



WRITE LINES



June 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

Chairman's bit

Well here we are again and another month has gone by. It only seems like yesterday that we were waiting for summer and it is here already.

Last month we (Angela and I) went to the British round of the World Super Bike championship at Silverstone. We had pre-booked our tickets and went down on the Friday night as normal, well not quite because we went in the car! Yes I did say car, but only because it had rained for a week and we were going to be camping all weekend.

We both left work early so we could get an early start, but we had an old friend turn up who asked where we were going due to having a house full of camping gear, and so we explained that we were planning on getting off early, so he stayed for an hour and a half. We then had to get showered and load the car, so we set off really late and didn't get there until just before 10pm, and it was nearly dark, the bar was just about to stop doing food and the camp site was so muddy the local tractor was being kept busy pulling car etc out of the camp site.

So I paid, got my camp pass and headed off down the dirt track towards the lake as instructed. Well I turned in to the bottom of the site as directed and we made about 10m before we sank into the mud...so I managed to get out of the middle of the road and reversed nearer to the hedge and we had arrived.

Fortunately we have an old KYAM tent that can be erected in 50 seconds ready for pegging out, so we got it pegged down and slipped our way through the mud to the bar for food.

The following morning we got up quite early and went for breakfast, once we had got the car out of the campsite.

Unlike normal we were able to go to the track in the car instead of walking through the woods, because it is too much trouble to get your leathers on and unlock the bike so you can ride around to the track, and when we got there we had hard standing unlike Brands Hatch or Donnington,

It rained all day right through till 4pm and super pole, to the point that my new wax jacket I got for Xmas, leaked through the arms. The riders had been battling all day with a waterlogged surface and they all were finding grip very hard to find, with several of them coming off, but they ran an unusual super pole based on a 40min session. They could only complete 12 laps, instead of 3 flying laps, because of the excess standing water, but as they started the sun came out, and they did get a small strip of a drying track to ride on. But if they wandered slightly off line they were spinning up the rear wheel and fish tailing madly along the track. It was all very impressive and I don't know how they stayed on, but I guess that is why they get paid large pots of money, to risk life and limb.

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.



We stayed on after the event had finished, and we sat around a coffee bar watching various riders walking around and signing autographs. We got a few photos and got to talk to a few of them. Frankie Chili admitted to us that he was going to retire this year, and was hoping to come back next year with his own race team.

When we got back to the camp site it was even worse, so we parked the car by the club house and got some coffee and settled down to watch a DVD on our portable player, and then slipped our way back to the tent at midnight, leaving the car where it was.

Race day was really hot and we both got sunburnt due to us not taking any sun cream as we were expecting only rain all weekend.

The next event on the racing diary is the GP at Donnington Park; we will be going for the Thursday “day of champions” and on the Saturday for qualifying as it is cheap to get in.

So if you want to join us we will be going as we already have tickets.



Leicester Inaugural Meeting 24th June

The local bike group in Leicester are splitting from the car group and they could really do with the support of our full members so that they could officially start a new group. They require a minimum of 20 people, I do not know how many members Leicester bike group have or how many will attend, but we have been asked to give support. To do this please attend their meeting, details of address etc will have been emailed to you prior to this magazine.

But **DO NOT GO IF YOU ARE DOWN TO OBSERVE AS YOU ARE NEEDED THERE MORE.**

Many thanks

Steve Laughton

NAM Forthcoming Events

Ride Out Sunday 25th June

Nick Ireland has sorted a route to a Fens Pumping Station Museum at a small village near Cambridge called Prickwillow.

They have engine run days once a month and this is one of them. We are meeting at the Black Lion car park at Radcliffe on Trent at 09.00 with a start time of 09.30.

It's about 96 miles to Prickwillow so be prepared with full tanks and empty bladders but don't worry as we will have a comfort break en route.

Group Night Wednesday 28th June

Meet in the upstairs of The Black Lion, Radcliffe on Trent for 8.00pm

NOT TO BE MISSED Gary Hartshorne of Bridgestone Tyres giving us a presentation on the various differences of tyres.....Including police incidents.

Ride Out Wednesday Evening 5th July

Organised by Ron Maslin, we meet at The Nottingham Knight at 19.00 for a 19.15 start. Finish up at a pub. Nice roads, even nicer company!

There will be the opportunity at the pub to purchase a bite to eat from their Bar-B-Q if you fancy.

Group Night Wednesday 26th July

Meet in the upstairs of The Black Lion, Radcliffe on Trent for 8.00pm

NOT TO BE MISSED SmartWater presentation by Pat Muse on Bike Security.

Now Look what you did miss!

Ride Out to Tuxford

Organised by Nick Ireland, there were 15 bikes plus 3 pillion riders who had an excellent ride out on the 7th June.

We met at The Black Lion and after waiting for our Chairman to turn up, set off on a beautiful, sunny Wednesday evening to Orchard Caravan Park at Tuxford where we were made most welcome by the owners John and Dorothy Anderson.

John is actually a founder member of our group and both he and Dorothy plied us with copious amounts of tea, coffee and juice as well as a mountain of biscuits. We then explored the facilities, including the kiddie's assault course by John, Ron and Nick.

Some of us felt another visit would be worthwhile, especially if we were to make a weekend of it and explore the roads and sights in the area.

