



WRITE LINES

September 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

Take a look this picture.....

Who is it? What is he doing?
Why is he doing it?
How did I get this picture?
He didn't know I had it!
What does he look like?



NAM SUPPORT
BOTH



Lincs & Notts
Air Ambulance



The Radcliffe Trophy

See page 18
Please Vote!!!



THINK B KE

www.shinysideup.co.uk

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THE EDITORS BIT



Shrek is back.....Hot off the press looks like my advert has worked I found a virgin, my princess Fiona.....and she's not an Ogre!! When I say virgin I actually mean a **biking virgin.....not awell you** know perhaps I should leave this conversation!!!! Anyway all is good in my little world!!

I still wonder if anyone actually reads this—I do get the occasional email with words of encouragement and gratitude—Thanks Mum!!!

Seriously thanks to the regulars who do actually know my email address!! Still no complaints—Note to self I must try to offend—that way the committee will sack me **and I won't have to put myself through this for many** hours every month.

Not done much biking this month as the weather has been bad—that with dad duties and grooming my Princess Fiona. Oh and work stuff been busy too.

So all in all I've had a busy few weeks and apologies to

everyone as this is again late...all I can say is tough it's free!!!

We have nmonthly committee meeting where I asked for and Item to be added to the agenda where we would discuss committee members ignoring my emails but they even ignored that request!! B%@~*s!!!!

Once again I have not had anything from the female **members come on girlies I'm not a sext pig really** Just a pig!!!

Where as before I was convinced everyone was happy my thoughts this month is **“Stuff everyone not bothered if you aren't 'appy or not — I am !!!”**

So with Fiona in tow I have someone to take to the Committee Christmas Dinner so the offers of Rubber dolls, Maverick the Weinramer, and Victor Meldrew who I sat with last year will all be gracefully declined.

From a very happy ogre!!!

Stay safe

*Shrek
(Love to Fiona x)*

Pudding of the Month



We have two this month—Dave Bryant!!! And Angela Laughton (ever suffering wife of Chairman Steve)



Firstly Angela—see ladies first—I'm a true Gentleman!!! Once upaon a time Steve and Angela

went camping.....after their brief camping experience they packed up their 8 berth tent (Why 8 berth???) which is no mean feat I can say. They packed it all away in the rain. And then looked for the van keys to drive off site. Could they find them??... Nope where were they.... Angela knew...Didn't you Angela!!! Yes you did they were in the tent folded up in the van—Angela “Pudding” Laughton had put them in one of the pockets for safe keeping...and boy were they safe.

Secondly Dave— in his own words...talking after helping marshelling at the **Nottingham Marathon...**

I was going round with one of the Police riders yesterday

and stopped to move some cones. Either the slope was more than it looked or I didn't put the side stand out properly but as I stepped away from the bike it gracefully rolled forward

He had to help me pick it up (it was bloody heavy) and then promptly told everybody on the police frequency about it.

Everywhere I went yesterday people were rushing over to catch my bike, just in case, apparently

Didn't do too much damage just scraped the fairing on the kerb....

Enough to get a pudding though. Its not as if he's senior observer or CBT Bike instructor....Oh he is!!! (Shrek)

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THE CHAIRMANS BIT.....

Well hi every one, we have moved yet further towards winter with shorter nights and its now getting dark at around 8.00pm. And Tesco's now have Xmas selection boxes on the shelves.

At last I have been out in my summer gear.

Last weekend we were involved with the marathon and it was such a nice weekend that I risked my summer kit, and had to keep taking layers off to stay cool! Wow sunshine, where have you been? You may ask what have we been doing since last month? **I've been out again and completed another couple of initial assessment runs, which is great considering that it's technically end of season for most riders. I just hope that they will continue their training and get their test taken before the year ends, or we may lose them forever if they don't. Because history shows us that most associates don't come back again after winter.**

I've also been on a group ride out, to the chip shop at Ollerton "Big Fish". And we have taking part in the Nottingham marathon. And I would like to send a big thank you to Mr Ian Cameron for the free tickets for Friday's qualifying of the WSBK at Donnington in the rain.

