



WRITE LINES



August 2006

MONTHLY NEWSLETTER of the NOTTINGHAM ADVANCED MOTORCYCLISTS

Registered Charity Number 1060035 Affiliated to the Institute of Advanced Motorists No 7182

www.nottsam.org / nottsam@hotmail.com

NOTICE OF ANNUAL GENERAL MEETING FOR NOTTINGHAM ADVANCED MOTORCYCLISTS Wednesday 29th November 2006

The Group AGM will be held at the Black Lion, Radcliffe on Trent, on Wednesday 29th November 2006. The AGM will start at 8.00 p.m. Please ensure you are there on time.

The purpose of the AGM is to review the events and finances of the past year and to elect the new committee for the forthcoming year. All full members and associates are invited to attend but only full members of the Institute and the Group may vote. (Those who have passed their Advanced Test)

Committee Changes

The current officers – Chairman, Secretary and Treasurer must stand down plus at least one third of the current committee (three members) in accordance with Group rules. Any existing committee member may seek re-election.

The current intentions of the committee are given below.

Officers

Chairman Steve Laughton **standing down/seeking re election**

Secretary Andy Hampshire **standing down/seeking re election**

Treasurer Bill Williams **standing down**

Committee Members

Observer Coordinator Terry Towler

Assistant O C Duncan Wallace

Events Coordinator Nick Ireland

Publicity/Web Site Ken Octon **standing down**

Newsletter Editor Ron Maslin **seeking re-election in other post**

Committee Member David Bryant

John Annable will stay as Chief Observer but this is not a committee post and may only be held by a current serving Senior Observer.

Steve Laughton is willing to continue as Chairman if no-one wishes to take on this post.

DISCLAIMER: THE VIEWS EXPRESSED IN WRITE LINES ARE NOT NECESSARILY THOSE OF THE EDITOR, THE IAM OR THE NOTTINGHAM ADVANCED MOTORCYCLISTS

As a member of the Nottingham Advanced Motorcyclists your membership details are kept on a computer file for administration purposes and for newsletter distribution.

Voting will take place to fill the three officer posts at the AGM.

In the event of 2 or more nominations for a post, a secret ballot will take place on the evening.

We need more volunteers to fill committee member posts. If you think you have something to offer and want to help make the group a success then please apply for a committee post.

Nomination forms are attached to this Newsletter. Please remember, only fully paid up members of the Institute and the Group may nominate or be nominated. Please return nomination forms to any of the Officers/ Committee Members as soon as possible or hand in to the Secretary when attending the Annual General Meeting.

**TO BE HANDED TO ANY OFFICER/COMMITTEE MEMBER OF NOTTINGHAM ADVANCED
MOTORCYCLISTS PRIOR TO AGM
OR TO SECRETARY ON EVENING OF AGM ON 29th NOVEMBER 2006**

Nomination Form for the election of Nottingham Advanced Motorcyclists 2007/2007 committee officers and members

I (name in block capitals) am willing to stand for election in the position of:

.....

Signature..... Date.....

Proposed by: (Name in Capitals).....

Signature..... Date.....

Seconded by: (Name in Capitals).....

Signature..... Date.....

Nomination Accepted by.....

In the event of 2 or more nominations, I agree to a vote by ballot on the night and will abide by the majority decision.

Please note: You may not stand for the committee if the law debars you from being a charity trustee.

If you want to volunteer for the committee but do not know someone who can nominate you or second your nomination, please contact the Secretary Andy Hampshire;

Work: 07976 707460: Home: 01623 400293

E-mail: a.hampshire@ntlworld.com

**Andy Hampshire
Group Secretary**

The Group AGM will soon be on us. In anticipation of that, here are the details for the Radcliffe Trophy, our annual award for the member who you feel has made the most significant contribution in whatever way over the last year.

The Radcliffe Trophy

Q. How do you thank someone within the NAM group for their help, advice or the special contribution that they have made to the success of Nottingham Advanced Motorcyclists over the last year?

A. Nominate them for the Radcliffe Trophy!

Every year the Radcliffe Trophy is awarded to a member of the group, who is considered to deserve special recognition for their efforts. As well as receiving the prestigious trophy itself, at the AGM, the lucky person will also be awarded a suitably engraved trophy to keep for life.



There are only two rules,

- All members and associates are entitled to vote, and
- The only person ineligible for the award is the current holder – Ken Octon

When completing the voting slip below you will notice that a first and second place is requested. The second named person will be used in the event of a tie for the trophy and the person with the greater number of second places will be the winner.

PLEASE EXERCISE YOUR RIGHT TO VOTE FOR THE PERSON YOU FEEL MOST DESERVES RECOGNITION FOR THEIR EFFORTS OR COMMITMENT

You can vote by telling me in person at club night, by e-mail to publicity@nottsam.org.uk, or phone me on either 01636 822208 or 07970114619.

I need to arrange to have the engraving done in time for the AGM, so please can you ensure that I receive your votes **by 3rd November 2006.**

THE RADCLIFFE TROPHY 2006 VOTING SLIP:

I would like to nominate the following person for the 2006 Radcliffe Trophy.

Name of Nominee: _____

Nominated by: _____

In the event of a tie situation, I nominate the following person as second choice.

Name of Nominee 2: _____

Please return your completed form or email vote to

Ken Octon
Willow House
1 The Cuckstools
Sutton on Trent
Newark
Nottinghamshire, NG23 6LR
publicity@nottsam.co.uk

Chairman's Bit

Well, here we are again.

