



WRITE LINES

March 2009



MONTHLY NEWSLETTER of the
NOTTINGHAM ADVANCED MOTORCYCLISTS

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



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Yes its late — Not my fault — read on!



The Photoshoot at Tollerton Airport on 8th March where over 45 members and friends of NAM turned up on a cool windy day to be pictured with the Notts Lincs Air Ambulance. (More inside)

THINK B  KE

www.shinysideup.co.uk

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THE EDITORS BIT



Sleet, sleet, sleet....Why Oh Why Oh Why did it sleet on the rideout—I thought Nick had booked some sunshine??

A few more miles this month.... Had a new tyre, service and a good clean.... Also the Autocom is playing up oh and the suspension doesn't feel too good so need to get the Haynes Manual out then fiddle about ...then send it somewhere to sort the mess I make!!!

New Tyre from SPS—Steve his name is—I know a few of you use him and he does a little discount for NAM members. Nice bloke talks a lot. A few mates and I have

used him several times and its dead convenient as he omes to you, removes the wheel cleans it and replaces it!!! I would recommend him to anyone.

Emails have been flying around the committee again this time about HPP, Op Retina and Bloody Flags—yes flags....oh just wait and see! That easier than explaining!

I'm trying to convince Fiona how therapeutic cleaning and polishing a motorbike is!!! Not sure its working at the minute! But I'll battle on.....

Thanks once again to Nick Ireland for his contributions and also to Gary Luff and Jon Measures for theirs.

I'll be hitting France soon....any tips greatly received....

Stay safe (and dry....)

Shrek



Holme Pierrepont

Sunday 19th April

Come and show your support for your club..

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THE CHAIRMANS BIT...



Hello again, and let me start by saying that I send my **apologies for this month's newsletter being late. It is not Phil's fault (No it bloody isn't!..... Shrek) I've been very busy this month with both work and the bike club stuff that I haven't found the time to write something.**

Hasn't it been an interesting second month?

The weather has been quite kind to us for the last few **weeks, and I've been able to get out without my winter kit for the first time this year, so let's hope this is the start of nice things to come.**

With Easter coming quickly and putting the clocks back at the end of the month we will be able to start riding in the evenings again soon, so keep your eyes out for the start of the Chip Runs, being put on by Nick.

What have we been up to since the last magazine?

We've had our first group ride out of the year AT LAST, but the rain just couldn't keep away, and we got soaked. Nick even had a pair of dry underpants flown in specially! (Too much information!.....Shrek)

We've had a photo shoot with the "Notts & Lincs Air Ambulance" while we presented our cheque for the money that we had collected last year with your help.

We even stood at Saxondale roundabout at the end of last month, with the police on the first of the year's "Operation Retina" programs, and we will have done again on both the Saturday and Sunday, by the end of this month.

Air Ambulance

As you may or may not be aware, we have been collecting money all year for the Air Ambulance, and we managed to arrange for us to take advantage of a training run flight into Tollerton Aerodrome. They agreed to allow us to have a group photo taken with the helicopter and flight crew. It was fantastic to see the number of new and old faces (Some **very old....Shrek**) **standing on the runway waiting for the helicopter to come, on a freezing cold morning. The sun was shining and the photos were great, but it was so cold, and I forgot my hat, so with my now very short hair style my head was freezing, so I ended up wearing my "Buff" on my head and looked like a pirate! Dave Bryant and I went in search of a warm coffee, and found a little café selling bacon rolls as well. We were also given permission to carry out our observing debriefs there as long as we don't get too many people there at once. If you are interested in doing this, then either park outside that building and make sure that you don't block any access to the runway. And if any one objects to you being there please don't cause a fuss and just leave amicably.**

Operation Retina

I must say on behalf of the committee that we are sorry but we had to cancel our first ride out to attend this event. But it has been worth it, because we have gained 11 people for the next HPP event.

We have been asked once again to join forces with the police and work with them during various operations. The first of which took place at Saxondale roundabout on the first weekend of the month. We took all our exhibition gear in my van and set up our camp on the side area away from where the vehicle examiner and the police were working.

The university had to people there asking riders to volunteer to take a hazard awareness test on a lap top in the police building on site. And for each person who did it they were rewarded with £5.

