



WRITE LINES

August 2010



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

H a p p y

TRIUMPH

20th Triumph!

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Yes this us a few years ago, striking a pose after our tour of the Hinckley Triumph factory. There's a few faces we've not seen for some time (where you bin?) as well as some you might not want to see anyway! One person missing from this photo though is Duncan who finds it more than difficult to turn up on time for photo calls at the best of times. We did stage a re-shoot just for him. But it was too late for publication. Just like Duncan! Some months after this was taken there was an aborted attempt to visit again, does anyone fancy another attempt if they're still available? If there's enough interest lines of enquiry could be opened. (Sounds like The Bill)

Let us know!

The rest of this month issue is packed the usual mix of members trips to places various, bike riding various and useless information various.

Plus something, just a little bit special! No prizes for finding out what, or maybe there is?!!!! Only time can tell!!!

IAM

DRIVING ROAD SAFETY

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Senior Observer — Nottingham Advanced Motorcyclists www.nottsam.org.uk

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

Did You Know?

A third of crashes on rural roads are on a bend (marginally more on left hand bends) compared with less than ten per cent on urban roads.

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THE CHAIRMANS BIT...

Hello again,

Last month felt like summer, where this month is more like Autumn, and I'm now waiting for it to snow!

What have I been up to since the last magazine? We've been on a group ride out to Hunstanton to a great fish and chip shop we found whilst on holiday last month.

I've carried out a couple of observed runs on the BC doing final assessments, and completed an observer re-qualification. I've also been out with Dave Bryant videoing various clips for use on the next regional observer training weekend on the 21st August. We've been on another chip shop ride out to Matlock bath this time to the "Promenade Fish Bar" so it's been another busy month for this time of year, compared to some of the previous ones.

Observer training videos.

Dave Bryant and I have been asked to be involved in the "Region 7 training team" to improve observer standards across our area and we are holding another senior observer training day this next weekend at our group home of the "Black Lion". We are having around 25 people from all over our region coming to the event, so it should be an interesting day. This location is going to be used mainly because our Regional Groups Coordinator, Eastern England (North) is Terry Towler, our former associate co-ordinator, who lives in Nottingham.

Last year we attended two of these and were a little disappointed to find that we were only watching three people pretending to debrief each other in a fictitious scenario. So as Dave and I have been filming our training runs for around 3 years now, we thought that instead of pretending to debrief in this way, that we could film stuff especially for this purpose and then we can all see a short film, and then listen to how we would talk about it as though the other person was that shown on the film.

This would also be better than riding with another person and having him rip your riding to bits after you have done your best ride!!

We are also planning on doing this for the next observer meeting, and again next year for the new trainee observers to learn to debrief each other.

We could even do a pub quiz type of event at group night and have a spot the faults video night. We'll have to see how people's reaction to it goes.

Sunny Hunny ride out.

We did our annual ride out to the holiday location of Hunstanton, in Norfolk. It's one of the few places where you can watch the sun set, looking out to sea on the East coast.

On previous ride outs we've had some complaints about it taking too long to get there and even longer on the return leg. I used to take in the local back roads to get there and back, but this adds to the time taken. So this year John asked me to find a shorter route, so that we could get there a little earlier, and spend more time there before having to come back. By returning on a shorter route using the A17, we would make better time a get home earlier.

I had done my pre ride checks the night before at about 10pm as we had to get up at 6.30am any way to get to the start point for 8am, so I didn't fancy having to do them in the morning.

As I left the garage the front end felt very heavy! Being a little late as normal, I pressed on as I was meeting John Ritchie to ride over with, so I didn't want to keep him waiting any longer. Once at Bingham roundabout I left the tyre to cool down, and then checked it for pressure. It was down to 26psi, instead of 42psi. So I checked it over for a puncture but could only see a small metallic head about the side of a panel pin. I put water on it, but there were no bubbles to show a leak, so I continued with the ride.

I rechecked it again at the half way stop off, to find it down to 26psi again. So I put in more air and pressed on to Hunstanton. We checked it again before returning whilst getting fuel, and again it was down to 26psi.

This continued each time I stopped, and once home I carried out a full inspection and guess what the problem was? A leaking tyre pressure valve cap which I've been using for 10 yrs without a problem, but now one of them is leaking I have removed them both and fitted standard ones instead.

