



WRITE LINES

December 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



N e w Y e a r !

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Welcome one and all to the last newsletter to be issued in 2010, a bit later than normal but then it is Christmas! Hope you've all had a good one, Santa brought you what you wanted and are looking forward to a prosperous New Year, I know I am.



Support the Troops

Why not do your bit for our boys and girls in Afghanistan? Major Andy Lothian asks that can we please send our motorcycle magazines (or any others), once we have read them, to him at camp in Helmand Province in Afghanistan for his men/women to read. As tastes are varied they will be read and reread many times. The postage is **free** up to 2kg; all it costs is the envelope. An ordinary A4 one takes 2 Bike mags. and costs pennies from your local Wilkos plus a bit of sellotape to make sure it stays sealed also available from Wilkos. (No, the missus doesn't work there and no, I don't have shares in the company!) Just hand it over at the Post Office counter and you're done.

They don't just want Bike type mags either. What an opportunity to get rid of all those House and Home, Practical Photographer and Bride mags.

The address is QM, TFH, Lashkar Gar, BFPO 715.

That's all it takes. My first ones are there already so don't delay, post today for a good start to the New Year!

Then, once you've done that, get onto the web site on the right and register for next years "Ride Of Respect". Held again on Mothers Day this is an opportunity to show how much you think about the sacrifice being made and the risks taken by British troops in Afghanistan. It only cost £10 and a few hours of your time, a very small price to pay but hurry places are restricted.



Purely in the interests of equality see back page.

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THE CHAIRMANS BIT...

Hello again,

Well I said that last month felt like autumn, but this last month's been much more like winter that we normally get at this time of year.

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

Once again I've not had any training to do since 16th October as no one seems to want to go out any more, and if they do it is too dangerous to take the risk.

We've had to postpone the Christmas party due to snow, to a date in either January or early February. And the next ride out on the 2nd Jan looks like going by car again this year, unless there is a big improvement in the road conditions. And if you stay upright there's every chance of hyperthermia from the wind chill.

Research Claims GPS Use Can Cause Memory Problems

Article by: Darren Griffin

Date: 25 Nov 2010



GPS users have an increased risk of memory loss and spatial orientation problems claims new report.

Researchers conducted a number of studies and the findings suggest that a reliance on GPS for navigation can lead to damage to a region of the brain responsible for memory and spatial orientation.

The actual research is complex and the results may in fact show that the cause is a lack of exercise of the region responsible for spatial awareness

rather than the direct fault of GPS.

Whilst it can be invaluable in helping us find our way, it does mean we have less awareness of our surroundings and the routes we have taken.

The researcher's advice not placing too much reliance on the tech and that we should take the time to assess our surroundings and update our built-in spatial 'map' to prevent problems.

DONINGTON PARK

Donington Park has released the circuit's 2011 major events calendar, featuring the welcome return of the World Superbike series to the schedule.

The revamped track, venue for the first-ever round of the World Superbike series, is now back in action following a botched attempt in 2009 to elevate the East Midlands track onto the Formula One calendar.

Calendar of Major Events 2011

March

- FIM Superbike World Championship Fri/Sat/Sun March 25/26/27

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April

- Thundersport GB Donington Superbike Masters Sat/Sun April 9/10
- Dunlop MSA British Touring Car Championship Sat/Sun April 16/17
- FIA European Truck Racing Championship Sat/Sun April 23/24

Donington Historic Car Festival Sat/Sun April 30/May 1

May

- Donington Classic Motorcycle Revival Mon May 2
- Britcar Donington May Festival Sat/Sun May 7/8
- See Red – The Vintage Sports Club Festival Sat/Sun May 14/15
- Classic Sports Car Club & JEC Jaguar & Ferrari Weekend Sat/Sun May 21/22

BRSCC European Car Series Sat/Sun May 28/29

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June

- Superstars International Series Sat/Sun June 18/19

July

- FIA World Touring Car Championship Sat/Sun July 16/17

August

- European Superleague Championship Sat/Sun August 6/7
- FIM World Endurance Championship Sat/Sun August 20/21

September

- Masters Historic Car Racing Sat/Sun September 3/4
- British Superbike Championship Sat/Sun September 10/11
- Cooper Tires British F3 International Series &
- Avon Tyres British GT Championship Sat/Sun September 24/25

October

- Thundersport GB Motorcycle Championship Finals Sat/Sun October 22/23

November

Britcar GT Endurance Night Race & Fireworks Sat November 5

Read more: <http://www.visordown.com/motorcycle-news--racing-news/2011-donington-park-major-race-dates-revealed/16512.html#ixzz194uQR1FG>

Round up

Well that's all for now. Being Christmas finding time to write lots and lots has been hard, so I'll try harder 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



THINK B  KE

www.shinysideup.co.uk

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Having served with both 3 and 4 Sqns in Germany, this one tugs at the heart strings. (The ED)

A Lot Less Bother With A Hover.