Initially the police were talking to bikers and sending them on their way without even talking about us, so Angela went and asked if they could hand out one of our flyers to every biker they stopped, and then once they did this we got a

steady flow of people through the door so to say. We took our "George Forman" grill and at lunch time Angela cooked bacon rolls for every one there to keep up their moral.

I think the links we are building with the police will be very use full to us in the future. And I hope that we continue to work with them in the future.

Scotland trip 08

Part Five....just kidding!

Round up

Well that's all for now. Sorry it's a bit short this month, hope you don't mind? (I'm just bloody glad to get t...Shrek) Once again I look forward to chatting to you all soon. Don't forget to come and say hello at group nights. And if there is anything I can help with please ask, and I will see what I can do.

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

Steve



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29th Nottinghamshire Motorcycle Charity Easter Egg Run



In aid of Disadvantaged Children in Nottinghamshire
Sunday 5th April 2009
Meet at The Forest Recreation (Goose Fair) Site 9:30am

Bikers will be greeted by Mansfield's Mayor at Mansfield Fire Station where there will, free tea, coffee and bickies and Bikers can donate Easter Eggs and/or money.

The Easter Eggs and any donations will again be distributed to disadvantaged children and children with additional needs in Nottinghamshire, Fund raisers from the Lincs and Notts Air Ambulance will join us this year, of course NAM will be most welcome to set up a stall, The safety advice issued will again signpost Bikers to advanced tuition and a NAM rep would be most welcome to address the throng.

There will also be trade stands, raffle, first aid / helmet removal demo, freebie hi-viz vests, plus some other freebie's, road safety information, Police bikers (off road or maybe even road bike) burger van, the Mansfield Fire museum will be open and we're hoping to get a z list celeb to attend (TBC)

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The Non NAM Events Calendar

February

- 27th to March 1st—Ally Pally Motorcycle Show

March

- 1st—WSB Philip Island, Australia
- 14th—WSB Losail, Qatar

April

- 1st—MFN Starts
- 5th—Valencia, Spain
- 12th—MotoGP Losail, Qatar
- 13th—BSB Brands Hatch, Kent
- 18th-18th Le Mans 24 Hours, France
- 25th-26th—Classic Motorcycle Show, Stafford
- 26th—MotoGP Moteg, Japan
- 26th—WSB Assen, Holland

May

- 3rd—MotoGP Jerez, Spain
- 4th—BSB Oulton Park, Cheshire
- 10th—WSB Monza, Italy
- 16th-17th—BMF East of England Showground, Peterborough
- 17th—MotoGP Le Mans, France
- 17th—WSB Kyalami, South Africa
- 25th—BSB Donnington, Derbyshire
- 31st—BSB Thruxton, Hampshire
- 31st—Moto Cross GP (MX GP) Mallory Park, Leicester
- 31st—12th June TT2009, Isle of Man

June

- 14th—MotoGP Catalunya, Spain
- 20th-21st BMF Soth West Bike Show Bath & West Showground, Shepton Mallett
- 21st—WSB Misano, San Marino, Italy
- 21st—BSB Snetterton, Norfolk
- 27th—MotoGP Assen, Holland
- 28th—WSB Donnington, Derbyshire

July

August

September

October

November

December

} Maybe Next Month



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Social Intercourse



It will soon be time to resign your winter bike gear to the cupboard and dig out your summer leathers. For some of us this may be followed by a raised heart rate, sweaty palms, grunting and groaning and finally a sense of disbelief after struggling to get into your kit.....how is that a few months in a darkened room can shrink leather so much ?

Yes with the better weather just around the corner (we hope) thoughts will be turning to Sunday Ride Outs, Pub Lunches and long lazy days away from your family and loved ones in the company of other motorcycle aficionados.

Well, if you are interested in earning a few 'brownie points' this year then read on.

I realise that some of you love the fact that you are a member of a motorcycle group and you enjoy being able to get away from it all and head out on the organised rides for a bit of 'you time'. To be honest I count myself in this number too. However, I also realise that there are members of the group that would like the opportunity to attend events that are not specifically motorcycle orientated whereby family members can be invited along to meet up and socialise.

So with this in mind it was discussed at a recent committee meeting to gauge the level of interest for arranging, for want of a better term, various 'family days' throughout the year. Ideas that were put forward were a B-B-Q day at Sherwood Pines, an evening meal in town followed by a few drinks and ten pin bowling.

It will be totally down to you whether you bring your family/partners along, but what we are looking at is bringing another dimension to the group by offering something for everybody.

