



WRITE LINES

November/December 2009



MONTHLY NEWSLETTER of the NOTTINGHAM ADVANCED MOTORCYCLISTS

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

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



Merry Christmas
and a have a
very Safe and
Happy New Year
from the NAM
Committee.



This is Santa NOT Phil Green

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Here we are again with the November & December bumper edition of Write Lines.

Well sit down everyone WE have a volunteer for the big hand-over for the Newsletter editor role. I'm not saying who but it was someone I approached many months ago—he has now decided to take over and bring fresh ideas to the Newsletter. I'm standing down for several reasons these mainly being Work and family commitments, Dads Taxi Service, work, work, work. I feel I have taken the Newsletter as far as I can. Time for new blood with new ideas.

I seem to have started a trend as Andy Hampshire will also be standing down as the Club Secretary for similar reasons so

another vacancy there. We are also on the look out for a Group Clothing Rep, a Publicity Person and an Events Organiser (not ride outs).

Hopefully the additional time I will save will allow me to get involved in group social activities and hopefully Observing again.

Not much biking been done since the last issue bad weather and the lack of time have not allowed it.

Another planned overnight trip to Mablethorpe had to be shelved until spring 2010 due to the awful weather and not being able to finish work early enough on a Friday.

Anyway read enjoy and if you don't I'll be gone soon.....

Till next time stay safe

Shrek the Editor.....



DriveCheck55

Why not consider DriveCheck55 for older family members who may want a reassuring and confidence boosting check up on their driving skills -

DriveCheck55 is a 60 minute drive with an IAM qualified examiner in your own car at a time to suit you. On completion you will be given a comprehensive driving report.

Take advantage of DriveCheck55 and make all your journeys safer and more enjoyable for you and your passengers too.

This programme is only £35

To apply for your **DriveCheck 55** assessment just download and complete the application form on the website.

Alternatively you can buy online by visiting our eshop

The IAM cannot guarantee delivery prior to Christmas for any orders received on or after 18th December 2009

THE CHAIRMANS BIT...



Hello again,

So what have we been up to since the last magazine?

We have been involved with the Region 7 senior observer training day held at Radcliffe on Trent. I've been to the latest IAM NRG meeting at HQ in London, we have had a senior observer meeting and then an Observer meeting just this last weekend, Dave Bryant and I attended a "Bike Safe" training day in Leicester with the guys we do the marathon with. We've been on a group ride out to Boston. I've carried out two mentor runs, one with Ian Orgill and another with Nick Ireland. I've conducted another initial assessment (Yes they are still joining) and another final assessment. We have had another committee meeting as we do every month.

And we planned a group ride out that got cancelled the first time around.

Group ride out speed limits

This year we have carried out 18 group ride outs for our members, with up to 28 bikes attending. But following one of them recently, we received a complaint about the speed of the ride being too fast.

Our group policy is that the associate group leader will not exceed 60mph on a single carriageway. This is fine as it is the law, but sometimes it can get very tedious especially on the faster flowing roads, if you get stuck behind slower moving traffic. So as lead bike you have to keep planning and executing overtakes where ever you can to try to keep the speed up to a good average.

And as we are supposed to be advanced riders it makes good practice developing your own overtaking skills whilst out following another advanced rider. We find that most members, who come to us, rarely travel at the speed limit when on their own. And this makes overtaking very easy as you are carrying lots of speed to nip past. But once you have to travel at the speed limit, you need to start to use the 5 point system to gather information to be able to make a quick safe overtake. (See page 40 in the old associate book "How to be an advanced Motorcyclist", and page 74/75 in the new book "How to be a better rider") As a group member you may find that you are unable to get through at the same time as the bike ahead, and when you do get by, you discover that you are now some distance behind the bike in front. And whilst closing the gap again you may be travelling faster than the rider ahead. And feel that this contravenes everything you have been told during your training runs.

You must remember that the speed you accelerate to is your choice, and the lead bike cannot be held responsible for you breaking the speed limit if you choose to do it and if you do it, don't complain about it. Remember that if you get that far behind and you have missed several safe, legal opportunities to overtake, that maybe you should be thinking "What am I doing wrong to get this far behind, and what have I missed?" and not criticising the speed of the lead bike.

We rely on our observers to give up their spare weekends to lead or tail a group ride out, and complaints of this nature only spoil the experience and turn observers off the idea of giving up their time to help others.

If you find that you are out of your depth and are struggling to maintain your position in the group. Please talk to your lead or tail riders and ask if you can be put into the second place in the group, as this is the next slowest position following that of the lead bike.

If on the other hand you still don't feel happy and would prefer to make your own way there or back please don't feel as though you are letting anyone down by doing so. We would be happy for you to do this, and offer information or maps to help you get there safely.

This doesn't mean that you cannot complain, if you think that someone is not riding to an advanced standard please talk to your lead or tail riders and air your views with them to try to reach a satisfactory result. Failing that please feel free to contact me and I will try to offer advice and rectify the issue.

New Hayabusa K9

Well I've had the bike for 3 months now and it's just had its 3500 service and a new back tyre. I have gone with the BT015 this time as the front is still good. I rang a couple of places and got a quote of £142 from Tim from MTS Tyres (0115 9413333) & £150 from Steve at SPS tyres (07973157403). Both places I needed to remove the wheel, but the dearer one was coming to my home, so I didn't need to take it anywhere making it cheaper as I wasn't losing any time from working. He recommended a Michelin tyre for the next time, so I may just give it a try, as Dave Bryant has been running them on his bike for over a year now and is very happy.