The route out took in the famous Caunton Curves plus a bit of road new to most of us around Laxton. We came back via the old A1 which provided us with plenty of good fast cornering for a number of miles before again heading towards "The Curves" for a second time and then home.

Look what else you missed!

NAM Treasure Hunt

Sunday 11th saw a number of us out and about participating in Ron Maslin's Treasure Hunt.

There were 8 car loads of us which might seem strange for a bike group but to have tried to do it on bikes would have been very difficult to say the least.

Ron had certainly put a lot of effort into making this event work as we found ourselves heading off at intervals from The Black Lion at Radcliffe on what turned out to be a very enjoyable way to spend a Sunday morning.

We did a winding route through West Bridgford and then out in to the countryside where the clues came thick and fast, some of which were quite obvious but many others needed lateral thinking to come up with the answer.

It was a bit like doing a crossword where as you get into it you start to understand the person's way of thinking, which is why we wanted to beat Ron around the head with a blunt instrument at the finish!

We had five in our car and laughed ourselves silly from start to finish, especially when we were the first to set off and went completely in the wrong direction (on purpose of course) and waved to everyone as we came back the other way.

We ended up at The Anchor at Gunthorpe where our scores were sorted and Dave Bryant's team came out as the winners and were presented with a (warm) bottle of wine.

Check out the events calendar on the Smart Group Site.

Nick Ireland
NAM Events Organiser.

Dunkirk Rescue Tender Visit - 24 May : Photo Gallery



Dave Storey setting the scene



The rescue gear onboard the tender



Infra-red imaging to find people in smoke-filled buildings

Nick getting to grips with the hydraulic cutter.....



.....which Sharon can't even lift!

A run through of Dave's slideshow on accident prevention



Nottingham Advanced Motorcyclists
Minutes of Committee meeting held at 9 Sidlaw Rise on 2nd May 2006

Apologies : DB, holiday, AH baby sitting due to his wife's shift changes.

Minutes of last meeting,

Accurate apart from the bike medic course, as this was questioned whether it was for non members only.

Reports

The Chairman had nothing to report other than that he and HA was going to the IAM bike conference on Sat 6th and asked for any questions to be raised by them. We were asked to request notification of a test result from the IAM, (another group at the conf' requested this also, and a change of paper work will follow shortly getting the associate to sign to say that the group can be informed of the result). DW also requested an explanation as why some IAM group sites were described as a "Quality site" and NAM was not. Time ran out at the meeting without us being able to ask this question. I will save it for next time sorry.

Secretary

Andy Hampshire had nothing to report this month, because he was absent.

Treasurer

Building society £2917.97

Bank acc 3681.00

Cash £26

Associate co-ordinator

Terry told us that we had 9 on 1-2-1, and 7 on BC and a number on stand by as they were not responding to being prompted. There were a number of additional figures given but regrettably I did not get a record of them. The biggest problem he was having was getting observers to respond or commit to any sort of training.

Others

Nick Ireland has made several attempts to contact Annett from St Johns regarding the first aid courses we are trying to organise. She has said that we should not have a copy of the 8th edition of the first aid book that we were given on the first course we attended, and she thinks it was given out by mistake. Nick was shown a copy of the book and will contact her again.

Nick will also try to get a date from her for a course in July.

Nick also gave us the prices of various cruises given by the Princess ship on the river Trent, ranging from £14.75 - £22.25 for barbeque type trip with disco.

It was also suggested that he contact the Triumph and Toyota factories to see if we can organise a trip around their factory as a group visit.

Nick has also been in touch with the Fire Brigade to organise a fire station trip. (This has since been agreed as Wednesday 24th May)

It was agreed that we would have an evening ride out on wed' 7th June to Tuxford.

It was also agreed that we would hold a ride to "the Golden Fleece" pub at Upper Broughton on 5th July meeting at the "Nott'm Knight" Pub on the A60 A52 junction, at 6 for a 6.30 start.

Ron Maslin has given a report on the reasons members do not wish to rejoin NAM as agreed last month. The results have been emailed to all committee members to read.

Group ride out rules

Steve Laughton gave out a proposal for a set of group ride out rules. This is following a group ride out that was not supported by any observers as it is stated that it should be in the IAM hand book for group organised ride outs, in order to comply with our insurance. KO had not had chance to pre-read the proposal and requested that it was to be left until next month giving him and every one else time to read it, and to make amendments as required. DW has added a section to the original draft and would like this to be included. A copy of this is included with this report.

Nick is also to organise a Skittles and BBQ night for mid August.

Ron Maslin is still to run a treasure hunt on June 11th starting at the “Black lion” pub at 9.30 for a 10.00 start.

AOB

Ken Octon requested that an increase be made to the observer expenses, from £10-15 as the current amount did not cover the expenses encored by our observers.

The current figure was agreed some 5 years ago or more, when it was increased from £5-10, as we were having a problem getting commitment from our observers due to high running costs of their machines.

We are having a similar problem now, and this may be because the running costs have increased greatly over the last few month, with the price of petrol rising to around £4.50 a gallon, and a service and tyres are increasing equally.

It was agreed to make an increase to the value of £15 per observed run, providing that the observed run was of around a distance of 60 miles still as before. If two associates are to be taken out together by one observer, then the price will be shared between the associates.

