



WRITE LINES

January / February 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

NOTTINGHAM RIDE SAFE 2010

(The new name for our Rider Assessment Day previously held at Holme Pierrepont)

Sunday 11th April 2010

We are holding our annual 'Free Rider Assessment Day'

At The Black Lion, Radcliffe on Trent



CELEBRATING 21 YEARS
OF ADVANCED MOTORCYCLING
IN NOTTS



Anyone wishing to volunteer their help on the day and also any Observers wishing to take part please contact
Nick Ireland

nrs2010@nottsam.org.uk

as soon as possible.

We will be holding the event briefing meeting for all involved after our the AGM on 31st March 2010, and we intend to hold a meet & greet for all new members following the event at the following group night on
28th April 2010.

Many thanks, NAM Committee.

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THE IAM OR NOTTINGHAM ADVANCED MOTORCYCLISTS

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Here it is finally another edition of Write Lines. Sorry but you are having to put up with a newsletter every two months. Complaints to the usual address!!!

Tony Bell (the Committee General Member) has put himself down as a candidate for the Newsletter Editor. He is the only nominee for the role unless there is a late comer at the AGM. I will have great pleasure in seconding him.

I have every faith in Tony producing something of equal or even better quality.

I will do the big goodbye speech next month in Shrek's final edition.

Well done to the two people who actually spotted the wrong map for the route to Caister—No prizes though!!

I've not done any riding since the last edition due to the weather—and then when it was suitable I was either too busy or had the rug rats in tow.

Went to a committee meeting and was greeted with numerous sarcastic comments... I will have the last word though!!!!

Anyway read enjoy and if you don't I'll be gone soon.....

Till next time stay safe

Shrek the Editor.....



Countdown to Day of Champions 2010 underway

There are only 137 days left until **Day of Champions 2010** and plans are well underway to make sure that this is the best Day of Champions ever.

As always Day of Champions will take place on the Thursday before the British round of MotoGP.

In 2010 the biggest day in British motorcycle racing returns to **Silverstone**, Northamptonshire, for the first time since 1986, and this is the first Day of Champions at the famous circuit.

Silverstone have been carrying out lots of work to the circuit and the viewing areas, and Riders are going to make sure that we get the weekend off to the best possible start.

Riders for Health's events manager Jeanette Wragg said, 'We are just arranging the final details with Silverstone but we are all very excited. Tickets will be going on sale around the beginning of March, and we are delighted to say that we will be keeping prices the same for the fourth year in a row. Day of Champions is a great day out for all the family, so with tickets for adults from just £15 and free tickets for under-16s, it's a great way to help support our work in Africa.'

We will send out more information before the tickets go on sale, but you can make sure that you are the first to know all the details by following us on **twitter**.

THE CHAIRMANS BIT...



Hello again,

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

I guess lots as it's been a while since the last magazine due to Shrek having ever increasing work commitments, which is why he has to stand down.

Some of you may not know that he is going to produce this and one more magazine before he retires in March.

It will be a real shame to let him go, because since he took over we have been nominated for best IAM magazine award twice and won it once.

Fortunately we have a nomination for a replacement magazine editor, and I have every confidence Tony is going to give it his all when he takes over from Shrek, and I wish him well and I do hope that some of you continue to send in material to help him produce the magazine each month.

The weathers been really foul for what feels like months, I had snow and ice all over my drive and I couldn't get either the bike or car out for about a five weeks. And when I could I didn't want to because the roads were so dirty it would take a month to get the crud off it when I got back home.

I've been down to Northampton to a Region 7 meeting with Terry Towler last week, and we didn't get home till midnight. We went to discuss the function of a new "regional training teams" that the IAM are recommending each region has. Their function will be to conduct the observer tests, and observer re-qualifications in each group.

This is to as they say, "to cross pollinate" and to maintain equal standards in all the groups around the country. They are also to be used for the "senior observer training days & weekends". I will keep you informed later on as I find out more details.

We've also attended the latest "Motorcycle Forum" meeting at the Newark police station on the 12th January . A little disappointing as most of the people there are from NAM. It's great that we support the meeting, but it's a shame that more non NAM members don't. It is for us to try to have a say in how our Nottinghamshire roads are managed.

The next meeting is being held at the Black Lion pub on the 27th April, so maybe we will see even more of you there.

And I have carried out another two final assessments. One was Richard green who has since passed. (Well done mate I knew you would.)

