



WRITE LINES

February 2009



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

Due date: The day after tomorrow

PAY YOUR SUBS

(PLEASE)



THINK B KE

www.shinysideup.co.uk

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THE EDITORS BIT



Snow, Snow Snow.....Why Oh Why Oh Why?? Why do we grind to a halt? Why are so few roads gritted? That's my moan for this month!

Anyway hopefully soon we will all be moaning about the heat!!! (yeah right!)

I have been to Center Parcs for a few days with Fiona and the kids... my nervous twitch is back. At least when we set off and the kids ask "Are we nearly there yet?" at least I can say "Yes" even if we are still on the drive!

It was Valentines day and Fiona's birthday this month **ON THE SAME DAY!** and whilst we were away. I was informed well in advance that means two presents! Not totally convinced I bought some boots and wrapped one for Valentines day and the other for the birthday...risky but I think I

got away with it.

Its been a chaotic month in the life of a NAM committee member. There are so many emails that pass between us on a daily basis that all need reading and replying to —pity then some of us don't read them properly. (What say you Big John?)

Gary has hit the ground running.....standing in for the Secretary, taking on the role of Social Secretary and also volunteering to do the newsletter next year (at least that's what I heard him say.... ..)

Fiona's ready—all kitted up ready for a Group Ride out...if we can fit it in with a child free Sunday! Oh and obviously weather permitting!

Thanks again to Nick Ireland for his contributions and also to Mike Gant for his article

Stay safe

Shrek x

H

P

P

Holme Pierrepont

Sunday 19th April

Come and show your support for your club..

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THE CHAIRMANS BIT...

**Hasn't it been an interesting first month?**

With Christmas over, I thought the cold spell we had gone through had moved on. But the weather is still freezing and **the roads are so dirty it still just doesn't seem worth taking a clean bike of the garage still.** But it had to for its MOT at the end of January, and I was told that it needed a replacement Chain and sprockets VERY SOON. So after I spoke to Paul Hunnisett he organised a replacement set for me. (If any one else needs one too, please talk to him for a quote). So with my new chain and sprockets fitted, I was ready for the first ride out of the year.

But before that Dave Bryant and I had a project to work on for the first observers meeting.

Since the last magazine.....

We had two attempts to hold our first group ride out, but the snow kept coming, and we ended up having to cancel the trip twice. Dave Bryant and I had come up with the idea to help observers, and eventually our other members understand what to look for, and what is required to become an advanced rider.

As I had bought a helmet camera last year, we had decided to get Dave to ride one of his spare training bikes, and try to simulate various mistakes that associates tend to do.

He was going to have to try to remember how he used to ride, and put himself in all those places he used to do, before he did any advanced lessons several years ago.

Dave came over to my place at the weekend. And we went through various training scenario's we have seen associates do whilst we have been observing during the last 9 years.

Eventually coming up with a plan after throwing various ideas around. And we set off out on the road to McDonalds to get started. We chose to do the first part of the initial assessment route, as we both know that really well, and know where all the problem areas are. We did the route twice, once in bad mode, and the second lap as goodish biker.

We spent a couple of hours out filming, and went back home to see how it had gone. The hardest bit for me was trying not to take my eyes off Dave. Because if I carried out my own safety checks, we found the image shakes all over the place. And that makes watching it not enjoyable at all, so we found that some of it was unusable.

Realising we needed to film more we made arrangements to meet up the following weekend.

The second time we went out, we got ourselves wrapped up against the extremely cold conditions, we went out into the garage, **did our radio checks and then found that my bike wouldn't start! Just great!**

We decided to try to bump start it down my hill, and fortunately it started. Once I had set the alarm and closed the garage door, we went off to start filming again.

This time we went up the A614 to Ollerton, where we dropped into the café for a breakfast and a warm tea, whilst we looked back at what we had filmed.

We had actually done a good job, so the second half was through Ollerton town centre and out into the country side to double back via Caunton and Southwell, before returning home.

This footage was much better than before as I kept my head much more still, and we were able to use almost all of it if needed. We got together the next weekend to review what we had filmed and log the time frame of various things we wanted to show, and Dave showed me how to put a Power Point presentation together. (You know I have seen many of these over the years, but I **didn't realise that it was that easy to do**).

Also we are hoping that once we have put this to the observers, that we can put a presentation together for group night. Where we can have an open question and answer session where members can comment on the film and ask questions.



