



WRITE LINES

October 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 newslettereditor@nottsam.org.uk

Breaking News..... The October Newsletter is NOT late.



As Editor in Chief (oh yes given myself a new title too) I have decreed that the due date for the newsletter will change every month. This will be determined by me and will be published on the front page every month.

The result of this obviously is that it will never be late again!!!

- How good is that?
- Why didn't I think of this before?

This is the only way I can continue to produce the newsletter—by making my own deadlines and own due date.

Complaints can be forwarded to the email address stated in my editorial column.

Shrek. (Editor in Chief)

NAM
SUPPORT



Lincs & Notts
Air Ambulance

THINK B KE

www.shinysideup.co.uk

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THE EDITORS BIT



Happy Christmas ...thought I'd get in there first!!

Anyway Princess Fiona is still around and hopefully will be for some time and she is no longer a virgin!!!

A trip to Matlock sorted that out!!!!
So life is still good!

Still very few contributors apart from the ever trying committee!

Why do I bother??

Once again no complaints!!! But that's probably cus no one reads it!

I'm sure non of you realise how long this bleedin news-letter takes to put together. Steve the chairman moans at me monthly about having to do his bit and how long it takes....try this ****er.

Life is really busy..... no I mean really really busy that's why this is always late.....but never again.

As you can see from the front page this issue is not late and none of the future ones will be ever again! The new date is actually set by me on a month by month basis. And this month its due on Wednesday 29th October 2008 so its bloody early so there....

I have received no nominations to change our **"nominated" charity of the Notts Lincs Air Ambulance** so it will be down to the Committee who will discuss it at length at the next committee meeting and the decision will be announced at the AGM.

Also any volunteers for the committee... please contact one of us a new person with fresh ideas will be most welcome.

Radcliffe Trophy—please let me have your nominations ASAP.

Anyway a rushed issue this month.

Stay safe

*Shrek
(Love to Fiona x)*

Terry (Victor Meldrew) Towler Retires again!!



I think most people are now aware why I have had to stand down from being the Associate Co-Ordinator of the group after a number of years.

As I move on to take up the appointment with the IAM, I would like to thank everyone for their help and assistance over the

last 6 years.

I am sure you all realise just what a difficult job being the Associate Co-Ordinator is, especially when trying to balance it with being a senior too, trying to get all the initials and finals done and keeping things moving along. It is very easy **for things to stall, hopefully they haven't too often. I wish my successor all the best.**

As I said in my email I will remain a senior in the group, (providing of course I re-qualify in February), and available to do a few initials or finals if the group still requires that I do so.

I will also remain a senior in the Car Group. In the past I have taken out riders from the group to do their car and they have all said that as a result of being taught a more comprehensive commentary, they are even more aware when they are on **two wheels. Don't forget, as an existing IAM member you do not have to pay the IAM membership fee the second time and the car is £10 cheaper too.** Just contact me.

I will also remain the main contact for the marathon as long as the group requires it.

Hopefully I will see you at Group Nights.

Terry Towler

P.S. I retire from Gedling Borough Council on the 31st, so, one way or another I am going to find my life changing over the next few months. Any advice how to fill my time, keep them to yourselves ! Especially SHREK.

(What??? Me??? - Suggestions via email please-Shrek)

Terry Towler

IAM Regional Co-ordinator,
North London and Eastern England

THE CHAIRMANS BIT.....



Hi every one, we have moved yet further towards winter with shorter nights and its now getting dark at around 5.00pm since the clocks went back at the weekend. I still haven't got my PC back from PC World yet, so I have had to borrow a lap top to get stuff

done. I don't know where the month has gone again. Before we know it, it will be Christmas and we will be off work, stuffing our faces. Hur-ray.....

What have we been up to this last few weeks? I have been to Scotland and down to Northampton on a senior observer training day. And we have been on a group ride out to Squires Café, which we didn't get all the way to, (photos next month if I get my pc back). My uncle has been over from New Zealand so we have been entertaining him, nice bloke to. And we have been doing lots of dog walking in between working.