And whilst you are reading this we will be in Scotland on the group observer training trip. So we may not make group night this month as we only return from Scotland on Wednesday the



man biker from Leicestershire Constabulary around, and so we need to know where the route goes and how to get from A-B in a hurry if something goes wrong somewhere on route. During the weekend I managed to cover 90 miles around a 26 mile route. The policeman I got paired up with was a guy called Dave but with too many Dave's in the department he was nicknamed "Johnno" another really nice bloke, who liked a good laugh.

We were given the task of delivering the radio equipment to 9

24th so we may be knackered from our long ride down from Fort William. (I'm sure we will get the 5 part story of the trip) Helmet camera

I've had to spend quite a lot of time readjusting the position of the camera. Because with the tighter angles with the new lens, the position is more important or you get lots of trees and sky! I think I've just about got it right now so off to Scotland with a hand full of memory cards.

Big Fish ride out

We met over at Arnold McDonald's for the start of this trip. Ollerton is only a short blip up the A614 for about 20 minutes, but being one of my routes it took us over an hour and was 53miles long. This was the shortened route as well, as my original plan was going to take us around an hour and three quarters, and would have been around 70 miles in length. **But with the night's drawing in I thought we should shorten it to the one we did.**

We got there in fading daylight, and I had to take my really dark shades off a few miles short of the chippy to be able to find it!

Most of the other groups got there in the dark, but everyone seemed to have enjoyed it, so maybe a route we can use again with a few modifications to miss some gravelly road sections.

Nottingham Marathon

The weekend started with Dave Bryant and me pre riding the route on Saturday morning so we know where it goes for Sunday. This is important for us as we will be escorting a police-

drink stations before the race started. At about 8.45am this sounds like an achievable target. But as most of the roads were still open our progress was not much quicker than legal. But when we came upon red lights I just had to wave my man **past so he could stick on his blues and two's to give us a safe passage through the junction. "How much progress do you want?" was his question. What a question to be asked. "How much can you give me?" I asked.**

We started picking up the pace and I was starting to have lots of fun before having to stop at the next drinks station, then I **had to unplug the helmet camera, and "Autocom" to enable me to get off the bike and get around the back to the top box, to then rummage around in there to find the correct radio for each station.**

The university grounds are great from the entrance around several switch back bends before you get onto the loose bumpy gravel, which is not a lot of fun on a Hayabusa but we got through safely. Unlike some members who will remain nameless in my write up, but Dave may tell you about it himself if you ask him. (Or just read Pudding Corner....Shrek)

The second half had a few changes from previous years, but

the tow path at the boating club puts the fear of god in me every time I have to ride across it. The grass doesn't get cut before the race so its 6 inches high, and having had rain on Saturday night it was wet and very slippery. Fortunately Terry and his Poilceman had been over before I got there so I tried to follow their tyre tracks as they had flattened a narrow section of grass. My Poilceman said afterwards that he was waiting to see if I got over safely before he followed.

Most of the rest our day was spent riding around the course, helping and giving friendly advice and encouragement where we could.

It was great to see our guys there riding around with bottles of water to assist the runners, especially on the back leg of HPP, where the drink stations always seem to be mile apart.

So I would like to say, well done to all of you who once again turned out to help a really good event.

After all this is one of our main fund raising events as they give our group around £600 for this event and another £250 ish for the Reading marathon in March.

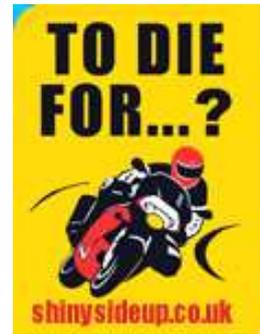
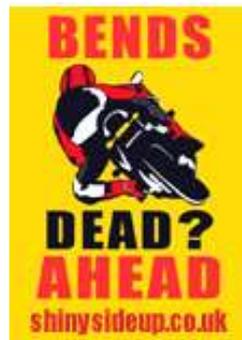
Round up

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
Nottingham Advanced Motorcyclists
Chairman



The Stinger

Not such a new
idea really!