It looks so much better on new rubber, but time was running out to get it scrubbed in before the service on Saturday, and the forecast was for lots of rain all day. The thought of new rubber and rain didn't inspire me to ride, so I bunked off work early on Friday afternoon and managed to put on around 60 miles. Unfortunately it wasn't all dry, so there wasn't a lot of major lean angle going on, because with it being cold and damp I couldn't get a lot of feel into it.

Other than that, I have bought a new 52ltr top box courtesy of Roger Prescott; it came with brake lights and additional LED cruising lights around the back of the box. I know this sounds a little fairground like, but it looks really good.

I've been down to "Autocom" to get a problem sorted, and to get Mike Hall a Kenwood radio and some other stuff for his system. We dropped the girls off at Warwick castle, where they spent the day messing about with the wax works and dressing up in period costumes, and they managed to drink a couple of bottles of wine between them whilst they waited for us to get there.

So things are still great, love the colour, if white is a colour that is? And it just does everything really well.

"Rutland" ride out

Some of you may remember that on the morning of the ride out it was beating on the windows very loudly. I got a phone call from John Annable at 7.40am to see if I thought it was suitable to run the ride out.

I checked my phone for a weather forecast, whilst John looked on "Metcheck", and it looked really bad. Then Nick Ireland called and said it was also very wet over in Newark, and he would prefer not to go out, but would go with the majority. So after much deliberation we agreed to call it off.

So we turned over and had another hour in bed. The morning weather got worse, but by lunchtime it was sunny and dry, and John called me to say how guilty he felt that we had called it off. But it was so windy that I think it would have been too dangerous to take a group of bikers through narrow twisty roads with the possibility of coming across fallen debris on the road. So hope fully our next attempt will be drier this weekend.



A Trundle around Scotland part 2

Some of you may be aware that each year we invite the observers up to Scotland for an observer pursuit training week.

Well this year was no different, and we went to Scotland for 5 days on the 16th September. To a town called Pitlochry just beside the A9. <http://www.dundarach.co.uk/index.html>

There were 9 observers on the trip along with my Angela and Corrine, John Ritchie's wife riding pillion.

As I explained last month we found that there are three speeds to riding in Scotland, first you can dawdle, then you can trundle, followed by a pootle. I prefer to trundle as this seems to make reasonable progress when used.

Day One; 90 miles.

Following 9 hrs on the bike the day before getting up to Pitlochry, I thought it would be a good idea to have



a relatively easy days ride, and just cover a 90 mile round trip to Rannoch Station at the end of the B846. It runs by two Lochs through a beautiful valley. We dawdled along the route stopping at various places to take pictures, and soak up the beauty of what was laid out before us. We rode there as two groups and as we pulled into the car park by the station Gary Hope in the first group called to me on the radio to inform us of where they were in a café on the platform.

When we entered the café it was like a scene from “Little Britain” where they don’t serve strangers round here! We ordered a light snack and then had to argue with the waitress that it was ours, because we hadn’t been given a number when we ordered it. But there was only us in there

at the time. And just because I didn’t know the table number we were sitting at she got very cross with me, I could have understood if there were dozens of tables, but there were only four in there. And only one in the corner!

She also thought it very odd that we had two women with us as the locals don’t bring women out on their bikes.

We stopped at a place called the “Queens View” on the way back, and it was made famous by the visit of Queen Victoria in 1866, but was probably named after Queen Isabella, the wife of Robert the Bruce.

Day two; 190 miles.

We had to ride the famous route up Glen Shee to Braemar, where we stopped at the usual café for refreshments before travelling further north through the area of Balmoral Castle. Queenie asked us in for tea and scones, but we were enjoying the beautiful flowing roads too much to stop for a break.

We turned north on the A939 to the highest road in the UK to the village of Tomintoul. We stopped at a welcoming pub on the square for lunch, and played pool to burn off some energy.

Leaving there we continued north to a town called Grantown–on-Spey before turning south, down the A9 back to our hotel. This is a great new road that cuts through the centre of Scotland taking traffic north and south quickly. But on a bike it is really very boring, and before you know it your pootling along and getting your head ripped off in the cross wind. So we slipped off it onto the A86 through to Laggan before turning left onto A889 back to the A9. Were we continued home.

Day three; 190 miles.

This took us west to Oban for fish and chips to the same place we went last year, and the food was brilliant.

My route ran us west on the A827 along the side of Loch Tay before joining the A85 to a place called Tyn-drum where we stopped at a café called the “Green Welly” it looked to be a very busy stopping point as there were coaches and cars everywhere, and the bikes had a separate parking area on hard standing instead of gravel for once.

We made the mistake of going inside the service station for a drink and toilets just as a coach had deposited what looked like hundreds of coffin dodgers, waddling along like a herd of penguins.

Whilst we were getting prepared to set off again someone informed us that the local police were often spotted riding back and forth between there and Oban on the A85 and ride unmarked bikes. And they were supposed to try to goad you into a race and then knick you for speeding! So we set off rather cautiously expecting to find one around every corner waiting to pounce. But after a couple of miles we started trundling again.