I would like some feedback on what you think, also if you have any ideas then please drop me a line, everything will be considered. Please forward comments via email to gdluff@hotmail.co.uk

Providing we get enough support we will be looking to come out with an events calendar so people can see in advance what is coming up and decide if they would like to attend giving details of numbers.

Please take the time to give feedback, good and bad. You are a member of the group and your point of view counts.

Safe Riding
Gary

EVENTS 2009



Events and Associate Co-Coordinator
By
Nick "Two Heads" Ireland

APRIL	
Sat 4th	Observer radio training and route familiarisation for HPP
Sun 5th	Annual Easter Egg Run - - - Time and meet venue to be confirmed
Sun 12th	Ride Out to Sutton on Sea - - - Lunch at The Grange and Links Hotel
Sun 19th	Holme Pierrepont - - - All day event - - - Help by anyone available would be appreciated
Wed 29th	Group Night 8.00pm Black Lion Radcliffe on Trent - - Ben Crane of Nottingham Police to give us an update on Operation Retina which is a motor-bike checking operation.

April Events information:

The Easter Egg Run on the 5th is open to everyone. It is not a NAM organised event although we do fully support it and have a stand at the Mansfield end to promote advanced motorcycling. **Full details on the Yahoo Site.**

The Sutton on Sea Ride Out on Easter Sunday the 12th is a booked event and if you've never been on it then book in now as it really is a great day out with lunch at Sandilands and then a ride to the beach for some Skinny Dipping! We usually get back about 5.00ish. **Full details on the Yahoo Site.**

Holme Pierrepont on the 19th is our "Showcase Special" where the seniors and observers give their time to let people experience Advanced Riding by providing them with a free ride assessment which includes a demo ride by the observer and a constructive de brief back at base. I'm sure some of you reading this actually came to us via that experience last year so you will have some idea as to how much effort goes in to the whole event.

Group Night on the 29th sees a return visit by Inspector Ben Crane to bring us up to date with the successes of their Bike Safety Campaign of which we have been heavily involved with by promoting Advanced Training to "Victims" pulled in for a bike check. We have actually had quite a number already book in for the Free Ride Assessment at Holme Pierrepont.

Ride out Report



Yesssssss, after two previous postponements due to bad weather we finally managed the Ride Out originally organised for February! But it was much more than just a ride out as we incorporated it in with an Official Cheque Presentation to the Air Ambulance at Tollerton Air Port which, I have to say, was the most thrilling event I have been involved with as Events Organiser, especially when the Air Ambulance suddenly came into sight cutting low across the air field and heading straight towards us.

It was absolutely breathtaking as we knew it was mainly on our behalf that it had flown in from its base at

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RAF Waddington, although they used the excuse of combining it with a ground check for use as a transfer base for land ambulances to make it all happen. We estimated between 50 and 60 bikes there to greet them which were an amazing site on their own as they lined the full length of the car park next to the Control Tower.

Once the helicopter landed and we had done the presentation of the Giant Cheque for £683.15 we were all given a personal tour of its facilities by one of the crew.

The weather up 'till this point was absolutely perfect, albeit a bit gusty but we could see the front of a storm heading our way so we bid our farewells to the crew and sorted the groups for the ride to Old Somerby for lunch.

Not everyone was booked on the ride but it was still one of the biggest at 28 bikes, so no mean task getting everyone saddled up and off on the road. The trouble was that by the time I got off with my group it had started to drizzle and I had forgotten to put my water proof trousers on which were neatly folded up in my top box.

Anyway, we finally got to the pub after a bit of a de tour due mainly to my getting the road numbers wrong that I gave to Dave Bryant who was leading, so at least my reputation for de tours was maintained despite the fact I was the tail end and by the time we reached the pub the rain had also reached my Nether Regions.

Fortunately help was at hand as I just happen to have moved to Grantham a couple of weeks previously and had already arranged to phone Myra when we arrived so she could come up and have lunch with us so I asked her to bring a dry pair of knickers!! Ahhh, the relief of the feeling of dry cotton once more was so good I could have danced through to the dining room.

As it was, the pub had reserved the whole of the conservatory area for us so it was quite cosy and allowed us to all be together and have a good chat and of course quite a bit of banter, especially once it was revealed Dave Bryant originally went to the wrong Air Field? Yes, he went to Langar but once he realised there was no one else there he remembered the venue was actually at Tollerton!

