



# WRITE LINES



## March 2007

### MONTHLY NEWSLETTER of the NOTTINGHAM ADVANCED MOTORCYCLISTS

Registered Charity Number 1060035

Affiliated to the Institute of Advanced Motorists No 7182

[www.nottsam.org.uk](http://www.nottsam.org.uk) / [newslettereditor@nottsam.or.uk](mailto:newslettereditor@nottsam.or.uk)

## FINAL REMINDER

Memberships are now overdue for renewal.

### What's in this month??

- Events list
- Chairman's Bit
- Readers Bikes
- Cop Slot
- Boston Rideout report
- Rideout Rules
- Meet John Ritchie
- Meet Jason Morgan
- Official Stuff
- NAM Clothing Available
- Photos and Jokes
- Odds and Sods
- Mentor Groups
- Group nights
- Committee



Grange and Links Hotel  
Sandilands,  
Sutton on Sea,  
Lincolnshire  
LN12 2RA

RIDEOUT  
Sunday 8<sup>th</sup> April

There are still a couple of places left for the Annual Ride Out to Grange and Links Hotel Sutton-on-Sea.

It will be a long day with an interesting route there and an easy fast flowing route back following lunch.

Once there we will have a Sunday lunch unless you require something else. Following lunch we normally ride to see the sea and have a group photo taken for the records.

It is a distance of 88 miles on the outward ride and 95 miles back to Nottingham, a total of 183 miles altogether.

See the Yahoo Group Site

<http://uk.groups.yahoo.com/group/nottsam01/> where from the home page, go to "Files" then "Ride Outs"

**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.



## Nottingham Advanced Motorcyclists

### New Clothing and Merchandise Shop

Available NOW!

## FORTHCOMING EVENTS

Full information for all the events available on the Yahoo Site.  
Contact Nick Ireland [nri01@tiscali.co.uk](mailto:nri01@tiscali.co.uk) to get access.

### Events at a Glance (Always check the Calendar for full details)

- 18 March (Sunday) Pursuit day for Observer Applicants. See "Files".
- 25 March (Sunday) Nottingham Easter Egg Run. Check "Files" for the full details
- 28 March (Wednesday) Group Night. Chat about the Holme Pierrepont preparations
- 8 April (Easter Sunday) Annual Ride Out to Sandilands, Sutton – on – Sea.
- 14 April (Saturday) Observer Radio Training. See calendar for full details.
- 22 April (Sunday) Holme Pierrepont check "Files" for the full details
- 25 April (Wed Evening) Group Night: Guest Speaker Liz Rickards from The Motorcycle Forum.
- 20 May (Sunday) Ride out to Stamford. Check "Files" for full details
- 30 May (Wed Evening) Group Night: Guest Speaker Chris Akers, Enforcement officer - Mobile Speed Cameras.
- 14 June (Thurs Evening) Chip Run to Loughborough. check "Ridout Files" for full details
- 27 June (Wed Evening) Group Night: Guest Speaker Peter Rodger Chief Tester for the IAM
- 12 July (Thurs Evening) Chip Run to Newark. check "Ridout Files" for full details
- 25 July (Wed Evening) Group Night: Chat by Notts and Lincs Air Ambulance.
- 9 August (Thurs Evening) Chip Run to Grantham. check "Ridout Files" for full details
- 16 September (Sunday) Nottingham Robin Hood Marathon Marshalling



Steve Laughton

# The Chairman's bit □□□□

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Here we are again and another month closer to summer, warm days, clean roads and longer daylight hours. Is my imagination really that good? May be not?

## **Ride out to Boston**

Well we all met at the "Black Lion" in Radcliffe on Trent, on what turned out to be quite a good morning. John Annable had arranged to meet Angela and I for breakfast on the way in West Bridgford. We even turned up early but almost had to go round the block a few times so we didn't break our record for being late. But we weren't the first so we stopped on lap one.

Every one who should have been there was there and after we had read them the new ride rules so we didn't get any in group overtakes, we got on our way. The roads were a little damp but the pace was ok and we made good time to the half way point in Bourne. Once parked, we found our way to the coffee shop and then sorted our drinks; John made a usual feast of the stop over, but still saved room for lunch.

We set off on the second leg of the journey, to a light sprinkling of rain and as we progressed it got a little heavier but it didn't last too long.

My own attention was taken by a horse box being pulled along the road, and his brake lights kept coming on, I was hanging back and telling every one behind me what was going on and I didn't realise that I was talking over the GPS instructions to turn right!

When I realised that I had missed the turn I was rather annoyed with myself, but shortly after I realised what had happened it gave new instructions to redirect us around the problem. After that things went as normal until we got to Boston. Once there I was following the GPS route as downloaded from the site, and we found that since Nick had programmed the route the council had closed one of the last roads before the pub.

As we turned into the road I read the sign that said "access only" well I thought I need access so we kept going even though I kept being questioned from the rear of the group.

I was determined not to do an impression of Nick and turn around; I thought I would even go through some one's drive to get through. But as we got closer to the end I found that the road was completely closed. Thinking quickly I noticed that the pavement was wide enough to get through to the pelican crossing and back onto the road.

Once through it was only a case of crossing the bridge to a small road that leads us to the pub.

Nicked turned up some time later having made a u-turn on the way, even though he was almost taking bets that he wouldn't get lost before the day as he had ridden it twice before.

The food was ok but they didn't have enough choice of desert for John so he had to wait to get to McDonalds' in Grantham on the way home to get his pudding.

The ride home was a bit tedious as the whole A52 is covered by speed camera warning signs and my GPS was constantly beeping at me which gets very irritating after a while. Because every time it does it stops the music again.

The route from Grantham to the end was more interesting as we were back on back lanes and B roads.

I would like to say many thanks to Nick for sorting out the day, and getting the venue for lunch to take us. I had a really good time especially for February, so I look forward to the summer months as ideas for events are coming in. it should be good fun.

I look forward to seeing you all on the ride outs again soon.

### **Problems with not enough places on ride outs**

Apologies to all those who wanted to come along but were unable to, due to us not having enough places.