And we have had another couple of committee meetings as we do every month, to discuss our group NRS 2010 event, and the committee posts that require new members to fill them.

Please volunteer for them or we can't go on giving you the great service we do now.

If you enjoy coming to group night to see the guest speakers we have for you, then we need someone to continue with the role of booking them in, because the existing member who has been doing so, doesn't have the time to keep doing it due to a job change. And those of us who are continuing on the committee cannot take on another role alongside our own to carry missing members.

So what I am trying to say is that if we don't get new committee members then things that entertain you each month will not happen as we have no one to organise them.

Likewise, if we don't get a new secretary to replace Andy Hampshire we will have to wind up the group at the AGM because without one we cannot continue to run. So please consider this post because your fellow members need you!

NOTTINGHAM RIDE SAFE 2010

I've went over to HPP to book our annual event prior to Christmas, but due to a special canoeing event now being held there on the same day as ours, we have had to be evicted so to speak. So after much panic, we have moved the event to "The Black Lion" at Radcliffe on Trent.

Deborah the land lady has been very helpful, and is giving us the room for free, and making breakfast rolls for our staff on the day for breakfast before we start the observed runs for a relatively low price. We have tea and coffee all day. And she is putting on a special lunch for us at a fixed price for three options. So instead of bringing sandwiches and a flask, all you have to do is put your name against the food and what time you want it, and she will have it ready for you down stairs in the end of the bar nearest to the stairs, which will be cord end off for our staff only. So we will not have to wait with the other customers.

We will need all hands on deck on the day, so if you are an observer please make yourself available. I know some may have started training again by then, but this is our main recruitment day, and if we don't get any new members we won't have any one to train later in the year. So please help us!

We will be using the left hand car park like on a normal group night, and parking could be tight, so please park where you are told to by the parking staff. When you get there, please tell the guys on the gate if you are an observer or helper so they can guide you to a parking place. We want you in that location so you can get your bike in and out easily. And for those observers with equipment still on the bikes it can be watched.

If you are a helper, you will be asked to park your bike in the right hand car park, and your car out on the road around the corner. We are doing this because we don't want to fill the pubs car park with our vehicles and to leave room for her normal customers.

We will be joined on the day by CMC and Hein Gericke, and they will be placed between our car park and the other to form a barrier to keep cars out.

STRATSTONE POWERSORTS OPEN DAY (Clay Cross)

I have been building ties with the dealership ever since I purchased my new bike last year. Our contact there is someone who some of you may remember. He is an ex senior observer, and ex committee member Martin freeman.

He has started working there now and has strived to promote our group there in the way we started to do with CMC in Nottingham when he was a committee member.

So now when you go in there you will find that we have a NAM group notice board in the café by the fire escape, for us to promote our group events and anything else we want to put on there like group magazines etc.

They are having an open weekend on Saturday 27th and Sunday 28th march. There will be 15 demo bikes for customers to try for £2 a go. And we have been asked to supply observers to lead them around a set route of about 15 miles, because their insurance does not allow customers to take a bike out unaccompanied by a staff member.

Whilst there, the workers can have a free meal in the café, and free drinks all day between runs. And if any demo bikes are not being used we are welcome to ride them. You will need to start the day with a FULL fuel tank, and when you are finished they will refuel your bike at the petrol station next door on their fuel card.

With 15 bikes available, we need about 17 observers to give people a brake between runs, and 2 or three people to run the show room side to take licence details before they go out on the road. And to then introduce them to the observers when it is their time to go out.

The main day is Saturday for the ride outs, so we will have to let everyone know at the end of the day on Saturday how many people they have booked in for the Sunday, and we may have to lay off some observers for the Sunday if it is not busy.

But I guess that will be ok as the Easter egg run is also on the Sunday and I know that some of you may want to go there as well. We don't know where the Egg run is planned to finish yet, because the Mansfield fire station is undergoing building works so they are looking for a new venue. It starts on the forest site as it does each year at 9.30am.

But you are welcome to come over and assist afterwards if you wish to, or just want to come and have a look at what is going on.

So could all observers who would like to come over and assist at the event please contact me a.s.a.p, because I need to know our numbers, so we can tell them how many people they can book in each day for us.

Because this is our first event with them we need to make a good impression. And they are planning on running another similar event later in the year.