Once finished with our meals we again set off on the final leg of our journey which would see us riding in absolutely every conceivable weather condition as we went from drizzle to pouring rain and sleet and hail stones to dealing with the best part of half an inch of slippery slush but this time I had my full waterproofs on so wasn't in the least bit bothered.

My group saw Langar for the second time that day (Dave's third) as we slithered past and finally reached our parting destination at Saxondale Roundabout by which time the sun was shining!!

Can't wait to see what happens on the next ride.

Nick Ireland

Events Organiser



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NAM Membership Renewals Final Reminder

Due by 31st March 2009

If you joined NAM before 1st October 2008 you now need to renew your membership and complete the membership renewal form (in this newsletter) otherwise you will no longer be able to join in with the groups activities or go on Observed Rides.

This will also be the last newsletter you receive and you will no longer be able to access the yahoo group's site

If paying by cheque please make payable to NAM and the amount must be £16 (if you are eligible to claim expenses then we will reimburse you)

Many thanks,
Andy Hampshire namsec@ntlworld.com



Man has fear of Speed Cameras....

They have been dubbed the yellow peril and provoked outcry among many motorists - but few could claim a genuine debilitating fear of speed cameras. But over a period of four years Colin Gant has developed a deep-seated phobia of the roadside boxes which led to panic attacks.

At its peak the condition meant the management worker, who often drives 500-plus miles a week, had to take huge detours simply to avoid speed traps. All this despite the fact the 41-year-old is a qualified advanced driver who has never had a speeding ticket in his life.

Now Norfolk Safety Camera Partnership has stepped in to help. After hearing of Mr Gant's condition, bosses invited him behind the scenes in an attempt to remove the mystery and apparent threat posed by the yellow boxes. And Anxiety UK, which deals with phobias and other disorders, said that though such conditions often remain hidden from the public eye, Mr Gant is far from unique. [The charity's own chief executive has the very same phobia.](#)

Mr Gant, a married father-of-two from Lowestoft, said: "I don't think there was any one moment when I suddenly realised it was becoming a problem. There was a growing realisation something was wrong. It started playing on my mind all the time. It was difficult to explain. If you're scared of spiders, people can understand that, but nobody understands this."

Mr Gant described his phobia as "completely irrational", saying he found it difficult to pinpoint the precise cause of his anxiety. Only his closest family know about it - he is yet to tell friends and colleagues. Part of the condition was a fear of the unknown and concerns that the cameras could be accidentally triggered, exposing him to an unjust prosecution. He found himself constantly anticipating the next box and often driving several miles on back streets to avoid camera sites. Insp Marcus Rowe, from the camera partnership, said when he heard about Mr Gant's condition his first reaction was "is this a wind up". But it soon became clear the problem was genuine. He said: "We basically just explained how we work and tried to remove the mystery. One of his concerns was that he could be unfairly prosecuted, so we explained we work to thresholds designed to eliminate room for error. Prosecution is not our only focus."

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Legalities With John Measures



The daffodils are blooming and the covers are coming off the bikes. For those who do not brave the joys of riding through the winter, there is no better cure for **Seasonal Affective Disorder (SAD)** than taking the bike off SWORN, seeing if the leathers still fit and taking the old girl (the bike) for a spin. Just remember that as you have not ridden for a few months, you need to get back in the groove and take it easy for a while.

So what is waiting for you out there? Things haven't changed much from last year. Cars still pull out in front of you with boring regularity with the lame time old excuse of "sorry but I didn't see you". Lying in wait with less respect for your wellbeing is the Diesel Spill. Now many bikers say that you should be well aware of the presence of Diesel by the smell, rainbow colours on the road and such like. This is true but there are occasions when the first opportunity to identify the spill, is when you are sliding down the road with your pride and joy.

All is not lost even if the vehicle that spilt the Diesel is long gone. If you are unable to prove a claim against the Highway Authority for failing to maintain the road in accordance with their responsibility under the Highways Act 1980, there is an organisation called The Motor Insurers Bureau. They were set up in 1946 to compensate victims involved in road traffic accidents caused by the negligence of either uninsured or untraced motorists.

There are a number of factors the MIB will consider when deciding if they will accept your claim:

- Where the Diesel spillage occurred
- The size of the Diesel spillage
- Was it caused by the negligence of one vehicle rather than accumulating over a period of time, and

Was the accident reported to the Police immediately and did you co-operate fully with the Police and other authorities

There are limitations to what you can claim and the scheme imposes a £300 excess. There are strict reporting procedures to be followed for the claim to be successful.