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Safe drivers are made, not born – 10 steps to young driver safety from the IAM Trust

Age, inexperience and gender impact most on the safety of young drivers, according to new IAM Motoring Trust research. Most at risk are the under 20s, who have the least driving experience; drivers under 25 have an exceptionally high risk of being killed or seriously injured (KSI) in crashes; and up to twice as many young men are involved in crashes as young female drivers.

Young drivers – where and when they are unsafe compares drivers between 17 and 70 in an analysis of almost a quarter of a million KSI crashes between 2000 and 2006. The study reveals where, when and why many young drivers die or are seriously injured on the roads compared with drivers over 25. The highest risks are:

- In older cars with less EuroNCAP (New Car Assessment Programme) crash protection
- When there are three or more casualties in the car
- On Friday and Saturday nights
- On rural class 'C' or unclassified roads
- In single vehicle crashes involving no other road user
- When running off the road and hitting something at the roadside
- When skidding and possibly overturning
- In fog, mist or rain, or on wet roads in "fine weather"
- On bends, particularly on rural roads

"Novice drivers, particularly the under 20s, are most at risk in the early weeks and months after they pass their driving test. This study helps to explain why and points to what needs to be done," said Neil

Greig, Director of the IAM Motoring Trust. "Most young drivers, particularly young women, have the skills and the right attitude for driving safely. Post driving test restrictions that limit the number of passengers young drivers can carry or the imposition of night time curfews are not the answer. They would penalise the relatively safe majority but do little to curb the dangerous excesses of the reckless, mainly male, minority." The IAM proposes

a 10-point package of actions for making younger drivers safer:

1. Encourage more understanding of driving in a wider range of road conditions where novice drivers are most at risk, including at night, in poor visibility and poor weather, and on rural roads.

Why? The study shows that these are the conditions and roads novice drivers are least able to

handle safely. It's not practical to drive in all these situations while learning, but the theoretical test could be slanted to give novice drivers a much greater awareness of the risks, and what to do to avoid them.

2. Prepare learner drivers better for driving solo or with passengers by making them more aware of where and when they are most likely to crash.

Why? The study points to situations where novice drivers face the biggest risks compared with older more experienced drivers. By making them aware of situations – where, when and why they are more likely to crash – they will be better equipped to deal with them. Our study can be the basis of this element of education for L drivers.

3. Integrate road safety education in core school curriculum subjects so that young people develop a self-taught awareness of the risks and responsibilities of using the roads as drivers, riders and as passengers.

Why? The youngest novice drivers (17-19) are the riskiest group. Many start learning to drive while still in school; getting them to understand the maths and physics of their safety would have an immediate and lasting impact. For example, skidding – teaching in physics about friction and the loss of friction when tyres are wet/bald etc; teaching in maths about deceleration and how wearing a seatbelt deals with the forces; teaching in biology the effect of alcohol and drugs on judgment and driving abilities.

4. Guide parents on how to help their children become safer drivers through additional, supervised driving practice in the family car.

Why? There is evidence from several countries (eg Sweden) that the more driving practice novice drivers have pre-test, the less likely they are to be in a crash. In Sweden, 50 hours is recommended but 120 hours reduces crashes by 40 per cent in the following two years. Parents should be encouraged and helped to give their children additional driving practice in the family car to supplement professional tuition. Giving their children this extra experience will help make them safer drivers.

5. Persuade insurance companies to recognise that additional driving practice with a parent before taking the test is low risk, and to set premiums accordingly.

Why? L drivers on the family car policy can be very heavily loaded. The House of Commons Transport Select Committee has also found this and in its report **on Novice Drivers, it says, "We would encourage the insurance industry to re-examine the high insurance charges imposed on supervised learner drivers, in the interests of encouraging them to gain maximum practice, a factor which has been shown to be crucial in promoting novice driver safety"**

6. Identify the minority of young and inexperienced (mostly male) drivers exhibiting dangerous driving behaviour through corrective education and training.