Scotland trip 08—Well the trip went well, and with more time next month I will attempt to tell you all about it. And show you some pictures. *(Here we bloody go again – wait for the 5 part serialisation –Ed/Shrek)*

Senior observer training day—We had the invitation to attend the event; one or two of us (observers) put our names down to attend. Dave B, Nick I, Andy D, and I were successful in getting a place on the course. Terry Towler had his own personal invite with his new roll for the IAM.

It was being held down at Northampton at the Obelisk centre. Which if I hadn't been to before on a previous IAM event would have been very hard to find. (If you didn't have GPS that is) we had to be there for around 9am, so we met up at the lay-by where the A46 crosses the A606. We then went down to Melton, Oakham, Rockingham and Corby before we joined the A14 for one junction to go down to Northampton.

As Andy D hadn't turned up for the event Dave was on his own in group one, whilst I stayed with Nick in group two.

The morning class was a simulation of how not to do a pre ride introduction to an associate by Tony Clarke, followed by a demonstration of how we should be doing it, by one of the other lady seniors. Followed by a really poor debrief again by Tony, followed by the other senior again. John Taylor (Graham Buxton's counterpart down south) played the associate in each version and the whole thing was very well put together, with question and answers following each section. Where were allowed to comment on how we think it could have been done better or praise where it was done very well.

It was quite surprising just how many groups don't use radios, and even more surprising how narrow minded they all were about how a radio could be so useful in the development of an associate.

The morning session ended and lunch was served. Very nice too, we had a lasagne, followed by a really nice cheesecake. And as much tea and coffee as you could drink. Not a good move when I was going out in the cold all afternoon on the bike.

Nick and I were then given to our own examiners for the afternoon along with another GO/senior observer. When we were introduced to our chap, he turned out to be in charge of his areas police training and examining, along with being in charge of Bike safe also an IAM examiner. So he should know what he was doing!

I was given a route to take, and we set off. I only had an 18mile route to ride on the first part, out along the A5199 to Husbands Bosworth. But once out of the 30/40 limit we were able to get up to speed. The

brief was to keep to speed limits, and the route we took was mostly ride able at 60mph. The ride was going well until I came out of right hand bend and saw a 30 limit ahead. I hesitated for a second or two as to whether I should shut the throttle now, or a second or two later. Well I opted for the latter and found my self approaching the 30 sign around 5mph too fast... I now had a few options.

Option 1, Keep slowing down as I crossed the line and hit 30mph at around 30yds later, then take the correct gear.

Option 2, Use engine braking and change down to second to get the speed correct as I crossed the line.

Option 3, Apply a little rear brake to get the speed down to 30mph, as I crossed the line, followed by a change of gear once the speed was correct.

Well I opted for option 3. And he pulled me up for it because I had failed to read the road correctly and had to brake to get my speed correct for the village.

After our chat it was the turn of the other senior to take the lead for a 40 mile route. And take us through to market Harborough, then up the B6047 to the A47, then left to Uppingham. Where we stopped and had another chat about his ride.

From here I took the lead again for 5miles along a very challenging little road called the B664 towards Market Harborough. I know this road as we use it for the return route from Foxton locks. But we only ever do it in the other direction as the road has many down hill sections where riding with out braking is very hard as you automatically carry too much speed even on a closed throttle. But by running in a lower gear most of the time I was able to demonstrate good acceleration sense until we got to a left hand bend that I was just carrying too much speed for and had to trail a back brake through the corner to keep it nice and tight. Well he pulled me up on this as well. And as he pointed out, if I had been out with Angela on the back I would have been riding about 5mph slower and it would have been under control with out the use of rear brake.

We swapped over again and I sat at the back for a few more miles. Just before we got back to base we changed over for the last time as I was the only one with GPS and the other two didn't know how to get back!

Once back, he started our final debriefings and he filled out our report forms. He spoke about the times I had to brake, and that if I had not tried so hard on the B664 that I would of scored much better, as the ride looked "a little frantic at times". Point taken!!

I got a score of 2, which was a very big disappointment at the time, as I had set my heart on a 1. but talking to Tony Clarke later he said that there were only two 1's, and they were in doubt when read with the report, so I guess I didn't do too bad after all, after all I did only make two small braking errors on 35 miles of route. And we did nearly 90 miles in total.

Was it worth while? Yes I think so as it is always good to have your riding checked out, especially by a police officer. I know we some times ask each other how they think our riding was. But unless we all take it in turn to lead the way, and be watched from behind, you don't get an honest opinion.