It was also considered that the observers who are carrying out the new trainee observer program get reimbursed by the group for their expenses. And the trainee observers can start to claim expenses once they qualify. This needs to be back dated as the same observers did the same last year with no contribution to their running costs.

John Annable

Requested we bought additional copies of the “Highway code” to hand out to new members.

And that we also purchased additional radio equipment to replace that that is faulty, as we have been scavenging bits from other spare equipment and we have new observers who wish to have a radio to assist with their training of associates.

SL said that he would get quotes for spares. (Kenwood batteries, £29-39. “Inter ride” radio push to talk buttons £15-25) but no price yet for headsets. 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

Ron Maslin requested that we ordered copies of “Roadcraft” to be advertised through the magazine for members to purchase from us at a discount.

He also requested the “smart group’s site” be strictly for NAM members only. Nick assured him that this was the case and if any one did get on the site that we had the power to remove them completely. And that no member could see another members email address, just the members names.

He also brought up the question of a how many times a committee member could be absent from committee meetings in the group rules, before we did something.

We stated that we normally overlooked this rule of 3 strikes and you are out, as we struggle to get committee members and so we are grateful of their contribution. And people normally notify us of their absence prior to the meetings.

Terry Towler requested that in future, we list our honorary members on the membership list, as honorary members. That way we should not loose them again, and they will continue to be kept in touch with NAM events etc.

Date of next meeting 6th June 8pm

NAM guide lines for group organised ride outs

This is to be read in conjunction with the guide published by the IAM called "Group Organised Rides". All members will hold a copy. And they will comply with it at all times.

If a member of the group wishes to organise a ride out for other members of the group, he/she must first register it with committee, for approval and a grading standard.

The committee must decide whether it will be suitable for all members, full members and above, group qualified observers and higher, or by invitation only. This will be determined by the distance to be covered in the day, or the types of road to be covered.

Once a grading for the ride has been agreed a request will be put out to the group members via the "Smartgroups" site and email, this is where we will be asking for a commitment from members wishing to attend, and from the observers within the group who will also be willing to assist with running the event.

We need to have the reply box ticked to show interest from the members so that we can get enough observers to comply with the maximum number of associates an observer can be responsible for whilst on a group run; this must not exceed 3-1, but ideally 2-1.

All group rides have to be lead by either a GQ or senior observer, or an experienced approved, committee member. And have either a GQ or Senior observer at the rear. As this is a requirement by the group to fulfil our obligation to comply with the insurance policy we hold.

Safety

Failure to comply with these rules may put a member's continued membership of the IAM and NAM in jeopardy .

The IAM state that the primary consideration at all times when riding in a group is safety and at no time may the safety of riders or any third party be compromised for any reason. It remains the personal responsibility of all riders within the group to exercise their own judgement about each and every course of action that they take. Each rider is responsible for their own safety and their own actions and any consequences that those actions may have.

The law

Traffic laws must be obeyed at all times when riding on the public highway. At no time when participating in a group organised ride will any person riding in the group be expected or required to act illegally.

Please note: - any breach of the RTA or any other regulation legally enforced may result in the group insurance being negated.

Eligibility

The following may take part in group organised rides.

1. Senior observer, GQ observers and trainee observers who are fully paid up members of NAM and the IAM.
2. Members fully paid up of both NAM and the IAM
3. Associates enrolled under the SFL but they must be under supervision at ALL times.
4. Prospective associates who must again be under supervision at ALL times, and they must have had a riding assessment prior to the ride out. And they will only be allowed to attend one ride out without signing up for a SFL course.

Group organised rides may be restricted to a particular category, and the group committee have the power to exclude specific members from participating in group organised rides where, in their reasonable judgement, this decision is in the interests of other members, the group or the IAM.

Rider Ability

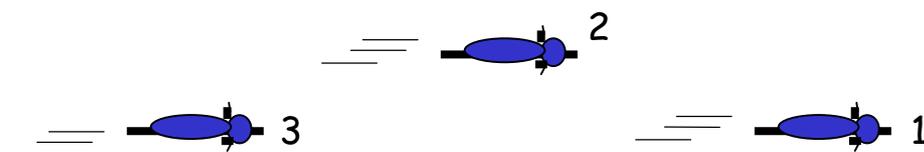
Each and every rider must ride within, their own capabilities and must exercise their own judgement when determining the safety of their actions. If at any time a rider feels that they are not capable of continuing as the ride exceeds their own personal skill level then they should inform either the group leader or tail rider. Who will then consider the appropriate options to take? This may include:

1. Organise 1-1 guidance for the rider separately, from the group.
2. Adjusting the pace of the ride to one that the member can comply with.
3. Agree that the rider should ride completely separate from the group.

Advice in Riding in a group

When riding in a group there can be a large number of riders together. The following guidelines apply whether this number is 3 or 53.

On a straight piece of road all riders 'stagger' their position on the road in relationship to each other. The first rider takes up the correct position then the subsequent riders all ride off-set to each other like so:



This means there is no need to consider the 2-second rule from the rider directly in front of you (e.g. rider 3 to rider 2). The advantages are that, as a group, we do not trail out over several hundred yards. We can stay closer together. It looks neater and more professional.