Let me try to explain our problem.

For us to put on an event like a ride out, we need to have people to lead and tail a group. The IAM rules state that these have to be of observer status, as they are controlling the ride out and actually observing the group they are looking after. And they have completed an additional training day to be able to do this. The IAM also state that the size of the group should not exceed 6 riders, so that leaves 4 places in each group.

So when we come up with a ride out idea, we have to contact the observers who have completed the training course to lead and tail a ride out, and ask for a commitment from them to attend the event so we know how many place we can take to join us.

So if know one is available to attend then it won't go ahead.

Nick then places an advert on the group site and we invite people to put their names down to fill in the gaps between front and rear.

We also try to put people in groups that will suite their riding requirements and ability. Some times this is harder than expected.

Most members that don't want to commit to putting their names down, do this because they want to be able to get up in the morning, look out of the window and decide whether to go or not.

That's great for them but for the organisers they still have to get up and turn out to the start to see if any one else has bothered turning up and take them for a ride. If you are not willing to go in all weathers don't bother putting your name down, we don't need it. Putting on an event takes a lot of organising and the organisers deserve your respect. The last one Nick rode twice to check out the route and find stopping place and finding a venue that can cater for 18 people for lunch.

But once we are full we are full. If you want to be a reserve in case some one drops out then there is no problem with that at all. But you cannot just turn up on the day and expect to be fitted into a group.

The groups are much harder to pull along at a reasonable pace when they are too large or have members who are riding in a group beyond their ability. You will notice this when riding in a group because there are gaps and bunches amongst the members. You will find that the more competent riders have made their over takes, and moved ahead, leaving the others to sit for ages behind slow moving traffic unable to overtake.

So we try to put the less progressive riders as close to the front as we can, so the lead bike can pull them along. And give them a very good demonstration of planning and execution of many overtakes during the day. Because the further back in the group you are, the harder you have to work to keep up, even when the front is only moving at 60mph.

This problem is made greater when the group is larger because you end up with either a very large bunch of bikes stuck in traffic, or miles of road separating the group as it is getting strung out, making the job of keeping it together very difficult when a turn is required or a roundabout needs to be negotiated.

I have found that I have had to sit at the side of the road for quite a few minutes on several ride outs before the next bike catches up. This makes all the work I did before getting overtakes in pointless if I then have to wait at the side of the road. We are after all an advanced motorcycle group. And we should be able to make reasonable progress where ever we go. In what ever conditions we find. And over takes should make long boring roads more interesting when there are no bends to play with.

I know this probably sounds a little long winded, but I hope that it explains why we have to have rules etc. It gives us all a bench mark to work to and keeps us all safe whilst riding. And I really hope it keeps it fun for all those who attend, especially those who are working at the front and rear. Because with out them, it **WILL NOT HAPPEN**.

Many thanks for your support guys keep up the good work; it looks like a busy year ahead. That's all for now see you all soon.

Steve

NOT READERS WIVES BUT READERS BIKES!!

Name	NAM Position	Make/Model
Steve Laughton	Chairman & Senior Observer	Suzuki Hayabusa
Andy Hampshire	Secretary	Suzuki SV1000
Ryan Walker	Treasurer	Yamaha R6
John Annable	Chief Observer	Kawasaki ZX9R
Duncan Wallace	Assistant training Co-ordinator & Observer	Honda VFR800
Ron Maslin	Newsletter Editor	Honda CBR600
Dave Bryant	Publicity	Kawasaki ZZR1200
Nick Ireland	Events & Observer	Honda CBR600
Phil Meynell	Committee General Dogsbody	Honda CBR1100 Blackbird
Geoff Cameron	Associate	Suzuki Bandit 600
Deb Booler	Member	Honda Hornet 600
Jason Morgan	Member	Kawasaki ZX7R Ninja
Andy Davis	Member	KTM Duke 620
Shanus Mc F	Observer	Suzuki Hayabusa
Richard Edwards	Senior Observer	Suzuki Hayabusa
Mark Ellis	Member & Committee (Clothing Rep)	Yamaha 600 Diversion
George Harris	Member	Yamaha FJR1300 & Honda CBR600F

Please let me have details of yours by email

- BMF Show - 19th & 20th May 2007
- Garden of England Motorcycle Show -  
9th & 10th June 2007
- Kelso Bikefest - 14th & 15th July 2007
- Tail End - 15th & 16th September 2007



**COP SLOT**

## The new Law regarding mobile phones & driving.

*By Phil Meynell -  
Committee member and Magazine Assistant Editor*



The legislation refers to the use of a mobile phone which is "hand held".

A person will be guilty of an offence if a mobile phone is "hand held" whilst driving a motor vehicle on a road.

A person can also USE/CAUSE/PERMIT this offence so it may apply to employers.

A supervisor of a provisional licence holder will commit the offence if they use a phone whilst supervising driving a motor vehicle on a road.

I am unable to find any case law but can summarise that the offence will be complete if the phone is hand held and used to receive any call/image/message or data.

There is a potential for a challenge in the court if a phone is held but not connected or is switched off so a Police Officer may have to prove that the phone was a) Switched on and b) Connected or displaying a text/image/data. In short the phone must be capable of receiving a call/message/image/data.

Police Officers have been advised to secure the following evidence.

- Description of phone.
- Evidence that it was switched on.
- Evidence that it was connected which could include the number it was connected to or evidence that the offender was speaking into it.
- Details of any text message/ image/ data displayed. (This could be embarrassing)

Seizure of the phone by the Police should not be routine but would be considered in relation to serious offences which relates to other offences and not the use of the phone.

Holding a mobile phone which is switched off would not complete the offence!!

Police officers could consider the offence of not being in proper control if there is any doubt that the above offence is complete.

Penalty: Is an Endorsable Fixed penalty Notice i.e. 3 Points and £ 60

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## Boston Ride Out



By  
**Nick Ireland**  
(Events Organiser)

It's the end of February and 21 people on 18 bikes had a really brilliant time in near perfect riding conditions. This Global warming thing that everyone is talking about may be worrying for the world but it certainly suits our ride outs!