Would I recommend others doing it? Yes get your name down when you can.

Round up—Well that's all for now. Sorry it is short yet again this month, still have computer problems. Once again I look forward to chatting to you all soon, come and say hello at group nights. Anything I can help with please ask, and I will see what I can do. *(if its short why did it take so bloody long to do-Ed/Shrek)*

Steve Laughton



Our Man in the Far East

Having recently returned from a holiday in Indonesia and witnessed their form of the Highway Code, I thought I would impart some of the more interesting aspects to

you. Firstly, they drive/ride predominantly on the left, but not exclusively so.

One-way systems and “no-entry” seems to be optional particularly if you are on two wheels, but again, not exclusively so. (More on this later). Stop signs are just road decorations and might as well be written in Swahili because they are simply ignored.

Roundabouts are relatively small, much like our mini-roundabouts and are relatively rare, which is just as well because there seems to be no priority given or expected in these places, and they make the ‘Arc de Triomphe’ seem like play school.

The general principle seems to be based on bullying, so size is **important. (isn't it always). If you are a lorry, you can do pretty** much as you wish. If you are a car, you only have to defer to lorries, and if you are on two wheels you have to look out!

The same applies at T Junctions and stop signs, a short blast on the horn seems to give you the right of way to pull out in front of anything smaller than you. People on two wheels needing to turn left at a T Junction generally do so but stay in the gutter so that oncoming traffic can continue by moving out a little.

People on two wheels needing to turn Right at a T Junction don't wait long either, if traffic coming from the right is heavy, they simply turn right and ride in the right hand gutter, or the pavement until a gap appears in the oncoming traffic, where they move back to the left hand side of the road.

Traffic lights are the only place where I witnessed any compliance with traffic management instructions, and everyone stops on a red light! Things revert back as soon as the lights turn green however, cars turning right simply do so in the face of oncoming traffic which has been released at the same time. No waiting in the middle of the junction for cars and lorries!

I learned much of the above from sitting as a passenger in a taxi over many miles. The driver told me when asked, that the horn has many uses:

- It is used to attract attention when looking for fares,
- It is used to warn the vehicle in front that you are about to overtake,
- It is used to pre warn vehicles (who we expect to have the right of way) that you are going to pull out or come through,
- It is used to inform others that they can come through,
- And it is used as a courtesy to the Gods that you are entering their area, accompanied by a quick prayer whilst continuing to drive!

Pedestrians are very much at risk everywhere, as bikes get everywhere too, and as a pedestrian you are at the bottom of the food chain. I found this out on my first evening in Town.

We were walking on the Left hand pavement of a one way system with the traffic coming towards us. I wanted to cross the road, so waited for a safe gap in the oncoming traffic and stepped onto the road and was nearly taken out by a scooter coming from behind me, going the wrong way! I was pretty miffed by this, bearing in mind that I could have been killed or seriously injured as a result of the flagrant disregard of the law by this particular rider. Only it was not just one rider, I soon realised that this practice is widespread.

In hindsight I should have looked behind me, but didn't even consider this at the time due to my British expectations regarding road use.

If you want to hire a scooter or motorbike but don't have a licence, don't worry. You can turn up at a bike hire shop, sit a written exam answering various questions (of which you are given the answers) and hey presto! you will be the proud owner of a temporary bike licence, and without any experience of riding a bike, or any clue of what is in store for you out on the road, you are free to set off on your own! Except that if you use the rules of riding that we hold dear, you will not get anywhere anyway. Which is probably a good thing!

For those of you reading this who were at Group Night when Peter Rodger, the IAM Chief examiner, came and gave us a talk, you may remember the video of the road junction in what I think was India. The word that springs to mind is Chaos. Obviously there were rules that were being followed, as there were no crashes and no road rage, but quite what they were needed some time to understand. And this was very much my experience of this Far Eastern country.

Much to my amazement “road rage” is unheard of, and I was told that people just laugh at the actions of bad driving. Indeed anger is very much frowned upon in this society and people expressing anger are generally looked down on, and lose the respect of all around them. I wonder if our society would be improved by such an approach?

