



WRITE LINES

AUGUST 2009



MONTHLY NEWSLETTER of the NOTTINGHAM ADVANCED MOTORCYCLISTS

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

www.nottsam.org.uk newslettereditor@nottsam.org.uk

Notts Advanced Motorcyclists Newsletter Editor
Shrek & Simon Best (Managing Director of the IAM)
become mates.
(read Shrek the Editors column)



Simon Best joined the IAM as Managing Director, Membership and Corporate Services,

Simon's role at the IAM focuses on the membership growth in order to tie in with the IAM's strategic objectives. He will take day to day responsibility for Finance, IT, Procurement and Facilities, HR and sales functions within the core IAM.. A family man with two children, he lives in St Albans, Hertfordshire. Simon has been an IAM member since 1995

Shrek lives in a swamp with the lovely ever suffering Fiona and has responsibility for several kids. Shrek is both a Car and Bike IAM member.

What's in this months Newsletter??

Write up on the Hunstanton Ride Out

IAM Stuff

Legalities with John Measures

Minutes of Committee Meeting

New Chief Observer

New Events person

Amongst the other usual excellent content!!

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When are they back at school?

I've been off for a fortnight with the kids.....Oh joy! Will be ready to get back to work...what am I saying?...then I will be moaning about work.....there's no pleasing me.... Well actually there is..... See below I have located two people who read this newsletter...all my time is not wasted after all and they are two bloody important people!!!!

I'd like to say hello to my new readers Linda and Simon from the IAM!

So here goes Hello Simon and Lyn from the IAM!
Simon is the MD for pete's sake and he reads this....so he will know how much you lot don't contribute!!!
That's Simon Best (Managing Director of the IAM) and Lyn Francis from the IAM who at least have the decency to read this and also I am told quite like it. As a result of this new information the rest of you lot that supposedly do read it, but actually don't—dare I say I don't really care whether you read it or not as it is being read and enjoyed by far more important people.....my new mates Simon and Linda.
They are not coming to my house for Christmas or anything like that.....YET!!
And I hope Simon will write a bit of something for this newslet-

ter—if you don't ask etc etc..so come on Si!!!!

This information has come from Steve the Chairman who actually spoke to Simon (the MD) and has passed this information on to me. Hopefully this is true! I was grateful for the comments that came my way...its nice to be appreciated.....and it is a first for me....being appreciated that is And nice comments I suppose!

The IAM have passed some favourable comments about this magazine/newsletter to our chairman. Steve then started to bang on about me carrying on for another year as Editor but I'm not sure as the mobile signal was breaking.....!!!!!!

Anyway I managed to attend a committee meeting earlier this month ...not been to one for a while—it was nice to see everyone again...all their happy smiling faces I even got fed...Result! Thank you Angela. I also got my ears nibbledbut sadly that was Maverick , Steve's (Wein Weinram Winera) big grey dog....!

I also attended the NAM BBQ at Sherwood Pines. I turned up with Fiona and the tribe expecting just a few of the usual suspects and regulars but was very pleasantly surprised to see quite a few people. They had taken over an area with Gazebo's and the NAM feather flags. Very impressive and I only wish I had listened to Fiona and taken food, drinks etc to the BBQ.

Bloody good day, weather perfect and lets do another!!!! Maybe we should arrange a picnic so we get good weather then at the last minute swap it to a rideout!!

I've got hold of a new picture from Steve the Chairman for his page... he's the one on the right I think. I was also sent a picture of Dave B the new Chief Observer.... See separate article.

Thanks to Tony Bell for the article.
Stay safe and dry until next month

Shrek the Editor.....

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THE CHAIRMANS BIT...



Hello again,

I hear you asking "What have we been up to since the last magazine?"

I've been to Donington Park Bike Night, spent two days at the GP event firstly at the "Day of Champions, and then at the Fridays qualifying with Craig Garland, (thanks Craig) and I have also conducted several observed runs.

We've had another group ride out to Hunstanton or "Sunny hunny" as it's known to the locals, and attended another Operation Retina at Saxondale roundabout.

Hunstanton ride out

Many thanks to all those members who attended the ride out. And especially to those who helped out leading and tailing.

We don't normally invite associate members to Hunstanton as it is a long day with about 6-7hrs of riding, and as an associate it can be a couple of hours too many with the intense concentration required when riding in a group.

But with the ride outs being taken over by John Annable now, he decided to invite anyone who wanted to come along. So by the start we had 5 associates put themselves forward to join us. And we decided to put two groups together, one with three **members who were said to be "Test Ready", and another with two associates who were part way through their course.**

With associates joining us on such a long ride we decided to try something else new to the group by swapping the lead and tails of the associates group with a full members group for the ride home, so everyone got to have a progressive ride in one direction or the other.

It seemed to work okay and every one I've spoken to seemed to have a good ride in one direction or the other. But it also highlighted a point about the level of full members riding standards when riding in groups, and we are looking to try to address this in the near future. See "Members Training Day"

We were the last group to get to Hunstanton as we were bringing up the rear, so everyone was happily tucking into fish and chips by the time we had parked and wandered down to them.

Whilst there Angela went off and mugged the bikers in the bike park for money for the Air Ambulance and was able to raise another £40.

