



WRITE LINES

December 2008



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

Due date: Tomorrow so its early!!!



**Merry Christmas
& Happy New Year**

THINK B  KE

www.shinysideup.co.uk



Lincs & Notts
Air Ambulance

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THE EDITORS BIT



Happy Christmas and a Very Happy safe New Year

I did the happy Christmas last month....Hoorah.... This is out before Christmas!!!

As always this has been rushed and I have cut it down two pages ..but putting it together is a pain... at least I have the Adobe programme sorted out...thanks Terry.....see he does care about me.

Steve Laughton is again the Chaiman as he has been for at least nine years—he must be doing something right. Few people actually realise what he does.....I for one have known

hime almost three years and I haven't a clue!! Joking apart he puts many hours in and attends 99% of events, rideouts etc.

Pictures of the new committee are in this issue as is an article by Gary Luff a new General Member of the committee. He's quite articulate I think and clearly needs a specific role....NEWSLETTER EDITOR springs to mind.. He'll be groomed.....to take over from me at the end of the year!!!!

John Annable said at the committee meeting to the new member Gary Luff "IF YOU HAVE ANY PROBLEMS JUST SHOUT AND WE ALL MUCK IN TO HELP"

Not sure which committee he sits on!!
Stay Safe

Shrek x

H

**Don't forget the date for the
2009**

**Holme Pierrepont Event
is**

P

**Sunday 19th April
2009**

P

**Get it in your diaries and get ready to
volunteer to help.**

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THE CHAIRMANS Lot...

**Ho, ho, ho every one.**

Well Christmas is almost upon us as I write this. The weather is still freezing and the roads are so dirty it just doesn't seem worth taking a clean bike out of the garage at the moment. In fact I can't remember the last time I did!

We have an end of season members ride out over Christmas so it will be coming out soon unless we have to call it off again due to unsafe roads.

What have we been up to since the last magazine?

We have had our committee Xmas dinner at the Unicorn pub at Gunthorpe for the out going committee and the first meeting of the new committee has taken place.

I would like to take this opportunity to thank all those members retiring from the committee this year, and wish them all the very best in the future.

And I would like to welcome our newest members, Craig Garland (Clothing) and Gary Luff (General member) to our motley crew for the 2009 year.

**Part 2 The Scotland trip 2008**

As I said last month the trip went really well.

We got up on the Sunday morning of the first day in Scotland; looking forward to hearty breakfast we slipped down stairs into the dining room to meet up with the two Johns, Paul and Ryan.

During breakfast we looked over our maps to look for a location to head to during the day. Talking to Terry before we went, he recommended a route along the A830 to a ferry port called Mallaig, which then took you over to the Island of Skye.

Ryan had the foresight to print off a timetable of the ferry crossings before he went up. So armed with this we set off.

The A830 was a brilliant road, that we instantly awarded the title of "The Best biking Road in Scotland". It was only around 45 miles from Fort William, but once you got away from there, it just got brilliant. The road just begged to be attacked from the start, as the bends just flowed from a left into a right, followed by another left and so on. And it just kept going....

We made it in good time as we got to the ferry port at around 11am, plenty of time we thought to get a coffee before we get the ferry. We parked our bikes outside the office building to be at the front of the queue! A lady from the port came of the building to ask if we needed to buy tickets for the next crossing. We said we did and asked how long we had before we needed to board? She told us that we had all the time we needed because the next boat wasn't until 4pm! Because we were in the winter time table now and they only run two crossings a day. (never mind Ryan, it was a good idea)

What are we going to do now? Well first of all, we were going to get a coffee and some cake for John A, and then we were going to get to ride the A830 again in the other direction. **WOW again**

We set off back toward Fort William but turned off south onto the A861 to circumnavigate the area of land across from Fort William. The new road started off nice and wide again, flowing along the edge of another Loch before it went into a single width lane with passing places. The road surface was very good though with new shiny tarmac. We stopped for lunch in Strontian, a small village with a **bistro** in the middle (that was the first exaggeration). Ryan needed fuel and when we asked we were told to keep an eye out for a petrol station further out of town. Well that was the second exaggeration; it was two old rusty pumps standing at the side of the road, next to an old stone building.