Anyway, just to conclude, the moral of all this is that it is clear that before even thinking about hiring a vehicle in an unfamiliar country you should have some understanding of the local rules of the road, whether they be in written form like our Highway Code, or some other unofficial form. Without this you would be well advised to leave the driving to the locals so that you can sit back and enjoy the entertainment in relative safety.

By the way, paid passenger vehicles are the only category of vehicle that needs to have the equivalent of an MOT!

Happy Christmas (I just wanted to be the first!)
Ian Orgill



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From Dave Shenton – Group Support Manager
RE: Regional Co-ordinator Region 7

I am pleased to advise you that from the 1st October 2008, the Regional Coordinator for Region 7 (North London & Eastern England) will be Terry Towler. Terry became a member of the IAM in 1984 and has subsequently served on the committee of two Groups. He was Group Secretary of Nottingham No 1 Car Group for two years and qualified as a Group Observer in 1989 and recently took over as Chief Observer. Terry is also a member of Nottingham Advanced Motorcyclists, where he has been the Associate Co-ordinator for the last 5 years, delivering at least 1 block course per year. Terry has also been an IAM Senior Observer for Car & Bike since 2000 and continues to work in this role. Contact details are as follows:- Terry Towler Email: rco7@iam.org.uk
I am sure you will all wish Terry every success with his new role.

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, 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.”

Save fuel - **don't crash during the crunch**

With motoring costs up by nearly 20 per cent, or £277 since 2007, the IAM 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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Squires Cafe Ride Out



By Nick Ireland

We all met up on what was initially a horribly wet, miserable morning that had the promise of improving the further North we ventured, which turned out to be very true for those of us that actually made it?

I was, as usual, leading the associate group which by the time we set off consisted of just David Lowe and Ruth his pillion as for one reason or another no one else in my group turned up? So I basically did a 180 mile demo ride which I have to say, was one of the most enjoyable rides I have had in a long time.

Being the last to set off I was very surprised at about 30 miles into the ride to come to a junction and see Ryan's group suddenly appear around the bend of the road we were turning on to. If only we had been a minute earlier we would have been in front of them and that would certainly have been a laugh. As Ryan's group was one of the first to set off and had obviously taken a detour!!

David and I then followed Ryan to the appointed coffee break where we met Steve's group who were just getting off their bikes so not much time difference between us all arriving, except we were missing Mike Gant's group who turned up as we were all leaving!

Ryan's group and David and I arrived within a minute of one another at Squires and after about 20 minutes started wondering where Steve's group was? It turned out that George Harrison was having a problem with his bike and that he

was missing his oil filler cap which was only realised due to the amount of smoke coming from his engine because of the oil being flung all over it, as well as George's new waterproofs (now oil proof as well)

Steve's group decided it would be silly to try to continue with both George and his bike resembling and oil slick so they jerryed up a make do oil filler cap out of a stick and a load of insulating tape and headed back to the place where we had had our break for some lunch and then took a steady ride home.

David and I decided to tag on to the back of Ryan's group for the ride back from Squires and were just getting our kit together as Mike's group arrived after what seems to have been more scenic detours en route but at least we managed to have a quick chat before we left.

It was good to not to be the one getting lost for a change!

(I'm sure you'll do it again...Ed/Shrek)

**This Should be an
Apology column
I published last month
that there were vacancies
for the up and
coming Triumph
tour—well I lied it was
fully booked.**

SORRY!

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Press release:

This is an update on the activity carried out as part of the force-wide crackdown on motorists ignoring seatbelt and mobile phone legislation.

Up until 1400hrs today (Monday 1 September), Nottinghamshire Police has dealt with 250 motorists on the first day of the operation; 200 of those were for seatbelt offences, with the remainder being for mobile phone use and other miscellaneous vehicle and document offences.

In addition, three drivers have been arrested – one for driving whilst disqualified, one on suspicion of being unfit to drive through drugs, and one under warrant for failing to appear at court.

Ch Insp Andy Charlton said: “We always sus-

pected we would be dealing with a significant amount of people, but I am shocked at the level of offending we have seen in just one day.

“It completely justifies the undertaking of the operation, and we will continue to crack down on drivers who ignore the seatbelt and mobile phone legislation.”