As always, every case is determined on its own particular merits, therefore legal advice should be taken. If the size of the spillage is such that it created a reasonable foreseeable risk of injury, call the Police straight away. You can appreciate how it will reflect on the potential success of your case if the Police decide that it causes such a danger to other road users that they call out the Highways Authority to clean it up. Take photos and get witness details.

To open a topic of thought, on 22nd January 2009, Mr Justice Griffith Williams was asked to consider whether or not there should be a finding of contributory negligence for a cyclist failing to wear a cycle helmet. The facts of the accident are not important save to say that a cyclist suffered quite severe head injuries as a result of a collision with another vehicle. It was accepted that the accident was wholly the fault of the other party (who just happened to be a motorcyclist). The defendants (Lawyers for the motorcyclist) argued that as the cyclist was not wearing

a cycle helmet, there should be a finding of contributory negligence. That is, the compensation award should be reduced by a percentage to reflect fault on the part of the cyclist for not wearing a cycle helmet.

The defendants (Lawyers for the cyclist) referred to the guidance in the Highway Code saying that “you should wear a cycle helmet which conforms to current regulations”, linking this argument to the long established case of *Froom v Butcher* where the claimant’s damages were reduced for failing to wear a seat belt.

The Claimant argued that the decision in *Froom* should not be applied to cycle helmets as there was an intention of Parliament to introduce the compulsory wearing of seat belts but there was no intention with regard to cycle helmets.

The Judge said that the wearing of helmets may afford protection in some circumstances and that an ordinary prudent cyclist should wear one. He went on to say “it matters not that there is no legal compulsion for cyclists to wear helmets ...because there can be no doubt that the failure to wear a helmet may expose the cyclist to the greater risk of injury; such failure would not be a sensible thing to do and so, subject to the issue of causation, any injury sustained may be the cyclist’s own fault and he only has himself to thank for the consequences”. Causation is proving the injuries claimed were caused as a direct result of the accident.

However, in this case, the cyclist’s compensation award was not reduced as the defendants failed to prove that the wearing of a helmet would have prevented or reduced the severity of the injuries.

So what has that to do with motorcyclists? Can the dicta of this case be extended to motorcyclists who suffer greater injuries because they are not wearing the protective clothing? We have witnessed many bikers who ride around wearing trainers, track suit bottoms (or even shorts) and tee shirts. If they suffer more serious injuries because they were not wearing protective clothing, will this open the argument of contributory negligence? Possibly so, if the defendants can prove that the biker’s injuries could have been lessened or prevented if protective clothing was worn. Both the Highway Code and the DSA publication on the Essential Skills for Riding a Motorcycle, suggest that wearing protective clothing can avoid certain injuries. Most bikers are aware that protective clothing is recommended and what type of clothing and equipment they should wear. Protective clothing has become more affordable in recent years. In fact the first element of the CBT course is a presentation on protective clothing and equipment.

It will still be the responsibility for the defendants to prove that the injuries would have been prevented or reduced if protective clothing was worn to the standard adopted by a prudent motorcyclist and it is still to be seen how far the courts will expect the prudent motorcyclist to go to protect himself against possible injury.

The decision of Mr Justice Griffith Williams has been criticised and it is yet to be seen if this sets a precedent in future cases. But it does give food for thought.



If you would like further details regarding this article or advice regarding a personal injury claim, then call

John

0800 021 3065 or 0115 931 5171

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Changes in HO Staff

The IAM has recently undertaken a review of the Young Driver Network Programme. As a result of this review, it has been recognised that the creation of a separate network outside the existing IAM Group network is not viable. As a result, the role of Young Driver Network Development Manager is no longer required and I regret to advise you that Ben Devlin, the individual who held this role, has been made redundant.

This does not mean that the IAM is ceasing its efforts with young drivers, simply that we will be changing our approach.

Whilst it's unknown as yet exactly what shape the new approach will take, it's likely to include increasing our efforts to encourage the existing Group network to be more welcoming to young drivers.

Martin Adam, Product Development Manager, whom most of you will associate with the ADI scheme, tendered his resignation late last year and, having worked his notice period, left the organisation on 16th January 2009 to pursue other opportunities.