I just cannot believe that another month has passed by, but looking out of the window you now need to have your car lights on at 7.30pm instead of around 10pm, like you have been doing over the last few weeks. And now even the press are talking about what to do now summer is over and it is only the second week in August. As a kid I never went on holiday until the second week and it was always good!

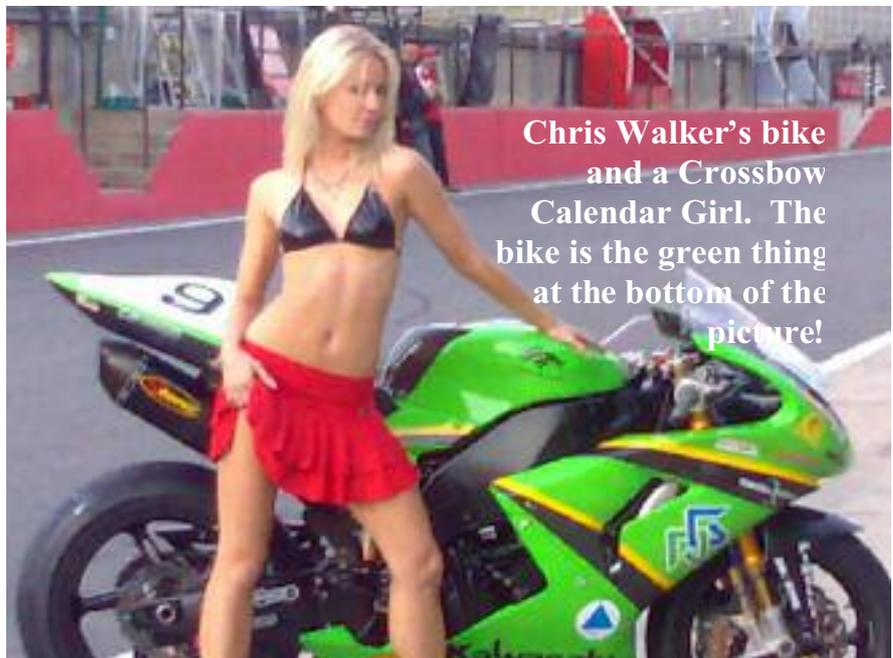
Anyway, what have we (Angela & I) been doing since last month?

Well, we have been off work for just over a week, and we went to Brands Hatch for the World Super Bike event for 4 days.

The weather forecast gave out rain all weekend and if it was going to be like it was at Silverstone then it wouldn't be good, because the waterproofs and my tent leaked last time. So with sorry heart I loaded the boot of the car to go to a bike weekend.

And guess what? It was so sunny and hot that I was poring water into my hat to stay cool.

Friday night was good as we went into pit lane to see Chris Walker and he took us through his pit garage to see the "Crossbow calendar



Chris Walker's bike and a Crossbow Calendar Girl. The bike is the green thing at the bottom of the picture!

girls" being photographed on his and everyone else's race bikes. We stood and chatted to Chris for about an hour, and he was telling us that he had been told the day before that his ride for next year was not going to happen. And that he would be out of a job at the end of the year. That was just what you needed to be told before a race weekend.

We had bought pit lane walk-about tickets this year for the first time so we were able to go onto the pit lane and get signed photos of all the riders. Some were pre-signed but some of the riders were there signing at tables outside their garages.

The qualifying and racing was very good, and on race day we met a guy who was a submariner on a nuclear sub, and he had some great tales to tell, and kept us entertained between races.



As normal we were up at 5.45am on the Sunday to be able to get to sit where we wanted. And when we got to our normal spot we couldn't as there were lots of people with the same idea as us already there, and the gates only opened at 6am, and it was now only 10 past.

To break the normal boredom you get whilst waiting from 6-9am for the first bikes to come out onto the track, we had taken our mini DVD player to track side and so we sat and watched two films whilst having breakfast. This was a brilliant idea and we must do it next time.

Following the last race we packed up our mobile encampment and went back to the camp site to dump our gear so we could walk around freely. But when we got there, we found for the first time in three days that there was no-one in the queue for the showers. So guess what we did?

Following the most enjoyable shower I had had in a long time, we went to the main hotel building and had a very nice meal. While we were in the restaurant. Haga and his Yamaha race team also came in for a meal, with one or too other racers.

After the meal we went out into the front car park where there was a live band performing. They were actually quite good, and we got invited to join a group of very drunk but very funny Irish lads and their very patient sober girlfriend/driver. It was like being in a scene of "Father Ted", we laughed so much. We were only planning on being there for a short while, but stayed until around 1am engulfed in the atmosphere. During the night James Toseland, Andrew Pitt and others came over for a drink to celebrate the weekend.

And there were a number of groupies or should that be grope (ies) hanging around every one they could for a free drink etc (?) They even mistook me for someone whilst I was at the bar, but I managed to play deaf long enough for someone to step in and offer her one instead. (And how would I have explained that to Angela?)

We retired to our tent for the last night and on Monday we made our way home across country, stopping off in various places as we went along. For the rest of the week we have been mountain biking around various parts of the country side.

And on Tuesday night we went to the Ashby Folville meeting organised by Nick. That was very good and anyone who has not been there should make an effort to go soon, before the nights get too dark to go.

That's all for now, but if you don't get time to talk to me at group night, you can send an email or give me a call; my details are in the mag.

See you all soon,

Steve Laughton your chairman.

Nottingham Advanced Motorcyclist
Minutes of Committee Meeting
6th June 2006

1. Apologies:

Bill Williams

2. Minutes of last meeting/accuracy/matters arising:

Radio prices need to be obtained by SL & TT, from Intaride and Kenwood, as 7/8 observers are going to require equipment soon + other radios need replacing.