Scotland trip 08 Part Forty three.....

As I said last couple of months the trip went really well. The journey home from Scotland was also filled with **excitement. We hadn't discussed our riding positions** prior to setting off, and being last away from the B&B I ended up at the back. So once I had caught up with the back of the group we chose to ride at the back in front of John A, so that I could film every one from the back.

But that put Paul Philips at the front setting the pace, **and this wasn't something he had done before, at least** during this trip. But he stepped up to the plate, and started doing a cracking job. It was all going well until **we realised that he wasn't passing any information back** about oncoming dangers, to enable those of us behind to make similar progress. Paul led the way through Glen Coe, and on for the next 20 or so miles with Ryan in P2, but his radio equipment was also not working, so he

couldn't hear or talk either. So John R started to relay information back once he got by the Lorries we were trapped behind. Those of us who could talk decided that it would be safer for me to make my way to the front so that we could control the progress of the group.

We made our way south on the A82/A85 towards Stirling to pick up the M9 motorway. Just before we got onto the motorway we passed a building site, where the road was completely covered in muddy slurry left by the site vehicles. I noticed it and came off the brakes before I ran through it. But every one behind me was then covered in not only my muck that was thrown into the air, but that of every one in front of them as well. Well the underside of my bike was now a light brown, but other than that I was ok, but every one else was the same colour all over! We all needed to stop to clean our visor and head lights. This was then the first stopping point on our way home. I needed this as my stomach was off, and I needed the loo! (**Far too much information.....Ed**) After our rest stop, we continued along the M9 to get across to Edinburgh and then off onto the A7 south towards Stow. Whilst trying to navigate through a technical section of a small town, I had a phone call come in through the intercom from a customer back home, wanting to know where I was, as I had made arrangements to do some work that day, and I was missing. (Typical **Builder....Ed**)

Unfortunately, during the call, the instructions from the GPS don't come through to me. And I only had the picture on the screen to see where we were going. And with roundabout after roundabout, I miss a turn and we end up off route. When the call finished the GPS was Bonging (Is that a real word?...Ed) like crazy, as it tried to get me back on route. Then whilst this was going on, John A at the back of the group came over the radio saying that he had a problem with his bike, and it was making strange noises. A couple of us at the front of the group had got through the traffic lights and banged in a quick overtake, when John informed me that he had stopped to investigate the noise. I got to a safe place to for us to turn around to rejoin the group, and do the usual p**s taking that goes with any problem any one suffers.

We realised that they hadn't stopped in a very safe place as they were just over a major junction, and the traffic was passing VERY close to where we were parked by the side of the road. And then it started to rain to make it more interesting. **We weren't able to find any obvious problem with John's bike, so we set off again at a sensible speed whilst he listened to the** noise. We travelled along the A7 which was a road I used last year in the van, and it flows from bend to bend really nicely, and we went from taking our time for john to enjoying every minute of it. Then we turned onto the A68 to Jedburgh where we stopped for a warm snack and fuel and I made another toilet stop! (Leave it now!...Ed)

The next part of our leg was along the A68 all the way to the A1. We had a run in with a foreign white Vito van Man, who was on a real mission to get some where, maybe back overseas? We chose to keep to the left whilst he came by us, as he was desperate to get past our group. We followed him for several miles whilst he went from one death defying overtake to another. And I spent quite a while expecting him to be in a ditch or in the front of an on coming vehicle. When we got onto the A1 I needed another toilet stop! So John A and I stopped, whilst the others continued further south to an agreed service station, for our last stop and fuel.

Whilst in the car park of the service station, we found a fellow biker sitting there waiting for a job to come in. He was a fast assistance break down recovery BIKE. He was riding a Honda Goldwing which had a folding towing dolly built into the back of his machine. The idea is that when a car brakes down, he gets there as quickly as he can, and then unfolds his towing dolly, puts the front wheels on the dolly, and pulls the vehicle off the A1 to a safe place to be collected by another vehicle. We questioned him for a few minutes before he got a call, and he sped off at a speed to impress us, but he only just missed a parked car sitting across from where he was parked. And this only entertained us even more.

After we rejoined the others further down the A1 we continued on our way until we joined the A614 just above Clumber park, where we had to have an unscheduled toilet stop behind a disused container in a lay-by. (Apart from Angela of course!) we took our last photos to celebrate our journey home.