The new route there wasn't too bad, and we had a planned stop off at the McDonalds on the roundabout of the A16, but John R took an alternative route to the one planned and missed it, so his group went straight through without a stop off for toilets or coffee. Unfortunately this meant his group got there an hour early and were ready to leave by 2pm, so we didn't get to spend as much time together as everyone else was scheduled to leave at 3pm.

The chip shop we used was the one Angela and I had found whilst on holiday, it's the "Fishers of Hunstanton", opposite the tourist visitors' centre. They have a take away shop, as well as an air conditioned restaurant and a great roof terrace where you can take your pets if you have them with you.

The owner made us all very welcome, and John Ritchie negotiated free drinks for all of us with the meal. A nice touch but it must have cost her a lot of money to do it, as most had two during lunch.

She said it was ok as long as we tell as many people as we can about her new place. So I am doing that now to our membership. If you go please tell her who sent you and mention NAM I am sure she will make you very welcome.

Following lunch we went over to the crazy golf course as normal and several of us attempted to play competitively without getting a hole in one, because that gets you the reward of buying the ice creams for the other players in your group.

I think Dave Bryant won by 1 point to both John Annable and me, but we all maxed out on one hole as we do every year.

Once the ice creams had been finished we went for a walk along the cliff top, and back along the prom. towards the bikes, where we sat watching people enjoying the beautiful weather and the very large beach as the tide was out. That's all for now folks,

Got to keep this short as Tony has only given me two pages as I am really late with my bit due to being too busy to type it. (Got to crack that whip!!!! ED)

Round up

Well that's all for now. I will tell you more next month.

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 NAM 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.

We have had comments from various group members that some of the more long standing members tend to sit in the same chairs each month, and just talk to their friends, and that they don't put themselves out to welcome new members. If this sounds like you, please make an effort to say hello to someone new. Thanks guys, see you all soon.

Steve Laughton





Shark Grand Urban Flip Helmet, in white, size small, 10 mths old, worn only 6 times. These cost £240 new. Sold (without the Autocom Headset) for a reasonable offer.

Call John Ritchie on 0115 9551826 or 07901556960.

THINK B  KE

www.shinysideup.co.uk

Did You Know?

More than three quarters of KSI casualties happen in fine weather, when the road surface is dry.

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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 - 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.
 Alternatively please e-mail your completed order form to...

nam.clothing@ntlworld.com

Please make cheques payable to "Nottingham Advanced Motorcyclists."

Scotland MaxiTour 2010

Roger (The Scoot) Prestcote

Arranged back in the dark days of winter, my other group decided on a tour of Scotland; based on Inverness. Dates agreed, arranged, bookings done, based on Travelodge, all we needed was to fill up and go. Various members in out, in out, shake it all about, we ended up with 4 doing the tour, with an Inverness member joining in whilst up there. Bikes were Pan European ST1300 (mine), GoldWing 1500, SilverWing 600, Burgman 400, and the local member on Burgman 650.

Come June, sunshine and off we go. Up the A1 to Darlington and then onto A68; best road to Scotland. Stop after a couple of hours at Diner near Tow Law. Then off again up to Jedburgh and meet one of the party. A quick tea break and continue up to South Queensferry for the obligatory photo with the Forth Bridge; then onto Falkirk for the night.

Sunday was a change of fortune...rain all day. Met up with others and agree that instead of going up via Glenshee to Balmoral, we stick to A9 calling at Pitlochry and Aviemore,.... getting to Inverness for tea time. Get all the gear off the bike, shower and dinner to decide next day.

Monday brought a complete change; weather much more promising. Up to John O'Groats and Thurso and what a fantastic beach. We decide to split up and with the great weather, two of us decide to continue around top of Scotland, stopping at Tongue SYHA overnight.

Continuing on Tuesday to Durness and meet the others in Ullapool then back to Inverness for dinner.

As it's Wednesday it must be Applecross. The weather was dry, but cloudy for the trip over to Lochcarron for a tea break. The hotel was owned by an incomer, from Essex. Then up over Bealach Na Ba, the highest pass in the UK with a few hairpins and wispy cloud flying by. Sadly, for us though, not much of a view from the top today. Once down into Applecross village and a visit to the local pub for a really scrumptious lunch then continue up the peninsula and via Sheldaig and Kinlochewe (stop for tea) and back to Inverness.