3. NAM Website:

We now have IAM quality standard for our website, thanks to the work of Ken Octon. It was proposed by Ken that we spend £89 + VAT (approx) on submission to search engines for one year to see if this is a viable option to attract new members. This was agreed by the committee.

4. NAM Charity Status:

It seems that we have not been following the Charity Commission guidelines for operations of a charity in a couple minor issues, and we still have some non-committee members as trustees. AH is to contact and put matters right.

5. Reports:

Chairman – Went over the new rules regarding NAM group rideouts, these will be printed in the next newsletter RM.

Secretary – AH informed the committee of the latest posted information from the IAM, this included details of point of display information, and details that trustees of the group are now covered by indemnity insurance provided by the IAM.

Treasurer – No report

Associate Coordinator – We have 11 associates being given guidance, 2 from the block course have gone awol, 3 1 to 1 have gone awol, we have 5 who have been under guidance and have gone awol. We have 12 associates on block course 2. 1 new associate will start in July; we have 3 initials that need to be done. We have 9 we are test ready, with one fail and one associate is waiting for a test. In total we have 45 associates.

Terry also reported that we have received £150 from the organisers of the Reading Marathon.

6. Observer Expenses:

Matters regarding out of pocket expenses for – Trainee Observer Trainers, Group Qualified Observers or Senior Observers who are nominated by the committee to train/qualify/re qualify observers was discussed. The outcome being that 'an ex gratia payment will be made for out of pocket expenses for the people mentioned above of a one off payment of £10 per run'

7. Recommendation of Observers:

John Ritchie and Andy Parkin have successfully completed their observer training and were recommended to the committee who have accepted them as new observers.

8. AOB:

AH is to investigate the costs of both car and bike stickers to promote the groups website, as this is where most of our new associates come from other than HPP events.

RM reported that there was very limited interest in his treasure hunt, and asked if he could purchase a bottle of wine for the winning team – this was agreed

RM was concerned about the publication of committee details in the newsletter. This is because it is available to view on the website and may lead to nuisance calls etc. It was agreed that our details do need to be published and that so far no one has experienced any problems.

TT suggested that we invite the new Motorcycle Chief Examiner to a group night, AH to investigate.

SL asked if we could present our 'Skills' gift certificate to Dave Storey who is a Fireman and recently organised our trip to his fire station. Dave goes around the area promoting Road safety and other matters and as yet has not taken his advanced test, and we all agreed that as an advanced rider he can put our case across to others based upon his first hand knowledge thus promoting both the group and the IAM. This was agreed and Dave is now an associate with the group.

9. Date of next meeting:

Tuesday 4th July

IAM National Conference 2006

The IAM is holding its annual conference on Saturday 7th October 2006 at Alton Towers and they have asked if we can attend. Both Steve Laughton and myself are attending and they would like another full IAM member (you must have passed your test and be a paid up member of the IAM and our group) to attend. **This member must be under 30.**

If you are under 30 and can spend the day - Conference runs from 9.30am to 3pm - with us then please let me know by contacting me via email at a.hampshire@ntlworld.com

I will need to know by Monday 24th July to secure all places, and if more than one person wishes to attend then names will have to be put in a hat and first one out will be chosen.

Many thanks,

Andy Hampshire
NAM Sec

Change to Group-organised ride out guidelines: circulated by IAM -

Following discussions with the National Groups Committee and Saffron Insurance, the following amendment has been agreed and will be altered when the Group Organised Rides Guide is reprinted:-

Page 3 - Planning the Ride – Paragraphs 3 and 4 of this Section will be deleted and replaced with:-

“The Group should ensure that suitable full members are appointed as run leader and tail end riders, who are fully conversant with this guide book with regard to IAM policy and advice”.

This change has been introduced as a number of Groups have difficulty in Observers being available to participate on every Group Ride.

The amendment is effective immediately.

Congrats to.....

Vince Shreeve

Rob Abbott

Kevin Stark

Richard Smith and

Geoff Ellis

**....on passing their tests this month.
Well done, lads!**

There's more....

More congratulations are due to Shanus Mcmillan-Fraser, Gethin Roberts and Nick Ireland, pictured (top to bottom) below, receiving their certificates as Group Qualified Observers. One more who wasn't there but needs congratulating is Keith Pickering



Chip Run Tuesday 18 August

The midweek Chip Shop run seems to be getting a regular, and very popular, feature! Here are some pics from the last run. We went to Newark, and ended up at the Royal Oak at Car Colston - a fabulous run, hugely enjoyable, and many thanks go to Nick Ireland for organizing it, and Colin Fox for these photos. More are available on the SmartGroup site.

The next run is scheduled for Tuesday 22 August. Meeting at 6:45pm at the Black Lion at Radcliffe on Trent for a prompt 7:00pm ride off.

Route through the Vale of Belvoir to Grantham and back through the Vale to the pub on the A52 cross roads ant Elton. Disperse from there.

Total distance is just 34.5 miles.



And other upcoming events:

Wednesday 30th August (Morning)

Tour of the Triumph Factory at Hinckley.

The 20 places are taken for this tour but we do have another visit confirmed for the 18th December with places still available. Email Nick nri01@tiscali.co.uk if you wish to be on the list.

As well as the visit we are taking the opportunity of having a bit of a ride with lunch planned at Foxton Locks near Market Harborough and then continue on a scenic route to get us back to Nottingham around 6.00ish.

Wednesday 30th August (Evening)

Group Night at the Black Lion Radcliffe on Trent.

