



# WRITE LINES

October 2011



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)



Nights are fair drawing in, time for the thermals to put in an appearance so's to speak, if you catch my drift! They'll definitely be on for the ride out on 30th. Don't forget the clocks go back so no excuses for being late! You have been warned!!!

## Forthcoming Attractions

- 23 Oct Motogp, Sepang, Malaysia
- 26 Oct Group Night. Speaker i2i (Innovative motorcycle awareness training scheme)
- 30 Oct Clocks go Back!
- 30 Oct Ride Out to the East Coast & 'er indoors' birthday! (Oops!) (Contact Roy Samuel)
- 5 Nov Bonfire Night
- 6 Nov Motogp, Valencia, Spain (Last big race of the Year!)
- 11 Nov Armistice Day
- 12 Nov MFN presents metal rock band, A THOUSAND ENEMIES
- 13 Nov Remembrance Sunday
- 19 Nov Motorcycle Live at the NEC Birmingham (To 27 Nov)
- ?? Nov Ride Out to Derbyshire???? (Watch your emails)
- 26 Nov Echoes of Floyd (Pink Floyd tribute band), Farcet Farm, Peterborough
- 27 Nov Bottesford Toy Run
- 30 Nov Group Night. "First on Scene"
- 27 Dec Ride Out to Foxtan Locks (Watch your emails)

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**Your group needs a new Newsletter Editor!**

**Yes, it's time for a change at the wheel and I'm retiring  
at the end of March 2012 (AGM)**

**(What do mean "It's about time?")**

**This gives someone with a modicum of knowledge,  
wit and wherewithal to step forward unto the breach  
(Dear Friends) while I slip quietly back into a dark  
corner only to be brought out and dusted off for  
special occasions.**

**Anyone can do it, it isn't hard (If I can do it etc..... and  
you'll get all the help you need) but the main thing is a  
fresh perspective. Bring your own slant the each  
issue and keep the membership happy and informed.**

**Contact any committee member to register your  
interest now!**

**Don't exchange  
a walk-on part in  
the war for a  
lead roll in a  
cage!**

**'YOU  
ARE THE MAN  
I WANT'**

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## Hello again,

Well I said last month the weather had been staying like summer, but it couldn't last for ever, and the cold rains have come and gone, and come again.

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

Well I've been to Wales on a bike trip with a few senior observers, and attended the IAM National Motorcycle Conference at Warwick University with Ian Orgill.

## Our Trip to Wales.

Last month John Ritchie asked if we fancied a trip into Wales for a weekend before the end of the good weather...and then the rain came. But then the heat wave returned and it just happened to coincide with our trip, well the Saturday did anyway.

John found us a nice B&B in Shrewsbury, which turned out to be a great location to use as a base for trips north south east or west into Wales.

Our original plan was to set off mid-afternoon and take a nice indirect route down there, but as the date got closer my work load didn't get any lighter so I had to let the others, John Ritchie & Corrine, Ian Orgill & Linda, & Richard Edwards & Sue) go as planned and we followed along later alone.

Our bike lights are just rubbish compared to my last two Hayabusa's and they just don't seem to give much useable light and the main beam is more or less useless as it just lights the trees. I've spent lots of time fiddling with the position of the beam since I've had the bike and since I last raised the pattern a few weeks ago, I have loaded the bike with luggage and a pillion so they were a little too high and as darkness fell I was getting a few flashes from other motorists. Since returning from Wales I have just ordered a new HID light conversion kit from HIDS4U.co.uk. They promise to be 300% brighter, so once I get them fitted I'll let you all know what they are like.

With it being dark we went straight down the A50, A518, A5. The route was ok and it got us down there



quite quickly and just in time for the pub across the road to feed us as we're both starving and they stop serving at 8pm. Saturday morning we had a full English breakfast and waited for my cousin Mark, from Hinckley to come and join us for our first day's adventure into Wales. He often visits Wales and covers big mileage in a day so our little 205 mile trip would be quite tame by comparison. He brought his girlfriend along so the other girls had a new face to talk to for a change.



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My route went South West out of Shrewsbury on the A488 to the bottom to Penybont, where we went South East on the A44 to the A481, A470, B4602 to Brecon for lunch. The roads were very challenging and we pursued a BMW being driven very professionally by a young lady for around 20 miles and the grin I had was massive. I was planning on passing her but if we had our pace would have been slower as she obviously knew the road extremely well as she showed a brake light very rarely and her corner speed was very high, so we just sat behind her at around two seconds and got dragged along.

We found a nice pub in the centre of Brecon for lunch where we all sat outside and melted in the beautiful sunshine. I can't believe the temperature for an October weekend.

