



WRITE LINES

March 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



It's goodbye
from
Shrek!

Is it
hello from
Uncle
Fester??

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Is the newsletter editor now Uncle Fester?

Dear All

The time has actually come for me to write my final Newsletter.....a little sad I suppose as I have actually enjoyed it even though it has become a bit of a chore lately.

Thank you to you all who have contributed, well the few that have contributed is what I actually mean.. I've stopped banging on about it now ... the therapy helped.

I have come to realise there are so many good people in NAM some very very dedicated people without whom there would be noNottingham Advanced Motorcycles.



The Chairman—Stephen “TALK A LOT” Laughton an anagram of Stephen Laughton is “HUGE HONEST PLANT” —Never before have I seen such dedication and commitment to a club! He and the delightful long suffering delightful Angela and the very Randy Dog Maverick (or is it the delightful Maverick and the very... NO NO NO!!!).

Steve is totally committed to NAM, the IAM and Motorcycle Safety and is an excellent ambassador for the Motorcyclist he just bangs on a bit!!

Well quite a lot actually!!! That aside an all round good egg!!! Well he was quite “round” the last I saw of him!!!



Nicholas “the Ass Co” Ireland an anagram of which happens to be “SENIOR ANAL CHILD”

Another very dedicated volunteer. Again commitment is second to none. A very good painter and decorator as well!!! How he finds the time to juggle his hobbies business and house moves I'll never know. His organisational skills are far better than his directional skills which is a good bloody job really!!!

The Current committee as I leave it.....

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Mark Ellis—A teacher who has far too many holidays. He has recouped quite a bit of money from Gift Aid etc that the club could have lost out on. He's the one with the old bike....says me with a T reg!!!!



John "Dyson" Annable—the scary looking dude who is a nice man really although he is a White Van man by day!!!! Just don't leave food lying about.

Andy Hampshire—He can bang on a bit too. He does make the job of Secretary look very easy and committee meetings are great when he's there as there is some form of order. Not a lot!! But a bit!

Dave "The Voice of Reason" Bryant—Dave is the sensible brainy one of the committee and usually the voice of reason. Mr Sensible!!

Tony Bell—Your new Newsletter Editor!!! Can't say anything as he has the power to get his own back.....He does look a bit like Uncle Fester though!!!



Duncan Wallace—He is another thoroughly nice bloke who is also a bit of a whiz n computers and stuff! He is also resigning from the committee.

Terry Towler (Victor Meldrew). (Pictured) I can't possibly leave without a mention of the man who took me out on my initial assessment!!!!.

I like Terry and have a lot of time for him. He has also been dedicated to NAM and more lately moving to work for the IAM. He is very old and his experience is vast.

He comes across to some as a little grumpy—which is exactly how he is!!!

Miss you already!!!

Anyway I could bang on and on about members of NAM and some of the unsung heroes however that wouldn't be fair to the others I am likely to forget in my old age.

Help out the new newsletter editor, it's a hard, hard job to try and fill pages every month and does take a fair bit of time.

Time to go and stand down and let Tony come in with his new ideas etc etc. Thanks for the support, thanks for the friendship long may it continue and hope to see you soon.

Keep safe and Happy Christmas.

Shrek!!!

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THE CHAIRMANS BIT...



Hello again,
 So what have we been up to since the last magazine?
 Not a lot as it's only been a few weeks since the last magazine due to Shrek having time off work with the kids, and getting time to put it together he has demanded that we send in our items for print.
 We did find out from the IAM that NAM celebrated its 21st anniversary last June, so for the coming year we have had a special logo designed to mark the occasion. So any clothing ordered this year will bear the new design.

We the committee, have agreed to present any one who works at the "NRS 2010" event with a new baseball cap with the new logo. We have also ordered a number of matching beanie hats with our logo on the front for you to buy. These look great and will keep your head warm during these cold months.

I will be going to the next NRG meeting in Manchester on the 27th Feb. Also Angela and I will be away the following weekend for an early wedding anniversary trip because our actual weekend falls on the same weekend as the CMC/Operation Retina and my time would be best spent there than in a hotel somewhere. Also as Angela has been off work with a broken wrist for almost 2 months, she should try to make it up to her new company, as she only started just before Christmas, and has now been off work for longer than she has been at work.