Start 8.00pm

Guest Speaker

Paul Gillett of the IAM Divisional Council South and East.

Finish 10.00pm

For all members, especially newcomers:

Nottingham Marathon 10 September – we need your help!!!

For more years than I care to remember, NAM has provided mobile marshalling facilities for this event.

In fact when I first started there was no race radio and nobody had mobiles. It doesn't seem possible now, but I do remember a few guys with antiquated amateur radio systems which never seemed to work.

Anyhow, ***I need as many of you as possible*** to turn up from 09:00 till about 14:00 ish for the full day or 12:00 ish for the morning only.

Since the demise of the Nottingham police bike squad the organisers totally rely on us to find and report problems both with traffic and competitor distress.

Last year they hired 5 police riders from Leicester and as far as I am aware this will happen this year too, with one of us accompanying each of them to get them from A to B quickly, especially with blue lights etc. – them, not us, of course.

I will allocate riders to each of the 25 or so sections where they enforce the road closures by reporting thru one of the radio equipped riders and patrol the section looking for problems.

I need as many of you as possible. Last year I had 45; this year I would like to break 50 for the first time; the more the merrier and, of course, if we get too many you can always go off for a ride.

Anyone can help, it doesn't matter if you have passed or not or if you are a current member as we often get old members who come along to catch up with old friends and also bring their mates.

It is good fun and of course, you can end up doing things that on the previous or next day can lose you your licence.

For all this help, the club receives a donation from the organisers which allows us to provide new radio equipment etc. This year around £600, year in year out it does mount up.

Also, with us riding around wearing NAM regalia it is a fantastic public relations exercise.

Please put this date in your diaries and let me know if you can make it.

Terry Towler

A Potted Biog of the Chief Observer (John Annable)



Well, where do we start? I am 44 years old, a motorcycle mechanic by trade but out of that game at the moment. I still enjoy working on motorcycles and manage to look after my own much better now that I am not working on them all day. I presently work for a parcel delivery company (the dreaded white van man).

Perhaps at this point I ought to mention that I spent 9 years with the Royal Signals straight from leaving school and this perhaps explains my sense of humour and attitudes. The army has a peculiar way of looking at the world. I saw a little bit of the world having served in Germany, Cyprus and the UK.

I am happily married with two gorgeous children (though god knows where they got the gorgeous bit from, it certainly wasn't me).

I have been riding bikes for some 25 years now, starting from C50s and progressing through trail style 125's through CB750/900's, FJ1100's through to modern day machines. Due to my time in the bike trade I have ridden (although not owned) most of the modern day bikes up to about 4 years ago.

I was first introduced to the NAM by our illustrious chairman doing his public relations bit down at the Unicorn pub at Gunthorpe. Myself and Andy Beavis (now another of our Observers) were out on bikes and called in at the Unicorn where Steve and two other club members were relaxing after a fun ride. From those humble beginnings you have the Chairman to blame for me being in this position. He it was who took me on as an associate (including off roading on my initial), who persuaded and trained me as, first, a group Observer and then as a group qualified Observer, finally, conning me into becoming a Senior observer. The incumbent Chief Observer (Ian Orgill) then decided I might be a good Chief Observer (probably regretting that now) and persuaded Steve to agree with him. The rest, as they say, is history.

As Chief Observer it is down to me, with the help of the other Senior Observers, to oversee the training of Observers, maintain the standard of observing within the group and represent the observers on the committee.

As such, if anybody wishes to become an observer, I should be their first port of call.

If you want to know more about becoming an Observer, or indeed me, please see me at Club night. I don't bite.

John Annable

After publishing three personal profiles of 4 of the committee last month, Deb Hooton got in touch to say that she thought it was such a good idea that she suggested other members might like to send their own in. "Getting to know each other is a 2-way process..." as Deb said.

So, to start you all off....hopefully..... here is a little about Deb herself. Thanks, Debs.



Deb Hooton, aged 40, mum to 3 wonderful sons aged 7,11 and 14 who are all potential bikers :-) and find the fact that their mum rides just wicked!!

I work 3-4 days per week in the NHS as a manager in Sexual Health, and have done for the last 4 years. Prior to this I worked as a Radiographer in cancer services. Juggle the kids, work, bike and 'owt else life throws my way amazingly well, really, always managing to keep a smile and have a laugh.

Discovered the world of bikes in May last year when my brother in law bought me a Honda Shadow 125 as an early 40th birthday present...and what a pressie !!! Was tinged with sadness really as he bought it me to give me something to think about after his wife, my sister, died from cancer. It worked well as I did my CBT and went on to DAS on the 125. Failed the 1st test on the u-turn so decided to go for it on the 500 and wow, did I come alive then....just loved it to bits. Was always happy riding, but just didn't suss the u-turn so failed again..... agghhhh !!! Never one to quit, I did my 3rd test in September '05 and passed, much to my riding school's relief!!! Went on to celebrate in a big way that evening :-)

Got the Fazer600 in October and rode her through the winter 'cos I just couldn't put her down!!! Learnt what a blessing heated grips are and how many layers its possible to wear and still breathe!!!

Was messing on the net after a few red wines one evening, and found that I booked and paid to do the advanced course. Mainly went for it as a safety measure as I wasn't the most experienced of riders and figured there's always something new to learn..didn't quite bank on so much tho!!! Had a great time on all the observed rides and practised to bits in between, so now I'm test ready and awaiting a date to ride out with a very nice policeman (did I mention as well as men in leathers, the uniforms aren't bad either!!!)