Two other bikes got out just in front of us, so I followed them for a while, but the ability of the second rider was not very good and I got frustrated and so we passed him and dropped on the tail of the lead bike. He was riding a Ducati with tyres blistered to the edge after some hard riding, but his road riding skills didn’t reflect the tyre ware. As he rode he kept looking in his mirrors to see both me and John Ritchie on his tail, both of us two up and with luggage boxes protruding from the sides of our bikes. We followed him for several miles before he pulled over and waved us through.

We arrived in Oban not long behind the other group, and we all met up on the car park by the harbour, where we parked up and went to the fish shop we had visited last year.



Time was against us as it was getting dark earlier at this time of year, so following lunch it was time to get back to the bikes and head off home. More trundling to follow next month. (I bet you can't wait?)

Round up
Well that's all for now.
Once again I look forward to chatting to you all soon. Don't forget to come and say hello at group nights. And if there is anything I can help with please ask, and I will see what I can do.
And to all the existing members, if there is any one you don't recognise at group nights please go over and have a chat with them as it may be their first night and they may like a friendly face to welcome them in.

Steve Laughton

RECENT TEST PASSES



John Gossage



Dave Daubney



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"Santa and his two elf's checking the list twice ready for the Christmas



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

GLOBAL ROAD SAFETY MINISTERIAL: IAM CALLS FOR A 'DECADE OF ACTION'

The IAM is calling on governments from around the world, who are meeting in Moscow at the first ever Global Ministerial Summit on Road Safety today (19 November), to agree plans for a Decade of Action which would save five million lives on the world's roads.

Road crashes are a growing epidemic and are set to become the number one world killer of children aged 5-14 by 2015.

The goal of the Decade of Action is for governments to collectively commit to reducing the forecast 2020 level of road deaths by 50 per cent, from 1.9 million to below one million a year.

This involves a ten point plan combining political commitment, international donor support for infrastructure development, and sustained national prioritisation of road safety. These measures taken together could avoid five million deaths and fifty million serious injuries over the decade. Neil Greig, Director of Policy and Research at the IAM said: "Along with Ministers from around

the world, the UK government must take the opportunity to turn the corner on road safety. The stakes are high. If we do not act, millions will die or be injured on the world's roads. Road safety has been a major success in the UK and we have much to pass on to other countries as they seek safer roads, safer vehicles and safer drivers. The Decade of Action is crucial – we will achieve nothing if we do not work together."

FIA President Jean Todt said: "Five million lives are at stake in the coming decade. We know what needs to be done to save these lives.

The international community must demonstrate their political will to succeed, and make this ministerial meeting a turning point for global road safety."

The IAM is working with other motoring clubs and organisations to share best practice in driver and rider training.

Road crashes already kill on a similar scale to Malaria or Tuberculosis and they are forecast to increase dramatically unless action is taken:

- By 2030, the projected number of deaths on the world's roads will be roughly double the current level.
- Around 1.3 million people will be killed on the world's roads this year. Over 90 per cent of these fatalities occur in the world's poorest countries;
- Road traffic fatalities are the single biggest source of death among 15-19 year olds in developing countries and the second leading cause among 5-14 year olds.

For further information and to support the campaign visit www.makeroadssafe.org

IAM flood advice for drivers.....

With more flooding predicted, the IAM (Institute of Advanced Motorists) has today (18 November) issued advice to drivers.

IAM Chief Examiner Peter Rodger said: "If the journey is unavoidable, motorists should take extra precautions when dealing with severe surface conditions. Torrential rain brings with it visibility problems as the car mists up in seconds."

Advice for motorists considering driving in flood conditions:

1. Don't go in if the water's obviously too deep or flowing too quickly: consider an alternative route.
2. If you have to drive through water try to drive in the highest section of the road and don't set off if a vehicle is travelling in the opposite direction. Leave time and space for each other, so you don't swamp other drivers.
3. Drive only fast enough to create a small bow wave in front of the vehicle - driving at speed may be dangerous to other vehicles or pedestrians.
4. Keep going once you have started - make sure you have a clear run, put the car into first gear, keep the revs high and set off. Don't go in if you can't see a way out on the other side.
5. Do not take your foot even slightly off the accelerator, as this will allow water to travel up the exhaust pipe. As you go through the water, slip the clutch if you can. After you come out, dry brakes gently before you need them - the best way is to lightly apply the brake as you drive along for a few seconds.
6. At the other side, keep moving and continue to rev the engine to clear any water from the exhaust.

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NAM – Mallory

By Neil Molyneux

I recently went on the afternoon session of the IAM Rider Skills Day at Mallory Park on 08 October 2009. One of the guys gave me a tip off about it at the **monthly Black Lion get together** and in return I said I'd write up about it (thanks Tony) – so here goes!

Before I tell you about it, a bit about me might help you gauge my views better. Basically I'm (yet another) born again biker having come back to it about 18 months ago after lots of comfortable but pretty boring years in cars. Although having recently tried a

'serious ride' down to Surrey (or Sarray as they say down there), I still much prefer them for motorways, especially in the torrential rain!

Up to the age of early 20's I had various two wheel death-traps - moped, scooter, small bikes, slightly larger bikes but never rode anything above a Suzuki GS550 and Honda CB750 (once!).