For bends or hazards everyone should assume the correct road position. This should be achieved by each rider reducing their speed to allow a safe distance to develop, then, taking up the correct line behind the rider immediately in front of them. Once safely clear, take up the 'staggered' position again.

When reaching a junction or traffic lights this allows bikes to close up stopping side by side, allowing junctions to be cleared more quickly, give those following a chance to get through traffic lights in one sequence change.

Briefing prior to setting off

Remind all riders that they are responsible for maintaining safety and complying with the law at all times, and each rider is responsible for their own safety and their own actions and any consequences that those actions may have.

(This should be read out as a disclaimer prior to going out just as we do before an observed run)

NAM will operate three system of running a group ride out,

1. The leader and tail end will be on a radio link so they will be in communication at all times and they can adjust the pace at any time to suit the group's progress. It is important that the person behind is kept in view on the approach to a junction where a change of direction will take place, so that the person behind will know where to go. Once clear of the junction the tail ender will radio through to the leader to notify that the group has cleared the junction and the ride can continue. Should some of the group get delayed then again contact the leader so that they can find either a safe place to bring the group to a halt, or reduce the pace at the front so that the trailing members can regroup.
2. This will normally follow that the lead bike will again keep the bike behind in view at all times, as will all the others in the group. And if a bike behind slows then the bike ahead will also slow until the group comes to a halt. Then contact the rear observer to find out the problem and act accordingly. When approaching a junction reduce the pace so that there are two bikes in view so that every one knows where the one in front has gone.
3. The drop off method as stated in the guide can also be used if every one there understands what is required of them, and is happy to use this style of navigation. (the problem with the drop off method given in the hand book is that there is a risk of a bike being placed in a dangerous position and the rider put at risk)

It is requested that all observers, attending a group organised ride that hold group radio equipment, bring it along to assist with the running of the ride.

These group riding rules have been set out to assist the members whilst attending group ride outs. Please comply with them at all times.

Nottingham Advanced Motorcyclists committee wishes you all safe and happy biking.

France and Spain 2006

I suppose it all started late last year as we sat talking one night about the trips we had taken, where we had been to and how they all went. Well as we had been to Scotland last year we needed a fresh challenge so what about going over the Channel. New tyres were needed so as luck had it Bridgestone tyres were having a discount weekend at Len Manchester's, Two new tyres were ordered and fitted the week before we departed and run in on the way down to the ferry.



The question was whereabouts over there. France seems the first option and we both like Spain (can order coffee in Spanish). So the plan was hatched. Ferry or Tunnel, Which one and where from, didn't fancy riding the total length from Calais down through France to Spain. So a shorter distance to ride but with a fairly swift Ferry ride was decided. (Sonia does not like sea crossings) Portsmouth to Cherbourg via Brittany Ferries.

An easy ride down to Portsmouth on Wednesday afternoon saw us booked in at the Holiday Inn just yards from the quayside. Courtesy of Mrs Sat-Nav, after a restless night, (this was our first time on our own going abroad with the Bike.) Up early to board the ferry at 7am for the 8 O clock sailing. Strapping the Bike down close to the side of the Ship, in gear with an elastic wrist band on the front brake, we locked our helmets onto the grab rail and went up to the lounge found a seat (aircraft style) and waited to depart.

After watching Alo Alo a few nights before, when the Captain came on the tannoy we collapsed in fits of the giggles but still tried to listen in vain. I'm afraid it was too much. Much mirth was done whilst we sailed away from our shores towards the peninsular of Cherbourg. Un-strapping the bike, taking the helmets off and waiting for our turn to disembark, fortunately the deck was dry, our turn came and out into the French sunshine we went. Customs or border guards with guns took one look at our passports, shrugged their shoulders (we both had our lids on) and waived us through with a smile.

As Mrs Sat-nav was set to take us to our first destination I had total reliance on being guided through Cherbourg out onto the main road into Northern France and as She was still set on Miles, understanding distance spoken and reading kilometres on signs was confusing to say the least. Oh, yes - and remember twist grip to the kerb. The first roundabout was a bit wobbly and scary not quite knowing where or when to give way, still we managed and carried on towards the Normandy beaches area. The N13 road is dual carriageway to Caen then onto Argentan on the N158. As the countryside is very much like at home but there are lots more trees and the cattle are mainly Charolais in the fields.

The best bit was the lack of traffic - hardly any at all. At times I wondered if the road was even open. After going round Caen the road changed to a single carriageway and got even better, twisties at last just what we came for. Canny people the French they love taking you onto their Toll roads so before you know it you need to ferret in your pockets and find some money. Only 2.3Euro - not much for the Toll through to Le Mans on the A28.

Our first night in France was to be at a place called Chateau du-Loir, pre booked on the internet, where we were greeted by an English speaking lady who had been living there for many years. A pot of tea soon appeared, made how we like it. At this point we grew aware of our lack of the language of the country we were in. This trip was growing into quite an adventure! We had a comfortable room overlooking the town square, ate in a Hotel over the road and went to bed Knackered but elated at being there

Up and away next morning after a typical French breakfast of bread, jam and coffee. Weather was dry and fine but not very warm. As the day's journey appeared to us quite short on the map, we used Mrs Sat-Nav as direction finder only, Oops, should have put in co-ordinates of next place to stay. Still, the meandering ride took us through some interesting countryside in a generally southerly direction along the Loire valley. Passing picture-book chateaux watching birds of prey and eventually stopping in Chateauroux for coffee and lemon tart, delicious!