Just have to say that everyone in the group has been incredibly helpful, patient and good company and I look forward to becoming involved as much as I can in the future.

Debs

Hopp Rider Training Day, Cadwell Park

(Or what I did during the summer holidays)

After receiving a notification e-mail at the beginning of the year I thought it was about time I attended a track-based training day and at £140 it was well within my budget.

The day started at the unholy hour of 0430. (Thanks, Tina! Whose stupid idea was this?) After falling asleep and dribbling my breakfast milk on the sofa it was time to wake the lazy teenager that really wanted to come along for the ride and watch his dad act like a kid all day. No, really he did, didn't you Luke?

0530 sees us wired for sound (thanks to AutoCom) and on the road. Being that early, speed limits were optional (within reason, of course) and the trip was all over by 0710 despite turning away from Cadwell twice. It could do with a few more signs when you get within a couple of miles. We were almost the first to arrive, only being beaten by the campers from the night before. Registration was at 0745. Anyone who was in the forces will remember kit issue (in one door, shuffle along a counter collecting different bits then out the next door wondering what day it is!) All very quick and efficient as there were about 80 riders to process in a short space of time. A short lull (for breakfast once the kitchen staff woke up) then the first briefing at 0830 covering procedures for all sessions, times, flags, problems etc. On your joining instructions your group is shown (A, B or C depending on your experience) and the first group goes out at 0900 for their 20 mins and the others at 20 and 40 mins past the hour through the morning.

The sessions start gradually, following the instructor, building to everyone getting a chance to lead his or her group with the instructor behind. After each session there's a short debrief/discussion with points for next time and the opportunity to change groups (faster or slower). After 4 sessions it's lunchtime and time for my first gripe. It's very expensive to eat there.

Lunchtime can be as long as 70 mins for group A or as short as 30 mins for Group C (can you guess which one I was in?) Hot tip. Don't eat too much, too fast. It makes for uncomfortable riding afterwards.

After another briefing at 1330 the sessions start again at 1400, this time free-style although led out for the first lap or two by an instructor. You can ride to your own pace or grab an instructor for some one-to-one training. This is where the Rossi's and Haslams in us all come to play. Wring its neck, chin on the tank, and ass in the air or, be more technical and concentrate on taking the corners better. You decide! (Apologies to BB.) For me it was the latter, almost everyone blew me away although I did manage to overtake 4 bikes, (all afternoon that is!) The downhill/uphill Park Straight was my best place for that. I was particularly pleased with how I conquered the Hairpin but disappointed with Barn, right-handers not being the best part of my riding. Halfway through the morning the chicane showed me that concentration is everything when a quick glance at the photographer caused me to enter it too fast and I had to sit up and go "off roading" over the slightly damp grass straight at a marshal who couldn't get his flag out quick enough and seemed disappointed when I recovered and continued, albeit a bit slower, towards the Mountain. (Last time I watch the birdie!) He also seemed to be half out of his seat every time I came round after that! Not long after, a rider on a Yam XJR 1300 grabbed a bit too much throttle, spun the back wheel, high-sided and has a suspected broken collar bone at the same place. Hats off to the medical team for sorting that one out so quickly. I'm told he was in "high spirits" but he'd obviously not seen his bike! There were a couple of other mishaps mostly for the Yellow Ducati 748 rider who managed to crash three times, twice at the Hairpin where his bike still propped up the Armco when I last went round.

Second gripe. As the afternoon wore on there were less instructors available as their attention was more on the evening course people starting to arrive and as quite a few of our course decided to leave early, the day ended in a bit of a shambles.

Despite the gripes I enjoyed it immensely (my first time) and will go on another but not everyone felt the same way. I suppose its horses for courses. When I go on another it'll be on a smaller bike (I've started saving already) than my Pan as it is a bit big for me to be flinging around a track, although there were all types there from Supermoto KTM's to BMW R1200's - all ages, people and bikes and with everyone already advanced trained. The standard of rider was good to start with. Many IAM/RoSPA groups were represented, mostly from south of Nottingham (Cambridge and London) but some from Sheffield and points North. Nice to see so many women there too, more than 10%. They don't have a monopoly on seeing the opposite sex in leathers! Everyone was friendly and with the whole track to wander around, a PSB to play and Bike to read even Luke survived.

The day ended with a reversal of the boring A46 route home as I was suddenly very tired. You don't notice how much it takes out of you until you relax at the end. I slept like a baby that night.

They hold about 4 of this type of training day per year, all at Cadwell Park (See www.hoppridetraining.co.uk) and I for one am more than happy to recommend them. Great fun and well worth it.

Tony (*don't park next to me*) Bell

PRESS RELEASES FROM THE BRITISH MOTORCYCLISTS FEDERATION

26 July 2006

ROADS MELTDOWN DANGER

Concerned over an increasing number of reports of melting tar on Britain's roads, the British Motorcyclists Federation has written to road maintenance authorities asking that the safety of motorcycle and scooter riders be considered when gritting or 'dusting' melted road surfaces.

In the recent heat wave that has seen temperatures regularly above 30°C in parts of the country (and even road closures due to the damage done to some roads in Cornwall), the BMF is concerned that over zealous and indiscriminate use of grit or sand surface dressings to stabilise road surfaces can lead to an excessive build up of loose dressings, so adding to and not reducing the hazard for motorcycle and scooter users.

In writing to the Highways Agency and all Local Authorities with responsibility for road maintenance, the BMF point out that build-ups at up at kerbside, the lane centre, road centres and around traffic islands and roundabouts create a real hazard for the two-wheeled user and have asked that a safety audit should be undertaken before gritting or sanding takes place.