Tradition says once we have eaten we have to go for a game of crazy golf where the unfortunate players who get a hole in one buy the coffee and ice creams for their group. Yes you guessed it, I got the first one, closely followed by Angela, so I got to buy **both lots; I'm sure John Annable wasn't trying as hard as he normally does!**

Any way we were supposed to be changing places with Richard and Ian for the ride home, and they were running first group. So we had to do a bit of a double shuffle to get ready as their group was waiting to come home back at the bike park, whilst we were chilling out with coffee and ice cream.

We sent them off to refuel and we met them just up from the sea front where we set off on the return leg of the ride home.

We planned to stop off in Spalding at the wine bar we used last year, but when we found it, it looked as though it had fallen foul to the recession and was closed.

We caught Richard's group wandering around town looking for a place to stop, and then Phil's group went by as well. We all met up when we found a quiet little pub just over the level crossing that was very pleased to have us stop by. And they made us welcome and asked us to call again soon.

The ride home from there went well, and we ended the ride back at Saxondale roundabout where we had started from.

We got back home at 8.30pm, 12 ¼ hrs after we left home in the morning. The day had been great but I was now very mentally **tired and my injured knee was throbbing quite a bit as well. (Ahhhhh bless the chair man has a poorly knee.....Sympathetic Shrek) And looking back at the week I didn't recover till about Thursday. (must be an age thing?)**

Members training day

Following various conversations with our lead and tail riders from our group ride outs this year, it has been suggested that some of the full members could benefit from a refresher training day to brush up on some of those advanced skills they learnt some while back.

I know we all try to maintain the level of skill we achieved during our "Skill for life" course, but experience shows that the further away you get from that fantastic day when you were informed that you were being recommended to the IAM for full membership, that your standards start to decline.

Unlike R.O.S.P.A, the IAM don't make every one retest every three years to maintain their standards. And so the average standard of most IAM members who are not involved with a local group or observers is quite low. This is really disappointing as they work so hard to get to be good enough to pass their test, and then once they pass they let some of the essential skills slip away, until their standard of riding is only slightly above what it was when they first started.

So with this in mind we are trying to put on a skills refresher day for any full members to attend to either have their riding assessed once again. Or we could run a video viewing session using footage taken earlier in the year for the observers meeting. If we use this option we can talk about what we are looking at in regards to advanced techniques. We also now have new paperwork that the observers work from, and this is far more comprehensive than most of you will have seen when you trained.

We have always offered this type of assistance to our members, but so far only a couple have put themselves forward to take advantage of this offer.

So rather than leaving it an open invitation, we are hoping to put a date together to offer our members a "skills refresher day" so we can deal with as many as we can at the same time. I would like to know the possible numbers of those attending so we know how many observers we need to get together to put on this event, or the size of room we would need to seat every one for the classroom session.

All we ask for is the normal £15 to cover the observer's expenses if we are out on the road. But it would be FREE if we do the classroom session.

So if you would like to be involved in this day please contact me with your details, and we will put out some dates once we have some numbers of who is interested.

Donington Bike Night

Some of you may be aware of a bike night they are running every month out of the Donington Park Café/Museum building. Some of you may not. They are opening the doors to the café for refreshments, and the museum is free of charge instead of about £15 for you to look around. It is well worth a look as it is far larger than I ever imagined, with many racing cars and some bikes from those bygone years. All it needed was a little man to explain just how important to the development of the motor vehicle these old machines were.

The down side of it is that it is being held on the last Wednesday of the month, just like our group night.

Any way, last month I went along as it was the week before our group night because they had brought it forward to be the week of the Moto GP.

They even had Ducati there with their demonstrator bikes to let you have a play on.

Well the advert in MCN said that you had to be there by 5pm to get signed on for the ride outs, so I left work around 3pm to get **home, be able to take Maverick out for a walk (that's the dog) , get changed and down to Donington in time to get a ride on a** Ducati for the first time ever. As I pulled into the car park I was the first bike there, so things were looking hope full for the ride out, but where was the Ducati stand?

I went inside and asked around the people there, but no one knew where they were. Eventually the truck pulled into the car park, so I sauntered over not wanting to look to eager, to ask if he was taking names yet, but he said not till about 6.30 when they were all set up.

I met another bloke at the van who wanted to ask the same question as he wanted to get a ride to, but he changed his mind once the man told us he wanted a credit card for a £1000 before you got the keys!!

Once they got everything set up, they started taking names and credit card details, so I joined the queue and waited my turn. I took the 848 out for a spin the first time, and the 1100 monster later on in the night. And I must say that the monster was the most fun of the two.

Whilst there I bumped into Dave Shenton from the IAM HQ, and he was excited to tell me that the IAM had been given permission to have a stand there for the remaining months till the end of October. But as Donington Park falls between three counties the question of which group ran the event came to light. Well as I was there at the time he asked if we would take control of it on **half of the IAM as he trusts us to do a good job. (that's nice)**

So I am going to make my apologies now to you all, as I will not be at the next few group nights to greet you all. But it is getting

Round up

Well that's all for now.

Once again I look forward to chatting to you all soon. Don't forget to come and say hello at group nights, or Donington if you get there instead. And if there is anything I can help with please ask, and I will see what I can do.