Following lunch we started off in a Westerly direction on the A40 before turning north on the A483, A4081 up to Llandrindod Wells, and then Crossgate. From here we headed due North on a road recommended by Justin Leary, the top half of the A483 to Newtown.

WOW, what a great road, it was like a ski slalom course; going from left to right over and over again for miles, to the point that Angela said that her hips were starting to ache with all the weaving from side to side.

We passed a police motorcyclist near the start of the road, where they had been pulling an R1 out of the hedge and we all nodded to him as we passed, and John kept an eye out in his mirrors for his head lights, but as the distance increased we relaxed and enjoyed the road ahead. The, around 15 miles or more later, there was a shout from John at the rear over the radio that he has spotted his lights in his mirrors and he was gaining fast! So we backed off and allowed him to catch up and drop on the rear of the group. He then sat there watching us as we rode in a nice staggered formation between bends and then in the bends we all got into the correct position and didn't show any brake lights as we made very swift, safe, and legal progress.



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Then after a few miles he moved up closer to John and gestured to him to get on with it!! J So we did! When we got to the next town of Newtown we dropped into McDonalds for a toilet and coffee stop and to talk about the last road and our experience with the police biker. We couldn't believe that he had caught us as we had been riding at 60mph almost all the time and we had only dropped below that in the villages and if there was an overtake on we took it, so he must have been working really hard, but it had taken him quite a few miles to do it. So we reassured ourselves that we had at least made him work hard, and it was his own patch, so he knew the road really well but he must have doing some big speed to real us in. After he let us go, he turned around and waited for another group to come the other way, we passed several groups for him to play with so it must be a locally known road for bikers. (I can see why)

From here we returned to the B&B along the A483 to Welshpool and the A458. Mark couldn't stay for dinner so they set off for home after a cool drink, and we changed for dinner, where the boys sat together to talk shop about the days riding experience's, whilst the girls talked about wine and keeping fit. Sunday took us West to Bala and then North to the Ponderosa café for Sunday lunch, then we took another in direct route through Whitchurch back to Uttoxeter, then the A50, M1 to home. We got home slightly damp as we had run into drizzle on the M1 and the bike was completely covered in flies, come to think of it so was I, so before I relaxed I set about washing the bike and our helmets so we could see out. Following this it was time for a long hot shower and a curl up on the settee with Angela, because our 500 mile route had completely taken it out of me over the last few days. In fact it took me almost 4 days to fully recover, and my neck is still aching when I look up even now.

It was a great weekend and we must do it again soon guys, especially when I get my new lights and I can see properly.

Round up

Well that's all for now. I'll tell you about the motorcycle conference next month when I haven't been anywhere else to tell you about.

Once again I look forward to chatting to you all soon. Don't forget to come and say hello to me at group nights. And if there is anything I can help with please ask, and I will see what I can do.

Thanks guys, see you all soon.

Steve Laughton



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Senior Observer — Nottingham No 1 Group of Advanced Motorists [www.nottinghamno1iam.org.uk/](http://www.nottinghamno1iam.org.uk/)

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## **Secretary Ian Orgill explains the IAM proposals for new Observer Qualifications**

Steve and I attended the IAM National Motorcycle Conference earlier this month, and of particular interest to me was the section on the IAM's proposals for changes to Observer qualifications.

Currently there are the two categories of Group, and Senior observer, where the Group trains and qualifies the Group observer, and a Staff Examiner qualifies the Senior observer.

The proposals do not change this arrangement, but the titles will change to 'Local Observer' and 'National Observer' or something similar. In order to qualify at these levels there will be a country wide standard which will include a number of 'modules' each with specific requirements, that will need to be passed. Whereas now the Group Observer test includes everything in one assessment, the proposal is that the assessment will be done in modules, much like continuous assessment, where you qualify in stages, only having to concentrate on a smaller number of requirements at a time. As you go through the course and boxes are ticked to say that you can do the required elements, eventually you come out at the end qualified as a Group Observer.

Potentially this may not change the way we do things in our Group, but we would still want to retain the final test to be conducted by the Chief Observer to retain impartiality, so that the training and the final qualification is done by different people.

The Senior Observer test will become the National Observer test conducted by a staff examiner, and will have its own additional requirements, but is anticipated to be very similar to the current Senior's test. Once qualified at National Observer level, you will (in theory at least) be able to transfer to another local IAM group if you wish, and retain your National Observer status.

The difference with the National Observer status will be that unlike the current Senior Observer, you are not required (if that is your wish) to undertake roles that the current Senior's perform, like mentoring, observer training, initial assessments etc. and you can, if you want, just continue with training associates, as that is what many observers enjoy doing.