Thursday was a day off to relax. I went to a local spot, Chanonry Point, seen on BBC Countryfile, to watch dolphins. They were there, within 50 feet, but due to lack of fish were not playing. Hot day and I need to cool down with a pint. Back to the Lodge.

Friday and time to leave Inverness for Oban. This would be no short road trip, this would involve a ferry over to Strathcarron, then to Nostie for Eilean Donan Castle, then over the Skye Bridge and on down to Armadale to catch the ferry to Mallaig. Bit of a mishap though; switched the engine off with the kill switch and forgot to turn the ignition off! 45 minutes later, battery flat and I get pushing off the boat. (Poo!) Fortunately one of my colleagues gets me some jump leads and we get going again, stopping at Glenfinnan to see a viaduct with a steam train going over, and the Bonnie Prince Charlie Memorial (now £3 to climb up!). Then on to Ft William and Oban, staying on Corran esplanade with a fantastic view of the harbour.



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On the Saturday, on our way, we go up onto Pulpit Hill, for a great view over the harbour and see an early ferry on its way out to the Isles. Today is a bit of ferry hopping...Tarbert to Portavadie, Colintrave to Rhubadoch, Rothesay to Wemyss Bay. Only £27 for hopscotch ticket. No bad! Got to Colintrave just as the ferry was lifting its ramp and on its way. (Double Poo!) So we stopped at pub for pint and a sandwich and get the next one, they're every half hour. We stopped off in Rothesay to watch the harbour, boats and people watching...very hot, so we find ice cream and shade to keep cool! On the Rothesay to Wemyss Bay leg they only had two straps for the bikes and had to get ropes to tie the other two down. It was a calm crossing, but when it's your valuable bike, you tend to be cautious. Once on land again we headed onwards to Kilmarnock for the night.

Sunday was parting day....after a hearty breakfast, we break up and all make our way home.

In summary

Brilliant weather...apart from rainy Sunday,

The roads were fantastic...why go anywhere else. Empty, long views, etc. Why come back?

Midges....none seen...or felt.

Miles covered 1660.

Do it again.....of course!



Clockwise from Top Left

John O'Groats
1660 mile Route
Eilean Donan Castle

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Clockwise From Top Left
Island Hopping
Have Spatula, Will Travel
On The Bute Ferry

... the throttle works both ways

Too hot to Handle...



Too hot to handle

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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 on

facebook

Alan Godfrey (Nottinghamshire Fundraiser)

Lincs & Notts Air Ambulance

Email:- agodfrey.airamb@btconnect.com

www.lnaact.org.uk

Air ambulance is also on Facebook



Lincs & Notts Air Ambulance

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

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

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

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Sunny Hunny 2010.

Bikes-Check. Riders-Check. Route-Check. Weather-Check. Puncture-Check. Tears-check. Stop laughing-Check.

Poor old Roy. Didn't get more than a few miles before the bain of all motorists struck. "Not to worry", said some bright spark, allegedly, "It's only flat at the bottom!" Words that sounded like cough were no doubt uttered. Time to call for help while the rest of us made off into the sunshine! Not that I'm rubbing it in or anything, but..... Arrival was timed perfectly for fish and chip lunch at the "Fishers of Hunstanton", up on their balcony with a sea view. All very civilised and made all the better by the owner standing the whole group their drinks! Well done that young lady, see you next year!

The annual golf tournament was won by Dave Bryant in a closely contested match with only one shot making the difference. We'll just forget the other hundred or so.

No coloured jacket, no trophy, no prize money. Just a warm feeling, or was that some else?

After the obligatory ice cream or two, it was time for a short walk along the prom then find shade and a coffee before the long ride home via Old Somerby.



Sergeant Major Annable inspects the troops.

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Associate Co-Coordinator by Nick Ireland

Alex Mac	Block Course
George Gill	Block Course
Jamie Pendrill	Block Course
Roger Widdowson	Block Course
Steve O'Connell	Block Course
Richard Walker	Block Course
Dan Mason	Block Course
Naill Moore	Block Course
Dylan Thorley	Block Course
Tony Welch	Block Course
Gareth Maslin	Block Course
Gabriel Rey	Block Course
Mark Habgood	Final Required
Adrian Richardson	Final Required
John Anderson	Final Required
Dean Meakin	initial required
Chris Dames	initial required
Andy Frith	initial required
Kirsty Boss	On Hold
Larry O'Toole	On Hold
Richard Jordan	On Hold
Kev Naylor	On Hold
Terry Anderson	one 2 one
Karen Elliott	one 2 one
Steve Bailey	one 2 one
Martin Foster	Test Ready
Roy Peabody	Test Ready
Paul Atkins	Test Ready
Lindsey Trueman	Test Ready
Steve Austin	STOP PRESS - Pass
Mark Flint	STOP PRESS - Pass



Firstly the serious stuff:

If you are listed as Test Ready and have n'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 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...!!