NEW HAYABUSA K9

Well I've had the bike for 5 months now and it's just done around 4000 miles, and I've treated it to a new white seat at the Motorcycle show which looks very good. Especially when the seat hump is fitted instead of the pillion seat, it makes it look really sporty.... except for the top box of course!



ROUND UP

Well that's all for now.

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

And to all the existing members, if there is any one you don't recognise at group nights please go over and have a chat with them as it may be their first night and they may like a friendly face to welcome them in.

Steve Laughton



Nottingham Egg Run

Sunday 28th March
(the day the clocks change!)
Meeting at the Goose Fair Site
09:30am for a 10:00 depart
to a reception at
Mansfield Fire Station

Easter Eggs are being collected for disadvantaged children and children with additional needs in Nottinghamshire

THINK B  KE

www.shinysideup.co.uk

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NAM EVENTS CALENDAR
(FOR FULL DETAILS SEE THE YAHOO SITE)

February

24th Group Night. "Ride with Us" Bike Tour Organisers

March

7th Trainee Observer Selection
 21st Operation Retina
 27th/28th Stratstone Motorcycles Open Weekend
 28th Easter Egg Run
 31st Group Night

**April**

4th Ride Out
 11th Nottingham Ride Safe Event
 17th Initial Assessments start
 29th Group Night

To all Facebook users.....

There seems to be a few complaints on there—not quite sure who they are aimed at BUT.....

1. At £16 a year membership. How the hell can we provide FREE clothing!! There are plenty of NAM clothing items for sale and we sell them at cost i.e. NO Profit by NAM.
2. The "THINK BIKE" rucksacks are provided by the Police aimed at motorcyclists. Not available to purchase. IF we have any given to us and IF you fill all the required details in on the forms provided you can willingly have one. No form = No bag!!
3. Anyone can see the comments on Facebook so grow up and keep it professional! Some of you aren't giving a good impression of NAM and its membership!!!

RANT OVER !

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Hello Everybody

During the last Observer meeting and during a recent club meeting one of the main subjects that came up was regarding positioning. Obviously it's a huge topic but I would just like to put some thoughts to you for consideration.

We have to make decisions about our position on the road as a continuous process, indeed, the "Information" and "Position" phases of the IPSGA system are the basis for everything else that follows. We monitor the situation and change our position accordingly.

Wide, open A-roads in particular give rise to questions regarding where a rider should be on the road. You could ride the same piece of road a dozen times and position yourself differently each time depending on circumstance. We have to take account of traffic, stationary and travelling in both directions at a variety of speeds; junctions; entrances and exits; bends; road surfaces, the hazards are endless.

If we have hazards on either the nearside or offside we are told to move away from the hazard to give us more time to react to any issues and/or to make us more visible. It also makes us more likely to avoid any dangerous circumstance that may occur.

The decision making process makes it the responsibility of the rider to decide where to position the bike on the road but sometimes there can be a difference of opinion as to where the best position is. For example, if a rider is travelling on a wide, straight, open road with low hedges, no hazards on the nearside and no oncoming vehicles some riders may choose to position themselves in the two thirds position away from any possible wildlife that may appear from the verge. This does mean that there needs to be a change of position every time a vehicle comes in the opposite direction, fine if carried out without fail but it's easy to become complacent and stay too close to oncoming vehicles. On the other hand the one third position could be used. This means that the rider is away from oncoming vehicles but has to move for nearside hazards and may bring the rider into conflict with any animals that appear from the verge. This really does demonstrate the difficulty in providing a definitive answer to the question "where do I ride". The answer is down to the circumstances at the time. Remember the decision making process is in three stages. Your first priority is safety the next is road surface and finally, is there a better view of the road?

As an example of the importance of position the following photograph is taken from a video of a bike travelling on the A614 just north of the Jet petrol station at Burnt stump. Approaching the left hand bend in the distance there are two vehicles that have appeared round the bend ahead. The bike has moved into a central, sump-line position away from the oncoming vehicles. It is a wide road at you would probably consider that there is sufficient distance between the bike and the oncoming vehicles. As the vehicles approach the car recovery truck decides to overtake.



At this point you notice that there are only four white lines between the bike and the oncoming car.

The truck continues to overtake. Despite the dipped headlight, hi-vis jacket and good visibility.



As the truck passes there is probably only inches between the two vehicles. The closing speed is around 120mph.