Once he had fuelled up we were on our way again. The road surface deteriorated to a bumpy surface that was a little gravelly in places. As I was two up I kept my side luggage boxes on so we had plenty of places for storing helmets, jackets etc when we parked up. So my bike was still 1150 mm wide. So when we met

local oncoming vehicles it got a little tight to say the least. Especially when one of the 4x4's we met didn't slow down any as he passed me. The guys behind me were even more shocked as the bit of road they were on was even narrower and the edge was quite a few inches above the grass at the side.

By now I was getting a little bored with this as we were unable to relax at all whilst riding because the road undulated and twisted and turned so much that you could not see much further than a few yards at a time before it went out of view. And I needed to cover the brakes and clutch constantly in readiness for another building. And then it started to drizzle!!!

We got back safely and chilled out at our B&B before meeting up with the other party for an evening meal in town. They told us that they saw more bikers in their hotel that had come from Skye that day, and they had been in torrential rain all day and looked like drown rats when they got back. (Isn't it strange how things work out some times?)

Monday came and we decided to have an easy day by starting at the Ben Nevis cable car trip. We road to the car park where we boarded a Gondola to travel to the half way point and visitors centre. The views were breath taking from the viewing platform. And we were amazed at how warm it was once we were protected from the cool breeze by the building. In fact it was reading 35 degrees in the sunshine and Angela was stripped down to a vest top sunbathing.



Whilst up there we found the starting gate for the down hill mountain bike course, and were told that the good riders can get from there to the bottom by their bikes in around 4 minutes. It took us 15 in the Gondola! Once we left there we travelled down to Oban for a fish dinner, but I will tell you about that next time.

Part three next month. (Then Parts 4,5,6,7 & 8.....Shrek)

Round up

Well that's all for now. Sorry it is short yet again this month, time constraints and all that. Once again I look forward to chatting to you all soon. Don't forget to come and say hello at group nights. 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 (Which member has a friendly face then Steve???.....Shrek) to welcome them in.

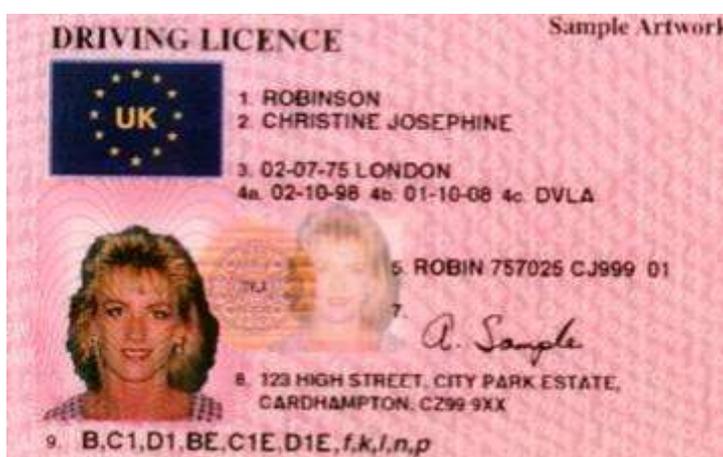
Steve Laughton—Chairman Nottingham Advanced Motorcyclists

When does your driving licence expire? Think about it ... When I'm 70, I hear you say.

Go and Check – Read the table on the back of your licence..... There you are – When I'm seventy. Then I need to re-knew it. No Problem I hear you say. Put it away with the old fivers and think about it again when I'm 69 and ¾.....

STOP ! Go back and now read the front of your licence.

For those that hold a new style photo licence (New style since 1998) We need to check our licences. The 1998 bit is the problem, because all the new photo licences are only valid for 10 years, which means they are now running out, and you COULD be riding/ driving without a licence.



Check out Item 4b, on the front of your licence. This is the date of expiry of your licence.

Written in small print, it is easily missed, and is not to be confused with the dates on the rear of your licence, which is when your entitlement to drive that class of vehicle expires.

See sample below of a photo card licence issued in 1998. Look at 4b !!!!

Motorists are at risk of being fined up to £1,000 because they are unwittingly driving without a valid li-

cence.

They risk prosecution after failing to spot the extremely small print on their photo card licence which says it automatically expires after 10 years and has to be renewed - even though drivers are licensed to drive until the age of 70. The fiasco has come to light a decade after the first batch of photo licences was issued in July 1998, just as they start to expire.