Wednesday December 15th saw the last operational flight of the Harrier jump jet taking to the skies of Rutland for the very last time. . And member Lee James was there to witness this sad historic event. Sadly with the politics involved in the defence spending, this iconic aircraft that saw its engine designed as the flying bedstead at Rolls Royce Hucknall in 1953, to becoming a complete flying aircraft in 1960, going on to production in 1966 has seen service with the Royal Air Force and the Navy in the Falklands, Belize, Bosnia and the Iraq and Afghanistan wars.

However the Spanish and US Navy will still be operating the US built AV-8 version of the Harrier for another few more years yet. The RAF and Royal Navy will be acquiring the US built F-35, which will be called the Lightning II built under UK Licence as part of the Joint Strike Fighter programme in the next Four to Five years. For those aviation buffs amongst you, will notice that in reality it should be the Lightning III as the Americans had the two engine prop version in World War II and the British had the cult supersonic jet version in the 60's right up to 1988.

The day before saw glorious blue skies as Sixteen Harriers took to the skies from 1 and 4 RAF Squadrons and also 800 Naval Air Squadron. A Seventeenth Harrier which was the weather aircraft and photo aircraft also joined them. All those that were lucky enough to take time off from work and attend at the fence lines of Cottesmore, Wittering, Wyton, Scampton, Coningsby, Waddington and Cranwell airbases were treated to a great flypast albeit in cold but great conditions.

The Notice to All Airmen or Notams, stated that the 14th would be a practice day, with the 15th being the flypast and the 16th being a spare day should the weather foul things up.

However as usual the weather gods on the Wednesday didn't want to go by the script. My dad and I arrived at the south east side of the airfield at 8am, a little early as the flypast wasn't due to occur till 2pm, however we were one of the first cars to park on the unofficial viewing area. RAF Cottesmore is infamous for aircraft spotters and photographers as there are no viewing access restrictions and waist height mesh fencing allows for great camera shots of aircraft on the runway and the taxi ways.

10:30 saw a briefing of the public with Flt Lt Palmer who was the Air Traffic Controller of Cottesmore and had been involved with the Harrier since 1976. He briefed us what was actually happening that day hour by hour on base as well as off it, and also stated which end of the airfield the aircraft would take off and which way they would come back in and then taxi along the perimeter for photo opportunities along with airband frequencies that they were using. He apologised as he did try to get the Station Commander to allow enthusiasts on the base at £5 each, with money going to the stations charity, but this was blocked by the Navy attaché on the base. So as compensation a Luton van was provided that contained Tea, Coffee, Burgers and Hot Dogs for us.

By 1pm the cars were parked up and passing the Camping site and the RAF Police were getting people to park in the camping site and walk up. The farmers field was a mud bath, but we negotiated the mud and took up position where we could get a good side on shot of them taking off and also when they taxied past.



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1:24pm and the first Harrier which was the weather plane and photo plane took off. Twenty two minutes later and the Sixteen Harriers took off in pairs, by then the clouds although they were lifting provided a continuous colour as the background of the grey painted aircraft.

Half an hour had passed and the photo aircraft flew straight along the runway and seven minutes later it landed. With it's vertical engine nozzles throwing up the water on the runway.

Six minutes later and the first four of the main flypast flew down the runway each one performing a run and break, followed then by the remaining twelve in three formations. Many of us were disappointed as we expected to see them in formation of sixteen overhead, but alas this did not happen.

Three of the Harriers from each of the represented Squadrons had special markings painted on the tails but sadly these landed via hovering and taxied straight back into the main flight ramp and all of us further along the runway never got to see the close ups of the amazing artwork. The last Harrier landed at 14:57 and that was it. The end of a great era.

Three Red Arrows flew directly over the hangers put on their smoke and that was it. All over.

Earlier on in the day, there was a further nineteen Harriers on display for the media and families of the base personnel to view but these were quickly put away when the display aircraft took off. An unidentified wrecked Harrier was on display in the car park outside the Paint Shop Hangers.

Sadly operational flying officially stopped on the 16th December and the base closes in April next year some seventy three years since it first became operational and nine years since the Labour Government had created the Joint Harrier Force after retiring the Royal Navy variant of the Sea Harrier. Some of the Harrier Pilots will carry on in the RAF serving with 100 Squadron at RAF Leeming in North Yorkshire flying Hawk jet trainers whilst others will be recruited by ex RAF Pilot Philip Meeson who is the owner of the Jet2 airline who only recruits ex RAF pilots.