The truck driver probably assumed that the rider would move out of the way but if you watch the video the time elapsed between the truck appearing from behind the car to it actually passing is only about one and a half seconds. There is simply no time to react let alone move out of the way. You could argue that if the rider were towards the middle of the road the van driver would not have overtaken. Would you risk it? If you're wrong and the driver carries on the consequences don't bear thinking about.

Remember this next time you are deciding how much distance to leave between you and oncoming vehicles, if you ride in a two thirds position, move away from oncoming vehicles every time. The police refer to these vehicles as "Lurkers". They lurk around behind other vehicles ready to pounce.

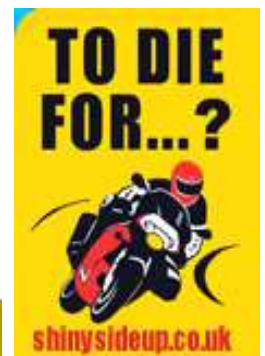
Anyway, it's something to think about.



If you have any questions about any aspects of Advanced riding, send me an email to david_bryant@rettech.co.uk or use the Yahoo groups site and I'll do my best to answer.

Ride safely

David Bryant
Chief Observer



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INSTITUTE OF ADVANCED MOTORISTS
 510 Chiswick High Road, London W4 5RG
 T 020 8996 9600 F 020 8996 9601
enquiries@iam.org.uk
iam.org.uk

Terry Towler

Institute of Advanced Motorists and Motorcyclists Regional Co-ordinator, North London
 And Eastern England (North)

Phone: 0115 846 5870 Mobile: 0771 388 2854 Email: rco7@iam.org.uk www.iam.org.uk

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

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

Keep calm and carry on: how to deal with a stuck accelerator

As Toyota recalls millions of its cars due to accelerator problems, the IAM (Institute of Advanced Motorists) today offers advice to drivers on what to do in event of an engineering malfunction. Stephen Mead, IAM Assistant Chief Examiner, said: "Keep calm – surprisingly the perception of the average driver with a stuck accelerator is that they can't brake either, but this is a misconception brought on by panic.

"Press the brake firmly, then the clutch, disengaging the power. In an automatic, drivers should brake, wait for a reaction from the vehicle and then put the car into neutral. You can still steer, too, so a stuck accelerator isn't actually the disaster it sounds," added Mr Mead.

Look for somewhere to stop safely, indicate and make the manoeuvre as you would under normal circumstances. There will be loud revving in the background and you will probably be in a state of shock, but if you remain calm you can avoid serious danger."

Mr Mead offered this advice for owners of car models subject to recall: "Do look into getting a recall as soon as possible. Surprisingly few people actually approach manufacturers for recalls, which means the vehicles get sold on with the fault going unknown."

Accelerator Advice: Peter Rodger on BBC News 24 link

<http://news.bbc.co.uk/1/hi/uk/8500693.stm>

This is to let you know of a new insurance benefit introduced this month for IAM members' families.

IAM Surety Family is a competitive car and motorcycle insurance service, offered for the first time to the immediate family of IAM members.

Please note this is a separate scheme from the Adelaide Insurance service, which is exclusively for IAM members.

Details on the IAM website:

http://www.iam.org.uk/member_benefits/iamsuretyfamily.html

Two links below relate to two e-newsletters which were sent out recently.

IAM e-news - for Full Members

http://www.iam.org.uk/_email_newsletters/001_110110/

Driving ambition – for IAM Associates

http://www.iam.org.uk/_email_newsletters/002_130110/

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IAM says beware of Snowballs!

Heavy snow is forecast again this year. The IAM reminds drivers of the need for extra care on the roads in the holiday season.

As New Year approaches motorists are urged to refrain from driving too soon the morning after one too many Snowballs, G and T's or warming scotches.

It is likely that problems caused by these severe weather conditions will be compounded by the huge volume of motorists travelling to towns and shopping centres for the sales. Many of these drivers could also unknowingly be over the limit after boozy New Year celebrations.

"Snow and icy conditions are unfamiliar to a large number of drivers, and many are struggling with the weather and road conditions," said IAM Chief Examiner Peter Rodger.

"Our message to drivers is to assess the type of road you're driving on. Going too fast is dangerous, but going too slowly can cause real difficulties as well. In snow, you should drive slowly enough so you can stop, but also fast enough to give you the all-important momentum to deal with hills so you can avoid getting stuck and sliding back," he said.

Local authorities may have failed to grit some rural and minor roads, but gridlock conditions are likely to get worse as more drivers take to the road to find themselves a bargain in the 'January sales'.