Back on home turf now, we pressed on in the dark back to Arnold, where we split up and said our goodbyes for the last time on the trip.

Angela and I would like to say many thanks to every one who came with us for the trip. With out you all it would of not been so memorable or enjoyable.

We hope to see you all again this year.

Round up

That's all for now. Sorry I've gone on a bit yet again this 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 members, if there is any one you don't recognise at group nights please go over and have a chat with them as it may be their first night and they may like a friendly face to welcome them in.

Steve Laughton



IMPORTANT NOTICE (SERIOUSLY)

NAM Membership Renewals

Due by 31st March 2009

If you joined NAM before 1st October 2008 you now need to renew your membership and complete the membership renewal form (in this newsletter) otherwise you will no longer be able to join in with the groups activities or go on Observed Rides.

Andy Hampshire (NAM Secretary)

Nottingham Egg Run Sunday 5 April 2009

We're in the process of organising this years Egg Run the date is 5th April, meet 09:30 at the Forest recreation site, Gregory Boulevard (Goosefair site) for a 10:00 departure to Mansfield Fire Station where Bikers will be greeted by Mansfield's Mayor and there will be a reception, free tea, coffee and bickies and Bikers can donate Easter Eggs and/or money.

The Easter Eggs and any donations will again be distributed to disadvantaged children and children with additional needs in Nottinghamshire, Fund raisers from the Lincs and Notts Air Ambulance will join us this year, of course NAM will be most welcome to set up a stall, The safety advice issued will again signpost Bikers to advanced tuition and a NAM rep would be most welcome to address the throng.

Dave Storey (Nottingham Fire Service and NAM Observer)

The Non NAM Events Calendar

February

- 27th to March 1st—Ally Pally Motorcycle Show

March

- 1st—WSB Philip Island, Australia
- 14th—WSB Losail, Qatar

April

- 1st—MFN Starts
- 5th—Valencia, Spain
- 12th—MotoGP Losail, Qatar
- 13th—BSB Brands Hatch, Kent
- 18th-18th Le Mans 24 Hours, France
- 25th-26th—Classic Motorcycle Show, Stafford
- 26th—MotoGP Moteg, Japan
- 26th—WSB Assen, Holland

May

- 3rd—MotoGP Jerez, Spain
- 4th—BSB Oulton Park, Cheshire
- 10th—WSB Monza, Italy
- 16th-17th—BMF East of England Showground, Peterborough
- 17th—MotoGP Le Mans, France
- 17th—WSB Kyalami, South Africa
- 25th—BSB Donnington, Derbyshire
- 31st—BSB Thruxton, Hampshire
- 31st—Moto Cross GP (MX GP) Mallory Park, Leicester
- 31st—12th June TT2009, Isle of Man

June

- 14th—MotoGP Catalunya, Spain
- 20th-21st BMF Soth West Bike Show Bath & West Showground, Shepton Mallett
- 21st—WSB Misano, San Marino, Italy
- 21st—BSB Snetterton, Norfolk
- 27th—MotoGP Assen, Holland
- 28th—WSB Donnington, Derbyshire

July

August

September

October

November

December

} Next Month



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WANTED : EXCEPTIONAL PEOPLE TO BECOME OBSERVERS WITH N.A.M

Have you ever wanted to be an observer ?

Have you ever looked at your observer and thought "I could do that" or "I would like to do that".

Now is your big chance.

We are holding a pursuit riding day in order to pick some lucky people to become trainee observers.

Saturday 7th March 2009 is the date, starting from the Limes Cafe on the A614.

The day is open to anybody with a desire to become an observer with the provisos that they are

- a) A paid up member of the IAM
- b) A paid up member of the NAM
- c) A full member (i.e. Not an associate)
- d) Have notified me of their availability
- e) Will make themselves available for the following 7 weekends (due to time constraints this is essential) and
- f) have 6 or fewer points on the licence.

The day will consist of a short introductory briefing followed by a ride of about 10/15 miles through the countryside with you following a Senior Observer and having a Senior Observer behind watching your riding skills. A debrief and quick question and answer session about the 5 point system of advanced riding will then be followed by you giving a demonstration ride along the reverse of the previous route.

All riding is to be carried out at the speed limit where safe to do so. A short debrief will then finish the day. There will be a course being run starting at 1300hrs with a second following at 1500hrs if there is enough interest.