Our NRS 2010 event is getting closer each week, and we are starting to put out flyers and place adverts in various places to promote it. So far I have put them in "A&E", the "Fracture clinic", and the "Ear Nose and Throat" clinic at the QMC whilst there with Angela last week whilst she was having her wrist looked at. Then Dave Bryant, Shanus, Angela and I went to Pidcocks launch of the new Honda VFR1200 the other Friday night, and we have left lots of flyers there, and we have gained one more person booked in from it already.

So the point I am going a long way around to say is that we need to promote our event to get the 40ish people we need to come to the event. So the timing has been great for us this year because we have the CMC event, operation retina, and the Stratstone event on the weekends leading up to the end of the March. So if you come to one of these please try hard to talk these people into signing up because we need them. Or our observers won't have anything to do this summer.

AGM Meeting

Some of you may know by now that this is going to be Shrek's last magazine before he retires in March at our AGM. As I said last month it will be a real shame to let him go, and I hope that he will stay on the committee as we need his type of logic and opinion.

Likewise Andy Hampshire is standing down once again, following a number of years on the committee. He has done a great job of keeping things running over the last couple of years since he took the job back when Ron Maslin stood down. Once again he will be greatly missed as he always looks at things in a different way to some of us with his sales back ground.

Craig Garland has already stood down a few months ago following a change of career, and a new baby in the family. He did a great job with the clothing by finding us a new supplier with more choices and better prices. I actually got to meet them today whilst sorting out our new anniversary clothing range, and they are lovely people and very helpful. They are also willing to do just one item if required when we don't have a large order.

We have a number of places to fill this year as advertised in last month's magazine.

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.

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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.

CMC open day 20th March

Some of the longer serving members may remember when we first started working with CMC in Daybrook. Well we've been asked once again to work with them this coming month. They would like to rebuild relations with us because they feel it would be beneficial to us both.

They are having an open day for customers to come along and take out the new 2010 range of Yamaha bikes. They have also organised a special Yamaha MDU for us to work out of on the front forecourt, just like we did 5 years ago.

I have already put out a request for observers, and we have had a few replies and I have started taking names. If we get enough we can ride around 1to1, but if not we will have to take them out in small groups around our demo route.

The route is fairly straight forward, we are turning right out of CMC towards Arnold, and then at McDonalds roundabout turn left to Mansfield Road. Then turn right at the lights onto the A60 to Redhill roundabout. Then take the A614 to the 2nd right turn towards Southwell on the B6386. At the next roundabout turn left up the dual carriageway to the A614 again. There we turn left towards Nottingham again and follow the A614 and the A60 back to Daybrook and into CMC via McDonalds roundabout. It's about 15 miles and shouldn't take too long, but it should give them a chance to stretch their legs a little if you ride it well.

You will need to start the day with a full tank of fuel and we will be refilling it once you finish so your fuel will be paid for by CMC. They also say that if there are any spare bikes you can try them yourself, so bring your licence if you want a go. And I think that refreshments will be available again for those working. So could all observers who would like to come over and assist at the event please contact me a.s.a.p if you haven't already, because I need to know our numbers, so we can tell them how many people they can book in on the day for us.

Stratstone Powersports open day 27/28th March

As I said last month 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. Once again 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.

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.

One thing I must ask of those who do work on the open days is that you portray a professional image at all times. Remember you will be wearing your observer tabards during the ride outs so our group name will be on show at all times, and anything you do will be judged by less experienced or qualified riders and drivers, and even though it may be legal and safe it may not be judged that way by others. And complaints about the way we have been conducting ourselves will not be good for either NAM or the bike shops.

*The rides will be run at speed limit, and at no time will **ANY ONE use or demonstrate OFF SIDING**. We have had complaints about our observers riding on the off side (to the right of the centre white line) whilst out with associates and members of the public on open days, and if the person watching follows you and a*

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car comes into view they may not get back to the safe side of the road before they get hit head on! **So under no circumstance will anyone use this style of riding on the day, or we will have to take action against them.**

NOTTINGHAM RIDE SAFE 2010 11TH April At the "Black Lion Pub" Radcliffe on Trent.