"Give yourself plenty of time. Prepare your car. Listen to travel and weather bulletins and plan your route using the main roads as much as possible." Mr Rodger continued.

Mr Rodger said that common faults included cars travelling far too close to the vehicle in front, not allowing nearly enough room to stop, and overcautious driving, with drivers causing queues in their wake, particularly approaching slopes and hills.

Whilst most people are well-educated about the risks involved in drink-driving, many people aren't aware of the risk of driving the morning after.

If you drink 4 pints or 3 large glasses of wine during a night out it could take as long as 12 hours for the alcohol to leave your system. This means that if you haven't stopped drinking until 1am, then you are not going to be safe until after lunchtime the following day.

Mr Rodger said: "The current weather combined with alcohol and driving is a potent recipe for a cocktail of problems. The additional challenges of driving on snow and ice make the normal messages about not drinking and driving all the more important this New Year. The morning after effect has the potential to catch out many shoppers as well as those returning home after an extended break."

For those drivers who will be taking to the road during snow, the IAM advice for motorists:

Is your journey really necessary? If it is, plan it and give yourself plenty of time. Tell someone your intended route and how long you think it's going to take. Listen to the radio for details about road and weather conditions, and heed police warnings.

Clean the windscreen and windows using a demisting preparation. Check that screen washers are not blocked and that the screen washer bottle is topped up and has a winter additive to stop it freezing. Check that the windscreen wipers are in good condition and work effectively.

Ensure that all lights, brake lights, indicators are working properly and the lenses are clean, and free of snow and ice.

Ensure that tyres are in good condition and are properly inflated.

Drive smoothly to avoid skids by braking, steering, acceleration, decelerating and gear changing very gently. If a skid occurs, no matter how strong the temptation, do not brake. Instead, lose speed by gently easing the pressure on the accelerator pedal and, if appropriate, de-clutch.

Keep your speed down and increase the safety gap between you and the vehicle in front – because your stopping distances increase dramatically and can take up to ten times longer to stop when the road is wet or icy.



“Ride this route”

By Tony Bell

Tattershall/Conningsby

4 ½ hrs @ 120mls (WP = waypoints for Tom Tom)

From McDonald's Arnold (WP1) TL

TR onto A60, 2nd Exit on roundabout onto A614

TR onto B6386 (**WP2 after X rd's, after the golf club**) thru Southwell (**WP3 A612 Upton Rd**)

TR onto A617, 2nd exit on roundabout, over A1 and 2nd exit on roundabout onto A17 (**WP4**)

After approx 1 ½ miles TL onto Stapleford Lane, thru Stapleford (**WP5 on Broughton Rd**) to Welbourn.

(WP6 Welbourn Rd)

TL onto A607 (**WP7 Cliff Rd**)

After 100yds TR onto Mill Lane and follow to A15 (**WP8**)

TR on A15 then TL onto an Unnamed Rd (**WP9 at Westcliffe Rd**) just before Ruskington)

Thru Ruskington (**WP10 on way out**) to A153 North of North Kyme.

TL onto A153 and follow to Tattershall/Conningsby.

Return Journey

Retrace route to A15

TL in Conningsby/Tattershall onto A153

TR onto Unnamed Rd before North Kyme thru Ruskington (**WP12 on way in & WP13 on way out**) to A15

TL onto A15 for approx 1 mile

TR onto B1429 Sleaford Rd thru RAF Cranwell College grounds to A17

TR onto A17 (**WP14**)

After 400yds TL onto B6403 (inc ½ mile on A52) to A1 North of Colsterworth (**WP15**)

TL onto A1

Take the new fly-over onto B676 (west) (**WP16**)

After approx 4 miles TR onto Sproxton Rd (**WP17**) thru Sproxton and Stonesby to Waltham on the Wolds (**WP18**)

Over the A607 thru Harby, Langar (**WP19**) and Cropwell Butler (**WP20**) to Black Bull, R.O.T.