The desire within the IAM is that as many observers as possible progress to the National Observer standard, and it is also the intention that the IAM will provide this test free of charge to the observers, again to encourage the uptake of this qualification.

All of this is part of the move to standardise the qualification of observers throughout the Groups and to bring in external accreditation so that once qualified, observers will have an externally recognised qualification.

Much of the detail is still to be decided, and first there will be a trial planned for next year in one of the regions to iron out all the wrinkles before it is rolled out nationally. When asked, the Chief Examiner could only guess at how long it would be before everything is up and running nationally, but it is anticipated to be within three years.

For the time being, we will continue to train and qualify observers in much the same way as we do now, and the proposals are much in line with what we already do in NAM, so the changes, when they come, will not be so radical for us as they might be for other groups, and I think that we will all welcome the opportunity for an externally accredited qualification that recognises our skills and abilities.

Keep up the good work.

Ian Orgill

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## Nick Ireland - Associate Coordinator & Senior Observer

### Firstly the serious stuff:

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

You can either complete one on line or download a form from the IAM site at: [www.iam.org.uk/iammembers/IAM+Test+Booking+Form](http://www.iam.org.uk/iammembers/IAM+Test+Booking+Form)

Those listed as "Initial Required" may well have had it before this edition.

### Test Ready:

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

### Observers:

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

### Associates:

You must practice between runs, at least 90 miles, that way you should be up to test standard by run 5.

Remember that your mileage from the last training run is noted on your sheet so **GET ON YOUR BIKE...!!**

Roger Widdowson	Extra Runs
Karen Armstrong	Extra Runs
Martyn Leeder	Extra Runs
Robert Dakin	Extra Runs
Kevin Watson	Extra Runs
Mick Hodgson	Extra Runs
David Parnell	Extra Runs
Kirsty Boss	On Hold
Keith Dyson	On Hold
Mark Cannon	one 2 one
Chris Cunnington	one 2 one
Bill Thompson	one 2 one
Darren Blenkinsop	one 2 one
Graeme Paterson	one 2 one
Jeff Howarth	one 2 one
Jim Allcock	one 2 one
Ken Marland	one 2 one
Paul Campbell	one 2 one
Richard Darby-Jones	one 2 one
Steve Bailey	one 2 one
Paul Gobey	test ready
Andrew Paget	test ready
John Shuttleworth	test ready
Gary Meller	test ready
Ian Rotherham	test ready

## Test Passes

Congratulations to

**John Burdett,  
Terry Anderson,  
Keith Hayes and  
Darren Seaton**

on passing your tests in October

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

There is always someone out there who will hurt you.

**Nick Ireland**

**Associate Coordinator and Senior Observer**

[nri01@btinternet.com](mailto:nri01@btinternet.com) Tel 0115 8 715053





**David Maxwell receives his pass certificate  
from Chairman Steve.**

**Congratulations to all who  
have passed recently.  
Next stop, the  
committee!**

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**(Fairly) new member Bryn Densley gives us the low down on himself and I'm sure is a very nice man! (Sorry, but it had to be done!)**

I am 30 years old and been riding bikes since the age of 12 which was influenced by my dad as he has been riding bikes for years. When I was 18 I decided to go into the bike trade, so went back to college to do my City and Guilds in Motorcycle Service and Repair. While I was on the course I managed to get a part time job at Marcol Motorcycles and then went on to be full time for 2 years. After that I then went on to work for Clay Cross Powersports for 9 and half years where I gained most of my experience on different makes and models and also had the responsibility as foreman for 3 years too.

Due to what was happening to Powersports I decided to move on and after declining Pidcocks BMW in 2009 I decided to take them up on the offer one year on in 2010. I was only with Pidcocks for a short time when the AA job was offered to me which I grasped with both hands and went for it, not looking back. This is now what I am doing and hope to have a great career from this using the experience that I have gained over the years on cars and bikes. I am really enjoying working for the AA and glad that I made the move, plus I get to ride around on a Pan European everyday!

I am married to Claire and we have two lovely little girls, Madison 3 and Lara 13 weeks. My hobbies are obviously bikes and anything to do with them its just totally in my blood. I also enjoy going to the gym and socialising with friends and family.