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

RECENT TEST PASSES

Congratulations to Mick Croft, Ken Martin, Steve Austin and Mark Flint on passing their Advance Motorcycle Tests.

Nick Ireland - Associate Coordinator & Senior Observer

HELP FOR HEROES CHARITY BIKE RIDE TO ARNHEM SEPTEMBER 2010

NAM secretary Paul Thompson will be cycling 350 miles in 5 days from Brussels, Belgium to Arnhem, Holland in September 2010, for the charity Help for Heroes.

Called the 'Bridge Too Far Bike Ride' 200 cyclists from all over the UK will be raising money to support wounded service personnel from the conflicts in Iraq and Afghanistan.

On 17 September 1944 thousands of Paratroopers descended from the sky behind enemy lines. Their goal was to secure the bridges over 5 rivers in Holland to enable the advance of the Allied army, avoiding the German defence line. Called operation 'Market Garden' If carried out as planned it should have ended the war by Christmas 1944. Unfortunately, this daring plan did not succeed as planned - the bridge at Arnhem proved to be 'a bridge too far'.

Riding from Brussels the 200 riders go via the battle of Waterloo and then to Antwerp before cycling to Eindhoven. The riders will then follow the route taken by the British ground forces during operation 'Market Garden' to the finish at Arnhem. Along the route the riders will visit battlefield sites and learn about their history as well as paying respects. About 30 wounded Servicemen and women will also ride the route.

Paul says "I was deeply affected by Ross Kemp's TV series on Afghanistan and the 'Wounded' programmes. I am determined to do my bit, and although far too old for active service, I believe the best I can do is support the casualties of the current conflicts, the Help for Heroes charity is the ideal vehicle for me. I enjoy riding my bike and have ridden on the continent several times, using my contacts with Raleigh they have generously given me a bike to do the ABTFBR ride on, I have also decked it out with the Help for Heroes colours, including a pair of genuine vintage police motor cycle panniers I use this bike to promote the charity and it has certainly caught many an eye! It will be the bike I will do the ride on despite the fact it's quite heavy"



Paul hopes to raise £2200 for the charity, Raleigh UK have generously donated a Raleigh Royal touring bike for him to ride. Should anyone want to sponsor him Paul has a fund raising page at www.bmycharity.com/tommo1934

Club Sec. Paul with staff from the Bleasby Manor Farm Tea Shoppe, Bleasby who have collected nearly £200!

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Lady Biker Seeks Vacant, Comfy Pillion Ride.

I've had a full and varied life, with one thing and another:
 One passion has been biking, in addition, I've been a wife and mother;
 My wonderful grown-up daughter has left home, my marriage finished, too,
 So now I'd like to find the route which leads to pastures new!

Although twelve years ago I moved to Notts County on my own,
 many biking friends ensured I never felt alone.

A good life then ~ 'till a holiday romance seemed better still ~
 he promised love forever on the day we said, "I will."

I moved to where he lived, two hundred miles ~
 But then, as with Victor Meldrew, there were no more smiles.

Our marriage went downhill for years,
 I felt ignored and so depressed, sometimes I was in tears!
 I said that I was leaving ~ I had to give myself some rest
 But he said "I'll come with you and really try again,"

So, back to Notts County ~ and three more years of strain.
 Then it was clear that I could take no more,
 the game was up and I walked out the door.

That was some months ago and now I look out on the world
 to see that summer days have come and flowers have unfurled.
 The season's here again for those who ride or walk or hike
 But... I'm a lady biker, middle-aged and without a bike!!!

A stroke some years ago left me with some pain
 but I was keen as ever and soon rode pillion once again.
 I'm not so good at walking now, but yearn for someone who
 has a vacant, comfy pillion - and years of practice, too,
 I'd love a seasoned biker, not one who's 'born again'
 (I have to trust whoever rides the road or country lane).
 Affection and companionship, a thrilling daily ride
 and I'd be happy as a youngster slipping down a playground slide!