It should be stressed that we are looking mainly at your riding and communication skills at this time, we are not expecting you to know how to be an observer from the word go. However, it is well worth your while to refresh your understanding of the Highway code and 5 point system of motorcycle control (IPSGA). The lucky people that are chosen will then start an intensive 4 or 5 session course with two Senior Observers per 2 trainee observers learning all the theory and a large amount of the practical side of becoming an observer.

After all that, a couple of runs out with real associates (and their Observer), then up for qualification with a Senior Observer (probably me).

For those people who are not chosen at this time, this does not by any means suggest you are not good enough or are not wanted. A further course will be held next year where we will hopefully be able to take more trainees on.

Could all interested people (including those who have already given me their names) notify me of their interest and availability on j.annable@ntlworld.com or 07973 815771 by the 28th February 2009.

John Annable, Chief Observer, NAM

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EVENTS 2009



Events and Associate Co-Coordinator
By
Nick "Two Heads" Ireland

FEBRUARY	
Sun 8th	Group Ride Out to Old Somerby - - - Lunch/Snack at The Fox and Hounds
Sat 21st	Observer's meeting 1.00pm Black Lion Radcliffe on Trent
Wed 25th	Group Night 8.00pm Black Lion Radcliffe on Trent - - "RideWithUs" A Biking Holiday Company
MARCH	
Sun 1st	Operation Retina - - - - - Nottinghamshire Police Safety Campaign
Sat 7th	Observer Selection
Sun 8th	Air Ambulance Presentation and Ride Out - - - Tollerton Air Port then off on Ride Out
Wed 25th	Group Night 8.00pm Black Lion Radcliffe on Trent - - Alex Steadman of Nottingham University who has developed a full size working simulator for motorbike research
Sat 29th	Operation Retina - - - - - Nottinghamshire Police Safety Campaign
Sun 30th	Operation Retina - - - - - Nottinghamshire Police Safety Campaign
APRIL	
Sat 4th	Observer radio training and route familiarisation for HPP
Sun 5th	Annual Easter Egg Run - - - Time and meet venue to be confirmed
Sun 12th	Ride Out to Sutton on Sea - - - Lunch at The Grange and Links Hotel
Sun 19th	Holme Pierrepont - - - All day event - - - Help by anyone available would be appreciated
Wed 29th	Group Night 8.00pm Black Lion Radcliffe on Trent - - Ben Crane of Nottingham Police to give us an update on Operation Retina which is a motorbike checking operation.
MAY	
Mon 11th	CHIP RUN - - - To Newark
Sat 16th	BLOCK COURSE TRAINING - - - 09.30 in Arnold Park car park (see Yahoo site for map)
Wed 27th	Group Night 8.00pm Black Lion Radcliffe on Trent - - Carrera Leathers
Sat 30th	BLOCK COURSE TRAINING - - - 09.30 in Arnold Park car park (see Yahoo site for map)
Sun 31st	Ride Out to The Cat and Fiddle - - - Lunch at the Cat and Fiddle pub

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Group Night Guest Speaker

By Events Organiser Nick Ireland

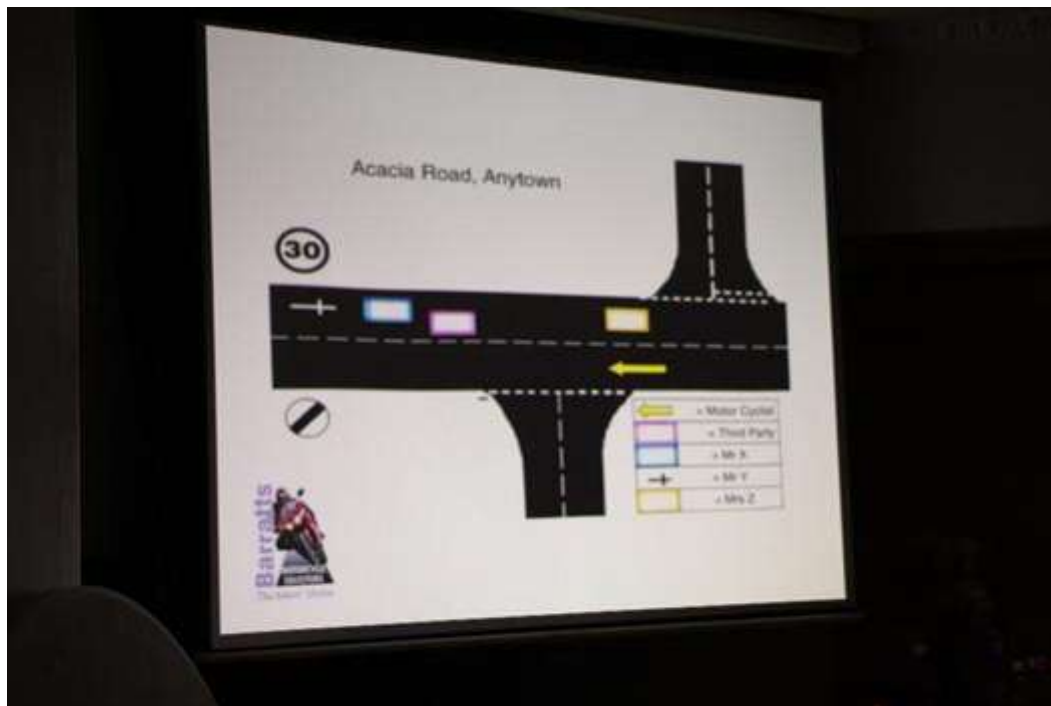
What a brilliantly informative presentation we had by “Barratts Motorcycle Solicitor” John Measures who, despite having a leg in plaster, was chauffeured by his son all the way from Leicester so as not to let us down.