We met at the Black Lion for a 10.00am start which saw my group (that's the **PI NK** one) getting into the spirit from the start, with myself and Geoff Cameron sporting candy pink T shirts and Brian Negus with the prettiest pink bow you've ever seen on the back of his bike. This was also the ride where I told everyone that I was 99.9% positive that I wouldn't be doing my usual detours!

I think we have the format for the rides about right, as we limit each group to six bikes including lead and tail, giving a much more compact group enabling us to mainly get through lights and junctions in one go. We also run each group on different radio channels which mean we don't have to leave such a big time gap between groups.



This was very obvious as my **PI NK** group is always the one taking up the rear (no pun intended!) and by not having so much time between us we arrived at the outbound break in Bourne whilst the first group were still getting their teas and coffees, which meant we were all able to have a bit of a chat.



The next stage of the journey was to take us to Boston and the Witham Tavern for lunch, but unfortunately for me I was about to use that 1% buffer as I took a wrong turning in Rippingale ending up down the tightest, muddiest track, having to do a turnabout in a gateway to a house that was coincidentally painted **PI NK !!!**

To say I got comments from the rest of the group would be an understatement as Andy Hampshire was laughing so much he was crying. Anyway, we got back on route and after continuous digs for the next 5 or 6 miles concerning my navigational skills the rest of the leg went without any more problems.

We arrived not long after the others and joined them in the dining room where we all settled down to a well deserved meal albeit after a few more comments from everyone as news got out of our extended sight seeing tour of Rippingale.

The route back took us along the A52 to Grantham which meant we could take advantage of the flowing corners as well as the faster roads as we wanted to be back before it got dark this time. After a break at Muck Donald's we headed off on the Melton road and retraced our way back to Radcliffe from Waltham on the Wolds.

All in all a really good day out, can't wait for the next one.

**Important**

### NAM group rules for 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 "Yahoo groups" site, 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.

Any serious deviation from the advanced riding standard **MUST** be made known to the individual concerned as soon as appropriate. ALL Observers have a responsibility to monitor the standard of riding within the group.

(Observers you will discuss it with the lead / tail bike to decide when and where the appropriate place may be. This may require the group to stop on route if it is felt that the safety of other group members is being jeopardized).

#### 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.

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

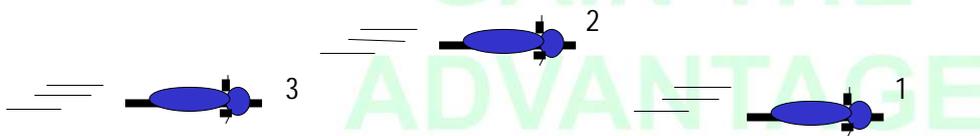
Each and every rider must ride within their own capabilities and must exercise their own judgement when determining the safety of their actions. If at any time a rider or observer feels that a person is not capable of continuing as the ride exceeds their personal skill level then they should inform either 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 within a more suitable 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.

Whilst travelling in the group you have been assigned to, you are not allowed to pass the bike ahead of you. This is to keep it safe for all those who are there, because every one can relax as they know that another bike is not going to come up on their inside or out side in a bend etc. thus leaving them time to concentrate on the road ahead.

You should never leave a group ride with out informing the lead or tail end bike first. They could spend time retracing their steps to look for you whilst you are sitting at home.

Most importantly you must remember this is not a race or a thrash.

We are out on the road representing both the IAM and NAM. We are there to show other road users how to behave responsibly whilst having fun doing so.

The briefing prior to setting off MUST be carried out by either the group leader or designated tail observer before every ride commences.

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)

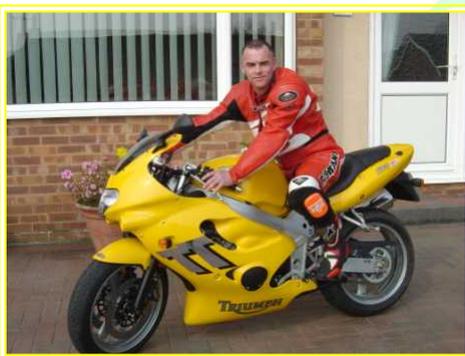
Nottingham Advanced Motorcyclists WILL operate the following system of running a group ride out.

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 at a junction etc whilst on route must 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 rejoin the group. There is no point telling the tail ender where you have gone if the members between you and him do not hold a radio because unless they can see you they will not benefit.

It is important that all observers attending any group organised ride bring with them any group radio equipment they hold, as this may assist with the running of the ride.

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## Introducing John Ritchie.....By John Ritchie



Hi my name is John Ritchie. I am an observer with the NAM. I've been riding since 1982 and I have had six bikes throughout this time. My current bike being my bright yellow TT!

Riding and road traffic conditions have changed from when I started on my Puch Maxi. (49cc) I passed my test on a Honda 70 Monkey bike which I wish I had kept because it would be worth a packet now! I went straight onto a Suzuki X7 two stroke; which I suppose is like a modern CBR?

We did a bit of touring so I brought myself a Honda CX650 Turbo which was great because all my friends were still on 2 strokes! (And they are not good for touring.) I then changed to a Honda CB900 with a Yoshi pipe.

Then came the family and the house, so a few years went past before I could get back on. I got chatting to a Police Officer at the Griffins Head Pub in Papplewick and he told me about advance riding. I came along for the first Holme Pierrepont event and did the block course and passed my test.



Then I thought to myself 'what can I do to thank all the people who have helped me with my training and pass on what I have learnt?' As I am a karate instructor, I thought I would become an observer; it can't be that hard? You start learning all over again which is great fun.

I would just like to thank everyone who has helped me along the road. I mentioned that I teach karate, I have been participating since I was four years old. This picture was taken in Japan in the early 80's when I got my first black belt. I hold five black belts now and with advance motorcycling and my other hobbies makes a very busy lifestyle. (P.S you must have a very understanding wife and daughter to do this!!)