Motoring organisations blamed the Government for the fiasco and said 'most' drivers believed their licences were for life.

They said officials had failed to publicise sufficiently the fact that new-style licences - unlike the old paper ones - expire after a set period and have to be renewed.

To rub salt into wounds, drivers will have to pay £17.50 to renew their card - a charge which critics have condemned as a 'stealth tax' and which will earn the Treasury an estimated £437million over 25 years.

Official DVLA figures reveal that while 16,136 expired this summer, so far only 11,566 drivers have renewed, leaving 4,570 outstanding.

With another 300,000 photo card licences due to expire over the coming year, experts fear the number of invalid licences will soar, putting thousands more drivers in breach of the law and at risk of a fine.

At the heart of the confusion is the small print on the tiny credit-card-size photo licence, which is used in conjunction with the paper version.

Just below the driver name on the front of the photo card licence is a series of dates and details - each one numbered.

Number 4b features a date in tiny writing, but no explicit explanation as to what it means.

The date's significance is only explained if the driver turns over the card and reads the key on the back which states that '4b' means 'licence valid to'.

Even more confusingly, an adjacent table on the rear of the card sets out how long the driver is registered to hold a licence - that is until his or her 70th birthday.

A total of 25million new-style licences have been issued but - motoring experts say - drivers were never sufficiently warned they would expire after 10 years.

Motorists who fail to renew their licences in time are allowed to continue driving. But the DVLA says they could be charged with 'failing to surrender their licence', an offence carrying a £1,000 fine.

AA president, Edmund King said: 'It is not generally known that photo card licences expire: there appears to be a lack of information that people will have to renew these licences.

'People think they have already paid them for once over and that is it.

'It will come as a surprise to motorists and a shock that they have to pay an extra £17.50.'

The AA called on the Government to use the annual £450million from traffic enforcement fines to offset the renewal charge.

Before photo card licences were introduced, old-style paper licences were valid until the age of 70.

'Many motorists still believe this to be the case with the new ones.'

Driving instructor Tony Carter, of Canterbury, said: 'It's outrageous; everybody thinks their driving licence is for life.

'Why - when you have already paid £50 for your photo card licence - should you pay the Government an extra £17.50 every 10 years?

'It's another stealth tax. Drivers will be very annoyed.'

Today the DVLA said the date of expiry was carried on the new-style licences, even though the AA says this is 'not clear'.

The Agency was unable to say whether motorists were told the licences would expire when they were first issued.

It said it was issuing postal reminders to drivers whose photograph was due to expire, to get the renewal message across. But a spokesman admitted this was the limit of the DVLA's publicity.

Experts say many drivers will slip through the net because DVLA records are inaccurate and many motorists have changed address, making it impossible to trace them.

A DVLA spokesman said: 'Previous experience has shown that wide-scale publicity is less effective and can generate enquiries and concerns from those not affected. Instead, DVLA focussed on targeted publicity to ensure that we got the message to the right person at the right time.'

The Driving Standards Agency is allowing L-test candidates with out-of-date photo card licences to sit their driving tests as long as they provide a valid passport. This concession will end in January next year, raising the prospect that some L-test candidates will be turned away.

The DVLA said no one had so far been charged with failing to surrender a licence.



Editorial and featured research submitted by
Roy Samuel - NAM Member.



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RE: Skill for Life Refund Policy

I am writing to reiterate to Groups the IAM Policy with regard to refund requests from Associates who have purchased Skill for Life.

The IAM's policy is as follows:-

In the event that an applicant is unable to take the IAM Test, the IAM may make a refund of the Test Fee after a deduction of an administrative charge. A refund will only be made following receipt by the IAM of a request in writing. If no such request is received within 3 years of the relevant purchase, the relevant fee will be retained by and become the property of the IAM and shall be used by it as it shall determine in furtherance of its charitable objectives.

In circumstances whereby the IAM is at fault by not providing the services promised, full refunds will be considered upon a written request and the return of all IAM material. In these circumstances, Groups will be contacted and it will be an individual Group decision if the return of the Group Associate Fee is made. The IAM will not reclaim the Group Associate Fee without prior permission of the Group unless the Group fails to respond within two weeks of the request.

Each refund request will be dealt with on an individual basis and the Associate will be advised in writing or by email of the IAM's decision.

Please be aware however that requests such as "too busy", "changed my mind" etc. will not be considered.