This was to be one of those evenings that stick in your mind due to the obvious time spent by John preparing his presentation of an actual claim he had acted on behalf of and won extensive damages against the driver of the car that hit this unfortunate motorcyclist.

We were taken through the incident step by step as the different eye witnesses gave their versions of what happened as well as the totally unprofessional way in which the “Beat Bobby” dealt with the situation.

John’s presentation showed just how differently witnesses viewed the scene, especially those who you would have thought must be correct due to their proximity of the actual collision,.

But then it’s not as if you are always expecting anything to happen and when it does you are usually taken somewhat by surprise and unfortunately make assumptions that are not necessarily correct.



It was like being on a jury in court as John presented the evidence which seemed to be overwhelmingly stacked against the biker. That was until John explained how he had taken the time to actually speak to each witnesses personally rather than just accepting their statement given to police at the time.

It was astonishing just how different it comes across if the correct questions are asked which then shows that, maybe through no ill intention, what they see, together with assumptions, do not always tell the true story. Fortunately in this case there was a happy ending despite it taking the best part of 2 years and the eventual loss of a leg for the biker. John is already booked on a return visit later in the year .

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When did you last get your suspension serviced?

By Mike Gant — Senior Observer

Hi All if you ever wondered what to do in the colder months, why not try some suspension servicing.

Here is what to do. Borrow next doors bike lift and make it level. Put bike on and jack up. Take off the rear wheel and put in shed followed by the shaft drive unit just so I can grease the splines they were dry. Next remove the bolt connecting the link arm to shock absorber, remembering which way it comes apart.

So now the centre stand needs to come off, how do I support the bike without the centre stand? (Answer) make a stand to hold the bike using the rear foot-rest hangers, after much head scratching this was done.

After removing the stand I then removed the rest of the suspension unit only to find one of the bearings completely seized.

I think it need some heat to free it off, so when Sonia was out I lit the oven and set it to No 4 put the offending bit in and waited, **Sonia came home, "Why is the oven on"? well! It won't take long, "What won't" I had to come clean and so did the oven.**

Aluminium does get very hot at Gas No 4 good job I have welding gloves. So on the Anvil over the hardie hole and with a big hammer, is this bearing tight but still not budging, sometimes quenching in cold water after heating can work, not this time though.

After cleaning the oven I took myself off to where I used to work they have a hydraulic press a big one! It took 20 tonnes to get **the bearing out of the casting "phew"**.

The old bearings were completely rusted in place and would not come out no matter what I tried as for the pin it looked like it had been in the sea for a year.



The casting was very corroded and rarely past it's service life so a new one was required. How much! Well if the old one is bugged I have to have a new one and bearings with a new pin. Thanks to my Son Chris who took the old casting to his work and had a tool made to press in the new bearings. I have some favours to repay and was the oven that mucky?

Now the good bit, rebuilding, a waterproof grease is recommended for all bearings on my bike, so with a liberal amount introduced into the moving parts the unit was put back together.