Early replies are encouraging with highway departments aware of the inherent dangers to two wheeled vehicle users. Commenting, Richard Olliffe, the BMF's Government Relations Executive said: "This hot spell has been exceptional and while melting tar is a hazard to all road users, short-term measures can bring an extra danger to motorcyclists and it's this that we wanted to highlight. I'm very pleased with the positive responses we have had so far."

This action is part of the BMF's programme of improving roads for motorcyclists and scooter users. See Report-A-Road, the BMF's web based road-defect reporting facility for more: <http://www.bmf.co.uk/report-a-road/index.html>

8 August 2006

'MINI-MOTOS' – MAJOR NUISANCE SAY BMF

Faced with the latest Government initiative* to clamp down on the illegal use of 'mini-motos', the BMF say that this is more of a social problem than a motorcycling one.

Responding to the Government's plans, the British Motorcyclists Federation say that it should first be made clear that there are legitimate 'mini-motos' i.e. mini race bikes made for race use, as against 'mini-motorcycles' made for leisure use. (The current Moto GP World Champion Valentino Rossi learnt his craft on mini-motos, but that was on purpose-designed racetracks, not public roads and pavements).

Neither of these types of machine is however road-legal because they are not designed for road use. They are meant for use on private land or circuits - it is the owners who have abused their use. Further, many of these machines, especially the mini-motorcycles, are cheap and poorly constructed and the BMF have consistently suggested that the importation of this category of non-type approved machine should be banned.

"The motorcycle community is now suffering the consequences of the 'tarred with the same brush effect' because many members of the public associate a mini-motorcycle with motorcyclists and motorcycling" said BMF spokesman, Jeff Stone.

The BMF also say that expending police resources on mini-motorcycle enforcement diverts precious resources from road policing and while the BMF supports initiatives for creating special off-road areas for a range of motor sport activities, it considers that providing such areas should be made a higher priority for Local Authorities and Council Tax payers. The pay back benefits of providing such areas, in community safety terms, seem to be currently ignored say the BMF.

The BMF sees the use of mini-motorcycles as a social problem which has been exacerbated by Government inaction and lack of affirmative action from the associations representing the UK motorcycle trade. Suggesting the introduction of unenforceable guidelines while sales have rocketed was simply storing up trouble say the BMF.

Commenting, Richard Olliffe, the BMF's Government Relations Executive said: "The Government's proposals are disingenuous to say the least. The Government have allowed the sales of a device which is illegal to use in all places that are designated as a public place and can therefore only be used on private property with the landowner's permission. The Minister is living in cloud cuckoo land if he actually believes the averaged purchasers have access to a suitable operating site. With an estimated 400,000 mini-motorcycles sold in the past six years, the situation is out of control. A ban on import and sales now would indeed be shutting the stable door after the mini-moto had left, but it may be the only way forward in controlling an escalating situation."

11 August 2006

BLOG OFF SAY BMF

Personal comments by senior police officers in web logs on official police websites, go against the Police Code of Conduct say the BMF in a letter to the North Wales Police Authority, questioning the use of such personal web logs.

This follows comments made by the Deputy Chief Constable of the North Wales Police, Mr Clive Wolfendale's personal blog on the North Wales Police website in which he floated the idea of banishing motorcycles from National Parks.

In the BMF's letter, which has also been sent to Mr Tony McNulty MP, Secretary of State with responsibility for Policing and to the Association of Chief Police Officers' (ACPO) Portfolio Holder for Police Standards, Mr Paul Scoot Lee, (Chief Constable of West Midlands Police), the BMF point out that the Mr Wolfendale's web log for the weekend of August 5th contained a number of remarks that appear to conflict with the Police Code of Conduct i.e.: 'Police officers have a particular responsibility to act with fairness and impartiality in all their dealings with the public and their colleagues.'

In what is obviously a personal blog, the BMF have asked if it is appropriate that the North Wales Police budget is used to fund the publication of a Senior Officers' personal opinions when Mr Wolfendale's comments on motorcycles in National Parks appear to be far from impartial.

On the subject matter of noise from motorcycles, the BMF does not deny that there is a problem, but as DCC Wolfendale comments; 'most riders are responsible and courteous'. This say the BMF is at odds with his postulating on if it: 'Is it now time to banish motorcycles completely from our National Parks?'

Inconsiderate owners fitting their machines with non-standard illegal exhaust systems cause noise nuisance and it is this issue that should be tackled, not the banning of all motorcyclists say the BMF.

The blog, reproduced below, can also be found on:

<http://www.north-wales.police.uk/nwp/public/en/blogs/viewblog.asp?UID=2&CID=25>

Deputy Chief Constable Wolfendale's comments are as follows: -

'The only detriment to this earthly paradise [the Lake District] was the inescapable whine of motorcycles on the A592. Revving in frustration at the snaking traffic and inconvenient speed limits, the machines seemed wholly incompatible with the otherwise pristine scene. I reflected on the statutory duty of Park Authorities to conserve and enhance natural beauty, wildlife and cultural heritage" and was reminded that Snowdonia suffers the same high pitched affliction. Most riders are responsible and courteous. North Wales Police has worked hard with partner organisations to cut the amount of motorcycle carnage on our routes. This does not begin to address, however, the environmental imposition. Only on the highest peaks (I just about managed it on a misty Helvellyn) is it possible to escape the grand prix ambience. In Germany, some states have banned the use of motorcycles at the weekend in certain areas. Is it now time to banish motorcycles completely from our National Parks?