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Recent Advanced test passes.

Richard Walker



Alex Mack



Adrian Richardson



Congratulations and certificates presented by Chairman Steve Laughton at Novembers Group Night.

Apologies for the poor photos, you just can't get good help these days!



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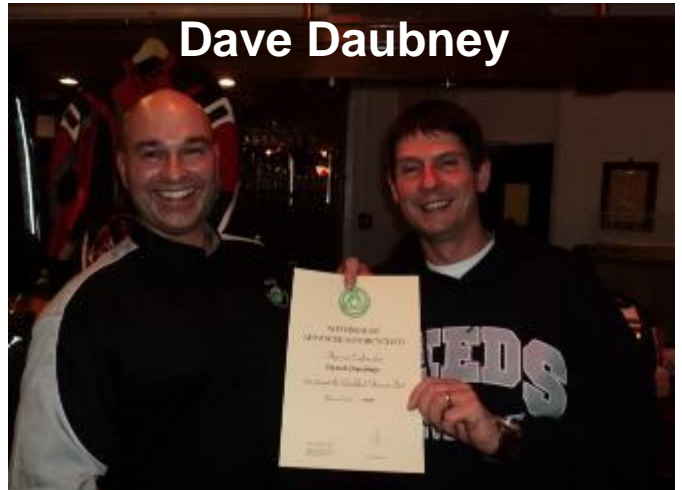
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Recent Observer test passes.

Marc Ford



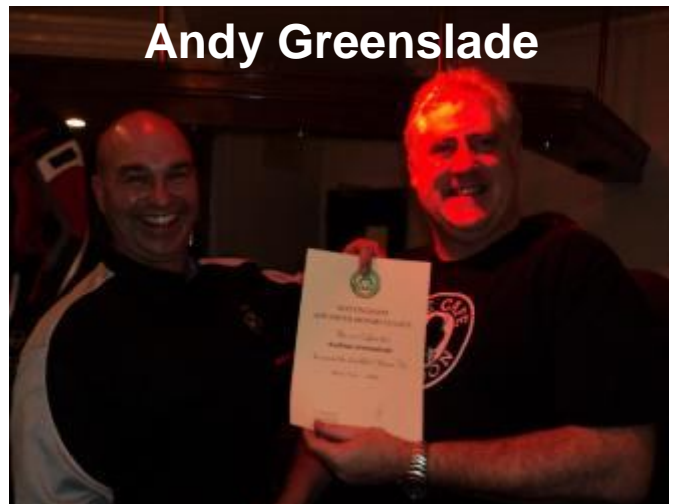
Dave Daubney



Russ Heard



Andy Greenslade



**More congratulations and certificates presented by
Chairman Steve Laughton.**

More apologies for the poor photos, still haven't found any decent help since the last page!

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The below are initial details of a charity ride which has now been set for Saturday 14th May 2011. The Committee are happy to publicise it as widely as we can. It is already starting to generate a lot of interest. Please let as many people know as you can.



Blue Lamp Foundation.

This charity was established in September of this year by PC David Rathband, the police traffic officer who was shot in the face at point-blank range by Raoul Moat, rendering him blind. The idea was conceived whilst David was still lying in his hospital bed following the tragic incidents of that day, such is his tenacity.

The object of the charity is to raise £1 Million in 3 years, to help support members of the police, ambulance and fire services who have been injured as a result of a criminal act, something which is very close to my heart.

I have invited a few "Celebrity" bikers to join us on the ride, and that is currently being considered by them.....so watch this space.

The route will likely be from Lancashire (meeting around the Preston area) via Cumbria and ending in Blyth where David lives and where the proceeds will be donated. I intend to also hold meeting points around the Greater Manchester/Merseyside border and pick-up points en-route.

There will be a £20 donation per bike to enter the ride, or £25 with a pillion passenger and the ride will end at Blyth Rugby and Cricket club where David used to play with a barbecue and the option of staying over, possibly camping on the field if that's your chosen accommodation.

I'm sorry if the plans and dates are currently a bit flimsy, the planning is in the early stages, and if a celebrity chooses to join us, then I will have to consider fitting the date around their availability as I want to raise the profile of this charity, and the ride as much as possible.

Please consider joining us for the ride, or donating if you cannot join us. I am also hoping to hold raffles and other fund raising prior to the event to bump up the donations we hand over.