Why? Many years of research shows that most novice drivers have the skills to drive safely, but a significant minority chooses not to. Some are plain reckless; some are criminal in not taking a driving test, or insuring the car (see 7 below). The police can often find the plain reckless early in their driving career when they commit motoring offences. If they are licensed and insured, there needs to be a better system of requiring them to go on a rectification course, even if the offence is relatively minor (drivers who commit motoring offences in the first year are much more likely to crash – see page 20).

7. Target police enforcement at the reckless, unlicensed and/or uninsured minority of young drivers,

to find them and to get them off the road.

Why? Unlicensed drivers tend to be younger and male, and they drive up to 3.7 million hours a month. Uninsured drivers are typically young males living in urban areas: 60 per cent convicted of uninsured driving are under 25, and half are under 20. They have a high risk of crashing, and there is a perception among their peers that they can get away with it. Young people must be convinced that the only way to drive is to be licensed and insured. The majority of safe younger drivers should have their efforts to remain legal supported by knowing that the police and the courts are targeting the reckless minority of those who flout the law.

8. Place greater emphasis on training and improvement before the driving test, and after it, ensuring that this covers the full range of roads and conditions new drivers have to deal with.

Why? See 4 above. New young drivers are under-prepared for driving on rural roads in particular.

Government and its agencies should be more pro-active in encouraging young people to continue developing their driving by undertaking further training. The insurance industry should incentivise those who are helping themselves, as well as loading the policies of those who prove themselves to be a risk.

9. **Make roads themselves more forgiving of novice drivers' mistakes** by investing in features such as skid-resistant surfaces and crash barriers, and removing

potentially lethal roadside objects.

Why? This study shows that novice drivers are more likely to skid, lose control of the vehicle, run off the road and hit something or lose control on a bend. In these circumstances, what dictates the injury is the EuroNCAP safety rating of the car, the speed of impact, and what the car hits.

Safer drivers represent the most important element of road safety, alongside safer cars and safer roads.

10. Incentivise the take-up of technologies such as Electronic Stability Control in the new cars of today that will be driven by young people in the years to come

Why? These new technologies can mitigate the effects of the mistakes all drivers make and help reduce casualties.

But **take-up is slow and relatively few of today's smaller cars** have them as standard. These are the cars that will be bought by the novice drivers of tomorrow. Incentivising the fitting of these safety features in new cars today will save the lives of novice drivers and their passengers five to ten **years down the line**. Greig added, "**More than 1100 18-year olds** are killed or seriously injured on our roads every year and there is no higher road safety priority than preparing young people to drive safely, on their own and with passengers, after passing their test. And all novice drivers are at greatest risk in the weeks and months after passing the driving test. **The IAM's 10-point plan shows the way forward to make novice drivers, safer drivers.**"

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Factory Tour

We have 3 dates available for a tour of the Triumph factory at Hinckley.

The dates are:

December 17th 2008 - AM tour

January 21st 2009 - AM tour

February 11th 2009 - AM tour

The format is usually coffee on arrival (about 9am) in the briefing room, slide show and talk, walk round the factory with headsets so we can hear further commentary, then back to briefing room for coffee, chat then leave for home at about 12-30/1pm. There is a **MacDonald's down the road for those who need it.**

If you want to make your own way feel free but I will sort a route for a ride down together dependent on the weather (it is winter after all!) but it would be an earlier start. Details nearer the time but it will take about 1hr there and 2hrs back.

Early booking is essential and tours are limited to 18 people so I need to know which date is preferable or if we need more than one date! (It's happened before!)

If you haven't already, please reply to tony.bell4@ntlworld.com with Triumph Tour on the subject line with your preferences or for any more details.



Nicks Incident

Apologies to Nick I missed this last month and yes I know I bang on about people getting stories to me and yes this one slipped the net!! Please forgive oh great one!!!

Anyway here is the article by Nick Ireland...

It is apparent now to me that even "The System" does not cover for the prat who decides to do an emergency stop to turn right but it certainly reduced the consequences.