Although the good point is they both love the biking side of it but not the martial arts. You can't win them all! John

**Many thanks to those who have submitted the Biographies (Bio's), Life history, Life story or Memoirs all those submitted will be published. Can we have more please?**

## **Introducing Jason Morgan.....By Jason Morgan.**

I live near Bingham, Notts, though I learned to ride in London which gave me good grounding on how to deal with traffic discounting as a kid in Devon when I rode a step-through.

I was part of the first group in Enfield, North London to do the CBT. If I had applied for a license a week earlier I would have missed it, I'm glad I didn't.

The CBT then was run for the local council by volunteers, they even gave free further training after passing both our CBT and full tests.

I passed my test within a year of getting a CBT. Before I left Devon, I had taken (and failed) my car test five times!! I passed my car test easily after riding a bike properly for a couple years - the test examiner could even tell I rode a bike by my driving style - yep I know the joke about leaning when going round corners :)



I'm not married, but live with my partner, Maggie. We don't have kids, so that makes us a DINKY's (Double Income No Kids Yet). I run my own business as a self employed electronic product design engineer and, or at least I try to.

Riding was my main mode of transport for a long time. These days the bike is more of a toy, though joining the IAM has given me an incentive to get out on the bike more. I used to do 12000 miles a year, now I'm lucky to do 4000. As you can see from the list I've been a biker for some time, but luckily I've had few incidents (Hmm, perhaps saying that is a bit risky...), anyway though, one is notable.



How I wrote off my bright red Suzuki RF600R:

I've have had a few low speed spills (like the rest of us), but this was serious, almost lethal. And embarrassingly completely my fault.

I was on my way to work, it was a nice sunny morning. I was giving it some welly (pre NAM obviously) on a nice twisty back road route that I'd used hundreds of times before. It was late summer, so the grass was about a metre tall in the verge. There is a stretch with a long S followed by a much slower 90 degree left hander.

The first part of the S is sharper and the second long and sweeping with a largelow field of grass that fills the entire second loop of the S. Upright you can

see over the field, but lent over the view was obscured by the grass.

So, doing about 70-80, leant well over on the last part of the S before the subsequent slower corner. This last corner is completely blind as there is a house right on the road, just before the village starts. I came round the last corner to find the back of a traffic jam. It was the day of the local summer fête and there was a queue for parking. I popped up from the lean of the last corner, and braked as hard as I could. It was obvious I was not going to stop. I was probably doing 50-60. There was oncoming traffic so using the other side of the road was not an option.

I aimed for the gap between the stationary traffic and the oncoming vehicles, but there was not enough room - bummer. I realised my left hand was going to hit the back of the car, so I lifted it clear (not wanting to lose a hand). This meant when the handlebar collided, the wheel turned and the back swung out to the right - straight into the oncoming cars.

Apparently I blanked out. When I came round they were moving the bike from the road. I got up to help (still dazed). Apparently, the oncoming car had driven over the bike, writing off both vehicles. It was lucky I was thrown clear of the bike, or I would have been squashed under the car.

I was taken to hospital and given a once over. Apart from a badly bruised elbow, and a probable broken thumb I was OK.

I recall the bikes frame had snapped at the headstock and one of the front disks was bent through ninety degrees, it was a complete loss - I'm glad I had fully comp insurance, I still had an other year to pay for it.

The lesson was obvious. Drive at a speed such you can stop in the road distance you can see. Inexperience had led to me allowing the tall grass obscure my view of the stationary traffic right from the start of the S bend, a good 300 yards back. If I had looked properly before leaning over I'd probably have seen what to expect round the last corner. In any case, I should have been much slower entering the last corner - even though I knew the bike could take it at that speed, simply because I could not see past it properly. Interestingly, the council cut the grass the very next day!!!

I've been riding bikes on-and-off for over 20 years. Member of the IAM for one year, I was an associate for two years.

- |                            |   |
|----------------------------|---|
| 1st, aged 16-18:           | Suzuki FZ50 - step through, thrashed it, and then sold it to go to University.          |
| 2nd, aged 21-22:           | Honda CB125 - why did Mr Honda call it a Superdream?                                    |
| 3rd, aged 22-23:           | Honda VF400F - First proper bike, excellent underrated bike.                            |
| 4th, aged 23-25:           | Suzuki RF600R - from new - wrote it off within three years, I'm lucky to be alive.      |
| 5th, aged 25-30:           | Honda CB250 - Cheap transport, knackered when I bought it, more so when I gave it away. |
| 6th, aged 27-37:           | Kawasaki ZX7R Ninja - from new - Now rather old, but still an excellent ride.           |
| 7th (current), aged 34-37: | Suzuki DR650 - Winter hack, complete lemon, spends more time off the road than on.      |
| 8th (Current) aged 37:     | Honda CBR1000RR Fireblade   |

## SAT NAV CORNER

### Garmin Quest Satellite Navigation **\*\*WATER PROOF\*\***

**For Bike and Car** Recommended by Nick Ireland 01636 611246

**I bought mine from Allwoods Automotive on Lincoln Road, Newark. Tel 01636 686666**



RRP usually advertised at £450+ but available at most places for £299.

I bought mine from a local auto shop in Newark for £299 which was the same price I could get it from on the web except I would have to pay postage on top!

By dealing local I can nip 'round to the shop if I have any problems, which is much easier if you can be face to face to sort a problem but as it happens I am more than happy with both the price and the product.

It comes ready to use with an in car suction fitment and power lead to a cigarette lighter which also houses the speaker for the in car audio directions.

It has a 20 hour internal battery and a separate charger to plug into the mains at home. It also comes with a programme for the computer so you can do your entire route plan on the big screen and download it directly to your sat nav.

I have found it very user friendly and extremely quick to sort even the most intricate of bike routes.

Down sides.....None to mention with the unit although I was disappointed with the cost of the bike kit.

At £88.46 I felt they were taking a bit of an advantage!

But at least I am able to just clip it in place and it has an audio socket so I very rarely have to take my eyes off the road.