If you should require any further information, please contact Lyn Francis, Group Support Administrator on 020 8996 9668 or email: - groupmail@iam.org.uk

Young male drivers "most likely to be uninsured and unlicensed" says report

Potentially lethal unlicensed drivers tend to be younger and male, driving up to a staggering 3.7 million hours a month according to a report published this week in the latest edition of *Advanced Driving*, the IAM members' magazine.

Neil Greig, IAM Motoring Trust Director, said that a new ten point plan is needed to prepare young people to drive safely on their own or with passengers after their test.

"We don't want to demonise young drivers, but research shows that uninsured drivers are typically young males living in urban areas – 60 per cent of those convicted of uninsured driving are under 25, and half are under 20," said Mr Greig, writing in the newly revamped IAM magazine.

"These drivers have a high risk of crashing and there is a perception among their peers that they can 'get away with it'. Young people must be convinced that the only way to drive is fully licensed and insured. The majority of safe younger drivers should have their efforts supported. They should know that the police and justice system targets the reckless minority that break the law," said Mr Greig. Mr Greig said that identifying the reckless young driver is key – there should be a better system to require them to go on a rectification course even for minor offences.

"Despite successes in reducing the number of deaths and injuries on Britain's roads, younger drivers are not getting any safer," said Mr Greig. The report *Young Drivers: Where and when they are unsafe* says that the combined effects of age and driving experience result in fewer crashes.

"We know novice drivers, particularly those under 20, are most at risk in the early weeks after they pass their driving test," said Mr Greig.

The IAM propose a ten point plan for young drivers which will improve road safety for road users of all ages.....

1. Understanding the greatest risk
2. Focus on rural roads
3. Start at school
4. Parental involvement
5. Low premiums for low risk learners
6. Identify the reckless
7. Target police enforcement
8. Continual improvement
9. Make roads safer
10. Incentivise driver aids

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Events

We just have one event left to complete this year's Calendar, that's the Xmas Ride Out on Sunday 28th December when we have an opportunity to shake up all that extra grub that has been downed during the past couple of days and also get some fresh exhaust

fumes down 'yer lungs. It's very much dependant on the weather as to which way we go but either way we have a good place for lunch sorted, so get in touch with me if you would like to be added to the list of riders.

I'm starting to put together our 2009 Events and intend to run by monthly ride outs to accommodate both full members as well as associates. These will be run as before in groups of six bikes with an observer at lead and tail who will have radio contact. We will as usual be following the "Ride Rules" guide which can be found on our Yahoo site. The months in between will be "Senior and Observer Only" rides which gives them a chance to switch off from their observer mode and just enjoy a good social ride.

Group Nights will continue to be held at The Black Lion, Radcliffe on Trent, in the upstairs room on the last Wednesday of every month (except this month) when, as well as a general get together, we hope to have guest speakers in attendance. I already have John Measures booked as a speaker for January, he is a solicitor with Barratts so will be well worth listening to.

Once the nights draw out in late Spring I intend to continue with our monthly mid week "Chip Runs" which have proven popular over the past years. I have a couple of new venues given me by members to explore so please keep your suggestions coming in.

I am also hoping to get some visits to our "Emergency Service" friends, the first of which should be some time in the New Year to do a publicity photo shoot with the "Air Ambulance helicopter at Tollerton Airport to do an "Official "presentation of the cheque for the money we raised on their behalf this year. Absolutely everyone will be welcome to attend. More details will be available as I get them.

So there you have it, another Year behind us but many more ahead (Hopefully...!!) Have a Very Merry Christmas and a Happy New year but remember, "Keep your bum in the saddle and out of the grit".

See you all next year, Nick
nottsnamevents@talktalk.net

**CREDIT CRUNCH HITS NAM
 Until further notice.**

Unless you have an email address you will not receive the Newsletter.

The Committee regret this course of action but due to increasing printing and postage costs we cannot sustain printing the full newsletter. We are trying to come to some arrangement about getting the important stuff and events dates out to the very few who do not have access to email.



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COP SLOT

CHRISTMAS DRINK DRUG DRIVE CAMPAIGN 2008

“Drivers warned – Credit Crunch will bite harder if you lose your license”

Nottinghamshire Police are warning drivers that the credit crunch is no excuse for driving under the influence of drink or drugs this Christmas and New Year.