I got back into biking courtesy of a nice Kawasaki Zephyr 750 someone had spent a few quid on and which one of my brother in laws (an ex sidecar racer) had sitting in his garage. I've since sold this and moved on to a Suzuki sv1000, which is an interesting contrast. Not sure yet what next summer will hold.....

Anyway, after a few trips up and down the back lane on the Zephyr I headed off for my first Sunday ride around the Vale of Belvoir. All was going pretty well until I approached saxondale island on the way back at which point a police motorcyclist suddenly appeared alongside me and said those magic words 'please follow me sir'.....*&%\$! I thought, is it that obvious?

Luckily, it wasn't as bad as I first thought – he was there, along with members of NAM and the east midlands air ambulance. I followed him into the saxondale weighbridge and was shown some pictures of bike crashes (always good to finish on high) and given a NAM leaflet – they ran a check on my bike as well of course, but luckily middle age teaches you that insurance and an MOT are probably a good idea second time around.

I hadn't realised there was such a thing as NAM but it seemed like a good idea – middle age also teaches you that you're not in fact indestructible – so a few months later I joined and did my skills for life sessions over the summer - mostly 1-2-1. A big thanks to Paul Hunnisett here and the other guys who've helped me out.

Anyway, as I approached 'test ready' I was also starting to think about riding a bit faster but ideally without so many things to crash into - and how a track based session could help. This coincided with my first trip to the Black Lion and Tony Bell said he'd been on this type of session through IAM, and he would dig out a number for me.

So, finally, what was it and was it any good? Well, drawing on their experience through similar events in 2007 and 2008 IAM decided to run another series in 2009 with a few adjustments. The aims were the same – namely:

- To deliver quality instruction aimed at improving road riding skills
- To deliver this in a safe environment
- To make the event enjoyable and have some fun

The focus of the 2009 package was people who wanted to develop road skills and confidence. It was for riders who had never ridden at a track before, but also for those with some previous experience wanting to improve further. I'd say the mix was about 50 / 50 first timers and those who'd been before from those I spoke to – and everyone there was friendly. There were about 40 there in all for the pm session with similar in the morning I think – all IAM members / associates from far and wide.

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It cost £120 which allows IAM to cover costs but is not aimed at turning in a profit, and having priced up tutored sessions elsewhere this seemed pretty good to me – **although I stood to drop my own bike rather than someone else's!**

Riders were split into groups of no more than 5 and each group had a dedicated instructor for the duration – senior IAM members with track experience, in fact our guy (Dennis) still races from time to time. The format was a number of sessions covering Cornering, Steering, Braking and Observations and some other things like clutch-less gear changes up, and changing down at constant revs to keep the power on. Dennis explained what each issue was about and we then took to the track to try to put it into **practice taking it in turns to lead after Dennis had taken us on few 'get used to the track' laps.**

There were three of us in the group, plus Dennis - Michael on an old FJ1200, Nigel on a very new Hayabusa, and me. There were all sorts of bikes there, including some Harleys which made some amusing scraping noises around the hairpin!

We all got plenty of track time – I lost count of the times we went out – each typically consisting of 6-8 laps, culminating in a 10 minute free for all (my words not theirs) at the end. Basically, for me and for what I needed at my stage it was great and I rated it highly on the IAM evaluation. It met all three aims in full. There was even a photographer – see evidence! Will I be going again next year – **definitely yes, and I think I've got the taste for some track days as well. Roll on next summer!**

What I picked up most:-

- The bike will go where you look – the bike is up to it but are you?
 - Counter steering in (and out of) corners – fast steering
 - Doing all the braking upright and getting off the brakes completely before going into the corners – no back brake at all
- Overall – much more confidence in what the bike and I can do

There was no pressure to do more than you wanted and overtaking was limited to certain parts so the 'nutter factor' was well controlled (not that many IAM members appeared to be in this category), which was good for a first time. I didn't feel at risk at any point, didn't knock anyone off, didn't fall off, and had only one minor wobble towards the end – last 10 minutes, inevitably!

So, all in all, highly recommended and a big thanks to IAM!

Neil Molyneux



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Nottingham Advanced Motorcyclists Annual General Meeting 31st March 2010 The Black Lion, Radcliffe on Trent

Provisional Agenda

*If you have any items for the agenda then please email them to Andy Hampshire:
secretary@nottsam.org.uk by 15th March 2010*

<u>Item</u>	<u>Subject</u>	<u>Action</u>
1.	Apologies	Secretary
2.	Minutes of the last AGM	
	Accuracy	
	Matters arising	Secretary
3.	Reports	
	a) Chair	
	b) Secretary	
	c) Treasurer	
	d) Associate co-ordinator	
	e) Others	
4.	Election of new Committee	Secretary
5.	Certificate Presentation	Chairman
6.	Radcliffe Trophy	Shrek
7.	A.O.B	
8.	Date of next meeting	

Email Andy (Details below) and he can send this in WORD format.

**TO BE HANDED TO ANY OFFICER/COMMITTEE MEMBER OF
NOTTINGHAM ADVANCED MOTORCYCLISTS PRIOR TO AGM
OR TO SECRETARY ON EVENING OF AGM ON 31st March 2010**

Nomination Form for the election of Nottingham Advanced Motorcyclists 2010/2011 committee officers and members

I (Name in block capitals) am willing to stand for election in the position of:

.....