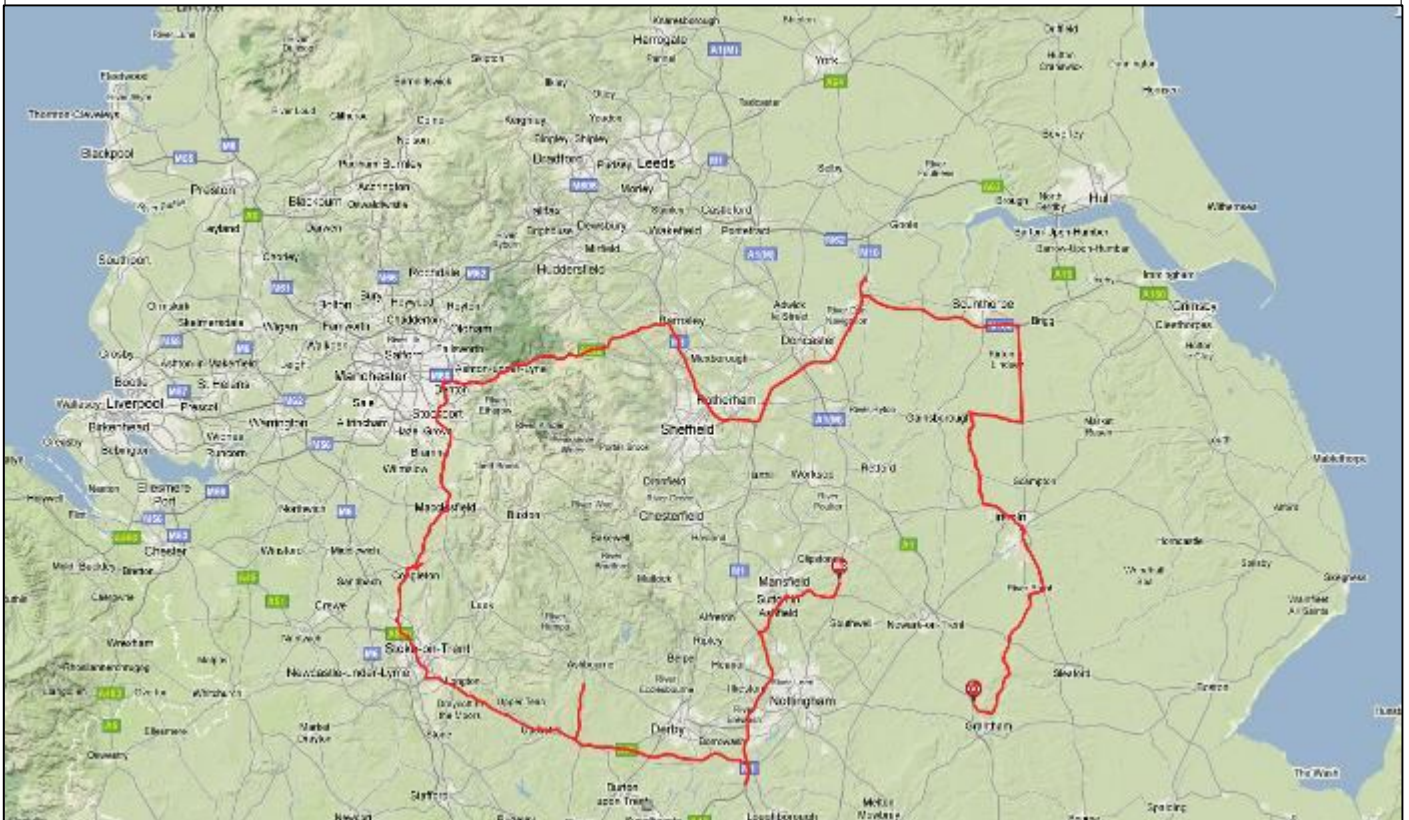
Just in case you think the one I'm looking for is YOU
 I'll tell you I'm a lady of slim build, and five foot two;
 my hair is soft, the colour of burgundy wine
 and if you're into bikes and friendship
 - we might suit each other fine!

