



# WRITE LINES

**November 2008**



MONTHLY NEWSLETTER of the  
NOTTINGHAM ADVANCED MOTORCYCLISTS

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



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

**Due date: Today**



**Cheque for £683.15  
presented to Notts Lincs  
Air Ambulance**

Nick Ireland presented a cheque for £683.15 to a representative of the Notts Lincs Air Ambulance at the AGM on the 26th November this is monies raised from raffles, collection tins etc and was made possible by the efforts of Nick Ireland and a generous donation by Dave Bryant.

No other suggestions have been made as to the 2009 Charity so it will be the Air Ambulance again.—A very worthy cause I'm sure you all agree.  
See also Page 14



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## THE EDITORS BIT



### Happy New Year

I did the happy Christmas last month....

My plan was to get this out prior to the AGM but that didn't happen and if I'm honest it was never likely to—far too busy.

So I'm lumbered with this for another year but I give you warning now this will

probably be my last!!

The AGM I have to comment on it as I felt we were guided through the agenda smoothly and quickly thanks to the new Secretary Andy. Thanks also have to go to Terry on his dedication and commitment to the group over the past years. Also Ron Maslin for his input and years of service to the NAM Committee. Not forgetting his Newsletter efforts—perhaps

he may want to do it again in 2010...???

And we need to welcome onto the Committee Craig Garland as the Clothing rep—in his own words “I've only took it on to get a shirt that fits!” .Hmmm no comment on Craig yet—I'll let him settle in before the attack starts!!!

Please support the efforts of Nick “Raffle Man” Ireland in our quest to top the amount raised this year—And yes I know times are hard!

Fiona has now been seen in public this Month and introduced to the Committee—see she does exist....contrary to rumours.

*Shrek*

We have managed to get 29 People through their advanced test since the last AGM.

There are also 16 Associates still waiting for their tests.

**H**

The date for the next Holme Pierrepont Event is

**P**

**Sunday  
19th April  
2009**

**P**

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

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Hi every one, we have moved yet further towards winter with shorter nights and its now getting dark at around 3.30pm. And on the PC front, I didn't get it back from PC World; they couldn't repair it, so they sent me vouchers for £950, WOW! So

now I have a new lap top with a "Blue Ray" player, and a PC to get stuff done on and as normal I don't know where the month has gone again.

**What have I been up to this last few weeks? I've been involved with the training of an AA service man. This is something the IAM are setting up with the AA, they are putting repairmen back on motorbikes, or 600cc scooters to be exact, and using them in the inner-cities to carry out repairs to vehicles stuck in car parks etc. He is coming on quite nicely, but I have only been given three days to get him test ready. So we are doing 7hr days. He is not the best rider I have ever seen before test, but I have seen a lot worse on final assessment, and we have members that don't ride as well after their test. I think with more practice he should be ok, as he hasn't been riding anything for around four years. However he is picking it up quite quickly.**

Dave Bryant and I went to Radio Mansfield on Wednesday the 11<sup>th</sup> to talk on their "Cop slot" program about NAM and the training we give. And we got an invite to return early next year to talk about the next HPP event.

Scotland trip 08 (*Here we go again – Shrek*)

As I said last month the trip went well. Unlike last year, Angela and I didn't go up in the van with the bike in the back, but we rode up with John Annable, John Ritchie, Andy Beavis and Paul Phillips.

**Prior to setting off I had a pair of part worn BT014's fitted to the Busa, as my existing ones were never going to make the entire trip. And buying a new pair was completely out of the question as cash flow was very tight as normal this year. The fitter assured me that they had only done around 1000 miles, and the tread looked good enough to do the job.**

I chose a route offering more of a challenge than we did last year, which was up the A1. We all met up at about 10am in McDonald's car park in Arnold as normal. (I will list the route in case any one wants to do it themselves.) We went north along the A614 all the way to almost Goole. We turned north again onto the A1041 Selby. Here we went right on the A19 towards York. Here we went around the A64 By-pass around York. We then went left on A1237 around the north side of York, and then we turned right again onto the B1363 to Helmsley for lunch. That took us a little longer than expected as these things do when you're in a rush.