---

### Insurance

Hi All! It's that time of year again, Tax and Insurance is due. One year on and no accidents but the premiums go up again. So I set about phoning around and using the PC again, I've put together a list of the best prices from the nine top insurance companies.

I'm forty one years old and have been riding since 1982. Discounts are for IAM and bike club with Nottingham Advance and security items for the bike on this quotation. These are for FCI (Fully Comprehensive Insurance) on my bright yellow Triumph TT600 fifty five plate valued at £3,700. (You get a good discount with it being yellow!)

A saving of £129 for one hours work. I hope this can help you all save money as well.

John Ritchie  
(Group Qualified Observer)

Insurance company/Tele	Price	Excess
 Profile Insurance 0800 0285343	£165	£250
 Telebike 0800 1444722	£200.15	£250
 Bennetts 0800 1077989	£203.49	£250
 DW Laxton 0800 0830906	£231.74	£250
 Hastings Direct 0800 111066	£234.95	£300
 Carol Nash 0800 0835544	£235.80	£300
 Performance Direct	£287	£300

 E-Bike Com	£291	£300
 Triumph Insurance	£294	£300

The official stuff

## Membership Renewals:

**Full Members** (those who have passed their Advanced Test)

Your Nottingham Advanced Motorcyclist Group (NAM) renewal is due by 31<sup>st</sup> March 2007.  
Your Institute of Advanced Motorists (IAM) membership is renewed separately and is usually on the anniversary of the date you passed your Advanced Test.  
To stay a member of NAM you need to renew both memberships.

**Associates** (those who have not yet passed their Advanced Test)

If you joined NAM before the end of July 2006 - Your NAM renewal is due by 31<sup>st</sup> March 2007  
If you joined NAM after the 31st July 2006 your NAM membership will be up for renewal at the end of March 2008.  
If you joined the IAM before 1<sup>st</sup> April 2006 - Your IAM membership will officially start from the date you pass your test and run for one year.  
If you joined as an Associate of the IAM after 1<sup>st</sup> April 2006 then your IAM Associate Membership will be due one year from the date you joined.  
Your IAM membership is separate to your NAM membership and is paid directly to the IAM, usually by direct debit.

**[As an associate you will still need to complete the form to update your details.](#)**

**Newsletter**

If no membership renewal is received by 1<sup>st</sup> week in April then the last newsletter you will receive will be in March.

## General

To renew your NAM memberships please fill in the renewal form and return it to me at the address shown, or give it to me at a group night. We need this form completed every year so that we have your current details to hand, just in case.

### No membership fee will be accepted without a completed form.

If you are having difficulty with your IAM number please leave it blank and I will do my best to find it.

If anyone has any questions regarding their membership please contact me on 07976 707460 or [namsec@ntlworld.com](mailto:namsec@ntlworld.com)

#### **Andy Hampshire**

NAM Secretary

16 Hall Close

Rainworth

Notts

NG21 0FR

Nottingham Advanced Motorcyclists - Membership Renewal Form\*\*

**\*\*This form MUST be completed and handed in with your membership fee. Renewals due 31<sup>st</sup> March**

*Please be aware that you will need to be a fully paid up member of the IAM to stay a full member of the Nottingham Advanced Motorcyclists. This means that if you wish to be a committee member, an observer or join us on group ride outs you will need to hold and renew both memberships.*

*Associates when you purchased your SFL package it included both membership fees. One years membership of the NAM effective immediately, renewed on the 1st April after a full 12 months membership, paid directly to us. The second, National IAM membership is effective for one year from the date you pass your test and is also renewed annually on that date. You pay this membership direct to London where you also have to declare any misdemeanours since the last renewal.*

Group Member No:  \*IAM No:  \*IAM Expiry Date:

#### **\* Required Information**

#### **Personal details**

\*Title: \_\_\_\_\_ \*First Name: \_\_\_\_\_ \*Last Name: \_\_\_\_\_ \*D.O.B. \_\_\_\_\_

\*Address:

\_\_\_\_\_

\_\_\_\_\_ Postcode: \_\_\_\_\_

\*Home Phone: \_\_\_\_\_ \*Contact Number: \_\_\_\_\_

\*Email: \_\_\_\_\_

\*If you do not wish to receive the newsletter or correspondence from NAM by email please tick the box

**\* Required Information**

**Group / Riding details**

Date Passed DSA Motorcycle test: \_\_\_\_\_

Bike make/model: \_\_\_\_\_

\*Member status: **Full / Associate** \*Observer status: **Observer / Group Qualified / Senior**

Date passed IAM Advanced Test: \_\_\_\_\_ Date passed Observer Test: \_\_\_\_\_

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

**Please return to: Andy Hampshire – NAM Secretary, 16 Hall Close, Rainworth, Mansfield, Notts, NG21 0FR**

**\*Required Information**

DATA PROTECTION ACT: As a member of the Nottingham Advanced Motorcyclists, the personal information given on this form will be held in confidence on a computer file for membership records and newsletter distribution purposes only. You are at liberty to examine these details by prior arrangement with the club secretary.

***Membership Fees - £15.00 cheques payable to Nottingham Advanced Motorcyclists***

*Observers who log over 30 hours will receive a £7 reimbursement on their membership fee*

*Observers who log over 60 hours will receive a £14 reimbursement on their membership fee*

***Full fees are to be paid and reimbursement will be paid by NAM back to Observer***

**Administration**

Signature of official: ..... Membership Card Issued: **YES / NO**

Date: ..... Database Updated: **YES / NO**

**NAM group Gift Aid Claim 2007/2008**

As a charity the NAM Group can reclaim tax on any donations and subscriptions as long as you pay income tax or capital gains tax. This means that if you pay tax at the basic rate the Group can claim an extra 22% of your subs from the Inland Revenue.

**Can everyone paying a membership fee please complete the form as we need to update our details, and it does not cost you anything!**

To help us claim this tax back for the Club, please fill in the form below and return it with your subs payment. Make cheques payable to the Nottingham Advanced Motorcyclists and for the full amount. Any reimbursements due will be made separately.