Any inquiries regarding the IAM's ADI piece should be directed to Bob Hinchliffe in the short term.

IAM Associate Status

As you are aware, there are currently two types of IAM Associate. Those who have purchased Skill for Life, an Associate in Waiting (AIW) - who have yet to contact an IAM Group and Full IAM Associates (ASS) - who have enrolled with their chosen IAM Group.

With effect from 1st January 2009 the status of AIW Associates no longer form part of the Skill for Life process. All Associates will be full Associates of the IAM from the time of purchase of Skill for Life i.e., purchased in January 2009, subscription renewal will be January 2010.

There are several reasons for the removal of the AIW status: -

1. The AIW status leaves the option open for the individual to do absolutely nothing with their Skill for Life package, as **the "clock" does not start ticking until the enrolment form is received from the IAM Group.**
2. It will encourage the purchaser to enrol with the local IAM Group upon receipt of the Skill for Life pack.
3. Speed up the process of the Group Associate Fee payment to local IAM Groups
4. Administration will be easier at IAM House

Junctions - the young drivers blind spot?

Young male drivers cope better at busy junctions than young females, according to figures released today by the IAM (Institute of Advanced Motorists) to mark European Road Safety Day.

The most common accident for a young driver in an urban area is at a junction. Forty three per cent of young men and 46 per cent of young women struggle to cope with busy intersections in towns and cities.

The IAM (Institute of Advanced Motorists) is using European Road Safety Day to call on parents, the education system and insurance industry to play their part in educating young motorists on the hazards of city driving.

Kevin Delaney, IAM Head of Road Safety said: "The majority of young drivers have the right attitude to driving but aren't fully prepared for dealing with more complicated junctions, which they may not have come across in order to pass their driving test."

Earlier this year the IAM report 'Young drivers – where and when they are unsafe' highlighted three areas in which young drivers could be helped by those with more experience. The report analysed almost a quarter of a million collisions over a seven year period.

Parents: encourage teenagers to undertake an advanced driver training programme, and accompany them on drives, both before and after they have passed their test, to give them experience of a wide variety of road layouts and junctions. Ideally this additional driving experience should be a condition for accessing the family car.

The education system: Integrate road safety education into core school curriculum subjects so young people develop a self-taught awareness of the risks and responsibilities of using the road as a driver, rider or passenger.

The insurance industry: Recognise the benefits of additional driving practice with a parent and set insurance premiums to encourage parents to allow their children practice in the family car.

European Road Safety Day, 13 October 2008, has the theme this year of 'safety in our cities.'

Motorists and cyclists: share the road

With motoring costs ever increasing, there has been a tremendous growth in the number of cyclists.

Getting back on to a bike after ten years or so can be a nerve racking experience. The IAM (Institute of Advanced Motorists) offers these handy 'Dos and Don'ts' for anyone dusting off their old bike and also for motorists, who must share the road with the growing number of cyclists of all abilities.

Car drivers....

DO overtake with care, not too close and not too fast. Whizzing past cyclists within a foot of their handlebars may feel perfectly safe, but it doesn't for the cyclist. DO leave cyclists enough 'wobble room' when passing them – cyclists may have to move out slightly to negotiate drains, potholes, smashed glass and other debris. They don't want to be squeezed into the gutter. DO check the door mirror and the blind spot before opening the driver's door after parking to avoid knocking down a cyclist. **DON'T** sound the horn when near them. **DON'T** cut up a cyclist passing on the nearside when turning left, and don't overtake then turn left across their front wheel. **DON'T** drive into the 'advanced stop area' for cyclists at lights: it is against the Highway Code

Cyclists....

DO establish eye contact (in a non-aggressive way) with drivers emerging from junctions, particularly if they are turning right. DO position the bike to avoid being knocked off if a parked car door swings open. DO stop at red lights – this is a major irritation for drivers who see the law being flouted. DO undertake some cycle skill training, some employers offer this as a staff benefit. **DON'T** forget to check the bike lights, spare batteries and wear a good high visibility jacket/vest. See and be seen. **DON'T** abuse the zebra crossing. When riding along the nearside of the carriageway, do

Rural road speed limits should be "linked to risk" says IAM

Government plans for a blanket 50mph speed limit will not command respect unless drivers can see a clear link to crash risk, said the IAM (Institute of Advanced Motorists) because there are places where it makes no sense to reduce the limit.