Following lunch we went north again to Stokesley on the B1257, locally it is known as the TT circuit for reasons that are obvious once you ride it. The road reminds me of the ones we rode in France. They twist and turn before you, as you flow from one bend to another as the road undulates across the rolling fields.

Eventually we turned to Middlesbrough and on to the A68 all the way to Jedburgh in Scotland like we did last year. We had to stop on the way for Paul to refuel as his bright yellow (Ducati) tractor, as it doesn't do many miles to the gallon, compared to our jap bikes but John A' and I looked at the rusty condition of the fuel pipes, and thought we would wait till we got somewhere better. By the time we reached Jedburgh the coffee shop was closed. So after refuelling we set off again, further north and then west and eventually we found a McDonalds in the village of Peebles on the A72. Our route then took us further west turning on to the A721 before turning North onto the A706.

As it was late in September the light was failing early, and visibility was getting worse due to both this, and the mist we were now riding in. And seeing where the mud was on the road was getting much harder to see, especially when the roads were made from red tarmac. I had a couple of slips whilst banked over in bends, but I thought it was just me, as our tyres were part worn before we set off as I mentioned earlier. And when you have not ridden on a set of tyres from new, you never know just how they are going to react in the wet etc. but when I apologised to the others about my pace dropping off a little due to my slides, they were only too happy to slow down as they were experiencing the same problems. That was nice to hear.



We arrived at the hotel around 8.20pm, and were told that the restaurant stopped serving food at 9pm, so we had a very quick visit to our rooms to get out the bike gear before we rushed over to meet up with the other half of the group that was staying there. The other group staying in Scotland with us consisted of Gary Hope, Phil Green, George Harrison, Keith Pickering and Ryan Walker.

The banter was flying around as normal during the meal. And plans were made to visit the "Falkirk Wheel" the next day.

If you remember my feature in last year magazine, Angela and I visited the wheel on our way back from Scotland, but she didn't want to go on it as she was in possession of about 12 shots of whiskey following our trip around the "Famous Grouse" museum. So I was keen to get back there again and get on a boat trip this time.

As normal we caused mayhem tormenting the staff, and we managed to get on a trip by filling a few spaces left by a large group, with out paying before we went on. We had to pay once we returned, but it meant that we got on that boat instead of one in two hours time.

The boat trip took around an hour, and every one found it quite interesting and we all ended up with photos of the same things. Leaving there we went further west to get beyond the M80 and

we went along the B818 to the A81 where we went north through Aberfoyle and through the trossachs past Loch Venachar to the A84. The roads were great, the views were **picture perfect, but we couldn't find enough safe places to pull in to take photos.**

Once on the A84 we turned north and road to the A82, where we turned north again and we followed this until we got to the **"Bridge of Orchy" where we stopped for lunch. Leaving here we continued north along the A82 through Rannoch moor, to Glencoe and onto Fort William.**

As we rode into town the road surface had been ripped up and not swept very well, and what with the grooves in the tarmac and the loose gravel on the surface, it was making riding a bike very tense moment.

**I couldn't remember the name of the B&B we were staying at,** so I asked John Ritchie if he knew what it was called, but he **didn't know either, but he did say that he would recognise it** when he saw it!!!

We wriggled our way further along the A82 looking at all the name boards by the road side, and eventually John spotted it.

Looking at the drive my heart sank, the surface of the drive was about as bad as that we were riding on now, being made of reconstituted tarmac, but it was around 30 degrees steep. I told Angela to keep still as the only available parking was by the **wall next to Ryan's bike, and I couldn't turn tight enough to get in there in one manoeuvre.** So my plan was to ride off the road up the step onto the drive, then to start to turn right across the drive to the back of a car parked there. Then we were going to roll back slightly to enable me to turn back on myself to get into the corner.