And to all the existing members, if there is any one you don't recognise at group nights please go over and have a chat with them as it may be their first night and they may like a friendly face to welcome them in.

Steve Laughton



Another Sunday ride-out.

The Sunshine has been booked.

We are taking a ride to Squires Café in Yorkshire. As ever, I can promise a lovely selection of roads, chosen just for you by myself (with an awful lot of help from Steve Laughton, thanks Steve)

It's about 3 hours riding on the way out and about 4 hours on the way back, coupled with 2 ish hours at Squires, eating and admiring all the bikes that will undoubtedly be there. You can imagine, therefore, that it is going to be a reasonably long day with about 220 miles covered.

I am going to have to watch the numbers in each group, so, first come, first served.

Destination: Squires café, Sherburn in Elmet
Departing from: McDonalds, Arnold
Date: 30th August 2009 Bank Holiday Sunday
Time: 0845hrs for a 0900hrs start.
Finish point; McDonalds, Arnold or, if your ride group fancies, the pub in Oxton.

I need to know numbers in order to secure sufficient Observers to Lead and Tail the groups.

Please let me know ASAP on j.annable@ntlworld.com

Please make sure your name and whether you are an associate or full member on the e mail.

WANTED

Newsletter Editor

I will be handing over the reins to someone new next year.

If you think you are capable of taking on this very important role then please contact me in complete confidence.

I will give my uncensored and honest opinion of what its like to be in total control of Write Lines the NAM tabloid newsletter.

I will be handing over next year at the AGM.

This is a quite serious appeal.

newslettereditor@nottsam.org.uk

Want to advertise your business or Services in the Newsletter?

We have decided to lend out advertising space with a donation going to club funds.

£100 a year (That's 12 adverts) or £25 for three months.

Email the advert and pay Mark Ellis (Treasurer)

nam.treasurer@ntlworld.com

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The Non NAM Events Calendar

August

- 2nd WSB Brands Hatch
- 9th BSB Brands Hatch
- 16th Moog Brands Hatch
- 30th Moog Indianapolis
- 31st BSB Cadwell Park



September

- 6th MotoGP Misano San Marino
- 6th WSB Donnington
- 13th BSB Croft
- 19th-20th BMF TailEnd
- 20th MotoGP Hungary
- 27th BSB Silverstone
- 28th WSB Valencia Spain



October

- 4th MotoGP—Estoril, Portugal
- 11th BSB, Oulton Park
- 11th WSB, Magny-Cours, France
- 18th or 25th MotoGP—WSB, Estoril, Portugal
- 18th MotoGP—Phillip Island Australia
- 25th MotoGP—Sepang, Malaysia



November

- 8th MotoGP—Valencia, Spain



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EVENTS

AUGUST	
Sat 22nd	BLOCK COURSE TRAINING - - - 09.30 in Arnold Park car park (see Yahoo site for map)
Wed 26th	Group Night 8.00pm Black Lion Radcliffe on Trent - - Mick Exance
Sun 30th	Ride Out to Squires Café—See page 5
SEPTEMBER	
Sat 5th	BLOCK COURSE TRAINING - - - 09.30 in Arnold Park car park (see Yahoo site for map)
Sun 13th	Nottingham Marathon - - - Marshalling
Wed 30th	Group Night 8.00pm Black Lion Radcliffe on Trent - - Guest speaker to be confirmed
OCTOBER	
Sun 4th	Ride Out
Wed 28th	Group Night 8.00pm Black Lion Radcliffe on Trent - - Guest speaker to be confirmed
NOVEMBER	
Sun 1st	Ride Out to Ryhall via Rutland Water - - - Lunch at the Millstone Inn
Wed 25th	Group AGM 8.00pm Black Lion Radcliffe on Trent
DECEMBER	
Sun 27th	Xmas Ride Out to Foxton Locks - - - Lunch at either the pub or the Lock Keepers Cottage

JOHN ANNABLE

Senior Observer
&
Events Organiser



THINK
B KE

www.shinysideup.co.uk

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Senior Observer — Nottingham Advanced Motorcyclists www.nottsam.org.uk

Senior Observer — Nottingham No 1 Group of Advanced Motorists www.nottinghamno1iam.org.uk/

Member benefit – Garmin

For those who have not met me yet my name is Paul Wozley and I have recently joined the IAM as Membership Development Manager responsible for acquiring and retaining members as well as enhancing our member benefit programme.

Garmin have just provided us with very attractive new discounts on four of their most popular units. These prices will be valid through until Christmas and will be revised in the event that Garmin alter their own pricing in that time.

Please feature these offers in your Group communications to members. Take a look at the models and offer details by visiting www.garmin.com/iam (you will need to create a simple Garmin account first if you have not already done so).

Model	RRP	IAM price	Saving
Nuvi 1210 (portable, slim, Bluetooth, safety cameras, AA City Xplorer, UK and Ireland maps)	£159.99	£99.99	£60 (37%)
Nuvi 1240 (enhanced version of the 1210 with European maps)	£159.99	£109.99	£50 (31%)
Nuvi 1340 (4.3 inch widescreen, lane assist, optional AA maps and xplorer, Ecoroutes, UK maps)	£189.99	£129.99	£60 (31%)
Nuvi 13 (enhanced version of the 1340 with Bluetooth, European maps and Euro traffic alerts and junction view)	£259.99	£189.99	£70 (27%)

Please note that the Garmin site has an error on the 1210 details and link. This will be corrected as soon as they can but may still be visible when you visit the site.

