of motorcycles do you use?

NBB volunteers don't ride their own bikes, they ride bikes owned by the charity. We currently operate a fleet consisting of BMW R1200RT, Honda Pan European and Yamaha FJR's. These are tourer type motorcycles designed to be ridden for extended periods and distances, that offer some protection from the worst of the weather and which have reasonable luggage capacity.

Our bikes have full high visibility markings in order to ensure they can be easily identified as 'Blood Bikes' and to help our riders and their precious cargo be seen, and stay safe.

## Where are the bikes kept?

Our riders will be 'on call' several times each month, and they take possession of the NBB bike, for the time that they are on call, so that they can respond immediately to a request for assistance. Riders need to have a garage or other secure place to store the bike while at home on call.

## What areas do you cover?

We currently cover hospitals and blood banks in Newcastle, Ashington, Whitley Bay, Gateshead, South Shields, Washington, Sunderland and have recently expanded

to cover Durham, Bishop Auckland and Darlington. Our long term aim is to have enough volunteers and bikes to cover all of the hospitals in the North East.

## How do you transport blood etc?

Blood and blood products such as platelets are packed inside special insulated boxes and these are then secured to a special rack on the bike. The boxes are designed to maintain the temperature of the load during transportation. Our bikes also have panniers where samples can be transported along with non-temperature sensitive items such as instruments or documentation.

## Are there any qualifications required to be a rider volunteer?

Yes, all our riders are required to hold a current advanced riding qualification such as IAM

or RoSPA or an emergency services equivalent. If you want to ride for us but don't yet have a suitable qualification, we can put you in contact with one of the local advanced rider groups so you can gain the required qualification.

All riders are required to have an assessment ride on their own motorcycle with our Training Officer before being able to volunteer for shifts, and an annual assessment ride thereafter.

## Do the riders have to have special training?

Yes, our riders receive training on the safe handling of all the items we carry and the procedures required. Riders undergo route training so they are familiar with the routes to and from our destinations.

If you are considering volunteering as a rider it's also worth remembering that we operate our service 365 days a year and do most of our



Our bike leading the Great North Run



riding at night, sometimes in unpleasant weather. Therefore we look for experienced riders who stay 'match fit' by riding their own bikes regularly throughout the year. If you are someone who generally only rides on sunny Sundays, this probably isn't the job for you.

For insurance reasons our riders need to be aged 25+

### **Do volunteers have to pay a membership fee?**

We do not charge for membership, but are very grateful for any donations which volunteers or members or the public wish to make, however small. Donations can be made as one-off payments or as a regular item through our Virgin Money Giving site. This is accessed via <http://uk.virginmoneygiving.com/charity-web/charity/finalCharityHomepage.action?charityId=1007217> and allows you to make tax-efficient donations.

### **Is there a uniform?**

Riders must have their own motorcycle clothing (Ideally black) such as boots, trousers, gloves etc and are expected to use their own white helmet. A plain coloured helmet with no markings (stickers or decals) is acceptable until you renew your old one. We ask for a £20 deposit (returnable) for the High-visibility jacket that we provide for you.

We ask that Admin staff and Fundraisers wear black trouser/skirt with shoes and an NBB shirt/polo shirt or jacket when representing the group.

### **How much time would i need to give?**

For riders we are looking for people who can volunteer for two 12 hour shifts a month. Riders are welcome to cover more shifts if they are able to. We appreciate everyone has different personal commitments with family\ work etc and we have enough riders to cover short periods where you may not be able to volunteer (such as going on an extended holiday). We do however need riders who are committed and are going to share the load.

For those volunteering to help out with fundraising we are happy to take whatever time you can give, even if it is just a couple of hours at an event in your area (such as a supermarket collection) every couple of months.

### **Do riders only work at night?**

No we also have weekend day shifts. From Monday to Thursday we have 12 hour night shifts from 7:00 pm to 7:00 am. At weekends we cover from 7:00 pm Friday to 7:00 am Monday (or till Tuesday if it is a bank holiday). The weekend is split into 12 hour night shifts and day shifts.