Thanks to Richard Olliffe for all contributions
Ron Maslin
Editor, Write Lines

Fellow motorcyclists,

If you haven't already heard a recent web blog put out by Deputy Chief Constable Wolfendale of North Wales Police called for a TOTAL BAN on motorcyclists riding through the National Parks. This follows a weekends stay in the Lake district where he claims he was disturbed by noisy motorcycles.

Please take the time to read the links below:-

1. His blog
2. The MCN story. If you feel strongly about it then post a message onto:-
3. MCN discussion link. Better still respond in a reasonably intelligent way directly to the blog on his website. (please not just to tell him where to go - however tempted you may be, am sure as I.A.M. members that would never happen.)

For once this is not an MCN sensationalist story trying to stir things up just to sell more papers. This actually appears to be a potential threat to our freedom to choose our method of transport and where we travel, one of the very reasons we ride: FOR FREEDOM.

The links:-

1. Deputy Chief Constable's Blog:-

<http://www.north-wales.police.uk/nwp/public/en/blogs/viewblog.asp?UID=2&CID=25>

2. MCN story:-

http://www.motocyclenews.com/nav?page=motocyclenews.articles.articleCategory.article&resourceId=5350795&articleCategory=NEWS_OTHER-NEWS

3. MCN's Discussion thread:-

<http://www.motocyclenews.com/nav?page=motocyclenews.messageboard.forum.thread&threadID=207766>

4. BBC News Website:-

http://news.bbc.co.uk/1/hi/wales/north_east/4790131.stm

In the current scale of things with what's happening worldwide this really is small beer. However if you feel strongly enough to stamp this kind of 'ban bikers' ideology out whilst it's in it's infancy then please.

- a) respond to his blog
- b) pass the word onto fellow motorcyclists too.

The BMF are wading in to fight our corner.

Thank you for your time.

By the way Nick - thanks for organising the First Aid for bikers - was a great course, learnt a lot.

Best wishes and ride safe, Steve Cartwright

For Sale (from Brian Gilmore (ex-member NAM))

Suzuki GSX 750 FW (Nottingham)

July 1998 (R reg)

28,516 miles

12 months tax and 12 months MOT

1 owner from new (Former Senior IAM Observer so well looked after!)

Full, complete service history and all receipts

Black and Silver

£1995

Photos of bike on mcn website (www.motocyclenews.com)

Brian 0115 928 3181 or 07968 489424

Message from Ian Hipkiss, examiner

His bike in the garage at the moment having a new left fork fitted. The bracket that holds the brake calliper CBS on has snapped requiring a new fork leg.

His mechanic has spoken to a Honda dealer and has been informed that it is an inherent problem with CBS equipped Hondas.

He suggests that it may be worth dropping a quick something in the mag regarding this, so others can make sure that their bikes aren't going to suffer the same fate. Luckily his snapped in the workshop and not when he was out riding.

Terry Towler

From Paul Philips, via our SmartGroup site:

Is anyone from the group going on the training day at Cadwell on 15 Aug? I cannot go but I would be interested to hear what people think about it as I am considering do it next year if its available. I did the Prestwold track day which I felt was a little disappointing as there were not enough instructors for the intermediate group. Too many riders let out at one time on a short track caused all sorts of congestion at particular corners.

I met John Hodges there who asked that I pass on his best wishes to everyone. He claims to be available for "race" lessons having had a one to one with the instructors in the morning!

Please reply to paul@watchpoint.biz

For those of you who would like a memory of the **A617 Newark – A614 Lockwell Hill** road at the national speed limit, get on your bikes fast. The route is now festooned with repeater signs on posts, currently covered up, but they look suspiciously like they will be announcing a 50 mph limit as per the Kelham-Newark section.

Regards

Ken Octon

MENTOR GROUPS June 2006

Chief Observer J.Annable 0115 9175771 Sandiacre

R.Edwards	(S) 0115 9491678	Stapleford
G.Hope (GQ)	0115 9192813	Chilwell
D.Bryant (GQ)	0115 8491590	Long Eaton
K.Priest (GQ)	0115 9304958	Ilkeston
T.Towler (S)	0115 8465870	Wilford
P.Hunnisett (GQ)	0115 9816835	West Bridgford
R.Walker (GQ)	0115 8461893	Gamston
M.Gant (GQ)	01664 852353	Melton Mowbray
R.Maslin (GQ)	0115 9375994	Keyworth
K.Octon (S)	01636 822208	Sutton on Trent
K.Telfer-Banner (GQ)	01623 423243	Mansfield
C.Horsley (GQ)	01623 723078	Kirkby in Ashfield
A.Davis (GQ)	0115 8491098	Kimberley
K.Savage (GQ)	0115 9558560	Arnold
A.Parkin (GQ)	0115 9207630	Arnold
S.Laughton (S)	07973 815771	Warren Wood
P.Waldron (GQ)	0115 9279856	Bestwood Village
D.Wallace (GQ)	0115 8469023	Wilford
A.Beavis (GQ)	0115 8407370	Carlton
J.Ritchie (GQ)	0115 9551826	Top Valley
I.Orgill (S)	01623 795654	Rainworth
P.Green (S)	01664 851557	Melton Mowbray
G.Roberts (T)	0115 8466835	Wollaton
B.Jackson (T)	0115 9534530	Netherfield
P.Phillips (T)	0115 9825039	West Bridgford
K.Pickering (T)	07866 339386	Papplewick
N.Ireland (T)	01636 611246	Newark
S.Turner (T)	0115 9198359	Bulwell
S.Macmillan-Fraser (T)	01623 442436	Sutton-in-Ashfield