Any feedback, comments or experiences regarding this offer are always welcomed to enable me to continually improve the member benefits. Please contact me at Paul.wozley@iam.org.uk

IAM Member Benefit – AA breakdown Services

I am delighted to advise you of an enhanced level of discount for IAM members joining the AA breakdown services. This offer applies equally to cars and motorcycles.

IAM members who are not currently AA members can now get a 30% joining discount on the membership fee for the majority of AA membership levels (some of the basic AA membership levels receive a 25% discount which is the minimum discount an IAM member can receive from

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Hunstanton Ride Out - August 2009

By Tony Bell

The day started early (for us) with an 08-45hrs meeting and even the weather turned up on time! (With the **disappointment of the previous couple of attempts it's just as well!!!**)

A well ridden route was then followed through the beautiful Vale Belvoir, up to Grantham then out to

Bourne for a rest stop which took the staff at Sainsbury's by surprise as they had only just opened!

There then flowed (see what I've done there?) the A151 through the wonderfully named Twenty, to Spalding (but which way to go, North to the A16 as per route or straight through? - **I'm still not sure which way we went**). Great minor roads took us to Wisbech past the Museum of Entertainment (some of our Navigation should be in there!)

A bit of dual carriageway to stretch the legs then off to the market town of Downham Market then swing north for the last leg to Hunstanton.

I'd like to know who ordered all that traffic?

It's obviously a very popular place to go on a sunny Sunday. The sea front area was packed and my group just managed a squeeze into one of the bike parks (and avoided paying to boot!) All this way and we're still only about 15 from Skegness. The sea looked a bit cold for my delicate footsies so it was a bag of fish & chips followed by 40 winks in the sun. That was the order of my day for me, after I'd sorted 'er indoors a pressie of course!

At somewhere around 15:30hrs it was time to make the journey home but with different leads and tails but still going away. Eastwards to Brancaster then south down sweeping country roads then west through Downham Market, Wisbech and the soon to be famous Museum of NAM-igation (see what I've done there again?) Then it was time to play "Find the Wine Bar" or failing that "Anywhere Open" for refreshments.

After making the landlords, otherwise very quite day, it was time to press on homeward sampling the highways agencies latest attempt to make crossing the A1 at Colsterworth easier and I say I'm impressed. No more taking your life into your hands with a suicide dash across a roundabout but a leisurely drift over it on the new section. Well worth the millions it cost, I'm sure.

The original last stop was canned and we made a beeline for Saxondale for the last goodbyes then home for a bollocking for being out so long! Almost 12 hrs by the time she stopped! Anyone would think I'd been out all day enjoying myself! Without her! Still the pressie worked it's magic and things went quite. Yes it was something for her to eat! (You are bloody brave.....Shrek the Editor)

To sum up it's a bloody long way and my arse hurt at the end of the day and not in any kind of nice way but it was well worth it for the journey, Grasshopper!



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the AA).

AA membership cover offers a choice of vehicle, single person, joint or family policies.

Additional IAM member benefits;

A 25% discount on every annual renewal membership fee (this is the strongest benefit for IAM members)

A 25% discount on European Breakdown Cover (must be an AA member already)

IAM members who are already AA members can transfer into the IAM renewal scheme at any time to qualify for their next 25% renewal discount (no retrospective discounts).

This is a telephone only offer and can be booked by calling 0800 048 0075 quoting 'IAM405'

Full details of this benefit can be found on our website in the member benefits section of the member's only area.

Happy motoring/riding and I hope you never have to use this benefit!



WHAT IS ADVANCED MOTORCYCLING ?

“Advanced” motorcycling is the ability to control the position and speed of the machine safely, systematically and smoothly, using road and traffic conditions to make reasonable progress unobtrusively, with skill and responsibility. This skill requires a positive but courteous attitude and a high standard of riding competence based on concentration, effective all round observation, anticipation and planning. All this must be co-ordinated with good handling skills. The motorcycle will always be at the right place on the road at the right time, travelling at the right speed with the correct gear engaged and can always be stopped safely in the distance that can be seen to be clear.

THE PRINCIPLES OF ADVANCED MOTORCYCLING

- Do you concentrate and avoid distractions?
- Do you read the road and anticipate potential hazards in good time?
- Do you always react to hazards early enough and do you deal with them in a planned and systematic way?
- Do you use the mirrors and all round observation links effectively before changing speed or position, and do you give the appropriate signals in time when they would benefit other road users?
- Do you ride with reasonable restraint, but not indecision?
- Is your judgement of speeds and distances always accurate?
- Do you ride with courtesy and consideration for other road users, including pedestrians?