Signature.....Date.....

Proposed by: (Name in Capitals).....Signature.....Date.....

Seconded by: (Name in Capitals).....Signature.....Date.....

Nomination Accepted by.....

In the event of 2 or more nominations, I agree to a vote by ballot on the night and will abide by the majority decision.

Please note: You may not stand for the committee if the law debars you from being a charity trustee.

If you want to volunteer for the committee but do not know someone who can nominate you or second your nomination then please contact the acting Secretary Andy Hampshire M: 07976 707460: E-mail:

secretary@nottsam.org.uk

This it could be quite interesting if you have some spare time and they even pay you!!!

Dr K. A. Humphrey
Room B10,
School of Psychology,
University Park Campus,
University of Nottingham
NG7 2RD

19/11/09

Dear Sir/Madam,

My name is Katherine Humphrey and I am a part of the Accident Research Unit in the School of Psychology, University of Nottingham. We are currently running a computer-based experiment, for which we need motorcyclists to take part, learners or otherwise. The first part of the experiment involves watching some hazard perception movie clips and making button presses to hazards. This is followed by a coffee & biscuit break, if desired. Lastly eye movements will be recorded whilst participants make some driving/riding-related decisions. Participants will also be asked to fill in some short questionnaires. Including breaks, the whole experiment should last less than 2 hours and participants will receive £15 for their time. The experiment is held at the University of Nottingham main campus and is running until the end of January 2010.

Would you please be so kind as to put the enclosed poster on a notice board or somewhere where clients can see it? If this is not possible, even mentioning the experiment to fellow motorcyclists in conversation would help us out.

If people would like to take part, they can contact
PsychologyExperiments@Ymail.com

Thank you for your time and attention,
Katherine Humphrey.



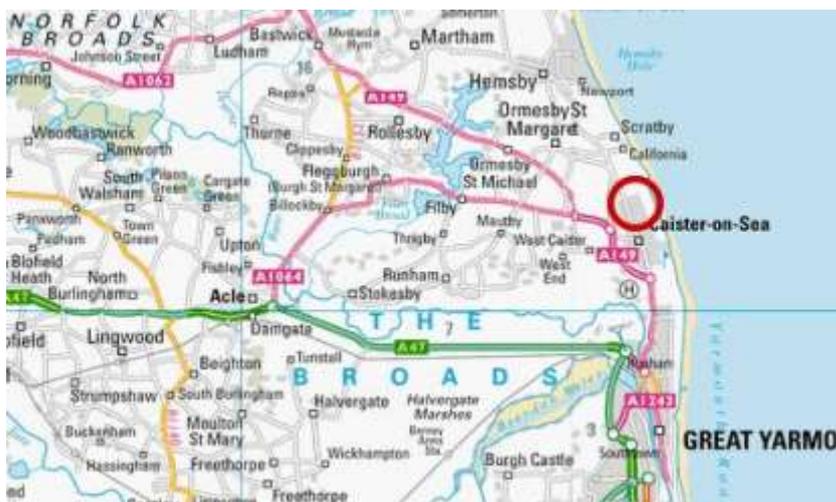
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Another route by Tony Bell

Ride this Route to Caister

(WPxxx) = waypoints



Start at McDonalds Arnold (**WP1**)
 A60 northwards
 2nd exit on roundabout onto A614
 TR onto B6386 (**WP2 past Oxtou**)
 A612 thru Southwell
 TR onto A617 to A46
 2nd exit on roundabout onto A46
 2nd exit on roundabout over A1 then 1st exit on roundabout onto A46 for approx 800yds
 1st exit on roundabout onto A1133 to A156
 TL onto A156
 TR onto A1500 (**WP3**)
 TL onto B1398 (**WP4**)
 TR onto B1205 (**WP5**)
 TR onto A15 for approx 400yds then TL onto B1205 (**WP6**) to Nettleton
 TL onto A46 into Caister
 TL onto South Street B1225, The White Hart (**WP7**)

Return journey

Take B1225 south to Baumber
 TL onto A158
 TR onto B1191 in Horncastle (**WP8**) thru Martin then TL onto B1189 then TR onto B1191
 (**WP9**)
 TL onto A15 for approx 2 miles then TR onto B1429 thru RAF Cranwell College Grounds
 TR onto A17 for approx 250yds then TL onto B6403 (**WP10**) (inc. A52 for approx 1000yds)
 then continue to A1 North of Colsterworth
 TL onto A1 and take the Colsterworth exit,
 2nd exit on roundabout taking the new fly-over, over the A1.
 1st exit onto B676 (**WP11**)
 TR onto Sproxton Rd to Waltham on the Wolds (**WP12**) thru Harby (**WP13**), Cropwell Butler
 (**WP14**) and back to Black Lion R.O.T. (**Destination**)



The Radcliffe Trophy

Q. How do you thank someone within the NAM group for their help, advice or the special contribution that they have made to the success of Nottingham Advanced Motorcyclists over the last year?

A. Nominate them for the Radcliffe Trophy!

Every year the Radcliffe Trophy is awarded to a member of the group, who is considered to deserve special recognition for their efforts. As well as receiving the prestigious trophy itself, at the AGM, the lucky person will also be awarded a suitably engraved trophy to keep for life.