My email address is pinkpenguin@virginmedia.com
 and my mobile number is 0796 428 6032

National Rally 2010 in Aid of Mencap

More from Roger (The Scoot) Prestcote

Having done this many years ago, riding 22 hours and many miles, I had left it off, until last year I found out that you can do a half day version. So early in 2010 I enrolled, and forgot about it. Middle of June and the paperwork arrives. It's called a scatter rally where there are about 50 controls with mileages between most of them. On the daytime version, you choose your own start and finish points, and the route in between. Starts at 2pm and got to do 275 miles and visit 12 controls. Hardier souls do the full version, until 10am next morning 540 miles. (I remember those days..erm nights). The office work now begins, not only sorting out a route and which controls to visit, but using internet resources to establish exactly where each control is, viewing the approaches on Google Streetview. Try about 3 different options and then settle for exact route and commit to paper. You still need to be prepared on the day to cope with the unexpected, and maybe modify route. Allowing for breaks and time at each control, you need to average nearly 30 miles an hour for comfort...easy on dual carriageways, motorways, but through towns, etc, you need to be aware of time slipping away. Take route card and maps; also original paperwork for last minute changes.



... the throttle works both ways

Too hot to Handle...



Too hot to handle

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On with the show; wake up to a bright sunny day....this is how it should be. Do a few household chores, and then its time to get the gear on.....it may be sunny now, but it will be quite cool at night. Put on the mesh jacket and stuff an inner and outer layer on the bike for later; only used the inner fleece after 9pm. Got maps, routes, official card, money, etc then its off to the start on the A1 at Gt Gonerby near Grantham. As it doesn't start till 2pm, it's call in at Waitrose in Newark for a great bacon cob (blame my observer for teaching me that one!) and a pot of tea. Get to control about 1.30pm for a 2pm start. Have a good chat to about a dozen others and find out about Waddington airshow. 2pm arrives and having my card stamped its off to the Lincoln control on the A15 at Nocton Heath. Then a bit further up the A15 and find a small space to stop and beOnwards Corringham, Thorne and Rotherham are by in a flash and then its time for a short break and chat to others who you meet at the control points. An old Velo-cette and a Royal Enfield leave Rotherham soon after I arrive. I'm sure their owners know how to keep them running. On my way, and stop for a biker on the phone. Got a puncture, and has summoned help already....so carry on. Silkstone, across Woodhead Pass and onto Hyde in Manchester and then Congleton, where the control point is at a pub. This is time for a real break and a light meal. Have my compulsory break and forever onwards.The roads are clearing and its a joy to be riding through the countryside. That didn't last too long; we have some absolutely great roads and then we have those left to decay with humps, bumps, manholes and potholes everywhere. On through Stoke, Darley Moor, Kegworth and onto the final control at the Limes cafe at Bilsthorpe. Absolutely wonderful to arrive at night, all lit up and they're staying open specially for us bikers. Get the late night breakfast on with a steaming mug of coffee. Have great chat with others who have done a similar route, seen the airshow, and then it's back home to a well deserved rest. Total mileage 350 miles.

The weather this year was great, sunshine and a few clouds; reasonably warm, and as the sun slowly sinks, the light levels fade until darkness, and you become the supreme killer....all those flying insects home in your lights and leave you, your visor and your bike with a load of debris to be cleaned off. Roll on next year, for a repeat. Usually first weekend of July. And of course, support for Mencap welcomed by the Avro Vulcan flying display overhead. Amazing display, and then , must get on, places to go, etc.



Did You Know?

At a well known marine creature and fried potato establishment in the depths of Derbyshire on Weds 18/8/10. John Annable actually ordered a **MINI** fish and chips.

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Onwards Corringham, Thorne and Rotherham are by in a flash and then its time for a short break and chat to others who you meet at the control points. An old Velocette and a Royal Enfield leave Rotherham soon after I arrive. I'm sure their owners know how to keep them running. On my way, and stop for a biker on the phone. Got a puncture, and has summoned help already....so carry on. Silkstone, across Woodhead Pass and onto Hyde in Manchester and then Congleton, where the control point is at a pub. This is time for a real break and a light meal. Have my compulsory break and forever onwards. The roads are clearing and its a joy to be riding through the countryside. That didn't last too long; we have some absolutely great roads and then we have those left to decay with humps, bumps, manholes and potholes everywhere. On through Stoke, Darley Moor, Kegworth and onto the final control at the Limes cafe at Bilsthorpe. Absolutely wonderful to arrive at night, all lit up and they're staying open specially for us bikers. Get the late night breakfast on with a steaming mug of coffee. Have great chat with others who have done a similar route, seen the air show, and then it's back home to a well deserved rest.