We surmised that his missus said "This is the turning" and he just anchored everything then indicated!

It's surprising how you don't take things in at the time because I thought it was a farm track/road as he had pulled just in to the junction to clear the road and all I saw as I was exchanging numbers etc was a single track road with a big farm building a couple of hundred yards up which is where I took it he was heading. It turns out it is called "Back Lane" and obviously opens out at the main road.

As it turned out I was totally wrong as I took a picture of the spot and when I got home I put it on the computer and low and

rest of my group were very supportive with the same conclusion.

On the picture of the track you can see that the road makes a slight left then right and as you come out of the right, the turning is just over a couple of hundred feet away. There were no warning signs that I can recall for the turning and as you can see on the picture, there is no sign at the junction itself.

The two second rule doesn't even come close to being enough to have prevented me from locking both wheels, then realising there is no way I'm going to stop in time and I had nowhere to turn as he is already turning across me as I'm still in the follow position, which culminated in me (according to the guys following) doing an endy and just stopping as I make contact (just a slight touch) with the rear corner of his offside bumper.

He had pulled out from the left some way in front of us and we were doing between 60 and 65mph and gradually catching him up. On reflection I suppose I should have taken it as a bit of a clue that his brake lights were coming on for every slight bend in the road but I assumed it was comfort breaking as he wasn't slowing down as such.

We had just closed up on him and I was considering getting in an overtake when he suddenly stood on his breaks and that was that!!

behold, there is a wide opening with "Give Way" markings for vehicles coming out which is pretty obvious. However, that doesn't make any difference to the fact I was in the follow position as I would have been there anyway and certainly have slowed down OK if he had done the normal preparations for turning right.

I was preparing myself for an overtake and had certainly not committed myself as the black tyre mark shows exactly where I was on the road so I know I wasn't being reckless and the



His reaction to all this was "I indicated"

I could have lamped him but it wouldn't have helped. The others with me also challenged him as to why he just suddenly stamped on his brakes and asked the question of didn't he see the six headlights in his mirrors? Again he just shrugged and repeated that he indicated.

I am aching a bit today and my confidence is certainly a bit down. I was lucky as it could have been worse but the only thing that is really hurting is my pride with the embarrassment of coming to grief with 4 associates behind me.

I did actually talk to them at the side of the road whilst we got my bike sorted about how even being an advanced rider doesn't prevent things from happening but it can minimise the consequences.

Thanks again for your comments but whether the attached have changed your views as to whether it could have been avoided I don't know but I would certainly be happy for you to advise me if you think it could.

Anyway, not looking for excuses, I already have a replacement mirror on the way from Ebay so will be happier by the end of the week.

Nick Ireland

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bennetts BSB
BRITISH SUPERBIKES



British Superbikes 2008

Silverstone (Intern'l) 26-28 Sept'

Brands Hatch (Indy) 10-12 October



S3K HANNspree
SUPERBIKE WORLD CHAMPIONSHIP 2008

World Superbikes 2008

October 5  **France**
Magny Cours

November 2  **Portugal**
Portimão

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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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		
Sun 5th	Ride Out	Squires Cafe
Wed 29th	Club Night	????
November		
Sun 7th	Observer Only	Route and Destination TBC
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)



Saw my first Hiyabusa Tractor today and they can certainly put a furrow in a field faster than the modern day plough but the down side is they can't sustain the workload for long as they tend to break easily!!

Yes, I arrived on the scene just a minute or so after it happened on a tight left hander going in to Stragglethorpe on my way back home from Grantham. The guy was OK but his Hiyatractor was a mess. He was really lucky nothing was coming the other way or it would have been a different matter.

He was obviously shaken somewhat but together with three other blokes who stopped in cars we managed to pull it out the field. There was lots of oil from his smashed engine and loads of bits of plastic that needed sticking back together as the bike ended up on its side some 30 or 40 meters in a turnip field!

He was following his brother-in-law who obviously didn't notice he wasn't there anymore. I believe he said he was from Gainsborough and yes, I was cheeky enough to give him one of our cards to which he said his brother-in-law was already one! Obviously didn't cotton on it was aimed at him.