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## Tour of Northern Scotland BIRD McBash



John Collins  
And  
Marcus Ford

As an lapsed Honda Blackbird owner Marcus Ford ( NAM Observer and Clothing Magnet ) asked as whether I would like to go to Scotland to include the BIRD McBash weekend and ride outs. Through their website I duly paid my £30 entrance fee for the weekend and then went about purchasing the necessary camping equipment. The equipment consisted mainly of a new lightweight tent, sleeping bag and petrol-fired stove. I booked the week off and as the weeks leading up to the trip got closer vague plans were made as to our preferred routes and time scales available. At the meeting at Marcus' house we decided that we should split the ride up North with an overnight camp at Northumberland and that we definitely needed to go to the Isle of Skye. This meant that we would miss out on Friday night at the McBash site but a 450 mile first day in the saddle would not be a good start. Other than that our week was free



### Friday

Most things I packed the night before into my 2 x large 45 litre panniers using large Tupperware style boxes and plastic sealable bags for extra weather protection. My tent, sleeping bag and roll-up mat were all double wrapped and bungee strapped to my rack first thing in the morning. All my valuables and electronic gear went into my magnetic tank bag. I set off from home and on my way to Marcus' I filled up with petrol. The first 200 mile stint went well and we arrived at our pre-booked camp site for mid afternoon giving us plenty of time to pitch our tents and get a fish & chip dinner.

### Saturday

After a disturbed night we had a quick breakfast and set off to get over the border early. We knew that the McBash riders would be going to Pitlochry in Perthshire for dinner so we set the Sat Nav at covered the 160 miles in good time. We arrived literally 10 minutes before the town was filled with the thundering sound of in-line-4 engines of 20 x Honda Blackbirds. After a quick lunch we all set off to Fyvie in Aberdeenshire going through the magnificent Cairngorm mountain range and along some of the best tarmac roads ever. The 110 mile ride was awe-inspiring and I struggled to get over 50 mph as I was just taken aback with the sights and sweeping roads. Back at Fyvie we set up our tents inside a marquee provided next to the hotel. We were fed a great unhealthy 3 course meal whilst listening to the local folk band playing in the bar. Nothing could distract us from discussing the days ride and the benefits of the mighty Honda Blackbird.



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Sunday

After a hearty Scottish breakfast we rode to the local Fyvie castle where we were given an exclusive tour inside. From the castle we went to the local Grampian motorcycle convention at Alford ( Aberdeen not Lincs ). As the temperatures soared I was content to sit in the grandstand and be entertained, however some riders decided to go to the north coast for a spin. We all met up back at the Fyvie hotel for dinner. BIRD organiser Russell provided us all with commemorative badges and stickers after the raffle which raised over £150. The money raised was given to the local charity that kindly donated their field and marquee for us to camp in.

Monday

Our last breakfast in Fyvie was eaten with our new friends amongst many farewells and talk of next year's bigger and better McBash. We

set off and headed to Dingwall via Inverness. This took us till lunch to do the 110 miles where refuelled our bikes and our stomachs. It also gave us time to look at our maps and plan the afternoon's ride. We calculated that we could reach the one of the most northerly Camping club sites at Inverewe on the west coast, so after a quick call our pitch was booked. Inverewe was only a further 65 miles as we took the scenic coastal route. The landscape had definitely changed from east to west coast and the mountains and lochs were breathtaking. As we put up our small tents all the other campers ( caravans and campervans ) came and chatted to us asking out where we had been and where we heading. As the sun went down, it created the most amazing multicoloured sunset from the backdrop of mountains with a foreground reflecting on the tranquil loch surface.

Tuesday

Breakfast consisted of bacon cobs bought from the camp shop and freshly cooked on the petrol stove with instant coffee – a rare treat. Our plan for Tuesday was to get to Applecross further down the coast which everyone had been saying had some of the best switchback roads and views before heading to the Isle of Skye. However soon after we set off the rain started and the wind picked up, to such an extent that the switchbacks become lethal death traps as the gusts pushed us near the shear drops. As we climbed up the steep inclines the bikes almost stopped during gear changes. After 110 miles we eventually reached the small village of Applecross looking like drowned rats. The longer road back continued down and out of Applecross was almost as treacherous as the track up. Eventually we made it back onto sane "A roads" and made it the further 90 miles to Skye. After pitching our tents we went into an old barn used by back-packers for some shelter and a well earned dinner.



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Wednesday

The next morning the rain clouds had disappeared and blue skies could be seen. This gave the island a whole new complexion as the Skye mountain tops and lochs all came into view. We decided that we should continue to go around the rest of the island before heading off to Loch Lomond. We stopped off at Invergarry for lunch which consisted of further helpings of Haggis as the weather closed in with a vengeance. Loch Lomond camp site was booked before we set off in the rain to complete our 180 mile day. As we arrived at the camp site we were soaked through. My gloves and boots had given up in the continual torrent. Our visors were misting over and the last 20 miles along the loch were getting to be hard work with the roads awash with water and gravel. At the camp site we piled all our leathers, gloves and boots etc over and around a radiator in the toilet block. From a small walk out of the camp site we purchased bacon for breakfast and cake to go with our noodle dinner. We were camped literally on the shore of Loch Lomond on the only patch of grass not resembling a swamp and ate our dinner with the water lapping up to our feet.