Total mileage 350 miles.

The weather this year was great, sunshine and a few clouds; reasonably warm, and as the sun slowly sinks, the light levels fade until darkness, and you become the supreme killer....all those flying insects home in your lights and leave you, your visor and your bike with a load of debris to be cleaned off. Roll on next year, for a repeat. Usually first weekend of July. And of course, support for Mencap.



John Measures, the Membership Secretary, is a specialist motorcycle accident solicitor with the local firm,

Barratt, Goff & Tomlinson in West Bridgford, who themselves are ranked as the No. 1 in the East Midlands for personal injury and clinical negligence. John has been a biker for nearly 40 years and has been a lawyer for 28 years.

John advises that most bikers have legal expense insurance linked with their bike policy. If the unfortunate should happen and the biker is injured, when reporting the accident to their insurers, they will **sell** the claim to their panel solicitor who will **buy** (referral fee) the case from between £600 - £800, or even more. If the claim for the injury is less than £10,000, the solicitor will receive a fixed fee of £1200 from the other driver's insurer,

substantially reducing the solicitor's profit margin following payment of the referral fee. Consequently, in many cases, the biker enters the "Sausage Machine" process having to deal with legally unqualified case handlers responsible for numerous other claims.

Most bikers are unaware that they have the **choice** who represents them and can instruct John direct. John does not have to pay the referral fee to the bikers' insurer and can act on a No Win – No Fee agreement, at no cost to the biker who continues to receive 100% of their compensation. By doing so, the biker is represented by a nationally recognised biker accident expert who as a biker himself can represent the client more effectively.

If John takes on a claim from a member of NAM, a family member or friend, he will donate £100 to the Air Ambulance via Angela Laughton. To date, there has already been one donation made with another to be made shortly.

For more information, please contact John on:

Tel 08000213065 or 01159315167;

e-mail measures@bgt solicitors.co.uk

or visit his website at

www.bgtbikersolicitors.co.uk



HRC Louth

Recently I was given the opportunity to visit Honda racing at Louth for a guided tour and I must say is an opportunity not to be missed. This is where Honda base their BSB, WSB, super stock, IOM and North-west 200 race teams. You would expect the operation to be a large grand affair, however this is not the case and this year the staff only number about 15. Staff numbers vary and are solely dependant on the budget available from sources such as Honda Japan and of course sponsorship. In the past before the recession staff numbers have been more than double what they are now. Staff are only employed on 12 month contracts to allow for the vagaries of sponsorship or other such market forces.

As you would expect with Honda, the atmosphere is of quiet efficiency. I arrived early and explained that I was with an organised tour arranged for 2 PM; the receptionist said we are closed for lunch at the moment, but maybe you would like a cup of tea while you wait. This set the scene for the whole tour. While I sipped my tea I wandered round the foyer looking at the various trophy cabinets and the bikes on display. Some of them original, these included bikes raced by Colin Edwards, John Kocinski and Ryuichi Kiyonari and one replica of the famous 1967 297cc 6 cylinder valued at £300,000, a run of only 6 made by George Beal. However, this was not the most expensive, that accolade went to a 350cc 4 cylinder of 1960s vintage raced by the great man himself S.M.B. Hailwood at £450,000.



The rest of our group arrived and we were introduced to Chris Kingsland who would act as guide. The tour started in the Super bike engine work shop and we were shown an engine being rebuilt. A lot of the parts are stock items, but put together in a more loving fashion with more care given to tolerances and setting up. However, some parts dealing with the higher demands put on racing engines are made especially on site at Louth. For example oil pumps are made to incorporate water cooling and higher flow rates, sumps are deeper to allow for the increase in oil. But such things as valve springs, pistons and con rods are mostly stock items. They have experimented with Titanium con rods at £900 a pop, but these gave no real increase in power, so they use the standard ones at £45. What they do though is to match pistons, con rods, valve springs and any other component that has a twin, as close as is possible to ensure everything is finely balanced. This helps to reduce vibration, one contributor to engine failure.