HANDLING SKILLS

- Do you steer the motorcycle safely and effectively?
- Do you brake smoothly and progressively?
- Are all your gear changes made at the right time and at the right road speed?
- Do you use acceleration sense?
- Do you use the controls used with finesse and sensitivity?
-

ADVANCED MOTORCYCLING SKILLS ON THE ROAD

- Where conditions permit, do you maintain a safe and sensible level of progress?
- Do you anticipate and react correctly to situations that develop ahead?
- Do you adopt the correct road position, and maintain the right distance from other vehicles?
- Do you approach all signs, signals and road markings correctly and obey them?
- Do you overtake smoothly, decisively and safely?
- Do you exercise proper restraint and sensitivity of control when roads are slippery or visibility is reduced?

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FILTERING AND THE LAW

By John Measures (Solicitor and NAM Member)

One of the advantages of riding a motorcycle is that you can continue to make progress where other vehicles are unable to. When traffic is stationary or moving slowly in queues, motorcyclists can use their manoeuvrability and limited space requirements to continue on their journey relatively unimpeded. However with this benefit comes a high degree of responsibility. Is it illegal? The Highway Code; the Driving Standard Agency publication on Motorcycle Riding; and the Police Riders Handbook – Motorcycle Road Craft, all mention filtering and states that it requires great care and attention from the motorcyclist. Having spoken to several Police Officers, they advise that no offence is committed as long as the motorcyclist complies with all road traffic signs, road markings, road traffic regulations and filters with appropriate due care and attention with courtesy to other road users.

So what happens if you want to bring a civil claim for personal injury, loss and damage suffered in a collision whilst filtering? It may be worth noting that when a Judge is asked to make a decision who is to blame, they often refer to past cases particularly those which have been decided in a higher Court. These are what we lawyers call legal precedents.

The first major case decided by the Court of Appeal was *Powell v Moody* in 1966. Briefly the circumstances of this accident were that there were two lanes of stationary traffic. The motorcyclist filtered along the offside of the second line of traffic when he came into collision with a car emerging from a side road on the nearside intending to turn right through a gap in the traffic. The Court described filtering as queue jumping which was a hazardous manoeuvre which had to be carried out with a high degree of care required by the motorcyclist. The Court said that it was effectively the burden of the motorcyclist to ensure that it was safe to overtake. As you will appreciate, the concept of queuing goes deep into our national psyche and there is a subconscious objection to those that “jump the queue”. **If an accident happens where someone is doing this, then the natural reaction has been to blame the person who is in breach of the natural order of queuing. In this case, the Court held that the motorcyclist was 80% at blame. The effect of this is that the motorcyclist’s claim was reduced by 80%. You can appreciate how such a finding would drastically reduce the amount of compensation a motorcyclist would receive if he suffered serious injuries.**

In the case of *Leeson v Bevis and Tolchard* (1972) a bike was filtering passed a single line of queuing traffic at about 15 mph. A van pulled out of a garage on the left in front of a lorry. A collision occurred between the bike and the van. This again went to the Court of Appeal and the biker was found 50% at fault.

We then go to the case of *Worsfold v Howe* (1980). This was a two lane road. The nearside was for traffic going straight ahead and the second lane was for traffic turning right. The biker was riding in the second lane at a speed of 10-30 mph. A tanker had left a large gap in front of it to allow traffic to emerge from a railway yard on the left. A car emerges very slowly in front of the tanker across both lanes to turn right. A collision occurred. This also went to the Court of Appeal where the biker was found 50% at fault. The Court said that the biker was travelling too fast and that he had gone beyond his line of sight.

In the case of *Pell v Moseley* heard by the Court of Appeal in 2003, here we have a single lane carriage way in each direction

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subject to a 60 mph speed limit. The motorcyclist began to overtake a line of traffic when he came into collision with a car which intended to turn right into a field where a motor cross event was taking place. The Court of Appeal found the motorcyclist 50% to blame stating that the motorcyclist was negligent in that he failed to notice that the Defendants vehicle would have needed to slow down before turning right, a fact which should have been apparent despite her failure to indicate. Further the motorcyclist was aware of the motor cross event and should have considered the possibility that the Defendant may wish to turn into the field and as such should not have attempted to overtake as he did.

We then saw a chink of light in the case of *Davis v Schrogin* in 2006, heard by the Court of Appeal. An accident occurred on a long straight section of road with one lane in each direction. There was a long queue of stationary/slow moving vehicles. A motorcyclist travelling in the same direction was overtaking at approximately 40 mph. He was half to two thirds of the way across from the central white line, was displaying a dipped headlight and a right hand indicator. He had been in that position for approximately half a mile and was not weaving in and out of traffic. A car lost patience and decided to carry out a U turn when the motorcycle was no more than five car lengths back. A collision occurred. The Court found the car driver wholly at fault on the basis that the motorcyclist was there to be seen and that even if he had been travelling appreciably more slowly than he was, it would have made no difference because he had been right on top of the point of the accident when the Defendant first did anything to alert the motorcyclist of his intended manoeuvre. This was a decision of sense having regard to the facts of the accident. However, my heart sank when I read an article in one major motorcycle papers suggesting that bikers could now filter in any circumstances and at any speed and recover 100% of their compensation.