(Destination)



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Nottingham Advanced Motorcyclists Annual General Meeting 31st March 2010 The Black Lion, Radcliffe on Trent

Provisional Agenda

*If you have any items for the agenda then please email them to Andy Hampshire:
secretary@nottsam.org.uk by 15th March 2010*

<u>Item</u>	<u>Subject</u>	<u>Action</u>
1.	Apologies	Secretary
2.	Minutes of the last AGM Accuracy Matters arising	Secretary
3.	Reports a) Chair b) Secretary c) Treasurer d) Associate co-ordinator e) Others	
4.	Election of new Committee	Secretary
5.	Certificate Presentation	Chairman
6.	Radcliffe Trophy	Shrek
7.	A.O.B	
8.	Date of next meeting	

Email Andy (Details below) and he can send this in WORD format.

**TO BE HANDED TO ANY OFFICER/COMMITTEE MEMBER OF
NOTTINGHAM ADVANCED MOTORCYCLISTS PRIOR TO AGM
OR TO SECRETARY ON EVENING OF AGM ON 31st March 2010**

Nomination Form for the election of Nottingham Advanced Motorcyclists 2010/2011 committee officers and members

I (Name in block capitals) am willing to stand for election in the position of:

.....

Signature.....Date.....

Proposed by: (Name in Capitals).....Signature.....Date.....

Seconded by: (Name in Capitals).....Signature.....Date.....

Nomination Accepted by.....

In the event of 2 or more nominations, I agree to a vote by ballot on the night and will abide by the majority decision.

Please note: You may not stand for the committee if the law debars you from being a charity trustee.

If you want to volunteer for the committee but do not know someone who can nominate you or second your nomination then please contact the acting Secretary Andy Hampshire M: 07976 707460:

E-mail: secretary@nottsam.org.uk



Another sort of ICE

I see that the subject of Ice started off with comments about the weather conditions, and patches of ice on the road surfaces.

Hidden amongst the replies is a very pertinent comment from Andy Parkin on the other sort of ice.

It is perhaps something we should all consider (I have had ICE logged into my mobile for over 4 years now)

ICE is IN CASE OF EMERGENCY.

All emergency personnel are now trained and reminded of ICE when dealing with unconscious or uncommunicative patients / victims.

ICE is where under the name of ICE you can log contact details for your next of kin or loved one. Suggestion is that you have ICE1 and ICE2 as an alternative.

List the telephone numbers of the people you'd want contacted in the case of an emergency and you are not able to make the call yourself.

As an ex traffic officer, I can only say how good the system is and is really good for paramedics and fire service staff as well as the police at an accident.

Only two weeks ago, 2 young girls were involved in a fatal accident outside Retford and a mobile with an ICE contact as found at the scene that related to the driver. Through this Police were able to make the appropriate contact with relatives very quickly.

Please use it and advise friends and family.

Regards Roy Samuel (NAM MEMBER & OBSERVER).

(Some people have ICE—see Mum or ICE—see whoever?)

WIKIPEDIA says

In case of emergency (ICE) is a programme that enables first responders, such as paramedics, fire-fighters, and police officers, to identify victims and contact their next of kin to obtain important medical information. The program was conceived in the mid-2000s and promoted by British paramedic Bob Brochie in May 2005.^[1] It encourages people to enter emergency contacts in their mobile phone address book under the name "ICE". Alternately, a person can list multiple emergency contacts as "ICE1", "ICE2", etc. The popularity of the program has spread across Europe and Australia, and has started to grow into North America.

Triumphs Scrambler vs. Bonneville



Having had the great misfortune to have to send my Speed Triple to the shop for essential work (again!) I have had the great fortune to ride a couple of their latest forays into retro world.

The Bonneville T100 is what I would call a Gentleman's biking experience. Its 865cc engine gives enough go to keep up with the flow but wouldn't win any races. The whole feel of it says sunny Sunday afternoon, in no hurry and nowhere to be. Just go along for the pleasure of the ride. No stress, no drama.

It has a throaty exhaust note, which makes the neighbours take notice but not too much. Those old enough to remember them the first time round had a twinkle of recollection in their eye whilst the young pups were more "God! How old is that?" and were disbelieving when told it was brand new!

It's quiriness is complete with the chain on the wrong side (although thankfully all the switch gear and pedals are right up to date), a screw on filler cap, a choke switch, instruments and lights out your Granddad's Morris and engine parts cunningly disguised as carbs. (Remember them good old days?) It also has the ignition set at the back of the front left indicator just where you knuckles catch every time! Minor but annoying.



The riding position I found ok for a while but you wouldn't want to go to Hunstanton. There's no wind protection and with a flat seat, everything goes very light at the front with even a "slight" pillion aboard.