Chief Insp Andrew Charlton Head of Nottinghamshire Police Roads Policing Unit said ‘ Making sure you have enough money for a taxi, tram or bus after a night out is vital as driving yourself home is not an option’

“ Going to prison, losing your license, large fines are all consequences of driving after taking drink or drugs”

“ But the real tragedy is that already this year 7 people have been killed in drink related collisions in Nottinghamshire and 94 injured, an unacceptable amount of human misery which will mean that some families will have empty places around the Christmas dinner table this year”

The Christmas & New Year campaign will see an increase in Police activity in requesting drivers to take a breath test. Over 2,000 tests were done in the same period last year and with new breath test devices across the force this year, the Police will be robustly supporting the campaign.

Their efforts will be supported by Radio and bus back adverts organised by Road Safety Departments of the City and County Councils.

So the message will clear, whether you are hearing it on the radio, seeing it on the back of a bus or watching the Police, breath test a motorist at the side of the road.

DON'T DRINK OR DRUG DRIVE THIS CHRISTMAS & NEW YEAR.

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Knowing Me Knowing youGary Luff

For a good number of you reading this, the behind the scenes work done by the NAM committee is a complete mystery. I would count myself in that number too. All we know is that things appear to happen with very little thought about the work that has gone in to make it happen, and I guess the two most obvious things that spring to mind would be the associate observation rides and the group ride-outs.

So with this in mind it was on a dark dismal December night that it came as a surprise to myself and Nick Ireland that I volunteered my services as a NAM Committee member.

Having only been with the group since May and having only recently passed my test (on a dark dismal September night) I wondered if I could really contribute anything to the group.

I have to say that having attended my first committee meeting on Monday December 8th my initial fears were unfounded. The existing members took the time to bring me up to speed with what was happening to ease me into the fold. I must admit it was somewhat of an eye opener the amount of work that goes on behind the scenes and I look forward to the coming months when I can really start to contribute to the continued smooth running of the club.

I guess if you are still reading at this point you are asking yourself who I am, so without further ado I will give a potted **outline of...me.**

My name is Gary Luff and although I only joined the group in May this year I have been riding for about 20 years, on and off for the first 8 years and pretty much consistently for the last 12 years. And as the old saying goes, the older I get the better I was. I am fortunate that in those 20 years I never had an accident, however, I do confess that some of it looking back was more down to luck than actual skill. The observation runs leading up to my test was a **revelation to me and pound for pound is of much more use than a new end can...**

I am engaged to Mel (who is not a hairdresser = for details on this comment speak to Nick Ireland) and we currently **live in Bramcote with our 9 year old Golden Retriever called Sebastian, named after the lobster in 'The Little Mermaid'** – those of you with kids will know what I mean.

I spent 20 years doing various managerial roles for Royal Mail before decided that I did not enjoy it any more so I left, re-trained and am now a full time FE Lecturer at New College Nottingham. Not sure that I enjoy that 100% of the time but I guess I will stick with it for the time being.

Since I started riding I have had a wide range of bikes which include ZX7R, RGV250, ZX9R, SP1, GSXR600, XJR1300, XR650, CBR600RR and I currently ride a GSXR1000.

In my spare time I like to get out on my bike, both motor and pedal. I also enjoy going to the gym and head down there at least 3 times a week.

Three things not many people know about me;

I met Mel on EBAY...

I once sat and had lunch in a Kenyan wildlife park with Rolf Harris...

I narrowly avoided getting blown up by Tamil Tigers whilst holidaying in Sri Lanka...



Caption Competition

Now I wasn't going to do one of these again as not many can be ar\$ed to enter but couldn't resist this one of John Ritchie !!!



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

This guy is in line at the Super Market when he notices a hot blonde behind him has just raised her hand and smiled hello to him.

He is stunned that such a hottie would be waving to him, and although familiar he can't place where he might know her from, so he says "sorry do you know me?"

She replies "I maybe mistaken, but I thought you might be the father of one of my children!"

His mind shoots back to the one and only time he has been unfaithful, "Christ!" he says "are you that stripper at my bachelor party that I had on the pool table in front of all my friends, while your partner whipped me with some wet celery and stuck a cucumber up my a\$\$?"

"No" she replies, "I'm your son's English Teacher."