Road Debris

Is it just me or does this year seem to have been particularly bad for farmers leaving the roads in a dangerous condition for bikers. Grain, vegetables and mud are the main culprits

I have asked for the subject to be put on the agenda at the next Motorcyclists Forum Meeting and I am in the process of collecting a file of photographs to show at the meeting.

Please could I ask that anybody who sees a road that has been left in a potentially dangerous condition by a farmer take a photo of it and email it to me at bryant_dr@hotmail.com.

Here are a couple of examples, remember it doesn't have to be on a bend to be a hazard.

Many thanks

Dave Bryant
Publicity



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This is
Nick Irelands
more sane brother!!!



By Nick Ireland

OK, The story behind this is that my brother, who built up a very well known business in the custom world known as "Desperate Dan's Custom Bikes" until his health forced him to take a break, is now getting back on the tools and was challenged by friends that he couldn't build a chopper for £20.

Well he did, and the above photos are the result. It actually cost him £6.50 to do the chop job, most of which went on transfers and the toy shotgun strapped to the front forks, plus of course the helmet!

Very skilful bloke my brother, but totally off his trolley.....a bit like me.

Incidentally, everything is built in his garden shed, including his latest trike creation.

He is also a co founder (and editor) of the "Brit Chopper" magazine.

If you have an hour or two to spare then check out his web site www.chrisireland.co.uk

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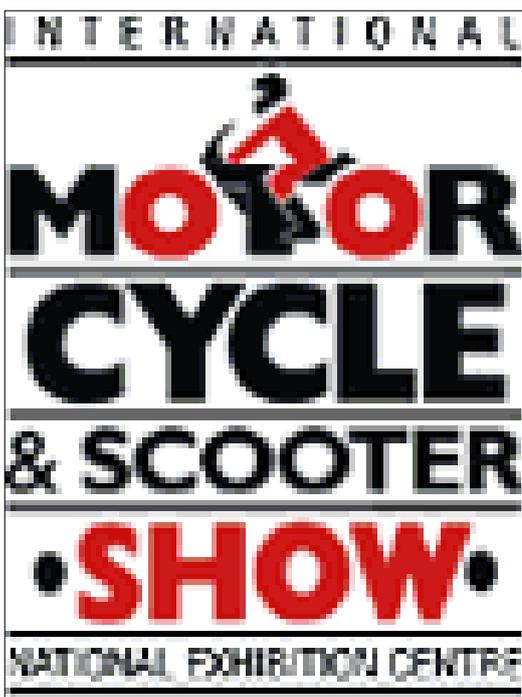


NAM EVENTS

Before participating in any of our group organised ride outs please make sure you have read and understood the "Group Ride Rules" found on the Yahoo Site by going to Files/Calendar and Events. Ask one of the committee for copy if you don't have access.

Nick Ireland (Events organiser)

October		
Wed 29th	Club Night	Surprise
November		
Sun 2nd	Observer Only	Foxton Locks
Wed 26th	Club Night	A.G.M. + Cheque presentation to Air Ambulance + A surprise guest to entertain you? ?
December		
Sun 28th	Xmas Ride Out	Route and Destination TBC
Wed 30th	Club Night	No Club Night in December (AGM)



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

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WANTED COMMITTEE MEMBERS for 2009

Fancy joining the nam committee
A Vacancy this year will arise for the
publicity officer & clothing rep
(You can nominate yourself for any position at all
though)

See later in newsletter for details



GONE.....But hopefully reappearing somewhere else!! (Says Who Ed/Shrek)

Yes, this is my final month as Events Organiser so I would like to take the opportunity to thank you for supporting the events I have organised during the past few years.

I have enjoyed organising the many different events over the years, as well as the reputation I earned for always getting my group lost!!.....On one occasion we actually ended up on the M62 and M18 in totally the wrong direction for the best part of 8 miles, (which meant another 8 miles back) Not bad considering **our route was mostly "B" roads with the occasional "A" road** when necessary.