There are only two rules,

- All members and associates are entitled to vote, and

The only person ineligible for the award is the current holder – [Terry Towler](#)

When completing the voting slip below you will notice that a first and second place is requested. The second named person will be used in the event of a tie for the trophy and the person with the greater number of second places will be the winner.

PLEASE EXERCISE YOUR RIGHT TO VOTE FOR THE PERSON YOU FEEL MOST DESERVES RECOGNITION FOR THEIR EFFORTS OR COMMITMENT

You can vote by telling me in person at club night, by e-mail to secretary@nottsam.org.uk

I need to arrange to have the engraving done in time for the AGM, so please can you ensure that I receive your votes 1st March 2010

THE RADCLIFFE TROPHY 2010 VOTING SLIP:

I would like to nominate the following person for the 2010 Radcliffe Trophy.

Name of Nominee: _____

Nominated by: _____

In the event of a tie situation, I nominate the following person as second choice.

Name of Nominee 2:

Please return your completed form by email vote to

Andy Hampshire

secretary@nottsam.org.uk

it's true.... Dreams do come true...by Lee James



Since the demise of the Lichfield Norton works in the early 90's and the Norton name being purchased by the Americans, I had hoped that one day Norton would return once more as an all round Motorcycle manufacturer.

It's taken 15 years, but it has happened. Stuart Garner dug deep into his pockets and went all in, and purchased the full rights to the Norton name. And with it the design and development and the prototype of the new Commando.

Associate Member Lee James was present at this years Motorcycle show at the NEC representing the Bandit & SV Riders Club, to see **not only one, but FOUR Norton's. Three of which are the new Com-**

mando and the fourth being the NRV588cc Norton Rotary which although had technical problems in this years Isle of Man TT. It certainly faired very well on the Salt Lakes of Bonneville in the USA, where it came close to cracking the 175mph barrier with an amazing 173mph.

I arrived at the NEC and registered with the press office, obtained my press pass, and made my way to Hall 1, where the manufacturers were present.

Upon walking in I was met by the official show photographer Brian, of whom I have known for several years. We made our way to **the Norton stand, and at first glance, I froze and my jaw dropped to the ground. It was Chris "The Stalker" Walker. Yes Norton have appointed Nottingham's number one motorcyclist, of who once raced for Suzuki and Kawasaki. Chris has been appointed as the new Sales Manager.**

Norton is selling their bikes direct from the factory to UK buyers, and Chris is the man of whom buyers will meet at first hand. Dealerships in the USA and Europe at present are being cherry picked, to sell this historic marquee of British Motorcycling.

Chris allowed me to remove some of the rope barriers to take photos. However even with these removed, it was still a challenge to photograph the bikes side on profiles, due to the platforms that the bikes were on and I had to be creative on some shots.

Chris informed me that the 200 Special Edition versions of the 961 Commando was totally sold out. However it was possible to place orders for the Café Racer and the Sport version at the show. 2010 will be more of a challenge for Norton. Designs have been submitted for the two seat version of the Commando, which may see a design change of the frame. Also the road version of the NRV588 will be put into production.

Time to start saving the pennies...

Next door to Norton was Triumph, now it has been a rather long time that both manufacturers have appeared opposite each other at a bike show. The 2010 models were present, although some of current models for 2010 share the 2009 colour schemes, a few of the Triumphs did have some nice new paint schemes. One thing that I did notice was that the ST and the Tiger have had their riding positions changed. I am 6ft 5in tall. And last year, I found that the foot pegs on both bikes set were too far back, especially on the ST, and I felt cramped. Well this year, it seems as though they have been fitted with adjustable foot pegs, as I was in a neutral position, similar to the Suzuki Bandit.

At this time the general public had been allowed in, and both the Norton and Triumph stands were soon very busy. I made my way over to the Suzuki stand, as last year Suzuki had the biggest stand with a large rotunda with several bikes on display. This year the main emphasis of the stand was the GSX-R. **2010 see's** the 25th anniversary of this iconic bike. And each model of the GSX-R was present from the 1st version which appeared in 1985 to the very latest 2010 model. And it was clear to see the changes that have occurred over those 25 years.

John Burton from Banditmania which is based in Lincoln, attended the Milan Mo-



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torbike show, and he was told by a representative of Suzuki, that 2010 would see the last production run of the Suzuki Bandit.

I approached Ian Austin of Suzuki Motorcycles GB, and asked him if it was true?

His response was somewhat of the shock. "Not as far as I am aware", in an astonished tone. "2010's model of the 1250 Bandit has had another tweak". Which means that the Bandit is on its Mark 5 version? Not including the GT version.

"Since the emission ruling that has seen the end of production for the SV1000 and the DL1000 V-Strom, we have full focus on the Bandit and the Gladius".

Asking Ian, why the Gladius had a small tank, I was surprised to learn that the Gladius 650 has a 15% better fuel economy than the SV650 which has a 17litre fuel tank which is shared with it's late bigger sister. With it's 14.5 Litre fuel tank, the Gladius can travel further.

Suzuki has a few new models and some great colour schemes, which looking at the paintwork, the quality of finish is a lot better than previous years. The 2010 colour scheme for the Hayabusa is very good which consists of the traditional Suzuki blue overlapping a darker blue. Suzuki has stuck to the Black frames again this year for virtually its entire range.