We arrived at La Augette at about 5pm to be welcomed with a glass or two of wine. After locking the Bike in their garage we both needed a bath to ease the aches and pains, unpacking just enough for overnight. We planned the packing for this trip with an overnight bag in the top box so the panniers could stay on the bike. The evening meal was excellent, with as much wine as we wanted and eaten with our hosts for E22 each. Prior to going to sleep we planned our next route entered it into Mrs Sat-nav and slept well.

Our hosts Paul and Paul were horrified at the journey planned for our trip to the Pyrenees, we thought about 350mls but was actually 543mls - quite numbumming! The French service areas have all you need but the loos are interesting!! Fleeces were worn today for the first time since leaving home. Down to Limoges, A20 onto Angouleme, A10 all the way down past Bordeaux on the A63. This is the main road south via the western route and boy, were the trucks fast! Keeping to the national speed limit was not an option for fear of being run down by lorries and phoning car drivers.

We soon came to the outskirts of Bayonne where we at last came off the main route and took the tiny roads to our village called Osses nestled in the foothills of the Pyrenees. The roads got better from then on with more twisties and an undulating landscape until we finally arrived at our hotel which was booked for two nights just to give us a rest. Boy, did we need it.



Mike forgot to mention nearly running out of petrol up in the mountains, we were very low on fuel and the first petrol station we found only took a French credit or debit card and no cash option! Oh well, not much choice but to carry on and hope another turns up, which indeed it did about 15 minutes later. This time we rode in and our hearts sank as these pumps looked just the same. However, on closer inspection one pump had a different sign on it and there was a cashiers kiosk.

So let's get fuel, then worry about paying. None of my cards worked and the queue was getting impatient as the cashier insisted my card was OK, in the end I pushed cash under his nose and pointed to the queue. He took the hint, we got petrol and carried on much to everyone's relief.

"You said you wouldn't tell anyone about that".



After three days rest we then decided to take on the Pyrenees crossing. What a ride!!

Mike & Sonia Gant
(FJR1300)

To be continued.....!

Are you looking for a recommended Bed & Breakfast in central France? If so we've found one.

L'Augette is owned by 'The Two Pauls' and is on the D940 between La Chatre and Gueret.

They will make you very welcome, greet you with a glass of wine and if booked in advance feed you a very good 4 course home cooked meal with drinks included. (Even fill JA up!)

The rooms are very large with plenty of space for panniers and leathers. The en-suite bathrooms are also large and modern. (hairdryer on request for those of us with hair)

Outside is a lovely garden and a large lock up garage for your bikes.
Paul the cook is also a biker so knows the local roads.

There is a communal area with kettle, tea and coffee, milk and water, also a sink so you can wash your smalls!
We stayed one night on our way down to Spain and were so impressed we went back again on our return.

Their directions on how to find them were spot on, we went straight to the door.

Find them on; www.augettefrance.com
or email augette36160@wanadoo.fr

There is still one place left on the Bike medic course

The St Johns Ambulance is able to provide an emergency first aid course specifically aimed at bikers (Along the lines of the "First on the Scene" training available elsewhere).

The objective is not to train us to be paramedics or even to be able to render comprehensive first aid to the injured, but simply what to do and, perhaps more importantly, what **NOT** to do at the scene of an accident, especially those involving motorcyclists.

Date: **Saturday July 29th** Venue: **The White Post Pub** Time: **09.00hrs for a 09.30hrs start**
Duration: **at least 4 hours**

The fee is £35 for the full day course which includes an excellent lunch time buffet

Other than NAM members, we are prepared to accept pillion passengers on the course for the same fee.

Please Note:

For the safety of our membership we are offering a £25 refund to Observers upon completion of the course.

Use the contact details below to secure your place.

Event Organiser Nick Ireland
01636 611246 or email nri01@tiscali.co.uk

The IAM is once again this year working with the RAC Foundation on the National Motorway Month campaign.

Some of you may recall that back in 2004 we did a survey of "tailgating" on the motorway network - highlighting incidents of drivers who were too close to the vehicle in front.

This year we plan to repeat it and we are once again looking for volunteers from the IAM Group movement to assist.

The original research saw a survey of 15,000 vehicles at 15 different locations around the UK. The resultant data was used to make points not only about tailgating but also poor lane discipline. If you are able to spare an hour surveying your local motorway, at a point in late June/early July which has yet to be agreed, we will provide you with full briefing.

In essence though we will ask you to take a vantage point that is safe, away from the motorway itself, in order that you can keep a tally of how many vehicles are following "too closely". We are particularly keen to cover off some of the obvious motorways: M25, M3, M4, M5, M1, M6 for example.

Please can you email Vince Yearley at vince.yearley@iam.org.uk if you are interested in taking part in this year's survey.