This I thought was not going to be easy, and then I spotted all the guests standing at the window for our arrival. All was going well; I hit my mark on the drive I was aiming for, and we stopped safely and I put my left foot down whilst I covered my back brake with my right one. Before I rolled backwards I checked over my right shoulder to make sure that John R had not followed me in too closely, and as I turned around my body weight moved slightly and the bike started to fall to the right. Angela shouted that we were going over, and I managed to put out my right leg to steady it, but my foot was several inches off the ground and by the time it touched the floor the bike was too far over for me to save it. **(It's cus you are a short ass!! - Shrek).** Especially because of all the weight of the luggage, and I still had Angela still sitting on the back. I lowered it as far as I could not wanting to let it touch the floor, but once the exhaust touched down it was all over, and Angela got slammed onto the driveway. I did a very nice forward roll and stood up again, before unplugging my Autocom lead. Once I was free, I picked up **my tank bag so it didn't get any crap stuck to the bottom to scratch the tank.** And then I helped Angela to her feet. And started apologising, I continued to do this for the next week.

I then started to attempt to pick the bike back up. This went well whilst it was rocking on the side box, exhaust and the crash bung in the fairing. But once the back wheel touched the floor it went really heavy as the bike was still covered in heavy lug-

gage. (I should have took it off, but my reaction was to get it up **ASAP) I kept on hauling at it to get it up, but it wasn't going to well.** I looked up to see Ryan running towards me and found John A now by my side taking hold of the front of the bike to help me pick it up. You always find out who your friends are when your bike is lying on the floor. (Thanks guys, and John how did you get from 10<sup>th</sup> place in the group, to be by my side so quickly? And what did every one else do?) Any way we got it up, and Ryan said that the owners were



happy for us to park outside the kitchen window at the top of the driveway. If only I had known that before.

**Both Angela and I sustained slight damage,** Angela's right shoulder, wrist and elbow were aching, and my left shoulder and bicep were both bothering me. John Ritchie gave us both physiotherapy most nights whilst there to ease the pain. Thanks John, but the day after we returned home I was at work and tore the long head of my bicep muscle from my shoulder. The surgeon thinks it was strained during the time I was picking up my bike in Scotland. It is getting a little easier now, but still giving me a few problems when we are doing heavy work.

Part two next month. *(then I suppose parts 3,4,5,6,7,8 after that eh?? - Shrek)*

Round up

**Well that's all for now. Sorry it is short yet again this month but I have still been having lots of computer problems, and not able to email anything and sometimes the pc won't even turn on. 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



## Reproduced with permission of the IAM

### Save fuel - don't crash during the crunch.....

With motoring costs up by nearly 20 per cent, or £277 since 2007, the IAM (Institute of Advanced Motorists) offers the following advice – taken from its Advanced Driving Course – which is guaranteed to save fuel and reduce wear and tear on vehicles.

**Don't crash: having an accident leads to fuel spills, traffic jams and crushed vehicles. Simply staying safe saves not only your no claims bonus, but significant costs and emotional tragedy** Anticipate road conditions and drive smoothly: avoid sharp acceleration and heavy braking to save fuel and reduce accident rates Stick to the speed limit: edging over the motorway speed limit to 80mph saves very little time, but it will cost typically around three or four pence per mile more. Sticking to the speed limit saves money as well as penalty points Check your revs: change up so that you use the most efficient safe gear – for many cars this will be before 2500rpm (petrol) and 2,000rpm (diesel) In a jam: when stuck in traffic, turn off the engine to save fuel and stop emissions