### **Are there other ways people can volunteer to help apart from riding?**

Yes, our team includes many people who are not riders. We have people who help us with fundraising and publicity activities etc. Fundraising is a really important part of what we do as without the funds we wouldn't be able to keep running. If you have a talent or skill you think could be of benefit to us, or can spare a few hours a month to help us fundraise please let us know.

### **How far will you travel on a call out?**

Most of our journeys tend to be between our hospitals and the area's central Blood Bank in Newcastle, so typically around 40 miles each trip. However, we can and do go further if necessary. Where we need to transfer items across the country, for example to deliver samples to London or Manchester for analysis, we generally liaise with blood bike groups in other areas to quickly relay our cargo to where it's needed.

### **Do the volunteers receive any remuneration?**

No, all of our volunteers, including the committee give their time for free.

### **Why do you do it?**

Everyone has their different reasons, but volunteers will

generally be strong supporters of the NHS. They may have a particular reason to be grateful to the NHS or feel that as motorcyclists they'd like to do something to help, just in case they themselves need help sometime in the future.

We know what we do 'makes a difference'. It can help save lives and also saves our hospitals substantial sums of money, often tens of thousands of pounds, which can then be used to directly benefit patients. The opportunity to achieve this, by doing what we love – riding motorcycles, is a compelling mixture for NBB Volunteers.

### **Who are the volunteers?**

It's a wide variety and cross section of people from all walks of life. People like you.

### **How can I help?**

We provide our services to the hospitals for free, so we rely 100% on donations from the public, from charitable groups and on company sponsorship to fund our work. Financial donations and sponsorship are

### **Want to know more?**

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

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

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

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

or you can email [membership@northumbriabloodbikes.org.uk](mailto:membership@northumbriabloodbikes.org.uk)

If you would like to make a donation please see our fundraising page. [www.northumbriabloodbikes.org.uk/support/donations](http://www.northumbriabloodbikes.org.uk/support/donations)

### **Barry Bullas**



Our riders and bikes (BMW RT1200 & Honda Pan European) the day before we went live

# New members

NAM is pleased to welcome the following new members

- Colin Bates
- Tom Ramsey
- Mark Dunne
- Gary Annan
- Adam Slater
- A Miller
- Graham Moor
- Ashley Webster
- Michael Ewart
- John Meech
- Alan McGonigle
- Philip John Miller
- Richard Henderson
- Tim Fisher
- Michael Price

# Awards

NAM is pleased to congratulate the following members who have recently passed thier advanced test

- Mark Atkinson
- Ian Du Rose
- Michael James Gibson
- Simon Drennon
- Keith Miller
- Helen Bradford
- John Parish
- Gary Annan
- John Oakey
- Thomas Parker
- Stuart Elliott
- Adam Slater
- David Murphy
- Paul Cain
- David Hudson
- Derek Howe

# Easy fundraising

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

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

Easyfundraising has already raised £409.91 for NAM so far.

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



Clockwise from top left: Mike Briant, Gary Annan, Derek Howe, Thomas Parker, John Oakley and Stuart Elliot

# Masters Programme



**NAM is delighted to congratulate Geoff Spencer on passing the IAM Masters programme and obtaining the title of Master Rider.**

Open to all accomplished advanced drivers and riders, the IAM Masters programme provides true one to one mentoring support and guidance that will help you attain the highest level of civilian driving standard in the country.

Building on your skills as an advanced road user already the Masters programme will help enhance and develop your ability in the following areas:

- applying cornering principles
- Assessing, planning and executing safe overtaking manoeuvres
- Recognising opportunities to make safe progress (within the speed limits)
- Improving observation, anticipation and awareness consistent with vehicle speed
- Applying sound judgement of speed and distance
- Delivering a fluent, relevant and continuous commentary

You can find out more at <http://www.iam.org.uk/drivers/motorists-courses/masters>