Thanks

NOTTINGHAMSHIRE MOTORCYCLISTS FORUM

Present: Stuart Greenshields (SG) - TRL
Chris Baggaley (CB) - Chair
Pam Shaw (PS) - Notts County Council Road Safety
Liz Rickards (LR) - Notts County Council Road Safety

Members:

Duane Firth	Chris Barker
Stephen Lacey - BMF	Justin Leary
George Shelton - MAG	Jeffrey Walker
Steffan Mussett - MAG	Gethin Roberts - IAM
Garry Parkes - IAM	Paul Thompson
Paul Waldron - IAM	Paul Randall
Ken Jacklin	Dave Storey
Ron Fahy	Ken Octon - NAM
Ian Cameron - IAM	
Geoff Cameron - IAM	
Sue Fox	

1

Apologies for absence

Apologies were received from Phil Gow (Notts County Council), Eddy Mayes (IAM), Sean Sheils (Nottingham City Council), Chris Locke

2 Minutes of the Last Meeting

The minutes were agreed subject to the following amendment:
Item 5 remove the sentence 'Alternatively they can contact their local MP'.

Proposed – Ken Octon, seconded – Paul Waldron

3 Matters Arising from previous minutes

- 3.a. Free Motorcycle Parking, Nottingham City Council – No response received from D. Jones, PS to pursue **PS**
- 3.b. City Council Attendance at Forum Meetings - No response received from D. Jones, PS to pursue. **PS**
- 3.c. Stone Mastic Asphalt (SMA), advance Warning Signs – PS reported that Owday Lane in Worksop had recently been resurfaced. Steve Lacey (SL) questioned whether the road needed to be done as he did not feel that it was sufficiently worn. PS to check. PS informed the group that the County Council were developing a policy regarding signage on the approaches to roads recently resurfaced with SMA. SL enquired as to why the county council used SMA as opposed to other types of material and what advantages it had. **PS**
- 3.d. Diesel Spills – PS informed the forum that advice on how to deal with this has been included in the Authorities Occupational Road Risk Policy which is currently being drafted.
- 3.e. Time Limit on the Repair of Pot Holes – Emergencies will be dealt with within 48 hours. Non-emergency are repaired as and when. Paul Thompson said that the one he had reported at Furlong Ave/Cross St., Arnold had now been repaired. The Forum requested that more consideration be given to PTW when assessing urgency of pot-hole repairs.

Local Authority – Help-line contact details

Members were issued with a list of local authority contact numbers. Discussion took place on whether credit card sized leaflets containing information and contact details would be useful. It was generally agreed that they would be.

5 Motorcycle Strategy– The Way Forward

Members formed working groups to discuss the draft Action Plan. Following a lively debate several comments were put forward for inclusion in AIM 1. Recommendations from the groups have been added to the plan for agreement at the next meeting.

6 Training

Ken Octon updated members on the Training Day to be held at Holme Pierrepont on Sunday 2 April 2006. 30 people had already booked a session.

7 Feedback from Other Forums

None. CB suggested that an annual regional forum may be something to consider for the future.

8 Items for Future Meetings

PS was asked if someone could attend the next meeting to talk about speed cameras.

PT asked SG about the trial on congestion charging that TRL are undertaking on behalf of the DFT and enquired as to whether motorcycles would be subject to reduced insurance premiums if they were fitted with speed inhibitors. SG explained that TRL are consultants for DFT and do not prescribe what DFT do. SG suggested that members contact DFT direct for more information or look on the website for updated information.

Duane Firth reported on the anomaly in South Yorks where police have reported that safety cameras have a direct influence on safety but have also introduced a ‘pace driver’ scheme which deliberately slows cars down anyway.

9 Date and Venue of Next meeting

Tuesday 13 June at 7.30pm at Mansfield Fire Station, Rosemary Street, Mansfield

NAM Website is back up and running!!!!

Please check out our new website - www.nottsam.org.uk

This one is now under our direct control so promises to be a huge improvement. Change your favourites list now, and make sure you have the new address (it is very similar to the old one)

And more good news.....

We now have the IAM quality standard for our website,
thanks to the work of Ken Octon.

My name is John Lickley I am a Senior observer with the Birmingham I.A.M. Group. Myself and Roy Aston, also from the Birmingham Club, have got together with Allrich Publications who ran a Rider skills day for us at Prestwold Circuit near Loughborough on April the 13 this year. We asked for feedback following the day and received lots of positive comments and thanks.

Our original idea was to hold what people refer to as a track day for advanced riders, so that you would be surrounded by riders with similar training to your own, who are not going to dive under you as you enter a bend and frighten the living daylight out of you whilst you were trying to further develop your riding skills. From the feedback we have received we achieved this aim.

We also wanted plenty of tutors on hand to help you develop your bike handling skills in a safe environment; in the main we achieved this too.

Finally, we felt that although one club on its own would struggle to afford this type of event, by organising it in this way and offering it to other Groups made it affordable, this was achieved. Allrich have offered us the opportunity to do the same thing again on the 4th of August and we would like to offer you or members of your club the opportunity to be included.

Why you? Because my club is part of region 3 I have invited all the other groups in that area but on looking at the map I see that you are actually nearer to Loughborough than many of them and I thought you may fancy the chance to be included. Let me explain how the day works.