*A Ferrari
Motorcycle????*



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

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RECENT TEST PASSES

Jamie Swann
Roger Prescott

Simon Cross
Terry Delaney



**OPENS FOR BIKE NIGHTS
WEDNESDAY 1st April 2009**



I can offer no explanationsorry! (Ed!)

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MENTOR GROUPS December 2008

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Gedling

Chilwell

MENTOR GROUPS - December

Events Organiser

Is anyone willing to take on this
role?

if so please contact

Nick Ireland on nri01@talktalk.net or
any committee member.

Attention all Observers and Associates

This has been taken from our skills for life letter.....

Associate Commitment

'By enrolling with NAM and starting your 'Skills' course you take on the commitment to practise what you have learned each week. The pace at which your skills will improve will be directly linked to the effort you put in between observed rides. *It is highly recommended that you complete at least 60 miles of practise riding between observed runs.* You will be given things to work on at the end of the ride by your observer, and it is essential that you practice them as much as possible before your next observed ride. By following the guidance your observer(s) has given you, you will have all the knowledge required in order to improve your performance each week until you attain the standard required to pass the advanced test.'

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Nottingham Advanced Motorcyclists

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John Field (Nottinghamshire Fundraiser)

Lincs & Notts Air Ambulance

Email:- johnfield.airamb@btconnect.com

www.lnaact.org.uk



**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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THE IAM OR NOTTINGHAM ADVANCED MOTORCYCLISTS

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Surname	First Name	Status
Deverill	Ben	BEING TRAINED - 1 2 1
Lowe	David	BEING TRAINED - 1 2 1
May	Nick	BEING TRAINED - 1 2 1
Simmonds	Mark	BEING TRAINED - 1 2 1
Anderson	Terry	BEING TRAINED - 1 2 1
Corry	Matthew	BEING TRAINED - 1 2 1
Stuart	Ray	BEING TRAINED - 1 2 1
Simpkin	Debbie	FINAL REQUIRED
Mace	Daniel	FINAL REQUIRED
Hall	John	TEST READY
Blain	Glen	TEST READY
Bostock	Jenny	TEST READY
Coakley	Mick	TEST READY
MacCleod	James	TEST READY
Miller	Robert	TEST READY
O'Connel	Steve	TEST READY
Peck	Ashley	TEST READY
Simpkin	Ashley	TEST READY
Smith	Paul	TEST READY
Travers	Keith	TEST READY
Whittaker	Jake	TEST READY
Boss	Paul	ON HOLD
Chamberlin	Mark	ON HOLD
Coleman	David	ON HOLD
Fisher	Malcolm	ON HOLD
Harris	Ian	ON HOLD
Mirfin	Trevor	ON HOLD
Stark	Adam	ON HOLD
Ward	Leigh	ON HOLD
Lathrope	Helen	ON HOLD - FINAL REQUIRED
Thomas	Gerry	ON HOLD - FINAL REQUIRED
Pykett	Tim	ON HOLD - INITIAL REQUIRED
Lathrope	Andrew	ON HOLD - TEST READY
Patrick	Robert	ON HOLD - TEST READY

Nick Ireland
Associate Coordinator & Observer Nottingham Advanced Motorcyclists.
If in doubt—check the Yahoo site.....

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GROUP NIGHTS

When: Last Wednesday of the month.
 Time: 8:00pm
 Where: Black Lion Pub,
 Main Rd, Radcliffe on Trent,
 Nottinghamshire.
 Postcode:
 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



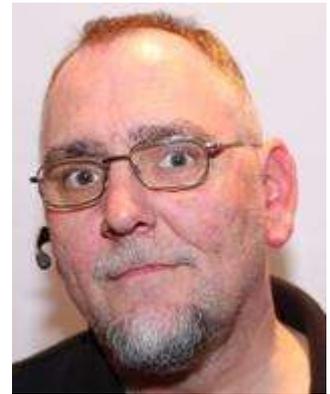
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Chairman



Andy Hampshire
Secretary



Mark Ellis
Treasurer



John Annable
Chief Observer



Nick Ireland
Associate Co-ordinator



Dave Bryant
General Member



Gary Luff
General Member



Tony Bell
General Member



Sherk
Newsletter Editor



Duncan Wallace
Asst Associate Co-ordinator



Craig Garland
Clothing Rep

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