Please return the completed forms to:

Andy Hampshire  
16 Hall Close  
Rainworth  
Nottinghamshire  
NG21 0FR

# Nottingham Advanced Motorcyclists

Registered Charity No. 1060035

## Gift Aid Declaration

Details of Donor:

Title..... Forename(s).....Surname.....  
Address .....  
.....Postcode.....

**Declaration:**

I want Nottingham Advanced Motorcycle Group to treat all donations I have made since 6 April 2000, and all donations I make from the date of this declaration until I notify you otherwise as Gift Aid donations. I confirm that I pay income tax and/or capital gains tax at least equal to the tax that the charity reclaims.

Signed..... Date .....

a)	You can cancel this declaration at any time by notifying the Treasurer of the Group.
b)	You must pay an amount of income tax and/or capital gains tax at least equal to the amount of the reclaim on your donations in the tax year.
c)	If in the future, your circumstances change and you no longer pay income tax and/or capital gains tax equal to the amount of the reclaim, you must notify the Treasurer of the Group.
d)	If you pay tax at the higher rate you can claim further tax relief in your Self Assessment tax return.

Notes

**End of the official stuff**

## Nottingham Advanced Motorcyclists Clothing

We offer a range of high quality clothing embroidered with our group logo.

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



## For product range and prices please look at the NAM shop on the Yahoo group site

If there is something different you want that isn't on the price list please contact me and I will get you a price

### HOW TO GET YOUR CLOTHING

There is an Order Form on the Yahoo site.  
Please complete with garments and quantities you require  
(Don't forget the size)

Please bring your completed order form and payment to the next group night and contact Mark Ellis.

Alternatively please e-mail your completed order form to

[nam.clothing@ntlworld.com](mailto:nam.clothing@ntlworld.com)

Your clothing will be available for collection as soon as possible  
Urgent orders can be handled but additional charges may be necessary to cover our suppliers' extra costs – price on application.

Please make cheques payable to "Nottingham Advanced Motorcyclists."



# Price list

GARMENT	CODE	PRICE	XS	S	M	L	XL	2XL	3XL	4XL	5XL	COLOUR
Beanie	B44	£7.50	ONE SIZE									Black or White
Bum Bag	QD12	£10.00	ONE SIZE									Black
Cap	B171	£7.50	ONE SIZE									Black
Fleece (Body warmer)	TRA700	£17.50	N/A	38	40	42	44	47	N/A	N/A	N/A	Black
Fleece (Half Zip)	62-512-0	£20.00	N/A	38	40	42-44	46-48	50	N/A	N/A	N/A	Black

Fleece (Ladies Half Zip)	62-558-0	£20.00	34	36	38	40	42	N/A	N/A	N/A	N/A	Black
Fleece (Light Jacket)	62-608-0	£20.00	N/A	38	40	42-44	46-48	50	N/A	N/A	N/A	Black
Polo	HF50	£17.50	N/A	N/A	N/A	N/A	N/A	N/A	N/A	54-56	58-60	Black or White
Polo	63-402-0	£15.00	N/A	36	38	40	42-44	46-48	50-52	N/A	N/A	Black or White
Polo (Ladies)	63-560-0	£15.00	30	32	34	36	38	N/A	N/A	N/A	N/A	Black or White
Polo (Long Sleeve)	63-306-0	£15.00	N/A	36	38	40	42-44	46-48	N/A	N/A	N/A	Black or White
Rugby (Long Sleeve)	FR01	£25.00	N/A	34-36	37-39	40-42	43-45	46-48	50	N/A	N/A	Black
Rugby (Short Sleeve)	FR03	£25.00	N/A	34-36	37-39	40-42	43-45	46-48	N/A	N/A	N/A	Black
Sweat	62-202-0	£17.50	N/A	36	38	40-42	44-46	48	50-52	N/A	N/A	Black
Sweat	KK202	£17.50	N/A	N/A	N/A	N/A	N/A	N/A	N/A	54-56	N/A	Black
Sweat (Ladies)	62-004-0	£17.50	30	32	34	36	38	40	N/A	N/A	N/A	Black
Sweat (Open Hem)	62-214-0	£17.50	N/A	36	38	40-42	44-46	48	N/A	N/A	N/A	Black
Sweat (Zip Neck)	62-032-0	£17.50	N/A	36	38	40-42	44-46	48	N/A	N/A	N/A	Black
Sweat Jacket (Ladies)	62-002-0	£17.50	30	32	34	36	38	40	N/A	N/A	N/A	Black
T-Shirt	KK500	£12.50	N/A	N/A	N/A	N/A	N/A	N/A	N/A	54-56	58-60	Black or White
T-Shirt	61-208-0	£12.50	N/A	36	38	40	42-44	46	50-52	N/A	N/A	Black or White
T-Shirt (Ladies L/Sleeve)	61-022-0	£12.50	30	32	34	36	38	N/A	N/A	N/A	N/A	Black or White
T-Shirt (Ladies V Neck)	61-054-0	£12.50	30	32	34	36	38	40	N/A	N/A	N/A	Black or White

T-Shirt (Long Sleeve)	61- 042-0	£12.50	N/A	36	38	40	42- 44	46	N/A	N/A	N/A	Black or White
Wallet	QD06	£3.50	N/A									Black
Waterproof Jacket	R126	£25.00	N/A	37	41	44	48	52	56	N/A	N/A	Black



# Clothing order form

NAME	TEL No.	DATE
------	---------	------

Please place your order with Mark Ellis at group night or via  
[nam.clothing@ntlworld.com](mailto:nam.clothing@ntlworld.com)

**Photos**

GARMENT	CODE	QTY	Colour	SIZE									PRICE
				XS	S	M	L	XL	2X L	3X L	4X L	5X L	
<b>Total Price</b>													

More crazy photo's .....as al ways, the Editor and Committee of  
the NAM accept absol utel y no responsibil ity for any of the  
fol l owing content!



CHAM ADV



What about Motor Bike Roller Coaster? You can ride it at Toverland, Netherlands.