At the start of the day everyone has to attend a lecture on cornering as it has been found that this is the best way of developing your skills and sending you home grinning like a Cheshire cat. There is a safety briefing whereby everyone is left in no doubt that they have a responsibility to the other riders and not to cause them any problems. If they choose to ignore this advice they will be removed by the instructors and if they do not take notice will ultimately be excluded from the rest of the day. Included in the briefing is the system of flags that will be explained.

We need between 60 and 70 participants and we have 15 to 20 instructors, the participants are split into 3 groups depending on their riding experience and each group gets 20 minutes per hour on the track. The participants that have not done this type of event before will be allocated an instructor to give them advice and help their progress on the track, people that have more experience can either go it alone and just enjoy the freedom of exploring their bike or they can ask an instructor to give them some pointers for development, or they can do a mixture of the two.

The track itself is well constructed tarmac surface with lots of run off area, it is used mainly for promotional days with high performance cars, there are catering facilities and a resident photographer to get those pictures that make you look good.

What I need from your Group is a firm commitment of your interest. To make it happen we will have to make a guarantee to give Allrich in excess of £6000 and I am not keen on doing this if I do not have support.

To date I have approx 40 to 45 confirmations, would you put this to your Group at your earliest opportunity and ask interested parties to e-mail me on Lickspeed@blueyonder.co.uk or Roy Aston roy.Aston@blueyonder.co.uk We will be asking for cheques in June and the cost will be £100.

If you have any questions please contact me either by E-mail or you can phone on 0121 323 2609 home and 07979 267257 mobile. You can contact Roy Aston 07740 378244 or E-mail roy.aston@blueyonder.co.uk

BIKES FOR SALE:

Please reply using the contact details below.

1 Suzuki SV1000: passed on by John Anderson

The bike for sale is: reg. 2004 04 plate. Blue. 1400 miles from new. £4000 ono.

Phone Tony on 07717 552730 (owner) or (friend who can also show it) Ian on 07756 884749

2 Yamaha R6 : passed on from Colin Constantine

Registered Jan 04
5800 miles all service vouchers up to 48,000 miles
U K Spec not grey import
Red & Black with loads of genuine Yamaha add ons

Sellers name is Dave who is going to live in America and he only wants £4000 for it.
Please mention I. A. M. when Phoning him on 0115 920 7763

PRESS RELEASE FROM THE BRITISH MOTORCYCLISTS FEDERATION

13 June 2006

DIESEL SPILLS IN THE HOUSE

KillSpills Rally, Saturday 9th September 2006, London

Responding to a request from the British Motorcyclist Federation, a group of MPs have signed an Early Day Motion calling on the Government to raise awareness with vehicle users, manufacturers, oil companies and their retailers, of the danger that split diesel can present to motorcycle and scooter users.

Led by biking MP Bill Wiggin, Conservative Shadow Environment, Food and Rural Affairs Minister and chair of All Party Motorcycle Group (APMG), the Early Day Motion (EDM), has been tabled as part of this year's KillSpills campaign sponsored by the BMF and designed to draw attention to the diesel spillage issue.

Fellow APMG members Lembit Öpik MP and Stephen Pound MP also sponsored the motion as did Peter Bottomley MP, Conservative backbencher and a former Transport Minister. Within two days, a further 20 MPs also signed the EDM.

Speaking after tabling the EDM, Bill Wiggin, who regularly uses his motorcycle to travel to the House, said: "Diesel spillage is a real danger to all two wheeled vehicle users and it just shouldn't be happening. We have an obligation to make the roads as safe as possible for all road users that's why I and my fellow signatories were more than happy to table this motion."

Welcoming this support, Richard Olliffe, the BMF's Government Relations Executive said: "The fact that it's been tabled indicates that a number of MP's consider the KillSpills Campaign relevant and important in highlighting diesel spillage issue. It is early days yet but the more MPs we can now get to sign the EDM, the better it is for motorcycling and the more we shall be taken note of. I urge all motorcyclists to lobby their MPs* on this issue."

This is the latest initiative in the campaign to get diesel spillage taken seriously, culminating in the KillSpills Rally to be held on 9th September. This will take the form of a mass ride from the Ace Cafe London, on London's North Circular Road, to the Houses of Parliament. Metropolitan Police motorcyclists will escort the ride with assistance from KillSpills marshals.

A delegation from the KillSpills organising team and the BMF will call at 10 Downing Street to present Prime Minister Tony Blair with an action plan and a third -year anniversary card signed by thousands of motorcyclists.

Supported by its preferred insurance provider Bennetts, the BMF has also provided a KillSpills achievement award to be presented on the day by the KillSpills team to the company who has done most to reduce the risk of diesel spills from their vehicles. Last year ASDA Distribution won the award.

Now in its third year, the KillSpills Rally last year attracted over 2,500 concerned riders, graphic proof that the danger of spilt diesel on our roads is high on the agenda of the motorcycling community.