One of my main aims was to get our associates more involved **as we all know what it's like to be the newbie and obviously apprehensive about going on a ride out with "Advanced Motorcyclists". So I reserved a group purely for associates where they would effectively get a 100 mile plus demo ride.**

However, we didn't wish to infer there was any ranking/elitist by numbering the groups, so that is when I came up with the idea of identifying them with colours and just because I chose **"PINK" for the associates has no bearing at all. Equally, the "BLACK" group was not a reference to their prowess. We actually had loads of fun (and still do today).**

It was myself who usually lead "The Pinkies" and even purchased a bright pink NAM polo shirt for a laugh which is certainly a colour that gets in your face but one that has now been taken up by a number of members. I still regularly wear mine.

You could always guarantee something would happen, usually me getting lost or other road users doing stupid things. It actually got to the point where at the designated break points the other groups would get themselves near a window of the cafe so they could see me ride straight past!

However, despite this we have had progressively more people coming on our ride outs to the point where we have had 2 associate groups.

Finally, I would like to thank all the observers (and seniors) who gave up their time to lead and tail the groups and without **whom none of the ride outs would have happened.** I'm sure you will give the next Events Organiser just as much support.

Nick Ireland

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



A passenger in a taxi leaned over to ask the driver a question and **tapped him on the shoulder**. The driver screamed, lost control of the cab, nearly hit a bus, drove up over the curb, and stopped just inches from a large plate glass window.

For a few moments everything was silent in the cab, and then the still shaking driver said, 'I'm sorry, but you scared the daylight out of me.'

The frightened passenger apologized to the driver and said he didn't realize a mere tap on the shoulder could frighten him so much.

The driver replied, 'No, no, I'm sorry, it's entirely my fault. Today is my first day driving a cab.....! I've been driving a hearse for the last 25 years.'

A mechanic was removing a cylinder head from the motor of a BMW motorcycle when he spotted a well-known heart surgeon in his shop. The surgeon was there, waiting for the service manager to come and take a look at his bike. The mechanic shouted across the garage, 'Hey, Doc, can I ask you a question?'

The surgeon a bit surprised, walked over to the mechanic working on the motorcycle. The mechanic straightened up, wiped his hands on a rag and asked, 'So Doc, look at this engine. I open its heart, take valves out, fix 'em, put 'em back in, and when I finish, it works just like new. So how come I get such a small time wage and you get the really big salary, when you and I are doing basically the same work?'

The surgeon paused, smiled and leaned over, and whispered to the mechanic...
'Try doing it with the engine running.'



This was at MFN and was on a stand next to ours and is a 125cc Learner Legal £2249!!!



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Passed this Month Dave Gedney.

RECENT TEST PASS PHOTOS



JTS Ladies/Girls Boots Size 4 — £20
Richa Waterproof Boots Size 11.5 — £20

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Chief Observer

J. Annable 07973 815771 Sandiacre

Associate Co-ordinator T. Towler(S) 0115 8465870 Wilford

R. Edwards(S)	0115 9491678	Stapleford	
D. Bryant (S)	0115 8491590		Long Eaton
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
G. Roberts (GQ)	0115 9514300		University Park
J Morgan(GQ)	07780 843315		Cropwell Bishop
A. Davis(S)	0115 8491098		Kimberley
J. Ritchie (S)	0115 9551826		Rise Park
N. Ireland (GQ)	01636 611246		Newark
S. Macmillan-Fraser (GQ)	01623 442436		Sutton-in-Ashfield
G Harrison(GQ)	01159 875826		Carlton
P Meynell(GQ)	newslettereditor@nottsam.org.uk		
S. Laughton (S)	07973 892121		Warren Wood
I Orgill (S)	01623 795654		Rainworth
P. Waldron (GQ)	0115 9279856		Bestwood Village
A. Beavis (GQ)	0115 8407370		Carlton
K. Pickering (GQ)	07866 339386		Papplewick
D Storey(GQ)	07814 672289		Hucknall
P Green (S)	01664 851557		Melton Mowbray
R. Walker(S)	0115 8461893		Gamston
C. Garland (T)	07887 794979		Gedling
G. Hope (T)	0115 9192813		Chilwell

MENTOR GROUPS - October 2008

CAPTION COMPETITION.....



If John Annable can do it so can I...

Bend Over Here It Comes Again!

I know I put those keys in my handbag somewhere..

We can all go when I've had a pee!!

You should see me when I'm sober!!