Deaths and serious injury on the UK's rural roads are the top road safety issue facing authorities and road users over the next ten years.

Research by the IAM and EuroRAP (European Road Assessment Programme) in 2007 showed that rural roads can be star-rated for safety and appropriate speed limits applied at the worst locations. Those roads with bends and twists, solid objects right next to the roads side, hidden junctions and poor overtaking opportunities should be the prime candidates for a wholesale review of speed limits. "A detailed review which assesses every mile of rural road is needed - not a simple application of an arbitrary new speed limit that conveys no obvious message to the driver," said Neil Greig director IAM Policy and Research. "Even at 50mph many rural roads can be lethal."

There is no single simple answer to the problem of rural road deaths, added Greig. "A joint programme of road improvements, campaigns to raise risk awareness, more enforcement, encouragement to take extra training and including rural roads in the new driving test will ultimately deliver results."

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HONDA CBR
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Size XL

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Caption Competition



- There not yellow panniers there my a**e cheeks said John.
- John decided he could do pizza delivery on this bike (*not sure how many would get delivered ...Shrek!*).
- Jeese, I know that we'd had a few beers the night before but I can't remember looking that rough the next day!



CAPTIONS
PLEASE FOR THIS
PICTURE OF
FIONA

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

Classified Ads.....

FREE YORKSHIRE TERRIER. 8 years old. Hateful little bastard. Bites!

FREE PUPPIES 1/2 Cocker Spaniel, 1/2 sneaky neighbour's dog.

FREE PUPPIES. Mother, A Kennel Club registered German Shepherd. Father, Super Dog. Able to leap tall fences in a single bound.

FOUND DIRTY WHITE DOG. Looks like a rat. Been out a while. Better be a big reward.

COWS, CALVES: NEVER BRED. Also 1 Gay bull for sale.

JOINING NUDIST COLONY! Must sell washer and dryer £100.

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FOR SALE BY OWNER. Complete set of Encyclopedia Britannica, 45 volumes. Excellent condition. £200 or best offer. No longer needed, Got married last month. Wife knows everything.



A man doing market research for the Vaseline Company knocked at the door and was greeted by a young woman with three small children running around at her feet.

'I'm doing some research for Vaseline. Have you ever used the product?' She said, 'Yes. My husband and I use it all the time.'

'If you don't mind my asking,' he said, 'what do you use it for?'

'We use it for sex,' she said.



The researcher was a little taken aback. 'Usually people lie to me and say they use it on a child's bicycle chain or to help with a gate hinge. But, in fact, I know that most people do use it for sex. I admire you for your honesty. Since you've been so frank so far, can you tell me exactly HOW you use it for sex?'

The woman said, 'I don't mind telling you at all. My husband and I put it on the doorknob and it keeps the kids out.'

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Events and Associate Co-Coordinator By Nick “Two Heads“ Ireland

We are now advising an Absolute Minimum of 60 miles between runs which we feel is not asking too much but is paramount if an associate wishes to get through the test in the allotted time.

Let's enjoy making ourselves safer on the roads because every time we get on our bikes there seems to be someone out there determined to hurt us!

We have a new Associate Training Sheet now in operation which we think will be much easier to understand, not only to the Associate but also the Observers! There are also a few new associates for whom we are busy sorting initials and observers for. Welcome **Leon, Ed and Lee**. I'm sure you will enjoy your course. Observers, please remember to let me know each time you take an associate out and associates; you must practice between runs, that way you should be up to test standard by your 5th run.

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

Nick Ireland
Associate Coordinator and Observer
Tel. 01158 715053
associatecoordinator@nottsam.org.uk

Surname	First Name	Training Status
Mace	Daniel	Final Required
Anderson	Terry	Final Required
Gordon	Ed	Initial Required
James	Lee	Initial Required
Chamberlin	Mark	On Hold
Coleman	David	On Hold
Harris	Ian	On Hold
Mirfin	Trevor	On Hold
Stark	Adam	On Hold
Fisher	Malcolm	On Hold
Ward	Leigh	On Hold
Lathrope	Andrew	On Hold
Lathrope	Helen	On Hold
Simmonds	Mark	one 2 one
Simpkin	Debbie	one 2 one
Thomas	Gerry	one 2 one
Lowe	David	one 2 one
Stuart	Ray	one 2 one
Corry	Matthew	one 2 one
Boss	Paul	one 2 one
Gustard	Leon	one 2 one
Barker	Gemma	one 2 one
May	Nick	Test Ready
Deverill	Ben	Test Ready
Hall	John	Test Ready
Blain	Glen	Test Ready
Bostock	Jenny	Test Ready
MacCleod	James	Test Ready
O'Connel	Steve	Test Ready
Peck	Ashley	Test Ready
Simpkin	Ashley	Test Ready
Smith	Paul	Test Ready
Whittaker	Jake	Test Ready
Coakley	Mick	Test Ready
Patrick	Robert	Test Ready
Ramsay-Dawber	Peter	Test Ready