THE KILLSPILLS 8 POINT ACTION PLAN :

1. Warning signs should be displayed at service stations informing diesel users of the dangers of overfilling diesel tanks or not refitting the filler cap correctly.
2. The Highway Code should highlight the dangers of spilt diesel and publicise the penalties of spilling diesel on the public highway
3. The THINK! Campaign should be used to get the diesel spill message across: "Think! - Diesel Spills Can Kill"
4. Lobby for European wide resolution to ensure that future generations of commercial vehicles have anti -spill devices fitted as standard
5. Government Departments and Local Authorities to lead by example, ensuring that their drivers are fully briefed about the dangers of overfilling a diesel tank or not refitting the filler cap correctly
6. Introduce a general Road Safety Hotline that the public can use to report diesel spills and other road safety issues
7. Publish statistics on the reasons prohibition notices are served on commercial vehicles

8. Diesel spills are recognised as a hazard in the Department for Transport Network Management Duty Guidance, but there are no Home Office guidelines to the emergency services relating to treatment of diesel spillage. This should be corrected as part of joined-up government.

***NOTE: MP's can now be contacted directly through the 'BMF Campaigns Live!' KillSpills Campaign area on:**
<http://www.bmf.co.uk>

KillSpills London Rally, Saturday 9th September.
Ride assembles at 11.00hrs starts at 13.00 hrs at the Ace Cafe London,
North Circular Road.

Full details on the rally, ride-in points, a poster download and how to buy an official KillSpills T- shirt, can all be found on:
www.bmf.co.uk or go direct to www.killspills.org.uk

Issued by Jeff Stone: t: 0121 709 1040 m: 07802 7 63094 e: jeff.stone@bmf.co.uk

Details on this and other BMF activities can also be found on our web site: <http://www.bmf.co.uk>

Forwarded from Sammy Miller Motorcycle Museum

Dear IAM Bikers

This is a long shot, but I'm sure all you true bikers will understand the following situation far better than me, who has only been a casual biker (many times) in the past.

If you have ever visited the Sammy Miller Motorcycle Museum, which is based in New Milton, Hampshire, then I'm sure you will agree that it is very good museum that is set in a beautiful part of the country, within the area known as the New Forest National Park.

Due to a contentious current planning issue, it has been stated that the Museum may have to close and be moved elsewhere.

With all planning disputes and decisions aside, I believe this would be a great loss to all bikers in general and to the New Forest area, and I have recorded my views with the local council, the local newspaper, and with Sammy Miller himself at the Museum, who has indicated to me that he would appreciate any support he can muster to allow the Museum to continue in its present position. If you haven't visited the Museum, it's certainly worth a trip, and have a quick look at their website for further details: www.sammymiller.co.uk

Now, being true bikers, I am sure you would certainly consider and even be prepared to lend your support by either e-mailing, writing or verbally stating any of your views to the relevant authorities involved (details below), and I now kindly ask for your support for the benefit of all bikers everywhere.

Any comments or views can be sent to the following e-mail addresses:

New Forest District Council = contact@nfdc.gov.uk

Lymington Times & New Milton Advertiser = news@advertiserandtimes.co.uk

Sammy Miller Motorcycle Museum = info@sammymiller.co.uk

and further details to ring or write can be found at:

www.nfdc.gov.uk www.advertiserandtimes.co.uk www.sammymiller.co.uk

I personally thank you for your time and consideration to the above matter and hopefully with all your efforts, can help to save another valuable Museum from going elsewhere or worse still, closing altogether. I do not normally get involved in these things, but it is an excellent Museum worth keeping in its present location, and that's from someone who's not even a true hardened biker !

Kind Regards
Kevin Gould Grose
Taunton Group Secretary & Qualified Observer
Taunton Group of Advanced Motorists

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

Congratulations to **John Ritchie** and **Andy Parkin** on qualifying as Observers and **Ian Cameron** and **Justin Leary** for passing their advanced test!!!

Well done lads

TRAINING STATUS

Training Status	Associate		Observer
BEING TRAINED - 1 2 1	Kevin	Stark	A Davis
	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	
	Richard	Smith	
	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	Vincent	Shreve	
	Ian	Cameron	Karl Telfer-Banner
	Rob	Abbott	
	Garry	Jones	
	Paul D	Thompson	
	Alec	Simpson	NOT REJOINED
	Stephen	Groom	NOT REJOINED
	Lorne	Winborne	
	Anthony	Bell	

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 just follow the link for "Magazines". ***

*** Please note: Following recent problems with maintaining our website (reported at the AGM) we are currently undergoing a redesign and re-siting of our pages. Please bear with us and we'll keep you informed. Thanks

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



Chairman

Steve Laughton

0115 9670466

07973 892121

steve.laughton1@btopenworld.com



Club & Membership Secretary

Andy Hampshire

01623 400293

07976 707460

a.hampshire@ntlworld.com



Treasurer

Bill Williams

01949 851147

bill.williams@virgin.net



Associate Co-ordinator

Terry Towler

01158 465870

07713 882854

07813 380321 (group mobile)

terry.towler@ntlworld.com



Assistant Associate Co-ordinator

Duncan Wallace

0115 8469023

0777 5560940

cd.wallace@ntlworld.com



Chief Observer

John Annable

0115 9175771

07973 815771

j.annable@ntlworld.com



Publicity

Ken Octon

01636 822208

kenocton@btopenworld.com



Magazine & Communications

Ron Maslin

0115 9375994

07940 153519

ron.maslin@btinternet.com



Events

Nick Ireland

01636 611246

07939 535 086

nri01@tiscali.co.uk



Dave Bryant : General Member

01158 491590

david.bryant@peoples.ac.uk