**The winner is.....Myra Ireland with
"You'll soon find out if he's dead or not if you kick him in the b*****ks"**



No one can

cape.....

es-

A Magic Mug for the winner claim it from Mark Ellis on club night.

Captions to: newslettereditor@nottsam.org.uk

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Retford College of Vehicle Technology

Tel: 01777 862886
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

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.....

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Training Status	Surname	First Name	Observer	Runs
BEING TRAINED - 1 2 1	Deverill	Ben	Ian Cameron	3
BEING TRAINED - 1 2 1	Hall	John	NI:PW	3
BEING TRAINED - 1 2 1	Lowe	David	Nick Ireland/SMF	A
BEING TRAINED - 1 2 1	Mace	Daniel	George Harrison	4
BEING TRAINED - 1 2 1	May	Nick	Ian Cameron	3
BEING TRAINED - 1 2 1	Simmonds	Mark	Andy Parkin	2
BEING TRAINED - 1 2 1	Simpkin	Debbie	SMF & PP & RM & NI	B
BEING TRAINED - 1 2 1	Anderson	Terry	SMF	
BEING TRAINED - 1 2 1	Corry	Matthew	Chris Gant	
BEING TRAINED - 1 2 1	Stuart	Ray	GH	2
FINAL REQUIRED - AD	Miller	Robert	KP:NI:RW:RW:PW:GR	D
TEST READY	Barker	Gemma	JM:TT	C
TEST READY	Blain	Glen	GH:DB:GH	5
TEST READY	Bostock	Jenny	SMF:GR:SMF:gh	5
TEST READY	Coakley	Mick	Phil Meynell	5
TEST READY	Cross	Simon	NI:GH:DB:GH	5
TEST READY	MacCleod	James	George Harrison/JR	5
TEST READY	O'Connel	Steve	RW:RW:RW:IO	5
TEST READY	Peck	Ashley	IO:PG:PM:PM	5
TEST READY	Prestcote	Roger	Shanus M-Fraser	5
TEST READY	Ramsay-Dawber	Peter	Gethin Roberts	5
TEST READY	Simpkin	Ashley	SMF & PP & PH	
TEST READY	Smith	Paul	Phil Green	5
TEST READY	Swann	Jamie	Jason Morgan:MG	5
TEST READY	Travers	Keith	Dave Bryant	5
TEST READY	Warhurst	Giles	DB:DB:JR:JR:GR	5
TEST READY	Whittaker	Jake	SL:RE:SL:SMF	5
WAITING ASSOCIATE	Boss	Paul		
WAITING ASSOCIATE	Chamberlin	Mark		
WAITING ASSOCIATE	Coleman	David	KP:IO	2
WAITING ASSOCIATE	Delaney	Terry		
WAITING ASSOCIATE	Fisher	Malcolm	Ron Maslin	5
WAITING ASSOCIATE	Harris	Ian	Dave Bryant	5
WAITING ASSOCIATE	Hartley	Loiuise	Duncan Wallace/Mike Gant	5
WAITING ASSOCIATE	Mirfin	Trevor	Steve Laughton	
WAITING ASSOCIATE	Stark	Adam		
WAITING ASSOCIATE	Ward	Leigh	George Harrison	2
WAITING ASSOCIATE - FINAL REQUIRED	Lathrope	Helen	PG:GH:PG:IC	5
WAITING ASSOCIATE - FINAL REQUIRED	Thomas	Gerry	MG:AD:RM:PW	5
WAITING ASSOCIATE - INITIAL REQUIRED	Poyser	Tristan		
WAITING ASSOCIATE - INITIAL REQUIRED	Pykett	Tim		
WAITING ASSOCIATE - TEST READY	Lathrope	Andrew	PG:GH	3
WAITING ASSOCIATE - TEST READY	Patrick	Robert	George Harrison/ KP	5

Terry Towler
Associate Coordinator & Senior 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 - 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 Mark Ellis.
Alternatively please e-mail your completed order form to...

nam.clothing@ntlworld.com

Please make cheques payable to "Nottingham Advanced Motorcyclists."