If you can help by raising interest in any local motorcycle clubs or work places also, then please contact me direct via email. My personal email is speedcuffs@talk21.com

Already, we have interest and participants from Lancashire Constabulary, Greater Manchester Police, Lancashire Fire and Rescue, the North West Ambulance Service and the National Blood Service so if you can help with contacts in any other services, again, please let me know. I am also looking for donations of any equipment or clothing which may help, namely hi-vis jackets to be donated and printed with the charity's details for those leading groups of motorcycles and the name of the company sponsoring the jackets, and any motorcycle equipment (new), such as helmets or clothing or anything else which can be raffled.

Blue Lamp Foundation

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James Callaghan had “Crisis? What Crisis?” So did Supertramp. Roy Samuel gives us “Cold? What Cold?”



During the latter half of October, I was fortunate enough to have to endure the sun blessed beaches of the Dominican Republic.

Knowing that while I was out there, sweating my rocks off and having to choose between another drink from the free bar, or have a swim in crystal clear blue calm seas, while the folks at home were going to work in the fog and near freezing conditions, was a real test..... (Ba*^%*\$ed... Ed)

Firstly I would like to make a bid in the challenge for getting a NAM 21 years Celebration cap to an exotic location. (Hopefully this will make Steve Laughton cough...)

I then want to bring to the attention of readers the state of everyday transport for the everyday Dominican motorcyclist. This image was taken outside the Catholic Basilica in Higüey. The rider would need Devine intervention to stop....Note the Hazard triangle on the rear mudguard. (Owner was SO Safety Orientated) Best part of this was there was no front brake. While there was a rear brake pedal, the linkage to the rear brake was missing on the rear wheel. There were no mirrors, lights, Indicators or reflectors but the tyres did have lots of tread, and the owner obviously valued his machine as he made sure it was locked up!



In general the locals had a very chilled approach to motorcycling as can be seen below.



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My favourite photo of the locals on motorcycles was taken a few days later and featured 3 local schoolchildren on their way to school.

The cheery wave of the pillion passenger summed up the whole attitude towards personal and road safety. Please just enjoy the smile of the little girl on the back, and consider – All persons wearing safety clothing, gloves and approved HEAD GEAR. Headlight adjusted to light the SKY above. Ensure your machine is NEVER overloaded....and check the driving licence of your driver and make sure he is OVER 12!



And lastly, I want you to know that I had to endure a lot while out there, and here is the photographic evidence. (Yes, the Palm tree did need propping up)....



For Sale

A good friend of mine is selling this netbook, hardly used and not owned long, with all packaging as it came. Has Norton 360 installed. Tried it but simply prefers the desktop big PC. Looking for £250.

Check this link <http://stuff.tv/Review/Samsung-N220-review/>

If anyone is interested, you can give me a call on 07854 73 73 22

Regards and Merry Christmas to you all
Justin

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Bring an Buy Night at the Black Lion.



Just a small sample of the wares that were made available for sale during the November Group Bring and Buy Night. I'm sure there were a few items sold, (I know I did)



Some may still be up for grabs so if your kids dropped a few quid in your stocking this Xmas you know where to pass it onto!

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Expedition to Switzerland a few years ago

The newsletter editor asked for contributions so I thought I might pen a few words about my first European tour on a bike. I have resisted this task for a while because I couldn't find any pictures of the bike – the star of the show, or should I say “comet”. However, whilst browsing Andy Tiernan's classic bikes stock list (www.andybuysbikes.com) I came across an identical bike for sale. A dead ringer of my first bike, the one I passed my test on when I was 16 – MYP546.

Resist the urge to laugh – the bike was a c.1949 James Comet, 98cc, two stroke, two gears operated by a lever on the handlebars, cantilever/girder forks, 6v electrics and no battery. Speedo was driven by a cog on the front wheel. Not sure what the bhp was, probably 0.1 or less. Nought to 30mph in about 5 minutes, maximum speed about 40mph downhill.



Thanks to [Andy Tiernan](#) for permission to use the pictures. Click [here](#) for more detailed pictures of the bike if you are interested. Note the exposed flywheel!

When I was about 12 years old, my French teacher (and she was French!) paired us all up with pen friends in schools in suburban Paris. We exchanged letters, I tried to improve his English, he tried (somewhat unsuccessfully) to improve my French (it is difficult to learn a foreign language if you have a hearing impairment, as I have). Anyway, I went to visit his family in Bobigny, NE of Paris a few times, and he came to visit me in London a few times. By coincidence or design, his name was, and still is, Georges.