ADVANTAGE

## Odds and Sods



### NEWSLETTER No 12 – February 2007

Le Champ Massé  
Coudehard  
61160 Trun  
France

[info@bikenormandy.com](mailto:info@bikenormandy.com)  
[www.bikenormandy.com](http://www.bikenormandy.com)  
00 33 (0) 233 350065

It's supposed to be a quiet period so time to write another newsletter....

In the last twelve months, over 220 bikers have visited on one of our short package breaks, we've been the feature in two 'Big Trip' articles in MCN and Radio 4 have interviewed us. We also had a stand at the MCN London Motorcycle Show at Excel in Docklands earlier this year. It was good to see so many of our previous guests and a big thanks to those who stayed on the stand to talk to others who were interested.



We've added a balcony outside our bedroom, picked 11 tonnes of apples most of which were sold, but we kept some and made another 230 bottles of cider. Will this be enough for our guests as one group of six drank 35 bottles during their stay?

Jen kept her Blade and told me that I needed another bike as well as the Sprint, so I took advantage and bought 2! A Fazer thou and a KTM Exc 250. I'm starting to learn the local lanes and will be out with the 'less progressive' off road groups in the autumn.

On-Road

What some of our guests had to say.....

"Thanks for a great stay, your passion and zest for all that you do here makes for a super break – we have felt so welcome here...." - Nicky & Matt Wright, Kent, June 06

"Excellent weekend, best biking I have had for years..." - Malcolm, Staffs July 06

"Top roads, top location, top people, can't wait until next time." - Jim, Herts, August 06

Some guests can't keep away and made their 7<sup>th</sup> visit and they're coming back again this year! Most guests have been as part of a group – either friends getting together or as members of a club visit.

The price in 2007 is £229 per person for a 3-day/2-night break including guided riding, breakfasts, four course dinners and all evening drinks. Additional nights are possible.

A calendar showing available dates can be found on our website under "Bookings" then "Check Availability". We have the following dates when there is partial availability for small groups or even solo riders to join up with likeminded bikers:-

- Arrive Thursday May 31<sup>st</sup>, leave Sunday June 3<sup>rd</sup> – the price is £285PP as the stay is for three nights, the riding will be 'brisk'. Three rooms / 6 places remain.
- Arrive Friday September 7<sup>th</sup>, leave on Sunday 9<sup>th</sup>. The riding will be moderate / brisk and we have three rooms / 6 places remain.

We've also been asked to run a break at Easter – possibly for couples only who would like to visit Chateaux, etc. Please contact us for more details.

#### Off-Road



Knackered



I've had enough

Unfortunately our guides were only able to give us 2 dates this Spring (which are both full) for our normal weekend package breaks as they are also organising 2 races this year which we can arrange entry into;

La Course Infernal, March 11. Held every year.

A one day race that includes hare & hounds, enduro and motocross stages together with trail riding. The course is difficult with some extreme parts and Clubman standard riders will be considerably challenged. Cyril Despres won it four years ago and will be entering again this year. We try to encourage only Expert standard riders to enter as when the conditions are dry normally 70% of riders finish, when it's wet then this can reduce to 30%.

The price including entry, a day race licence, one night BBEM with all evening drinks, my services to provide refuelling on race day and help with entry forms & scrutineering on the day before the race is £210 per rider in a shared room.

La Croisiere Normandie, May 19 & 20. This is held every 3 years.

A much more relaxed affair, which can be treated as a race or a ride with friends. It's a two day event, which should suit every rider.

The price including entry, a two day race licence, one night BBEM with all evening drinks, one night B&B only (as a meal is provided by race organisers with entertainment by Luc Besson - the French film director - on the Saturday night), my services to provide refuelling on both race days and help with entry forms & scrutineering on the day before the race is £300 per rider in a shared room.

#### "Adrenalin" "Dangerous" Tour – July '07

It's been an idea of ours for a few years to run the Dangerous Tour. It's all come together at last, you will be riding fantastic roads and taking part in some adrenalin pumping activities – a bungee jump, hang gliding, white water rafting and will have the opportunity to run with the bulls in Pamplona, Spain during the fiesta of St Fermin. We have also managed to secure track time at Magny Cours exclusively for our use. We have reserved 8 rooms in the heart of Pamplona in a hotel which has secure parking. There are only 14 places available on this trip.

The cost includes overnight ferries with accommodation in shared cabins from Portsmouth to Caen on July 4 and a return from Santander to Plymouth on July 12, 5 nights in France on a half board basis including wine with the evening meal and 2 nights room only in Pamplona (after all you might just want to experience the nightlife). Due to limited availability all hotel accommodation is in a shared room with one other person.

There will be a back up van, which will take 2 pieces of luggage per person. All activities above are included in the price of... Rider £1350 Pillion £1200

Please note that this trip will only be for people with a sense of adventure and will not suit leisurely riders.

The website has had an overhaul, please take a look. A bientot John and Jen Eggleton.

## **MENTOR GROUPS - March 2007**

**Chief Observer     John Annable**

**07973 815771 (Sandiacre)**



Ricard Edwards(S)	0115 9491678	Stapleford
G.Hope (GQ)	0115 9192813	Chilwell
D.Bryant (GQ)	0115 8491590	Long Eaton
K.Priest (GQ)	0115 9304958	Ilkeston
P.Phillips (GQ)	0115 9825039	West Bridgford
Paul Hunnisett (S)	0115 9816835	West Bridgford
D.Wallace (GQ)	0115 8469023	Wilford
R.Maslin (GQ)	0115 9375994	Keyworth
G.Roberts (GQ)	0115 8466835	Wollaton
B.Jackson (GQ)	0115 9401497	Netherfield
A.Davis(S)	0115 8491098	Kimberley
K.Telfer-Banner (GQ)	01623 423243	Mansfield
A.Parkin (GQ)	0115 9207630	Arnold
N.Ireland (GQ)	01636 611246	Newark
S.Macmillan-Fraser (GQ)	01623 442436	Sutton-in-Ashfield
Steve Laughton (S)	07973 892121	Warren Wood
P.Waldron (GQ)	0115 9279856	Bestwood Village
A.Beavis (GQ)	0115 8407370	Carlton
J.Ritchie (GQ)	0115 9551826	Rise Park
K.Savage (GQ)	0115 9558560	Arnold
K.Pickering (GQ)	07866 339386	Papplewick
I.Orgill (S)	01623 795654	Rainworth
P.Green (S)	01664 851557	Melton Mowbray
M.Gant (S)	01664 852353	Melton Mowbray
R.Walker(S)	0115 8461893	Gamston
K.Octon (S)	01636 822208	Sutton on Trent