Reverse Park to drive off straight away: a cold engine uses more petrol than a warm one. Reversing slowly or shunting back and forth with a cold engine delays the warming up; reversing into a space enables a motorist to drive straight out. A car used for work and weekend shopping can save £50 a year by doing this Buttons cost money: air conditioning and heated windows drain power; keep the windows clean and they'll rarely mist up. Use air conditioning sparingly but do switch it on for about 10 minutes a month to keep it in good condition

Shed the load: remove empty roof racks and excess loads from the boot Track the trip: set on-board tracking computers to 'actual' mode to track miles per hour and miles per gallon/litre expenditure. Don't watch the meter while driving: wait until the end of the journey to monitor fuel consumption

Plan the route: plan the route carefully before setting off to avoid congestion, prevent getting lost and wasting valuable fuel. Take the most direct route and go at off-peak times if possible to save fuel and time. Consider car sharing, Park and Ride schemes or public transport Service vehicles regularly: inefficient, under-serviced engines can reduce fuel economy by more than 10 per cent. Under inflated tyres are dangerous, wear out prematurely and can increase fuel consumption by up to three per cent.

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## IAM WELCOMES NEW ALL-TIME LOW FOR ROAD DEATHS

The latest road casualty figures have been welcomed as an all-time low by the IAM (Institute of Advanced Motorists), the UK's leading road safety charity. DfT (Department for Transport) statistics released this week (25 September 2008) confirm road deaths in 2007 fell to 2,946, a reduction of seven per cent on the previous year. Serious injuries fell to 27,774 – down three per cent - and slight injuries were 217, 060 a four per cent reduction. "This new low for road traffic deaths should be acknowledged and, while there is no room for complacency, it's worth taking a moment to reflect on the success to date. Dropping below 3,000 deaths is a positive milestone," said IAM Trust Director Neil Greig.

"The figures are not all good news though: motorcyclists still feature highly in the vulnerable road user stats – they are the single highest group. It is motorcyclists who are most likely to be killed or seriously injured on the road.

"And roughly forty per cent of the people killed or seriously injured are car occupants. The vast majority of those car crashes need never happen – more than 90 per cent are as a direct result of driver error," said Mr Greig.

Young drivers, older drivers and those driving for business are important areas for development for the IAM and its mission - driving road safety.

"It's too easy with statistics to forget the individuals that lie behind the numbers," said Mr Greig.

"Every one of those road deaths in 2007 was a particular tragedy – with lives ruined and families grieving.

"The IAM will continue its work, improving riding and driving skills to reduce the numbers of crashes on our roads, and lobbying for further improvements in the crucial work around safer drivers, safer cars and safer roads."



**The  
Poison  
Chalice  
by  
Nick Ireland**

**Associate Co-ordinator**

I'm sure you already know, but just in case you happen to have been on a different planet for the past month or so, I have been given the privilege of sipping from the "Poison chalice" known as "Associate Co-ordinator".



With this in mind I ask that with immediate effect, all queries and enquiries regarding associates training be directed to me as I now hold the current records of their progress.

Would you please inform me each time you have completed a run so I am able to make arrangements for their final assessment when they have done their fifth.

I will be in touch again as I settle into the position, so please bear with me if I seem to ask "The Bleeding Obvious" as I am going to need a couple of weeks to feel my feet.

I am not looking to make any great changes (nor waves!) but do have my own ideas as to how I need to organise things so as to alleviate the chances of associates not getting my/our fullest attention.

The worst scenario is if I don't know what stage an associate is at and that can only be caused by not getting the info back from the Seniors and Observers doing the work, so please help me out on this one.

Ta very much

**CREDIT CRUNCH  
HITS NAM**

This newsletter is the last full newsletter that Members or Associates will get unless you have an email address.

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

# Events Organiser

Is anyone willing to take on this  
role?

if so please contact

Nick Ireland on [nri01@talktalk.net](mailto:nri01@talktalk.net) or  
any committee member.