Nick Ireland - Associate Coordinator & Observer



MENTOR GROUPS - March 2009

Chief Observer — J. Annable 07973 815771 Sandiacre
 Associate Co-ordinator
 N.Ireland (GQ) 01636 611246 Newark

D.Bryant (S) 0115 8491590 Long Eaton
 R.Edwards (S) 0115 9491678 Stapleford
 K.Priest (GQ) 0115 9304958 Ilkeston
 P.Phillips (GQ) 0115 9825039 West Bridgford
 A.Parkin (GQ) 0115 9207630 Arnold
 I.Cameron (GQ) 0115 9103837 Sherwood

P.Hunnisett (S) 0115 9816835 West Bridgford
 M.Gant (S) 01664 852353 Melton Mowbray
 D.Wallace (GQ) 0115 8469023 Wilford
 C.Gant (GQ) 01664 853251 Melton Mowbray
 R.Maslin (GQ) 0115 9375994 Keyworth
 J Morgan(GQ) 07780 843315 Cropwell Bishop

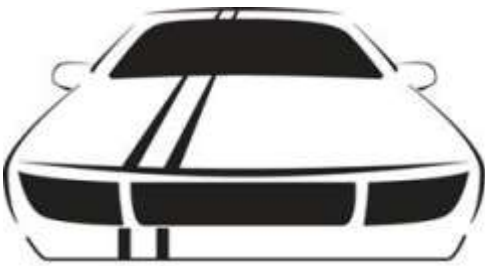
A.Davis(S) 0115 8491098 Kimberley
 J.Ritchie (S) 0115 9551826 Rise Park
 P.Waldron (GQ) 0115 9279856 Bestwood Village
 G Harrison(GQ) 01159 875826 Carlton
 P Meynell(GQ) 07776 165204 Mansfield

S.Laughton (S) 07973 892121 Warren Wood
 S.Macmillan-Fraser (S) 01623 442436 Sutton-in-Ashfield
 K.Pickering (GQ) 07866 339386 Papplewick
 D Storey(GQ) 07814 672289 Hucknall
 G.Roberts (GQ) 0115 9514300 University Park
 N.Ireland (GQ) 01636 611246 Newark

I Orgill (S) 01623 795654 Rainworth
 P Green (S) 01664 851557 Melton Mowbray
 T.Towler (S) 0115 8465870 Wilford

Trainee Observers

C. Adams 01623 655885 Mansfield
 R. Samuels 01623 861844 Walesby
 G. Luff 01159 251084 Bramcote
 M. Ellis 01158 493014 Arnold
 C. Garland 07887 794979 Gedling



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

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

Nottingham Advanced Motorcyclists

facebook

John Field (Nottinghamshire Fundraiser)

Lincs & Notts Air Ambulance

Email:- johnfield.airamb@btconnect.com

www.lnaact.org.uk

Air ambulance is also on Facebook



Lincs & Notts Air Ambulance

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

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

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

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GROUP NIGHTS

When: Last Wednesday of the month,

Time: 8:00pm.

Where: Black Lion Pub,
Main Rd, Radcliffe on Trent,
Nottinghamshire.

Postcode:
NG12 2FD

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

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

There's time for a general chit chat and we also use the evenings for informal question and answers, as every now and then someone has a burning question or two that may not have a straight forward answer, so we pool our collective minds together and sometimes have a good old fashioned debate.

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

Newsletters: This and previous newsletters can be viewed and downloaded from our web site www.nottsam.org.uk - just follow the link for "Magazines".



Nottingham Advanced Motorcyclists Clothing

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

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

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

HOW TO GET YOUR CLOTHING

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

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

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Please make cheques payable to "Nottingham Advanced Motorcyclists."



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Chief Observer



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Associate Co-ordinator



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