I might as well have a look at the rear brakes while it is off the wheel, why do all the bits need new parts? The dust seal had popped out from the piston so a new set was obtained and fitted, only after the seal groves **were well cleaned out, "where does all that corrosion come from"!**

Re-assembly was a doddle all the bolts had a smear of Copper grease and the nuts were given a spot of Locktight prior to tightening up with the torque wrench, now lets have a look at the front brakes. A good wash out with hot soapy water was all they **required. So now it's time for the road test. Now after all I have done it takes some courage to take your bike out in the wet** or when the gritters been round so I will wait for a good day. Keep on the black stuff.

Mike Gant

Nottingham Advanced Motorcyclists - Membership Renewal Form**

****This form MUST be completed and handed in with your membership fee. Renewals due 31st March**

Please be aware that you will need to be a fully paid up member of the IAM to stay a full member of the Nottingham Advanced Motorcyclists. This means that if you wish to be a committee member, an observer or join us on group ride outs you will need to hold and renew both memberships.

Associates when you purchased your SFL package it included both membership fees. One years membership of the NAM effective immediately, renewed on the 1st April after a full 12 months membership, paid directly to us. The second, National IAM membership is effective for one year from the date you pass your test or if you joined after 1st April 2006 – on the date you joined the IAM - and is also renewed annually on that date. You pay this membership direct to London where you also have to declare any misdemeanours since the last renewal.

Group Member No: *IAM No: *IAM Expiry Date:

Personal details

*Title: _____ *First Name: _____ *Last Name: _____ *D.O.B _____

*Address: _____

_____ Postcode: _____

*Home Phone: _____ *Contact Number: _____

*Email: _____

*If you do not wish to receive the newsletter or correspondence from NAM by email please tick the box

Group / Riding details

Date Passed DSA Motorcycle test: _____

Bike make/model: _____

*Member status: **Full / Associate** *Observer status: **Observer / Group Qualified / Senior**

Date passed IAM Advanced Test: _____ Date passed Observer Test: _____

Signature: _____ Date: _____

Gift Aid: If you wish to give Gift Aid with your subscription please TICK the box

Please return to: Andy Hampshire – NAM Secretary, 16 Hall Close, Rainworth, Mansfield, Notts, NG21 0FR

*Required Information

DATA PROTECTION ACT: As a member of the Nottingham Advanced Motorcyclists, the personal information given on this form will be held in confidence on a computer file for membership records and newsletter distribution purposes only. You are at liberty to examine these details by prior arrangement with the club secretary.

Membership Fees - £16.00 cheques payable to Nottingham Advanced Motorcyclists

Members who log over 30 hours are eligible to claim £8 in expenses

Members who log over 60 hours are eligible to claim £15 in expenses

Full fees are to be paid and Worked Hours Expenses claimed by 31st March

Signature of official..... Date.....

MEMBERSHIP CARDS ARE NO LONGER ISSUED, UNLESS REQUESTED. YOUR NAM NUMBER IS ISSUED TO YOU WHEN YOU JOIN NAM

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NAM group Gift Aid Claim

As a charity the NAM Group can reclaim tax on any donations and subscriptions as long as the person making the payment pays income tax or capital gains tax. This means that if you pay tax at the basic rate the Group can claim an extra payment from the Inland Revenue.

If you would like to give Gift Aid on your subscription could you complete the following form!

Return it with your subs payment. Make cheques payable to the Nottingham Advanced Motorcyclists and for the full amount.

Please return the completed forms to:

Andy Hampshire 16 Hall Close Rainworth Nottinghamshire NG21 0FR

<h3 style="margin: 0;"><u>Nottingham Advanced Motorcyclists</u></h3> <p style="margin: 0;">Registered Charity No. 1060035</p> <h2 style="margin: 0;">Gift Aid Declaration</h2>	
Details of Donor:	
Title..... Forename(s).....Surname.....	
Address	
.....Postcode.....	
Declaration:	
I want Nottingham Advanced Motorcycle Group to treat all donations I have made since 6 April 2000, and all donations I make from the date of this declaration until I notify you otherwise as Gift Aid donations. I confirm that I pay income tax and/or capital gains tax at least equal to the tax that the charity reclaims.	
Signed.....	Date

a)	You can cancel this declaration at any time by notifying the Treasurer of the Group.
b)	You must pay an amount of income tax and/or capital gains tax at least equal to the amount of the reclaim on your donations in the tax year.
c)	If in the future, your circumstances change and you no longer pay income tax and/or capital gains tax equal to the amount of the reclaim, you must notify the Treasurer of
d)	If you pay tax at the higher rate you can claim further tax relief in your Self Assessment tax return.