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## Helmets

Check out the below website for SHARP ratings for AGV, Buell, Bell, Caberg, Duchinni, KBC, Lazer, Marushin, ROOF, Schuberth and Viper branded helmets.

<http://www.direct.gov.uk/sharp>

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[www.shinysideup.co.uk](http://www.shinysideup.co.uk)

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## Group Night Mystery Guest.....by Nick Ireland

Yes, this was the night everyone had been waiting for with baited breath as it had been advertised vigorously over the previous weeks **But I wasn't giving anything away as to who our mystery guest was, even though I had numerous emails asking I still kept it a secret not only to the membership but also to my fellow committee members.**

The big night arrived and the room was filling up nicely. Steve was late as usual and arrived in a bit of a sweat but I settled him down by telling him our mystery guest was already here and was in no real rush and that I would pop down stairs and let him **know we were running a little late. We eventually got started with the usual stuff and as this was to be the last "normal" meeting** (if you could ever class them as normal!) before the end of the year.

I had a really good selection of prizes for the Air Ambulance raffle as I wanted to make sure we breeched the £600 barrier (which we have now done by £30) so we had an extra couple of bottles of wine and a Thomas The Tank Engine book, which we have found to go down really well with our membership for some reason?



The time arrived for me to go and fetch the Mystery Guest from the bar and you could cut the atmosphere of anticipation with a knife as now was the moment that this special person, whom I had informed everyone they will recognise as soon as he comes through the door, will be revealed once and for all. The function room doors flung open and low and behold.....It was ME!!

Yes, what a letdown for everyone, just me, myself and I. But I had a cunning plan as I had spent the previous weeks producing a "Biker Quiz" and soon had everyone teamed up in 4's and raring to go, well perhaps not actually raring but at least they were going to be doing something very different. The first part was a picture quiz where

I had printed pictures of various bikes (and mopeds) on a sheet which had to be identified.

Now the funny thing is that as you know, I have a bit of a reputation for getting lost, well it seems it rubbed off onto my quiz as it **wasn't long before I realised that I had the answers to the pictures mixed up so not wishing to worry anyone I just casually leaned over Steve and John's shoulders and asked what answers they had so far.**

**Unfortunately Steve twigged straight away that I was in a bit of a quandary and wasn't the least bit surprised. As it turned out I only had a coupe mixed up and just one that I had completely lost the answer to but at least you could see it was a BMW albeit an old one. The picture part was followed by 30 questions with some as diverse as naming the character Henry Fonder played in the 1969 movie Easy Rider? (It was Captain America).**

Then of course we had the answers to deal with and I owned up to the slight hic-up on the picture quiz which for some reason no one seemed surprised and from there on it just went steadily downhill as I received banter from the floor if people disagreed with my answers or if they thought they deserved extra points for fuller answers but in the end the Judges word is final and as **the judge happened to be me the word was usually "B\*\*\*\*cks".**

We actually had a great laugh and it certainly filled a good hour and a half but more importantly I had people telling me how much they enjoyed it and that it got everyone chatting together and we should definitely do it again.

Oh, and the winning team just happened to have both our Chairman and Chief Observer in it.....