T.Towler(S)	0115 8465870	Wilford
T.Gelsthorpe (T)	01623 429298	Mansfield Woodhouse
S.Turner (T)	0115 9198359	Bulwell

## IAM and NAM terms by Chief Observer John Annable

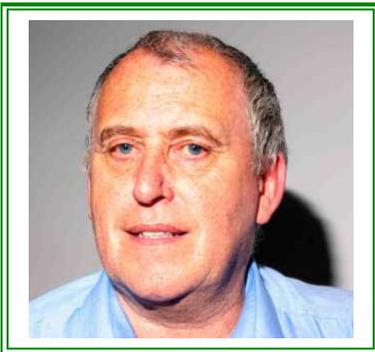
Group Qualified (GQ) - the basic level Observer within the group these observe the riders on the Skills for Life programme.

Senior Observer (S) – These take new riders out on their initial ride and also the final "mock test".

A (T) after someone's name on the mentor listing indicates that they are a trainee observer and therefore haven't qualified as a Group Qualified Observer i.e. hasn't been out on test with me.

Mentor Groups are there to provide each observer with a first point of contact with the Senior's (you will notice that each group is headed by a Senior Observer). It also allows me as chief observer to keep a close eye on the observers without having to contact each one directly - I can just contact the four mentor leaders.

We are pushing the mentor groups much harder this year as they can be an excellent tool for pushing information (from either the seniors or London) to the GQ's or passing requests for info upwards from the GQ's.



Please check that your details are correct on the current training status!!!

If anybody would like to discuss their training/refresher arrangements, please get in touch.

***Terry Towler***

***Associate Coordinator & Senior Observer Nottingham  
Advanced Motorcyclists.***

### Current Associates

#### Training Status

INITIAL COMPLETED  
 INITIAL REQUIRED - April waiting associate  
 INITIAL REQUIRED - SL - waiting associate  
 INITIAL REQUIRED - TT - 10/03/2007  
 INITIAL REQUIRED - waiting associate  
 TEST READY - applied  
 TEST READY - applied  
 TEST READY - booked with examiner  
 TEST READY - booked with examiner  
 TEST READY - application status unknown  
 TEST READY - next year  
 TEST READY - next year  
 TEST READY - next year

#### Surname

Nunn  
 Perry  
 Heaps  
 Biggs  
 Fowler  
 Cameron  
 Wigman  
 Hand  
 Thompson  
 Steele  
 Groom  
 Varley  
 Varley

#### First name

Paul  
 Dave  
 Amy  
 David  
 Peter  
 Jeff  
 Sam  
 Adrian  
 Paul D  
 Mark  
 Stephen  
 Robert  
 Chris

WAITING ASSOCIATE	Lovett	Ash
WAITING ASSOCIATE - KNOWN REASON	Adams	Chris
WAITING ASSOCIATE - KNOWN REASON	Jacks	Stephen
WAITING ASSOCIATE - KNOWN REASON	Shaw	Mark
WAITING ASSOCIATE - NEXT YEAR	Anson	Sarah
WAITING ASSOCIATE - NEXT YEAR	Garland	Craig
WAITING ASSOCIATE - NEXT YEAR	Wright	Richard

## Recent Passes

<u>Name</u>	<u>Observer</u>
Adrian Mills	Ryan Walker
Les Thomas	Andy Parkin
Ken Jacklin	Karl Teffer-Banner
John Adkins	Keith Priest
Hugh McCahon	Nick Ireland
Julie Washington	John Ritchie

Associates/Observers please check the above and if there are ANY discrepancies from your point of view please let me know.

If I am WAITING for anyone please update me too.



**Do you want to sell anything? If so place a free advert in the next issue...**

**It's cheaper than eBay....Why? Because it's FREE!!**

**Contact Ron or Phil to have your items included –Please include your own phone number or email address (Photos welcome)**

## Group Nights



When: Last Wednesday of every month,

Time: 8:00pm.

Where: Black Lion Public House in Radcliffe on Trent, Nottinghamshire. (UPSTAIRS)

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!

## Newsletter/Magazine

Additional copies of this or previous news letters can be viewed and downloaded from our web site [www.nottsam.org.uk](http://www.nottsam.org.uk) - just follow the link for "Magazines". \*\*\*

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

Any articles for inclusion in future editions of 'Write Lines' can be sent to me either by email to [ron.maslin@btinternet.com](mailto: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](mailto:Ron Maslin 79 Fairway Keyworth Nottinghamshire NG12 5DW)

**Feedback on the magazine is always welcomed!**



# Nottingham Advanced Motorcyclists Committee 2007



Chairman  
Steve Laughton



Secretary  
Andy Hampshire



Treasurer  
Ryan Walker



Chief Observer  
John Annable



Training Co-Ordinator  
Terry Towler



Asst training Co-ordinator  
Duncan Wallace



Newsletter Editor  
Ron Maslin



Publicity  
Dave Bryant



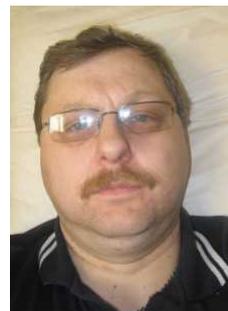
Events Organiser  
Nick Ireland



Deputy Newsletter Editor  
Phil Meynell



Clothing and Merchandise  
Mark Ellis



Did you know the  
NAM Committee  
meet EVERY  
month in addition  
to club nights to  
keep the club  
running.....?