Nick Ireland

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Bikers & Bondage Fundraiser

Dress wild for a big throbbing totally revved party for Lou and Tris!

Saturday 18th October from 7.30pm Nottingham & Union Rowing Club, Trent Side, Trent Bridge (by Boat Club)

Tickets £7 /Rock band 'Devil's Advocate' + exotic bellydancers + disco grooves

Lou Hartley and her photographer, Tristan Poyser have successfully completed their spectacular three week motorbike tour of ten European countries to raise over £20K for breast cancer charities. So don your leathers and help Lou reach her target of £40K!

Visit www.breastquest2008.co.uk or email info@breastquest2008.co.uk
or call Lou on: 07787 168158

In aid of The Lavender Trust/Willow Foundation/ Maggies Centre in Nottingham/ Research in Oncoplastic surgery

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 your self for any position at all though)

See later in newsletter for details

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



Top this for a speeding ticket...

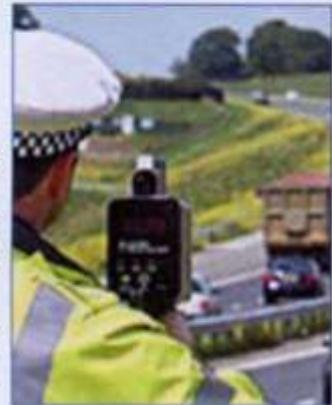
Two British traffic patrol officers from North Berwick, east of Edinburgh, were involved in an unusual incident, while checking for speeding motorists on the A1 Great North Road.

One of the officers (who are not named) used a hand-held radar device to check the speed of a vehicle approaching over the crest of a hill, and was surprised when the speed was recorded at over 300mph. The machine then stopped working and the officers were not able to reset it.

The radar had in fact locked on to a NATO Tornado fighter jet over the North Sea, which was engaged in a low-flying exercise over the Borders district.

Back at police headquarters the chief constable fired off a stiff complaint to the RAF Liaison office.

Back came the reply in true laconic RAF style. "Thank you for your message, which allows us to complete the file on this incident. You may be interested to know that the tactical computer in the Tornado had automatically locked on to your 'hostile radar equipment' and sent a jamming signal back to it. Furthermore, the Sidewinder air-to-ground missiles aboard the fully-armed aircraft had also locked on to the target. Fortunately the Dutch pilot flying the Tornado responded to the missile status alert intelligently and was able to override the automatic protection system before the missile was launched."



Guts and Balls - The Medical Distinction

We've all heard the expression about people having "guts" or "balls".

But do you really know the difference between them? In an effort to keep you informed, the definition for each is listed below:

GUTS - Is arriving home late after a night out with the guys, being met by your wife with a broom, and having the guts to ask: 'Are you still cleaning, or are you flying off somewhere?'

BALLS - Is coming home late after a night out with the guys, smelling of perfume and beer, lipstick on your collar, slapping your wife on the but and having the balls to say: 'You're next.'

Medically speaking, there is no difference.
Both result in death.

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PLEASE PLEASE

Make sure Terry and Andy know when you pass your test.

RECENT TEST PASSES

**Roy Samuel
Jackie Jones
Damien Warren
Ian Dagley
Simon Pearson
Steve Scrimshaw**



JTS Ladies/Girls Boots Size 4 — £20

Richa Waterproof Boots Size 11.5 — £25

CBR1000 Blue White & Red paddock Jacket —XL—£15

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MENTOR GROUPS - September 2008

Chief Observer	John Annable	07973 815771	Sandiacre
Associate Co-ordinator	Terry 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)	07776 165204		Mansfield
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
G.Cameron (T)	0115 9103837		Sherwood
C.Garland (T)	07887 794979		Gedling
G.Hope (T)	0115 9192813		Chilwell

CAPTION COMPETITION.....



It's a big fat arse.... And also there's John bending over. (Anon)

Come on someone park your bike! (Anon)

So where's the wide load sign! (Anon)

The Doc said touch my toes....well I'm trying!!