That euphoria was short lived following the case of *Farley v Buckley* in 2007. A motorcyclist was passing a refuse wagon which was travelling in the same direction and was indicating an intention to turn left into a side road. The lorry was unable to complete its turn as the side road was narrow and there was a car waiting to emerge and turn right. The motorcyclist travelling at a speed of about 30 mph overtook the refuse wagon with its wheels virtually on the centre white line when the car drove out in one continuous movement at approximately 5-8 miles per hour. A collision occurred. The Court held the motorcyclist wholly at fault as it considered that the motorcyclist was travelling at a too high a speed which in the circumstances was reckless especially having regard to the nature of the manoeuvre that he had been carrying out, the lack of visibility to his left and the fact that the refuse wagon had been displaying its left indicator.

The final case that I wish to refer to is *Higgins v Johnson* 2008 which is a County Court decision. In this case, a car was approaching a rugby ground on the right and indicated to turn into it. The car had commenced its manoeuvre when it was struck by a motorcycle which was overtaking. The Court heard evidence that the car driver first indicated left, then right, then left and then finally right again. The motorcyclist held back but once he believed that the car driver appeared to have settled on a course of continuing straight ahead, he pulled out to overtake. The Court accepted independent witness evidence that the car did indicate left, right, left and right. The final indication happened when the motorcyclist had already begun to overtake. The Court held that the car driver failed to check her mirrors or look over her shoulder and had she done so, she would have seen the motorcyclist.

However, the Court also found that the motorcyclist was aware that there was an indecisive, erratically indicating driver ahead of him yet he proceeded to overtake her on a yellow boxed junction. The Court found the motorcyclist 25% to blame on this basis. The moral of this story is cases such as these are fact specific. That is, each case is determined on its own merits. The court will look at the manner in which each party was driving/riding, traffic and road conditions and all relevant issues. What can you do to avoid an accident in the first place or give you a good chance of getting 100% of your compensation?

Ride slowly and at a speed that you are able to stop if:-

Vehicle emerge or turn at junctions (be extra vigilant if your visibility is compromised by high sided vehicles)

Vehicles suddenly changing lanes or U-turning without warning

Vehicles suddenly opening their doors (especially if filtering along traffic that has been stationary for some time)

- Watch for pedestrians and cyclists. Also other filtering motorcycles!
- Be ready to brake or use your horn if you think you have not been seen
- Use dipped headlights and wear florescent/reflective clothing
- Watch for road studs, road paint, road defects and manhole covers which can throw the bike off line
- Avoid conflict with other road users and be courteous

Comply with all road traffic signs, road markings and road traffic regulations

John Measures



John is recognised as a leading biker solicitor having specialised in personal injury claims for over 20 years. He has been a keen motorcyclist for 38 years and is regularly seen at ride outs, rallies and track events. He joined Barratt Goff & Tomlinson whose office is in Nottingham who themselves have a national reputation for specialising in high value claims. Most bikers do not realise that they have a choice and it is their decision who represents them following an accident. John can either act under the terms **of the biker' legal expense policy or under a no win no fee agreement. Either way, the biker will receive 100% of their compensation.** The biker also has the choice to change solicitors even after a panel solicitor has been appointed to act on their behalf. If you would like further details regarding this article, advice regarding a personal injury claim then call him on 0800 021 3065 or 0115 931 5171.



NEW CHIEF OBSERVER FOR NAM

John Annable has stepped down as the Senior Observer and Dave Bryant (pictured) has been appointed with immediate effect.

Expect more details and a full write up by Dave next month

(See Dave no getting out of it again!!!!....Shrek the Editor)

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Minutes of NAM Committee Meeting Monday 8th June 2009 Held at Black Lion, Radcliffe upon Trent

Apologises:

Phil & Tony

Minutes of last meeting:

Tony sent in points regarding the organisation of the next HPP event, these have been noted and will be addressed nearer the date.

Reports:

Steve – He has been voted onto the new NRG council who will meet directly with the IAM to discuss how we can work better and implement the changes that need to be made at group and head office level.

Andy – Nothing

Mark – Cheque account £2797 Building Society £3253.78 Cash £82.84 total £6133.62 plus assets of approx £3372

Nick – Block course issues with observer availability, Nick will now email all observers a few days before to get an update. We currently have 14 associates booked for the block course, 1 requires further training, 1 initial required, 5 are on hold, 4 are test ready and 4 can only do Sundays only.

Nick – Needs to hand over the group ride outs, John Annable has offered to look after them for time being. With regards to the Air Ambulance collections Angela Laughton has asked to take over the fundraising and this offer has been accepted. Air ambulance fund raising is now at £946.75

John – John is standing down as Chief Observer and the seniors have voted for a new Chief who is to be David Bryant. The committee thanked John for his time as Chief Observer.

Duncan – Has asked for the observers photos to be on the website, this will be looked at.

Craig – Suggested that a new meeting place be found for the block course – this has now been done.

Helmet Cams:

A number of our Observers have been using helmet cams on associate runs and the footage has been used to great effect with the associates and also at a recent observer meeting where it made for a much more interactive and animated meeting.

The costs of this type of equipment is expensive – from £300 approx upwards and there are many types available (which Steve and others have been researching in some depth) but it is felt that this equipment is an invaluable aid to what we do and benefits associates greatly.