When I was 17, he suggested that I came over to Paris on my motorbike and we would do a bit of touring. He had a 150cc Motobecane. Great idea I thought. So, armed with camping gear slung across the carrier in army surplus canvas bags, and AA Five-Star service (cost about £2 10s 6d) and a British Visitors Passport (remember them?) I duly left Lewisham, SE London for Newhaven in the early hours of a 1964 summer morning on the t(rusty) steed.

The first mountain range that needed to be crossed was the Ashdown Forest, between Edenbridge and Lewes. I began to have doubts about the expedition before I had done about 25 miles. Even in first gear (“Low” on the lever) the bike slowed to a halt on the hills and I had to get off and walk, or trot, alongside the bike with deft use of the clutch. The gear lever had to be held in place using a thumb, or it slipped out of gear. Eventually arrived in Newhaven in time for the ferry to Dieppe. Dieppe to Paris was uneventful – not many steep hills if I remember.

Did You Know?.

It's cold.

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Next day, Georges said “Nous allons a La Suisse” or something like that. We left Paris, via Meaux, Dijon, Besancon and Pontarlier, eventually arriving a few camp sites later in Berne via Neuchatel, having completed a top end strip-down and de-coke on the way. Camped at Berne, swimming in the R Aare and all that. All well so far. Things started to go downhill when we moved on via Interlaken to the Grimsel Pass which was unfortunately uphill. About 12 miles uphill if I remember. 12 miles jogging alongside the bike. Before we reached the top of the Grimsel, the clutch was no more. The bike wouldn't move by itself anymore. Call to the Swiss AA and an embarrassing ride up the Grimsel and down the Furka with the bike in the back of a breakdown truck. We were stuck in a campsite at the bottom of the Furka for a week while the AA shipped out replacement clutch parts to the local village garage. Bike fixed, but no escape from the hills, so off south via Brig and the Simplon Tunnel to Italy and eventually Genoa and the Italian Riviera. West via Monaco, Nice to Marseilles, where there are a few steep hills, and yes, you've guessed, the clutch failed again – this time terminal, and the bike was relayed back to Old Blighty courtesy of the AA. The AA also paid my train fare from Marseilles to home. Good value that Five Star service. Georges rode back to Paris “tout seule”.

After a brief flirtation with a 150cc Fanny Barnett, I had an Enfield Bullet 350. Went to Verdun the following year on it to visit Georges while he was doing his National Service in the French Army. No bike problems this time. He now lives in Montreal, Canada, and 50 years on we still keep in touch (by e-mail, and usually in English!).

George Strong

Think you've got it bad? **Think again!**



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



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Too hot to handle

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Associate Co-Coordinator by Nick Ireland



Chris Dames	Final required
Dean Meakin	initial required
Kirsty Boss	On Hold
Larry O'Toole	On Hold
Richard Jordan	On Hold
Dan Mason	On Hold
Gareth Mitchell	On Hold
Karen Elliott	On Hold
Rob Walker	on hold
Andy Edson	one 2 one
Rod Whitehead	one 2 one
Bill Thompson	one 2 one
Kev Naylor	one 2 one
Steve Bailey	one 2 one
Tony Welch	one 2 one
George Gill	one 2 one
Steve O'Connell	Test Ready
Terry Anderson	Test Ready
Gabriel Rey	Test Ready
Mark Habgood	Test Ready
Roy Peabody	Test Ready
RogerWiddowson	Test Ready

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

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
nri01@btinternet.com Tel 0115 8 715053

Recent Test Passes

Congratulations to:

John Anderson and Naill Moore

Nick Ireland - Associate Coordinator & Senior Observer



Retford College of Vehicle Technology

Tel: 01777 862886

www.rettech.co.uk

Raffle prizes kindly donated Dave Bryant (Director of Retford College of Vehicle 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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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 or alternatively please e-mail your completed order form to...

nam.clothing@ntlworld.com

Please make cheques payable to "Nottingham Advanced Motorcyclists."



Nottingham Advanced Motorcyclists Committee 2010-2011



Steve Laughton
Chairman



Paul Thompson
Secretary



Mark Ellis
Treasurer



John Annable
Ride Outs



Nick Ireland
Associate Co-ordinator



Dave Bryant
Chief Observer



Events Co-ordinator



Nick May
Marketing



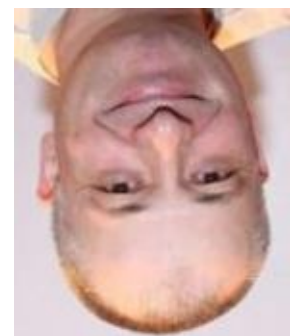
John Measures
Membership Secretary



Angela Laughton
Air Amb Fund Raiser



Marc Ford
Clothing



Tony Bell
Newsletter Editor

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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.