I 'erd the other day that wheels had something to do with Pi,
hummm pie..... (Jason Morgan)

They look like liquorice—no ones looking think I'll try to eat one..... (Anon)

“Does my arse look big in this”? (Nick Ireland)

Winner is.....

“ANDY DO YOU THINK MY BUM LOOKS AS BIG AS CRAIGS”

“WELL IT SURE DOES JOHN BOY”

“OH! WELL I'LL HAVE A CAKE THEN”

By a very brave John Richie (Black Belt)

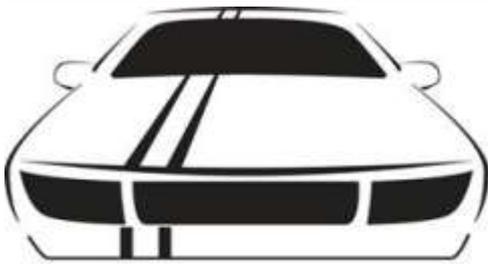
Claim your magic mug from Mark Ellis at Group night



This believe it or not is Mike Gant not sure what he's up to—you tell me!

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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

... the throttle works both ways

Too hot to Handle...



Too hot to handle

John Field (Nottinghamshire Fundraiser)

Lincs & Notts Air Ambulance

Email:- johnfield.airamb@btconnect.com

www.lnaact.org.uk



Lincs & Notts Air Ambulance



**28th November
to
7th December 2008**

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Training Status	Surname	First Name	Observer	Runs
BEING TRAINED - 1 2 1	Boss	Paul	Chris Gant	
BEING TRAINED - 1 2 1	Deverill	Ben	Ian Cameron	2
BEING TRAINED - 1 2 1	Hall	John	NI:PW	
BEING TRAINED - 1 2 1	Lowe	David	Nick Ireland/SMF	5
BEING TRAINED - 1 2 1	Mace	Daniel	George Harrison	2
BEING TRAINED - 1 2 1	May	Nick	IC	2
BEING TRAINED - 1 2 1	Miller	Robert	KP:NI:RW:RW:PW:GR	A
BEING TRAINED - 1 2 1	Ramsay-Dawber	Peter	Gethin Roberts	4
BEING TRAINED - 1 2 1	Simmonds	Mark	Andy Parkin	
BEING TRAINED - 1 2 1	Stuart	Charles	? KP	
FINAL REQUIRED	Lathrope	Helen	PG:GHPG:IC	5
INITIAL REQUIRED - DB	Anderson	Terry		
INITIAL REQUIRED - DB	Corry	Matthew		
TEST READY	Barker	Gemma	JM:TT	C
TEST READY	Blain	Glen	GH:DB:GH	4
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	Lathrope	Andrew	PG:GH	3
TEST READY	MacCleod	James	George Harrison/JR	5
TEST READY	Needham	Stephen	SL:SN:DB:DB	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	4
TEST READY	Simpkin	Ashley	SMF & PP	
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	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	Simpkin	Debbie	SMF & PP & RM	A
WAITING ASSOCIATE	Stark	Adam		
WAITING ASSOCIATE	Ward	Leigh	George Harrison	2
WAITING ASSOCIATE - INITIAL REQUIRED	Poyser	Tristan		
WAITING ASSOCIATE - INITIAL REQUIRED	Pykett	Tim		
WAITING ASSOCIATE - TEST READY	Patrick	Robert	George Harrison/ KP	5
WAITING ASSOCIATE FINAL REQUIRED	Thomas	Gerry	MG:AD:RM:PW	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 2007 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



Chairman
Steve Laughton



General Member
Ron Maslin



Treasurer/Clothing etc
Mark Ellis



Chief Observer
John Annable



Training Co-Coordinator
Terry Towler



Asst training Co-ordinator
Duncan Wallace



General Member
Tony Bell



Publicity
Dave Bryant



Events Organiser
Nick Ireland



Secretary & Webmaster
Andy Hampshire



Newsletter editor



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