The committee based on the discussions over the last few months has decided to part fund the purchase of the equipment by observers up to a maximum of £150 (this figure will be reviewed as prices fluctuate) as long as the equipment is used on observed runs for the benefit of the associate and group. The equipment will remain the sole property of the purchaser (observer) and up keep and replacement of parts will be the responsibility of the observer. The committee is to agree a set of terms and conditions with regards to the funding and they will be available as soon as is possible, Gary Luff has offered to put a draft agreement together and the committee will publish this in a newsletter in the near future. In the meantime any observers who are interested in purchasing equipment are asked to talk to the committee before making any claim for funding.

Next meeting:

Monday 20th July and then another on Monday August 10th this is due to holidays, chip runs and room availability, meeting should resume at normal intervals from September.





By Chief Observer Dave Bryant

Some of you may have seen my silver GSX 1400. It is no longer appropriate for the my biking needs and, despite my reluctance, I need a more suitable bike to use for my training school. Therefore I am selling it.

I've had it from new, saw it delivered in the crate and it's been well looked after with service history. I have got all the documentation with both the keys, it's just been taxed and MOT'd. It is a genuine UK bike supplied by Powersports when they were in Beeston. It has a Datatool 3 alarm and I have both fobs

It has covered 17,200 miles and has a nearly new rear tyre, good front tyre and the original chain is still in good condition.

The bike is generally very tidy but has signs of corrosion on the engine end casings (these are easily removed to have polished) and there is a small amount on the front forks. I'm being quite critical, it is after all 7 years old. It could also do with a set of steering head bearings (they are a bit prone to these) but again it's servicable as it is and they are easy to replace. It has never been dropped or had any kind of damage.

I've got plenty of photos I can send over if necessary.

The bike is fitted with a Givi rack and box, I also have a set of Givi pannier bars that will be with the bike. The bike is a nice genuine example. If you have never ridden one you don't know the meaning of torque! It's immensely powerful and pulls your arms off in any gear at any revs. :-)
I'd like in the region of £2700 for it but a near offer would be considered.

Send me a message if you're interested. bryant_dr@hotmail.com

Dave



Next Month Full write up and pictures about Durham Bikewise by Lee James (NAM Member)

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It's just a bit of fun....Adults only....

MORE CRAZY PHOTOS AND JOKES.....AS ALWAYS, THE EDITOR AND COMMITTEE DO NOT INTEND TO CAUSE ANY OFFENCE BY ANY PHOTOGRAPHS OR JOKES.....



**Use your
Bike!!**

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Associate Co-Coordinator by Nick Ireland

John Collins	Block Course
Derek Dyche	Block Course
Brian Wisbey	Block Course
Jez Bailey	Block Course
Mick Ward	Block Course
Naill Moore	Block Course
Phil Crick	Block Course
George Gills	Block Course
Chris Moig	Block Course
Pete Wignall	Final Required
Malcolm Leick	Final Required
Spike Davis	Final Required
Toni Douthwaite	Final Required
Ian Gibson	Final Required
Mick Booth	Final Required
Dave Coote	Final Required
Rupert Phillips	Initial required
Richard Green	Initial required
Charlie Stevens	On Hold
Kirsty Boss	On Hold
Mark Collishaw	On Hold
Ian Goodwin	one 2 one
David Townsend	one 2 one
Clark Jones	one 2 one
Gemma Barker	one 2 one
Lee James	one 2 one
Mat Corry	one 2 one
David Lowe	one 2 one
Neil Molyneux	one 2 one
John Gossage	one 2 one
Mick Hall	one 2 one
Peter Greenwood	one 2 one
Malcolm Fisher	one 2 one
Mat Corry	one 2 one
Marc Ford	one 2 one
Neil Tunnard	one 2 one
Maurice Manton	Test Ready
Russ Heard	Test Ready
Vicky McGuigan	Test Ready
James Clipsham	Test Ready
David Daubney	Test Ready
Mark Simmonds	Test Ready
Cathy Ritchie	Test Ready
Ray Stuart	Test Ready
Ashley Peck	Test Ready
Steve O'Connell	Test Ready
Terry Anderson	Test Ready

Firstly the serious stuff:

If you are listed as Test Ready and haven't had confirmation from the IAM that they have received your test application you most probably haven't sent it in!

You can either complete the form on line or download a form from the IAM site at:

www.iam.org.uk/iammembers/IAM+Test+Booking+Form and post it.

Those listed as "Initial Required" may well have had it before this edition. The same goes for "Final Required"

Test Ready:

I will do my very best to get a refresher sorted for **people whose test is imminent and haven't been out** for a while but the new associates will take priority.

You need to either ring or email me.

Observers:

Please remember to let me know each time you take an associate out.

Associates:

You must practice between runs, that way you should be up to test standard by your 5th. Remember that your mileage from the last training run is noted on your sheet so **GET ON YOUR BIKE...!!**

Congratulations:

To Ed Stuart, Leon Gustard and Bruce Keeling who passed their test this month
Also Mick Coakley passed recently.

And finally keep busy but most importantly Keep Safe. There is always someone out there who will hurt you.