Caption Competition



Angela tried a new dating site and got a better looking and more in shape replacement for Steve.

Angela—This is the useless Bullock I have to sleep with each night.

Steve—I **think you'll find that's a Highland Cattle.**

Angela—I **think you'll find I was talking to the Cuddly Highland toy.**

Angela found something that resembled her natural coloured hair.

**** *All the shaved furry bits jokes have been omitted* ****

Captions Please.....



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



Obituary to Common Sense

Today we mourn the passing of a beloved old friend, Common Sense, who has been with us for many years. No one knows for sure how old he was since his birth records were long ago lost in bureaucratic red

tape. He will be remembered as having cultivated such valuable lessons as knowing when to come in out of the rain, why the early bird gets the worm, life isn't always fair, and maybe it was my fault.

Common Sense lived by simple, sound financial policies (don't spend more than you earn) and reliable parenting strategies (adults, not children are in charge).

His health began to deteriorate rapidly when well intentioned but overbearing regulations were set in place.. Reports of a six-year-old boy charged with sexual harassment for kissing a classmate; teens suspended from school for using mouthwash after lunch; and a teacher fired for reprimanding an unruly student, only worsened his condition.

Common Sense lost ground when parents attacked teachers for doing the job they themselves failed to do in disciplining their spoiled and self-important children. It declined even further when schools were required to get written parental consent to administer Aspirin, suntan lotion or a Band-Aid to students, but were restricted from informing parents when their child became pregnant and skipped class to have an abortion. Common Sense lost the will to live as the Ten Commandments became contraband; churches became businesses, schools were forbidden to fail students who couldn't read and criminals received better treatment than their victims. Common Sense took a severe beating when home owners were forbidden from using force against an attacker in their own home but the burglar was legally allowed to sue a home owner if he was injured on their property during the commission of the crime.

Common Sense finally died after a woman failed to realize that a steaming cup of coffee was actually hot and, when spilled in her lap while she was trying to drink and drive at the same time, was burned and promptly awarded a huge financial settlement in court.

Common Sense was preceded in death by his parents, Truth and Trust; his wife, Discretion; his daughter, Responsibility; and his son, Reason. He is survived by three step-brothers; I Know my Rights, Someone Else is to Blame, and I'm a Victim.

Not many attended his funeral because so few realized he was gone....



THE SOONER YOU ACCEPT THAT IT IS WINTER, THE SOONER SPRING WILL COME!

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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RECENT TEST PASSES

Robert Miller

RECENT PHOTOS



Roger Prescott



This is a reversible water proof jacket only available in black with a fleece inside. The NAM logo is on the water proof side **not** on the fleece available in all sizes inc kiddies if needed.

Cost is £21 for adults and £16 for kiddies.

Contact Clothing Rep—Craig Garland

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MENTOR GROUPS February 2009

Chief Observer J. Annable 07973 815771

Associate Co-ordinator N.Ireland (GQ) 01636 611246 Newark

D.Bryant (S)

R.Edwards (S)
K.Priest (GQ)
P.Phillips (GQ)
A.Parkin (GQ)
I.Cameron (GQ)

0115 8491590

0115 9491678
0115 9304958
0115 9825039
0115 9207630
0115 9103837

Long Eaton

Stapleford
Ilkeston
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Arnold
Sherwood

P.Hunnisett (S)

M.Gant (S)
D.Wallace (GQ)
C.Gant (GQ)
R.Maslin (GQ)
J Morgan(GQ)

0115 9816835

01664 852353
0115 8469023
01664 853251
0115 9375994
07780 843315

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P.Waldron (GQ)
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G Harrison(GQ)
P Meynell(GQ)

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0115 9279856
01623 442436
01159 875826
07776 165204

Kimberley

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Bestwood Village
Sutton-in-Ashfield
Carlton
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S.Laughton (S)

I Orgill (S)
K.Pickering (GQ)
D Storey(GQ)
G.Roberts (GQ)
N.Ireland (GQ)

07973 892121 Warren Wood

01623 795654
07866 339386
07814 672289
0115 9514300
01636 611246

Rainworth
Papplewick
Hucknall
University Park
Newark

P Green (S)
T.Towler (S)