TRAINING STATUS

Training Status	Associate	Observer
BEING TRAINED - 1 2 1	Nigel Dutton	Paul Waldron
	Andrew Hall	Karl TelferBanner
	John Adkins	Keith Priest
	John Davies	Phil Green
	Stephen Jacks	Paul Waldron
	Linda Cree	Ryan Walker
	Adrian Hand	Ron Maslin
	David Hill	Dave Bryant
	Matthew Orchard	Ryan Walker
	Geoff Ellis	Paul Hunnisset
BEING TRAINED - Block Course 1	George Harrison	
	Justin Hume	
BEING TRAINED - WAITING ASSOCIATE	Mark Ellis	
	Chris Adams	
	Mark Edwards	
INITIAL COMPLETED - BC2 - 27/5	Ken Jacklin	
	Colin Boot	
	Les Thomas	
	Richard Wright	
	Robert Varley	John Annable
	Deb Hooton	
	Peter Alton	
	Ronald Fahy	
	Brian Negus	
	Alex Agar	
Chris Varley	John Annable	
INITIAL COMPLETED - Start July	Mark Shaw	
INITIAL COMPLETED - WAITING ASSOCIATE	Mark Steele	
INITIAL REQUIRED	Philip Meynall	
INITIAL REQUIRED - KO	Jez Bailey	
INITIAL REQUIRED - SL - 13/5	Philip Jarvis	
INITIAL REQUIRED - TT - then 1 2 1	Mark Baker	Ryan Walker
INITIAL REQUIRED - TT - then 1 2 1	Craig Garland	
TEST READY	Ian Cameron	Karl Telfer-Banner
	Garry Jones	
	Paul D Thompson	
	Alec Simpson	NOT REJOINED
	Stephen Groom	NOT REJOINED
	Lorne Winborne	
	Anthony Bell	

Terry Towler

Associate Coordinator & Senior Observer Nottingham Advanced Motorcyclists

Group Nights & News Letters:

Group Nights: On the last Wednesday of every month, starting at 8:00pm. We meet **UPSTAIRS** (go through the pub lounge to the far left, thro the door and up the stairs) at the Black Lion Public House in Radcliffe on Trent, Nottinghamshire. The only month we do not meet is December, and our AGM is held in November.

We use the group nights to meet new /old members, prospective members and friends alike, listen to guest speakers (when available) have the odd quiz night, hear about what is happening within the group, and have a general chit chat about many varied subjects. We also use the evenings for informal question and answers, as every now and then someone has a burning question or two that may not have a straight forward answer, so we pool our collective minds together and sometimes have a good old debate.

The group nights are open to everyone, so please do come along and if you have friends or colleagues who are interested bring them along too!

Newsletters: Additional copies of this or previous news letters can be viewed and downloaded from our web site www.nottsam.org.uk just follow the link for "Magazines".

Don't forget to let me know if you change your email address! Every month I get a few failed deliveries, so make sure one of them isn't you!!! Without a current email address you WILL NOT receive your copy of the magazine or other notices.

Any articles for inclusion in future editions of 'Write Lines' can be sent to me either by email to ron.maslin@btinternet.com (I would prefer articles in Microsoft Word or text format wherever possible) or sent to me at:

Ron Maslin
79 Fairway
Keyworth
Nottinghamshire NG12 5DW

Feedback on the magazine is always welcomed!

Deadline for publication is 15th of each month

Nottingham Advanced Motorcyclists Clothing 2006

Our new range of Club Clothing is now available – most of it from stock!!!

Apart from the standard range of black garments with a slightly revised logo (all white lettering) we will be showing samples of new items. We are sure you will be keen to see the new stuff - such as white T-shirts with black lettering around the logo and some long sleeved versions of the Polo shirt and the T-shirt, as well as a roll neck shirt and a zip-neck fleece. There's something for everyone and every season, so don't forget your cash or your cheque book on Club Nights. If you cannot make it to club night and would like to order some clothing items then use the order form below.

NAM Committee.

We offer a range of high quality clothing embroidered with our group logo.
New for 2005 – all lettering is in one colour.

The clothing comes in black with the attractive NAM logo on the chest
(pictured) and items are available in S*/M/L/XL/XXL/XXL*.

All *items are made to order. Other sizes should be available from stock

Standard Range 2006

- Fleece
- Polo Shirt
- Sweatshirt
- T-Shirt , black with white lettering
- T-Shirt, white with black lettering (new for 2005)



Order Form. Please enter the quantities you would like and calculate the total price

Size guide > Approx chest >	S	M	L	XL	XXL	£ Each	£ Total
<i>e.g. T-shirt, black</i>		1		1		10.00	20.00
T-Shirt, black						10.00	
T-shirt, white						10.00	
Polo Shirt, black						12.50	
Sweatshirt, black						15.00	
Fleece, black						25.00	
Other items available, made to order: (l/s = long sleeved)							
T-shirt black, l/s						12.50	
T-shirt white, l/s						12.50	
Polo shirt, black, l/s						15.00	
Roll Neck, black, l/s						20.00	
Zip neck Sweat, black, l/s						20.00	
Your Name: _____						Total Order £ Value	
Tel: _____							

Please bring your order and your payment to the next group night or contact any member of the committee.
Please make cheques payable to “Nottingham Advanced Motorcyclists.”
Your clothing will be available for collection at the following club night or from the clothing stockholder on the committee.

For XXXL and other sizes different prices/lead times may apply so please ask.

Urgent orders can be handled but additional charges may be necessary to cover our suppliers’ extra costs – price on application.

NAM Committee 2006



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