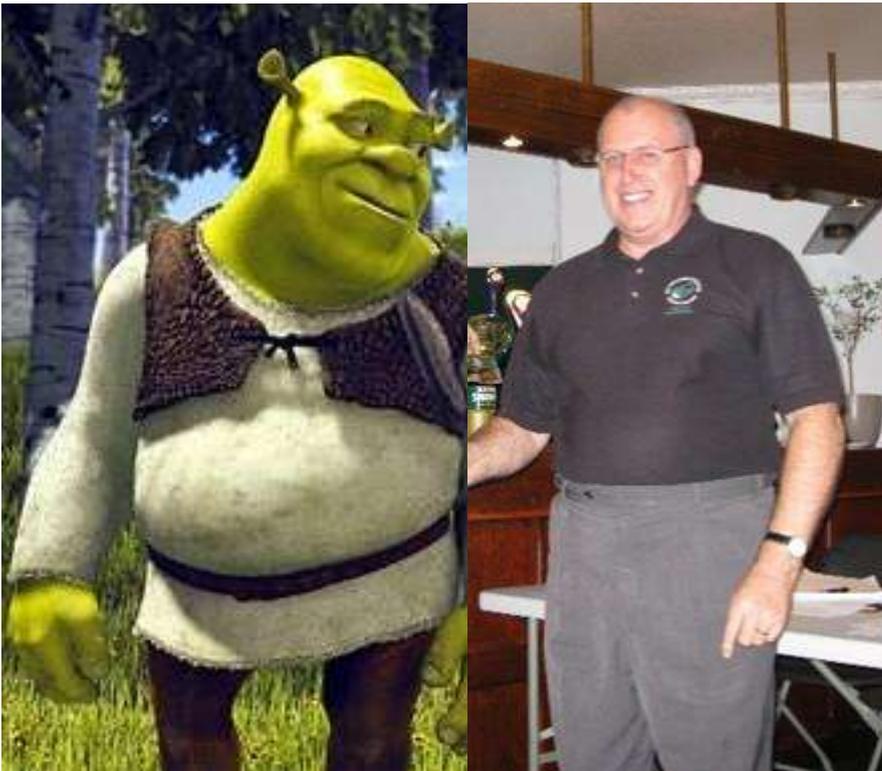
Could it have been fixed?.....

Of course not!



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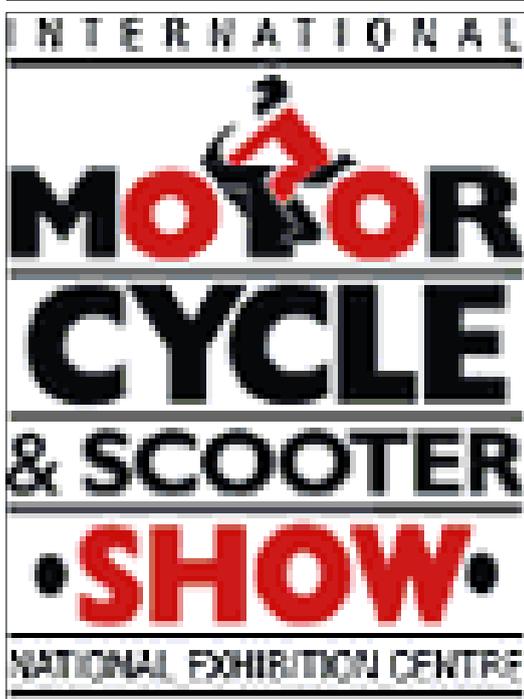
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The winner of the 2008 Radcliffe Trophy presented at the AGM earlier this month was Terry Towler

I am reliably informed that Terry is the only person who has won the Trophy twice. No one is sure of the year he first won it but most members probably weren't born!!!

## The winner of the 2008 Radcliffe Trophy Terry Towler



**N.E.C.**  
**28th November**  
**to**  
**7th December 2008**

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# Nottingham Advanced Motorcyclists

[www.nottsam.org.uk](http://www.nottsam.org.uk)



Statement of Accounts			
30 <sup>th</sup> November 2007 – 25 <sup>th</sup> November 2008			
Income		Expenditure	
Clothing	£208.00	Advertising	£834.50
HPP Assistance	£85.00	Clothing	£499.27
IAM Subs	£1,378.00	Committee Members out of pocket expenses	£161.50
Interest	£1.10	Donations	£0.00
Marathons	£800.00	Highway Code	£0.00
Membership fee	£1,545.00	HPP Draw Refund	£85.00
		IAM Insurance	£52.50
		Hours Worked Expenses	£337.00
		Newsletter	£38.18
		Observer training Expenses	£558.00
		Radcliffe Trophy	£94.00
		Radio equipment	£1,323.75
		Senior test fee refund	£65.00
		Stationery	£338.84
		Website and Email	£127.78
<i>Total</i>	<i>£4,017.10</i>	<i>Total</i>	<i>£4,515.32</i>
Income minus Expenditure	-£498.22		
Balance 2006-2007	£4,810.79		
Final Balance 2007-2008	£4,312.57		