A quick walk to Ducati, found the stand lurking in the far top corner, where only two bikes were present. The new 1200 Multistrada in Red & Black and the 796 Hypermotard in White & Black. Even the Ducati UK representative apologised for the lack of bikes and information available on the official stand. He said that there are more Ducatis on the trade stands.

Tucked out of the way were the top three Moto GP bikes. First was Casey Stoner's #27 Ducati Desmosedici GP9, followed by Valentino Rossi's #46 Yamaha YZR-M1 and Loris Caprirossi's #65 Suzuki GSV-R.

The Carole Nash stand once more hosted this years Britain's got Biking Talent, which had over 400 entries, of which was whittled down to 12 finalists, which included two entries which really stood out with me. These were:-

Tony Haywood's replica JPS Norton NRS588, of which Tony had assistance in obtaining a Replica frame from Spondon Engineering, and also a complete Engine from Richard Negus of Norton Motors in Rugeley Staffordshire.

And Lee Robinson's Ducati Monster Chop, which took 2 years to build, and has kept most of its original features. Lee just added a few inches here and there giving its overall length of 6ft 5".

Tony's Norton won 1st prize.

Yamaha this year had a more spacious stand than last year, as last year the bikes were very tightly packed together, so when you went to get on the bikes, you were virtually kicking the people sitting on the bikes next to you, not the case this year.

However the colour schemes on the 2010 models are very good, and I especially like the graphite black and gold colours of the R125 and the R1.

The Kawasaki stand had a very spacious area, as they didn't have many bikes to show, however taking pride of place as though it was a Lion looking over its pride was the massive ZZR 1400GTR with its 200hp engine and its six lights.

This bike was so comfy to sit on and I could have sat on it all day.

Royal Enfield, Victory and KTM were also present, Royal Enfield have been in continuous production for over 100 year, this years new models have the 2009 fuel injected engines. With five bikes in their range the designs still haven't changed from the 1950's.

The Victory stand was busy; I assume with the absence of Harley Davidson, these American heavyweight bruisers certainly stood out with their sleek designs, and the colour schemes that only Americans can muster. With model names such as Vegas, Kingpin,

Hammer and the Vision, which certainly go with their design characteristics.

The KTM stand was also spacious, however although they have a great range of bikes on offer, one has to admire the many different colour designs using Orange and Black. The RC8 R is a seriously great bike, the radial design, the 2 cylinder 4 stroke engine sounds unreal, but what gives it that extra special merit is the use of the upside down forks, and the 5 spoke wheels.

My final stop of Hall 1 led me to the BMW stand and the BMW S1000RR. BMW's new Super sports bike. And it looks a lot better in the flesh than it does in the Motorcycle press.

BMW had several of them on the stand, and I sat on the Acid Green Metallic version. I ride a Suzuki SV1000S and I rather like **my bike. However, I am totally in love with the S1000RR. I'm 6ft 5, and I had to have mirror extensions fitted to my bike, as I am blind in my left eye. With the S1000RR, I was able to adjust the mirrors to obscure angles to get a good vision behind me, most notably on the near side. Something I wasn't able to do with the fixed mirrors of the Sprint ST which had a worse view than my SV1000S.**

The bike comes in 4 colours, and each colour bike was present on the stand which also included Alpine White/Lupin Blue/Magna Red which is an extra £390 colour option. Mineral Silver Metallic and Thunder Grey Metallic.

Some people dislike the bike due to the strange twin headlight design, however I think it looks rather good, and with BMW Northampton's own HID conversion light kit fitted. I sure it will look even better !!!

As usual other BMW's were present, such as the F800S also in the Alpine White colour scheme. And then the giant battle cruisers of the BMW K 1300T and the BMW R 1200 RT which even I found their size somewhat overwhelming just from sitting on them.

And that was it for the manufacturers. I visited the Bike Safe stand and was introduced to Paul Cheshire of the North Wales Police Motorcycle section.

Paul has been in the force for over 30 years and has been on bikes for just over 22 years. He is also an examiner for RoSPA and the IAM. Paul was presenting various aspects of the Bike Safe classroom DVD, giving tutorials on Observation Filtering, Cornering and Overtaking.

Each session was well attended, and each visitor was given a good bag.

Paul also invited everyone to visit North Wales, as he said that his new boss is also a Biker !!!! So there we have it, another cracking day at a bike show and having attended this bike show for many years, I felt this one was rather good. The highlights of the day were the Norton stand and also the new BMW S1000RR.

I can't wait for next year!

Lee James



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Associate Co-Coordinator by Nick Ireland

Firstly the serious stuff:

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

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

[www.iam.org.uk/iammembers/
IAM+Test+Booking+Form](http://www.iam.org.uk/iammembers/IAM+Test+Booking+Form)

Test Ready:

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

Observers:

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

Associates:

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

Congratulations:

To Maurice Manton, John Gossage, David Daubney, Peter Greenwood, Phil Crick, Neil Molyneux and Marc Ford who have recently passed the Advanced Test.

And finally keep busy but most importantly **Keep Safe.**

There is always someone out there who will hurt you.