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,

1. **All** members and associates are entitled to vote, and
2. The only person **ineligible** for the award is the current holder – which is me **Shrek the Editor**

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 newslettereditor@nottsam.org.uk

The engraving needs to be done in time for the AGM, so please can you ensure that I receive your votes ASAP

THE RADCLIFFE TROPHY 2008 VOTING SLIP: I would like to nominate the following person for the Radcliffe Trophy 2008

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 Phil (Shrek) at Group Night or via email at

newslettereditor@nottsam.org.uk

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**Nottingham Advanced Motorcyclists Annual General Meeting
26th November 2008
The Black Lion, Radcliffe on Trent**

Provisional Agenda

***If you have any items for the agenda then please email them to Andy Hampshire:
namandyh@ntlworld.com
by 15th November 2008***

Item	Subject	Action
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	Phil Meynell
7.	A.O.B	
8.	Date of next meeting	

**TO BE HANDED TO ANY OFFICER/COMMITTEE MEMBER OF
NOTTINGHAM ADVANCED MOTORCYCLISTS PRIOR TO AGM
OR TO SECRETARY ON EVENING OF AGM ON 26th NOVEMBER 2008**

Nomination Form for the election of Nottingham Advanced Motorcyclists 2008/2009 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 debar 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: namandyh@ntlworld.com**

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**NOTICE OF ANNUAL GENERAL MEETING FOR NOTTINGHAM ADVANCED MOTORCYCLISTS
Wednesday 26th November 2008**

**The Group AGM will be held at the Black Lion, Radcliffe on Trent,
on Wednesday 26th November 2008**

The AGM will start at 8.00 p.m. Please ensure you are there on time.

The purpose of the AGM is to review the events and finances of the past year and to elect the new committee for the forthcoming year. All full members and associates are invited to attend but only full members of the Institute and the Group may vote. (Those who have passed their Advanced Test)

Committee Changes:

The current officers – Chairman, Secretary and Treasurer must stand down plus at least one third of the current committee (three members) in accordance with Group rules. Any existing committee member may seek re-election.

The current intentions of the committee are given below.

Officers:

Chairman	Steve Laughton:	Standing down/seeking re election
Secretary	Ron Maslin:	NOT seeking re election as Secretary
Treasurer	Mark Ellis:	Standing down/seeking re election

Steve Laughton is willing to continue as Chairman and Mark Ellis as Treasurer if no-one wishes to take on this post.

Current Committee Members & Positions:

Terry Towler – Associate Coordinator: Standing down.

Duncan Wallace - Assistant Ass Co-ordinator: Standing down and seeking election as Website Editor

Nick Ireland - Events Coordinator: Standing down and seeking election as Associate Coordinator

Dave Bryant – Publicity: Standing down and seeking election as General committee member

Andy Hampshire – Website Editor: Standing down and seeking election as Secretary including Membership.

Phil – Newsletter Editor: Not standing down.

Tony Bell – General committee member: Standing down and seeking election as Events Coordinator

John Annable will stay as Chief Observer. (This is not a committee post and may only be held by a current serving Senior Observer.)

Vacant Posts:

Clothing Officer

Publicity Officer

You can apply for any of the positions above, even if someone on the committee has already put themselves forward. **Voting will take place to fill the three officer posts at the AGM.** In the event of 2 or more nominations for a post, a secret ballot will take place on the evening.

We need more volunteers to fill committee member posts. If you think you have something to offer and want to help make the group a success then please apply for a committee post.

Nomination forms are attached to this Newsletter. Please remember, only fully paid up members of the Institute and the Group may nominate or be nominated.

Please return nomination forms to any of the Officers/Committee Members as soon as possible or hand in to the Secretary when attending the Annual General Meeting.

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Nottingham Advanced Motorcyclists Committee 2007 - 2008



<p>Chairman Steve Laughton</p> 	<p>General Member</p> 	<p>Treasurer/Clothing etc Mark Ellis</p> 	<p>Chief Observer John Annable</p> 
<p>Events Organiser Nick Ireland</p> 	<p>Asst training Co-ordinator Duncan Wallace</p> 	<p>Training Coordinator</p> <p style="text-align: center; font-size: 48px;">?</p>	<p>Publicity</p> <p style="text-align: center; font-size: 48px;">?</p>
<p>General Member Tony Bell</p> 	<p>Secretary & Webmaster Andy Hampshire</p> 	<p>Newsletter editor</p> 	

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