Next up was the frame shop where the bikes are assembled. Almost ready to ride was the Isle of Man bikes for John McGuinness and Steve Plater; there was also a frame in a rig ready to be worked on and could be ready if need be in just a few hours. The IOM bikes are built specifically for road racing, not circuit racing and have small innovations that allow for quick pit stops. These innovations include small clips on the swing arm that stop the chain from dropping on the floor, or becoming entangled in the space between the swing arm and wheel, a simple idea that saves time and tempers when speed is of the essence. Both bikes were also equipped with thumb operated rear brake levers and not foot operated ones as is usual. These have more feel, one use being to help keep the front end down when going over the more bumpy parts of the circuit.

We then moved to the garage itself which houses two mobile workshops/bike transporters. There was one guy mopping the floor, keeping up the theme of cleanliness which was evident throughout the tour. Also in there were some press launch bikes, which are sometimes dropped off for remedial work (where they've been abused), or simply cleaning before they are sent into the dealer network.

Now off to the engineering workshop to look at the specially made items these include footrest kits, top and bottom yokes, clutch baskets to name but a few. All start off as a billet of metal which are placed in a computer controlled milling machine for machining. There are two machines at £75,000 each can be pre programmed to manufacture stock items usually with only small production runs. One off items tend to be made without the aid of the computer. Which ever way they are made the finished product is so good it doesn't need polishing, just bolt it on and away you go.



Truly, a naked bike.

Out into the garage again and outside is a super bike without its clothes on, not looking at all like the sleek beast that will grace the race circuit, being warmed up and run in, with two engineers looking quite casual about the whole process. However, they don't miss a single beat of the engine and respond with a small tweak here, or a minor adjustment there to get it ready for the dyno test.

The dyno room is sound proofed and where all the hard work in building the engine is assessed. It is set up to assess both crank shaft output by bolting the engine into a test rig, or output at the rear wheel by securing the whole bike into a test rig with the rear wheel resting on a roller. The room has an array of big diameter ducting, capable of supplying air for simulating high speed air induction and also cooling the engine. There is also a ventilation system for removing the exhaust gases. These exhaust gasses pass through a filter to reduce the impact on the environment.



Now into the super stock workshop, it's a bit like the Marie Celeste, no one is in there, there are no bikes; it's got no spares hanging about, why? Simple says Chris; we get bikes delivered in a crate at the beginning of the season, not specially prepared bikes just any old bike off the lorry from the factory. We take off the lights and mirrors, fill in the holes where they were, spray the body work in whatever colour is needed, change the tyres, put on rear set footrests to give better ground clearance, put in oil and go racing. Maintenance throughout the race season consists of change the fluids and tyres, adjust the chain, transport it to the track and off you go again. These bikes are so reliable that is all the maintenance

they need. Even the tyre budget is reasonable at £1500 a season, bearing in mind the budget for tyres in super bike is £50,000. The only time an engine will be stripped in Super stock is if the scrutiners want it checked. Racing on the cheap or what!

Talking of tyres there are a selection of wheels outside the super stock room, all with racers names on and what event, IOM, super bike etc and depending on the event they will use not only different compound tyres but different combinations of wheel widths and tyre widths and compounds. Altering the tyre width to the wheel width will alter the tyre profile to benefit either straight line speed or cornering whichever is considered the higher priority, or best compromise as appropriate.

Surprisingly you would think that large corporations like Honda would scrap anything that is not up to standard. This is not the case, for instance if a bike goes end over end into the shrubbery they repair it, even bodywork where ever possible is repaired not replaced. Typically race bodywork costs about £1500 per bike so it pays to repair not replace.

The final part of the tour was back in the foyer where I started this piece and a final look at those bikes from a not too distant past. The tour took almost 3 hours and was given by someone who has a passion about Honda and racing, which is also to be said for all who work there. Long live the passion.



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

Add these to your next "BIG SHOP."

More crazy photos and jokes.....as always, the Editor and Committee do not intend to cause any offence by any photographs or jokes.....



Speaks for itself really.



Only one thing better than regular Shito—new improved Shito!



Bet it doesn't taste the same in a can!



Hope that's not the fragrance!



So much better than old, stale Cok!



And they said it couldn't bottled.



I think I went to school with her!



Hard to turn down!



Chocolate flavoured ASSE, who'd have thought?

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