In the other corner lurks the Scrambler. Another 865cc engine, although set up differentially. My matt khaki green one reminded me of a WW2 dispatch riders bike, which added to the retro look. The chain, instruments, filler cap, choke, cunningly disguised engine parts and flat seat are all the same as the Bonneville (you've got love the parts bin!) although the ignition key's access is easier so no scuffed knuckles.

The ride is a little more "exiting" if you can call it that. The top comfortable speed is around 80mph, as this too has no wind protection. The bars are set wide and flat so flicking around corners comes easy but changing gear is another thing. That gear lever is set too high for my liking and too much effort is needed to change up whilst I had to take my foot off the rubber foot rest to place it on the lever to go back down. My ankle won't flex that far up!

Talking of rubber foot rests, both these bikes have them and both have caught the inside of my trouser leg causing damage, when going for the side stands (no centre stands on these either). Something you'd probably get used to but worth bearing in mind as would being able to see the light reflecting off the headlight mesh guard all the time. The Scramblers ergonomics' also put your legs very close to hot bits on the engine (left side) and exhaust on the right. I found the ride very pleasant but the knobbly tyres give a wobble to the front end on our less than well-surfaced roads.

The neighbours gave a bit more attention to this bike, as its engine note is a little louder which could have given the impression that I'm some kind of pretentious kid on an off-roader! Moi! Je pense pas! To sum up, I like both of these and would have either or both if I had a piss-pot helmet, goggles and the money and time to aimlessly ride around all day going nowhere, in no hurry but I'm not sure I could take them in the real world. If you have anything to say on your bike or one you've tried, write it up and send it in. There are always people looking for their next bike and where better to find the right kind of info than right here in Write Lines.

B y Tony Bell

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The Radcliffe Trophy

Q. How do you thank someone within the NAM group for their help, advice or the special contribution that they have made to the success of Nottingham Advanced Motorcyclists over the last year?

A. Nominate them for the Radcliffe Trophy!

Every year the Radcliffe Trophy is awarded to a member of the group, who is considered to deserve special recognition for their efforts. As well as receiving the prestigious trophy itself, at the AGM, the lucky person will also be awarded a suitably engraved trophy to keep for life.

There are only two rules,

- All members and associates are entitled to vote, and

The only person ineligible for the award is the current holder – [Terry Towler](#)

When completing the voting slip below you will notice that a first and second place is requested. The second named person will be used in the event of a tie for the trophy and the person with the greater number of second places will be the winner.

PLEASE EXERCISE YOUR RIGHT TO VOTE FOR THE PERSON YOU FEEL MOST DESERVES RECOGNITION FOR THEIR EFFORTS OR COMMITMENT

You can vote by telling me in person at club night, by e-mail to secretary@nottsam.org.uk

I need to arrange to have the engraving done in time for the AGM, so please can you ensure that I receive your votes 1st March 2010

THE RADCLIFFE TROPHY 2010 VOTING SLIP:

I would like to nominate the following person for the 2010 Radcliffe Trophy.

Name of Nominee: _____

Nominated by: _____

In the event of a tie situation, I nominate the following person as second choice.

Name of Nominee 2:

Please return your completed form by email vote to

Andy Hampshire

secretary@nottsam.org.uk

Nottingham Advanced Motorcyclists

Annual General Meeting 31st March 2010

The Black Lion, Radcliffe on Trent

Provisional Agenda

*If you have any items for the agenda then please email them to Andy Hampshire:
secretary@nottsam.org.uk by 15th March 2010*

Item	Subject	Action
1.	Apologies	Secretary
2.	Minutes of the last AGM Accuracy Matters arising	Secretary
3.	Reports a) Chair b) Secretary c) Treasurer d) Associate co-ordinator e) Others	
4.	Election of new Committee	Secretary
5.	Certificate Presentation	Chairman
6.	Radcliffe Trophy	Phil (Shrek)
7.	A.O.B	
8.	Date of next meeting	

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(Desperately) Seeking Secretary

Hi Folks,

In March at our group AGM I will be standing down from my committee posts of Secretary and Membership and NAM are looking for someone to take the reins over and help move the group forward. So I would like to take this opportunity to give you an insight into what the roles entail to see if there is anyone out there who would like to become part the groups committee. I would also like to take this chance to thank all the committee members that I have worked with over the last 10 years (yes I have been on the committee for 10 years in a various roles) and also all the members I have had the chance to met and spend time with as this is a great group with some fantastic and enthusiastic people who have made my life very enjoyable. Many thanks to you all.