01664 851557
0115 8465870

Melton Mowbray
Wilford

C.Garland (T)

07887 794979

Gedling

MENTOR GROUPS - February 2009



Retford College of Vehicle Technology

Tel: 01777 862886
www.rettech.co.uk

Raffle prizes kindly
donated Dave Bryant
(Director of Retford
College of Vehicle of
Technology)

Retford College of Vehicle Technology.
Who run courses in : Vehicle Fast Fit, Vehicle Repair and Maintenance,
Motorcycle Maintenance, Auto Electrical

Nottingham Advanced Motorcyclists

facebook

John Field (Nottinghamshire Fundraiser)

Lincs & Notts Air Ambulance

Email:- johnfield.airamb@btconnect.com

www.lnaact.org.uk

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 your 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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Events and Associate
Co-Coordinator
By
Nick “Two Heads” Ireland

We are now advising an Absolute Minimum of 60 miles between runs which we feel is not asking too much but is paramount if an associate wishes to get through the test in the allotted time.

Let's enjoy making ourselves safer on the roads because every time we get on our bikes there seems to be someone out there determined to hurt us!

Keep Safe

Nick Ireland

Events and Associate Coordinator
and Observer.

(Is that Nick “Three Heads” Ireland?)

Surname	First Name	Training Status
Gustard	Leon	INITIAL REQUIRED
Lowe	David	BEING TRAINED
May	Nick	BEING TRAINED
Anderson	Terry	BEING TRAINED
Stuart	Ray	BEING TRAINED
Corry	Matthew	BEING TRAINED
Simmonds	Mark	BEING TRAINED
Simpkin	Debbie	FINAL REQUIRED
Mace	Daniel	FINAL REQUIRED
Deverill	Ben	FINAL REQUIRED
Chamberlin	Mark	ON HOLD
Coleman	David	ON HOLD
Harris	Ian	ON HOLD
Mirfin	Trevor	ON HOLD
Stark	Adam	ON HOLD
Lathrope	Helen	ON HOLD
Thomas	Gerry	ON HOLD
Fisher	Malcolm	ON HOLD
Lathrope	Andrew	ON HOLD
Patrick	Robert	ON HOLD
Boss	Paul	ON HOLD
Ward	Leigh	ON HOLD
Hall	John	TEST READY
Blain	Glen	TEST READY
Bostock	Jenny	TEST READY
MacCleod	James	TEST READY
Miller	Robert	TEST READY
O'Connel	Steve	TEST READY
Peck	Ashley	TEST READY
Simpkin	Ashley	TEST READY
Smith	Paul	TEST READY
Travers	Keith	TEST READY
Whittaker	Jake	TEST READY
Barker	Gemma	TEST READY
Ramsay-Dawber	Peter	TEST READY
Coakley	Mick	TEST READY

Nick Ireland - Associate Coordinator & Observer

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GROUP NIGHTS

When: Last Wednesday of the month,

Time: 8:00pm.

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

Postcode:
NG12 2FD

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

These nights are for meeting new/old members, prospective members and friends alike, We usually have guest speakers (when available) and we hear what is happening the group.

There's time for a general chit chat and we also use the evenings for informal question and answers, as every now and then someone has a burning question or two that may not have a straight forward answer, so we pool our collective minds together and sometimes have a good old fashioned debate.

The group nights are open to everyone, so please do come along and if you have friends or colleagues who are interested bring them along too!

Newsletters: This and previous newsletters can be viewed and downloaded from our web site www.nottsam.org.uk - just follow the link for "Magazines".



Nottingham Advanced Motorcyclists Clothing

NEW PRICES—SEE NEXT PAGE
SOME ITEMS CHEAPER!!!!!!

The clothing comes various colours with the NAM logo on the chest (pictured) and various items are available in sizes that range from XS to 5XL.

NAM clothing now available in any colour you like..... **Even pink!!!**

HOW TO GET YOUR CLOTHING

There is an Order Form on the Yahoo site.
(Don't forget the colour, size and quantity)

Please contact Craig Garland.
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 2008-2009



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Chairman



Andy Hampshire
Secretary



Mark Ellis
Treasurer



John Annable
Chief Observer



Nick Ireland
Associate Co-ordinator &
Events Organiser



Dave Bryant
General Member



Gary Luff
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Tony Bell
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Shrek
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Duncan Wallace
Asst Associate Co-ordinator



Craig Garland
Clothing Rep

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