CURRENT BALANCE		GROUP VALUE AT YEAR END	
Cheque account	£1,152.97	Monies	£4,312.57
Building society	£3,041.52	Assets	
Cash	£118.08	Radios	£3,168.97
		Gazebo	£140.00
		Clothing	£382.00
<i>Total</i>	<i>£4,312.57</i>	<i>Total</i>	<i>£8,003.54</i>

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# It's just a bit of fun....



Saturday morning I got up early, dressed quietly, made my lunch, grabbed a flask, slipped quietly into the garage wheeled the motorbike out into a torrential down pour.

The wind was blowing 50 mph. I pushed it back into the garage, turned on the radio, and discovered that the weather would be bad throughout the day.

I went back into the house, quietly undressed, and slipped back into bed. There I cuddled up to my wife's back, but now with a different anticipation, and whispered, 'The weather out there is terrible.'

My loving wife of 20 yrs replied, 'Can you believe my stupid husband is out on his Motorbike in that shit?'

I still don't know to this day if she was joking, but I have stopped sneaking out on my bike.



How can you tell if you are in trouble?

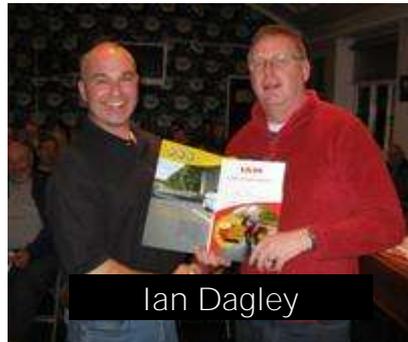
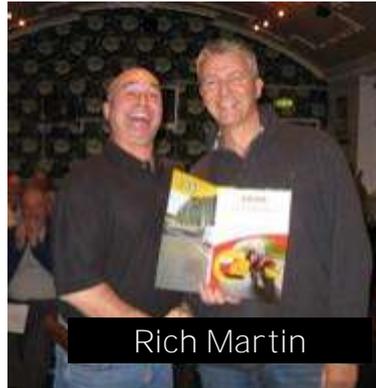
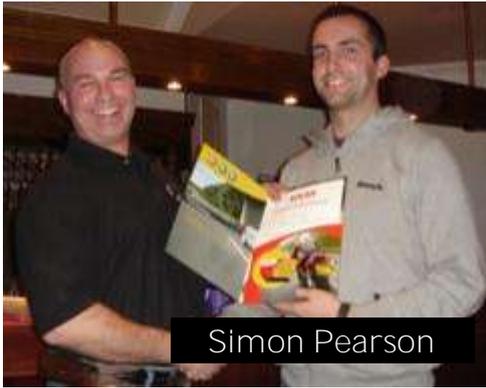
MORE CRAZY PHOTOS AND JOKES.....AS ALWAYS, THE EDITOR AND COMMITTEE DO NOT INTEND TO CAUSE ANY OFFENCE BY ANY PHOTOGRAPHS OR JOKES.....