Thursday

Our clothes had dried out thoroughly overnight despite the constant rain. The tents were packed away wet after a quick breakfast. We set off early glad to be on our way home after covering 1400 miles, meeting so many great people with such massive personalities and seeing a life times worth of breathtaking scenery. There is nothing like your own bed and it always makes you appreciate your friends all the more and realise that you love your family so much.

Looking back I should have purchased a compact blow up mattress ( instead of taking the bulky foam roll-up item ) and a waterproof kit bag as I think I was lucky that the plastic carrier bags for my tent, sleeping bag and roll-up mattress held up for so long. Next year's McBash should be even better as now I know

what to expect and will be able to appreciate the scenery and catch up with all the gossip from my new found friends. Roll on September 2012!

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## Not just for Christmas!

### I AM, a skill for life...

Help a friend or loved one become an Advanced Driver or Rider! **Our Skill For Life programme will make them a better, safer and more skilled driver or rider.** The gift pack contains all they need to reach Advanced status, including the all-important IAM manual. Once they have become an Advanced driver or rider, they will also gain access to a huge range of member only offers, including potential savings on insurance.

**Skill For Life Programme Special Xmas Price – Only £125**

**It's a tough one, but what do you buy a friend or loved one that has everything?**

**Peace of mind whilst they are out and about driving and riding!**

## Great gift vouchers from only £15...

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The fast way to become an Advanced Driver.

### Momentum Only £40

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### Drive Check 55 Only £35

Look after **parents and grandparents** with this confidence-boosting session!

### Drive Check Plus Only £35

Let the **driver in your life assess their road skills** with an expert.

### Cycling Membership Only £15

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If a member of your family cycles, help them **get the most out of their cycling** with this members pack.

Our new **'How to be a better cyclist'** book contains all of the information you need to be a better, safer and more confident cyclist – whatever your age or ability.

### Skills Days Only £175

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If they ride a **scooter or moped**, then this half-day course will make them better and safer!

### Ride Check Plus Only £40

Let the **biker in your life assess their road skills** with an expert.

Guaranteed to arrive before Christmas if ordered before 16th December.

The vouchers can be redeemed any time up to Dec 2012.

All our Gift Voucher packs come in a **presentation envelope.**

Guaranteed to arrive before Christmas if ordered before 16th December.

The vouchers can be redeemed any time up to Dec 2012.

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

## **Proofreading is a dying art**

Some more headlines that slipped through the net.

**Red Tape Holds Up New Bridges.**  
You mean there's something stronger than bodge tape?

**Man Struck By Lightning: Faces Battery Charge.**  
He probably IS the battery charge!

**Astronaut Takes Blame for Gas in Spacecraft.**  
That's what he gets for eating those beans!

**Kids Make Nutritious Snacks.**  
But you still can't eat a whole one!

**Local High School Dropouts Cut in Half.**  
Chainsaw Massacre all over again!

**Hospitals are Sued by 7 Foot Doctors.**  
Boy, are they tall!

And the winner is....

**Typhoon Rips Through Cemetery; Hundreds Dead.**  
Never!



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# 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 on

# facebook

*Alan Godfrey (Nottinghamshire Fundraiser)*

*Lincs & Notts Air Ambulance*

*Email:- [agodfrey.airamb@btconnect.com](mailto:agodfrey.airamb@btconnect.com)*

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

## *Air ambulance is also on Facebook*



Lincs & Notts Air Ambulance

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

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

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

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## **GROUP NIGHTS**

**When:** Last Wednesday of the month,

**Time:** 8:00pm.

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

**Postcode:**  
NG12 2FD

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

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 a committee member or alternatively please e-mail your completed order form to...

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

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



# Nottingham Advanced Motorcyclists Committee 2011-2012



**Steve Laughton**  
Chairman



**Ian Orgill**  
Secretary



**Mark Ellis**  
Treasurer



**Paul Phillips**  
Membership Secretary



**Nick Ireland**  
Associate Co-ordinator



**Dave Bryant**  
Chief Observer



**Roy Samuel**  
Ride Out Co-ord.



**Sue Ellis**  
Web Site



**John Measures**  
General Member



**Angela Laughton**  
Air Amb Fund Raiser



**Marc Ford**  
Clothing



**Paul Thompson**  
General Member

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