Nick Ireland Associate Coordinator and Senior Observer
Tel. 01158 715053

associatecoordinator@nottsam.org.uk

Nick Ireland - Associate Coordinator & Senior Observer



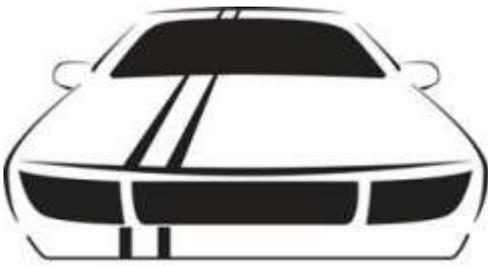
MENTOR GROUPS - August 2009

Chief Observer - Dave Bryant 0115 8491590

Associate Co-ordinator N.Ireland (S)	0115 8715053	Long Eaton Newark
R. Edwards (S)	0115 9491678	Stapleford
K. Priest (GO)	0115 9304958	Ilkeston
P. Phillips (GO)	0115 9825039	West Bridgford
A. Parkin (GO)	0115 9207630	Arnold
I. Cameron (GO)	0115 9103837	Sherwood
P.Hunnisett (S)	0115 9816835	West Bridgford
M.Gant (S)	01664 852353	Melton Mowbray
D.Wallace (GO)	0115 8469023	Wilford
C.Gant (GO)	01664 853251	Melton Mowbray
R.Maslin (GO)	0115 9375994	Keyworth
J Morgan(GO)	07780 843315	Cropwell Bishop
A. Davis(S)	0115 8491098	Kimberley
J. Ritchie (S)	0115 9551826	Rise Park
P.Waldron (GO)	0115 9279856	Bestwood Village
G Harrison(GO)	01159 875826	Carlton
C.Garland (GO)	07887 794979	Gedling
S. Laughton (S)	07973 892121	Warren Wood
S. Macmillan-Fraser (S)	01623 442436	Sutton-in-Ashfield
K.Pickering (GO)	07866 339386	Papplewick
D Storey(GO)	07814 672289	Hucknall
G.Roberts (GO)	0115 9514300	University Park
I Orgill (S)	01623 795654	Rainworth
P Green (S)	01664 851557	Melton Mowbray
T.Towler (S)	0115 8465870	Wilford

Trainee Observers

C. Adams	01623 655885	Mansfield
R. Samuels	01623 861844	Walesby
G. Luff	01159 251084	Bramcote
M. Ellis	01158 493014	Arnold



Retford College of Vehicle Technology

Tel: 01777 862886

www.rettech.co.uk

Raffle prizes kindly donated Dave Bryant (Director of Retford College of Vehicle of Technology)

Retford College of Vehicle Technology.
Who run courses in : Vehicle Fast Fit, Vehicle Repair and Maintenance, Motorcycle Maintenance, Auto Electrical

Nottingham Advanced Motorcyclists

facebook

John Field (Nottinghamshire Fundraiser)

Lincs & Notts Air Ambulance

Email:- johnfield.airamb@btconnect.com

www.lnaact.org.uk

Air ambulance is also on Facebook



Lincs & Notts Air Ambulance

This is a quote from Steve Laughton the Chairman of NAM.

"I had an interesting conversation the other weekend about not riding like the advanced rider when going for a play! I went to great trouble to explain that if the speed increases that everything else should continue to be done in the order of the 5 point system. After all this was invented by the police to get from A-B as safely and quickly as they can. We have to work within the speed limits but everything else is based on their methods. And if you're speed increases then your observations need to be even sharper and more systematic than they are at 60mph."

Remember this and how true it is.....

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GROUP NIGHTS

Last Wednesday of the month,
8:00pm.
Black Lion Pub,
Main Rd, Radcliffe on Trent,
Nottinghamshire.
NG12 2FD

GROUP NIGHTS—The only month we do not meet is December, and our AGM is held in November.

These nights are for meeting new/old members, prospective members and friends alike, We usually have guest speakers (when available) and we hear what is happening the group.

There's time for a general chit chat and 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 fashioned 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: This and previous newsletters can be viewed and downloaded from our web site www.nottsam.org.uk - just follow the link for "Magazines".



Nottingham Advanced Motorcyclists Clothing

NEW PRICES—SEE NEXT PAGE
SOME ITEMS CHEAPER!!!!!!

The clothing comes various colours with the NAM logo on the chest (pictured) and various items are available in sizes that range from XS to 5XL.

NAM clothing now available in any colour you like..... **Even** pink!!!

HOW TO GET YOUR CLOTHING

There is an Order Form on the Yahoo site.
(Don't forget the colour, size and quantity)

Please contact Craig Garland.
Alternatively please e-mail your completed order form to...

nam.clothing@ntlworld.com

Please make cheques payable to "Nottingham Advanced Motorcyclists."



Nottingham Advanced Motorcyclists Committee 2008 - 2009



Steve Laughton
Chairman



Andy Hampshire
Secretary



Mark Ellis
Treasurer



John Annable
Events organiser



Nick Ireland
Associate
Co-ordinator



Dave Bryant
Chief Observer



Gary Luff
Social Events



Tony Bell
General Member



Shrek
Newsletter Editor



Duncan Wallace
Asst Associate
Co-ordinator



Craig Garland
Clothing Rep

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