First of all what does being part of the committee entail?

Being part of the committee is being part of the organisational hub of the group, we are the people who try and make life interesting and fun for everyone - Observers, Associates and Full Members by organising how the group goes about its day to day business of introducing people to the IAM and preparing them for the Advanced Test. We also like to organise Ride Outs and Guest Speakers to make life interesting as well as liaising with the IAM improve how it operates. We also attend Regional and National IAM events where we have a reputation for being a friendly and forward thinking group who are not afraid to share our views in open forum meetings.

As a committee we meet on the first Monday of every month at Steve Laughton's house to discuss the latest news from the IAM, plan future events and review what has transpired within the group over the last month. These meetings are informal and lively but do have a structure and we do get a lot done, and thanks to the hospitality of Steve and Angela we get coffee, biscuits and even seasonal treats!

The Secretaries Role.

The job of Group Secretary is a very straight forward role. You are the main point of contact for the group with the IAM and as most of the contact is via email it is a case of being able to forward information received or requested to the right people. The IAM has 3 main departments and you have contact for each so they make life straight forward for you too. Any questions to the group or regarding the group are usually handled by the Secretary who would seek advice or answers from the relevant committee member. A Straight forward, involving and interesting role.

The Membership's Role.

The Group Memberships role is not as daunting as some people think and only becomes really involving around membership renewal time (end March) and when we organised our HPP Rider Assessment Day (usually April). There are straight forward guidelines in place for the straight forward documentation and all it takes is an organised (sad) mind to be able to run this department.

I have looked after both positions on the committee for a number of years (with a break) as they do tend to cross over but the positions can and have been run separately with no issues or problems.

If you are interested in either or both roles drop me line to namsecretary@nottsam.org.uk or call me on 07976 707460 and I can answer any questions you may have. I will also not just drop anyone in it if they take up either of the roles as I will be around to hand over and guide them through the roles and I will also be available to help out at any time.

Many thanks, Andy Hampshire

Associate Co-Coordinator by Nick Ireland



David Townsend	Final Required
Sean Leese	Final Required
Dave Cope	Final Required
Jim Price	Final required
Brian Wisbey	On Hold
Terry Anderson	On Hold
Jez Bailey	On Hold
Mark Collishaw	On Hold
Kirsty Boss	On Hold
Caroline Dagley	On Hold
Chris Moig	On Hold
Rupert Phillips	On Hold
Toni Douthwaite	On Hold
Mick Booth	one 2 one
Charlie Stevens	one 2 one
Naill Moore	one 2 one
Mick Ward	one 2 one
Derek Dyche	one 2 one
George Gills	one 2 one
Ian Goodwin	one 2 one
Gemma Barker	one 2 one
Clark Jones	one 2 one
Mat Corry	one 2 one
Neil Tunnard	one 2 one
Ian Gibson	Test Ready
Ken Chrich	Test Ready
Spike Davis	test ready
Ashley Peck	Test Ready
Steve O'Connell	Test Ready
Ray Stuart	Test Ready
Vicky McGuigan	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, that way you should be up to test standard by your 5th. Remember that your mileage from the last training run is noted on your sheet so **GET ON YOUR BIKE...!!**

Congratulations:

To Richard Green, Lee James, and John Collins, who have recently passed the Advanced Test.

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.

Tel. 01158 715053

associatecoordinator@nottsam.org.uk

Nick Ireland - Associate Coordinator & Senior Observer

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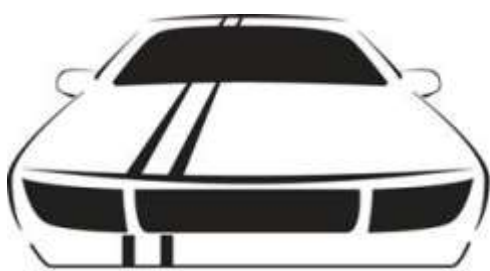
It's just a bit of fun....Adults only....

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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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

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 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 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



Steve Laughton
Chairman



Andy Hampshire
Secretary



Mark Ellis
Treasurer



John Annable
Events



Nick Ireland
Associate Co-ordinator



Dave Bryant
Senior Observer



Gary Luff
Social Events



Tony Bell



Newsletter Editor



Duncan Wallace
Asst Associate Co-ordinator



Clothing Rep

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