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## Recent passes

### RECENT TEST PASS PHOTOS



**Giles Warhurst**

**Steve Needham**

**Jamie Swann**

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## MENTOR GROUPS December 2008

### Chief Observer

**John Annable**

**07973 815771 Sandiacre**

Associate Co-ordinator N.Ireland (GQ)

01636 611246

Newark

**D.Bryant (S)**

R.Edwards (S)  
K.Priest (GQ)  
P.Phillips (GQ)  
A.Parkin (GQ)  
I.Cameron (GQ)

**0115 8491590**

0115 9491678  
0115 9304958  
0115 9825039  
0115 9207630  
0115 9103837

**Long Eaton**

Stapleford  
Ilkeston  
West Bridgford  
Arnold  
Sherwood

**P.Hunnisett (S)**

M.Gant (S)  
D.Wallace (GQ)  
C.Gant (GQ)  
R.Maslin (GQ)  
J Morgan(GQ)

**0115 9816835**

01664 852353  
0115 8469023  
01664 853251  
0115 9375994  
07780 843315

**West Bridgford**

Melton Mowbray  
Wilford  
Melton Mowbray  
Keyworth  
Cropwell Bishop

**A.Davis(S)**

J.Ritchie (S)  
P.Waldron (GQ)  
S.Macmillan-Fraser (GQ)  
G Harrison(GQ)  
P Meynell(GQ)

**0115 8491098**

0115 9551826  
0115 9279856  
01623 442436  
01159 875826

**Kimberley**

Rise Park  
BestwoodVillage  
Sutton-in-Ashfield  
Carlton

[newslettereditor@nottsam.org.uk](mailto:newslettereditor@nottsam.org.uk)

**S.Laughton (S)**

I Orgill (S)  
K.Pickering (GQ)  
D Storey(GQ)  
G.Roberts (GQ)

**07973 892121**

01623 795654  
07866 339386  
07814 672289  
0115 9514300

**Warren Wood**

Rainworth  
Papplewick  
Hucknall  
University Park

P Green (S)  
T.Towler (S)

01664 851557  
0115 8465870

Melton Mowbray  
Wilford

C.Garland (T)  
G.Hope (T)

07887 794979  
0115 9192813

Gedling  
Chilwell

MENTOR GROUPS - December





## Retford College of Vehicle Technology

Tel: 01777 862886

[www.rettech.co.uk](http://www.rettech.co.uk)

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](mailto:johnfield.airamb@btconnect.com)**

**[www.lnaact.org.uk](http://www.lnaact.org.uk)**



**Lincs & Notts  
Air Ambulance**

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

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

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

DISCLAIMER: THE VIEWS EXPRESSED IN WRITE LINES ARE NOT NECESSARILY THOSE OF THE EDITOR,  
THE IAM OR NOTTINGHAM ADVANCED MOTORCYCLISTS

As a member of the Nottingham Advanced Motorcyclists your membership details are kept on a computer file for administration purposes and for newsletter distribution.

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

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

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## GROUP NIGHTS

When: Last Wednesday of the month,  
Time: 8:00pm  
Where: Black Lion Pub,  
Main Rd, Radcliffe on Trent,  
Nottinghamshire.  
Postcode:  
NG12 2FD

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

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

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

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

Newsletters: This and previous newsletters can be viewed and downloaded from our web site [www.nottsam.org.uk](http://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](mailto:nam.clothing@ntlworld.com)

**Please make cheques payable to "Nottingham Advanced Motorcyclists."**



## Nottingham Advanced Motorcyclists Committee 2008-2009



# New Pictures of the new Committee in January



### Decorating recommendation

A quick recommendation for our very own Nick Ireland and his wife Myra. It can be difficult to find tradesmen that are trustworthy, diligent and are good at what they do and it was with some trepidation that after Nick mentioned he runs a decorating business we asked him to do some external decorating for us.

Nick completed a quality job, and his prices were very reasonable, so much so that we asked him to do some interior decoration after he provided advice on why our interior doors had discoloured after we painted them. The interior work again was of an extremely high standard, and completed whilst we were away on holiday.

I can't recommend Nick highly enough if you have any decorating to be done. I won't repeat his number/email, as they will all be in the magazine !

### Ryan Walker.

P.S. I've just asked Carolyn, my better half to read this, and she says he's a very nice man, and she is now working out what work we can have done in our December holiday !