Nick Ireland

Associate Coordinator and Senior Observer

Tel. 01158 715053 associatecoordinator@nottsam.org.uk

Name	Training Status
Ian Gibson	Added Runs then final
Lee James	Added Runs then final
David Townsend	Added runs then final
Mick Booth	Added runs then final
Brian Wisbey	Final Required
Ken Chrich	Final Required
Charlie Stevens	one 2 one
Jim Price	one 2 one
Naill Moore	one 2 one
Mick Ward	one 2 one
Sean Leese	one 2 one
Derek Dyche	one 2 one
Dave Cope	one 2 one
George Gills	one 2 one
Ian Goodwin	one 2 one
Gemma Barker	one 2 one
Clark Jones	one 2 one
Mat Corry	one 2 one
Rupert Phillips	one 2 one
Neil Tunnard	one 2 one
Spike Davis	Test Ready
Richard Green	Test Ready
Marc Ford	Test Ready
Dave Coote	Test Ready
Ray Stuart	Test Ready
Ashley Peck	Test Ready
Steve O'Connell	Test Ready
Pete Wignall	Test Ready
Terry Anderson	On Hold
Jez Bailey	On Hold
Mark Collishaw	On Hold
Toni Douthwaite	On Hold
Kirsty Boss	On Hold
Caroline Dagley	On Hold
Chris Moig	On Hold

Nick Ireland - Associate Coordinator & Senior Observer

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

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

A motorcycle cop on patrol watched as a man in a red Porsche slowed down at a stop sign, without coming to a complete stop, then sped off.

The motorcycle cop pulled the vehicle over and approached the man. "Sir, can I please see your license and registration."

The man replies, "Not until you tell me what the heck I did wrong, Officer."

The officer explain, "You didn't come to a complete stop at the stop sign a few blocks back."

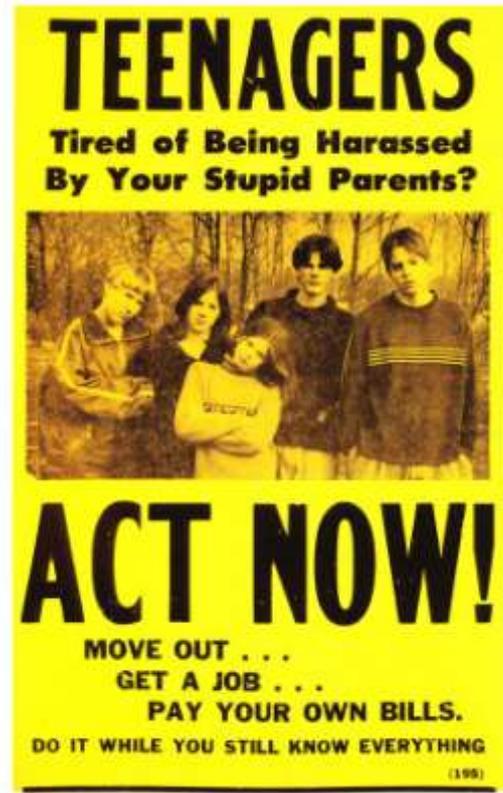
"Let me guess," said the man, "all the donut shops are closed today!"

"Sir, I'm going to overlook that last comment. Now, if you would please show me your license and registration."

The man counters, "Not until you tell me the difference between slowing down and coming to a complete stop."

"Sir, step out of the car."

As the man reluctantly gets out of his car, the officer begins beating him over the head with his nightstick and exclaims, "Now, sir, would you like me to slow down or come to a complete stop!"



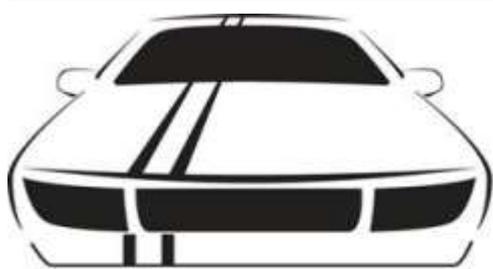
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K.Priest (GQ)		0115 9304958	Ilkeston
P.Phillips (GQ)		0115 9825039	West Bridgford
A.Parkin (GQ)		0115 9207630	Arnold
I.Cameron (GQ)		0115 9103837	Sherwood
P.Hunnisett (S)	0115 9816835	West Bridgford	
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J Morgan(GQ)		07780 843315	Cropwell Bishop
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J.Ritchie (S)		0115 9551826	Rise Park
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G Harrison(GQ)		01159 875826	Carlton
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S.Laughton (S)	07973 892121	Warren Wood	
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K.Pickering (GQ)		07866 339386	Papplewick
D Storey(GQ)		07814 672289	Hucknall
G.Roberts (GQ)		0115 9514300	University Park
I Orgill (S)		01623 795654	Rainworth
P Green (S)		01664 851557	Melton Mowbray
T.Towler (S)		0115 8465870	Wilford
Trainee Observers			
C.Adams		01623 655885	Mansfield
R.Samuels		01623 861844	Walesby
G.Luff		01159 251084	Bramcote
M.Ellis		01158 493014	Arnold



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Raffle prizes kindly
donated Dave Bryant
(Director of Retford
College of Vehicle of
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Retford College of Vehicle Technology.
Who run courses in : Vehicle Fast Fit, Vehicle Repair and Maintenance,
Motorcycle Maintenance, Auto Electrical

Nottingham Advanced Motorcyclists on

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...

nam.clothing@ntlworld.com

Please make cheques payable to "Nottingham Advanced Motorcyclists."



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