As I explained last month,

We will be using the left hand car park like we do 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 the correct parking place. If you are an observer 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, Pidcocks, and Hein Gericke, and they will be placed between our car park and the other one to form a barrier to keep cars out.

If you are not an observer and available to help out on the day please contact either me or our secretary with your availability and we will allocate you with a job on the day. And any observers who have not put your names down yet please contact nick Ireland with your details if you are able to help out.

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



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NOTTINGHAM RIDE SAFE 2010

Still wasting money on performance tuning products?

Titanium Exhausts £895.00? Engine Re-mapping £250.00? Super Sticky Tyres £240.00?
Suspension Upgrades £900.00? Brake Upgrades £350.00?

And still finding yourself struggling to stay with the flow?

If you only try one product to improve your motorcycling experience this year

make it the **NOTTINGHAM RIDE SAFE 2010**

FREE RIDER ASSESSMENT DAY

AND TAKE YOUR RIDING TO THE NEXT LEVEL!



CELEBRATING 21 YEARS
OF ADVANCED MOTORCYCLING
IN NOTTS



BOOK YOUR PLACE ON THE NOTTINGHAM RIDE SAFE 2010

FREE RIDER ASSESSMENT DAY

**AT THE BLACK LION PUBLIC HOUSE, MAIN RD, RADCLIFFE ON TRENT
NOTTINGHAM, NG12 2FD ON SUNDAY 11th APRIL 2010**

**TO *BOOK YOUR PLACE CONTACT US NOW ON 01158 715053
OR FOR FURTHER INFORMATION EMAIL US AT nrs2010@nottsam.org.uk**

****Pre Booked Assessments Only***

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Leading a Group Ride

By John Measures (Solicitor)
& NAM Member

There has been a great number of Lemmings throwing themselves of the edge of a cliff following the motoring conviction of Ken Clark. Is this the end of group riding as we know it and will only the fool-hardy volunteer to lead a group ride in the future? Absolutely not, so read on.

As a specialist Personal Injury lawyer, I have canvassed the comments of Jon Hullis, a motoring offence solicitor and Len Tempest a barrister of long standing. They have given some very useful in-

formation and I am very grateful for their input.

“We have not been able to obtain a true transcript of the Magistrates or Crown Court decisions in the Clark case and therefore details of the offence have been taken from other sources, the accuracy of which we cannot guarantee. To summarise, Mr Clark was leading a group of three riders on a road which was subject to a 60mph speed limit. Mr Clark reached a recorded 85 mph whilst the following bikes were accused of riding at 103mph. It is suggested in Mr Clark’s Barrister’s notes that although he was travelling at a lesser speed, it was an aggravating factor that he was the lead motorcyclist and was therefore setting the pace. He knew that the other two motorcyclists would want to catch him up and would speed to do so. He was awarded six penalty points, a £100 fine and £250 in court costs.

Decisions in the Crown Court are not binding on any other court although on a future case, a Magistrate can take that decision into account.

In deciding the appropriate sentence for any offence, the court will take into account all relevant circumstances

- The sentencing decision-making process is as follows:
 - o Offence seriousness: Identify the appropriate starting point. For a speeding offence this will be based on the recorded speed compared to the speed limit. Magistrates’ Court Sentencing Guidelines identify “starting points” for the range of speeds
 - o The sentence is adjusted up or down after taking into account the effect of aggravating and mitigating circumstances of the offence
 - o A preliminary view of the sentence is formed and then consideration is given to the offender’s personal mitigation

Magistrates Sentencing Guidelines state that for recorded speeds of 81-90 mph in a 60 mph limit, a fine of Band B should be imposed and 4-6 penalty points or a ban of 7-28 days [Band B fine equates to 100% of weekly income]

This case is likely to have no practical effect on any future cases. The way it has been reported in the media greatly exaggerates its importance. Mr Clark’s sentence was within the Magistrates Guidelines. His speed was on the very limit of the police discretion as to issuing a Fixed Penalty Notice.

What this case means

- In taking into account all relevant circumstances, the court is likely to find that where a lead rider who is setting the pace of a ride has exceeded the speed limit and this has contributed to the likelihood that following riders will also speed, then this will be a feature that aggravates the lead rider’s speeding offence compared to a straightforward situation where he was riding alone without his speed affecting anyone else. The lead rider is only prosecuted for his speeding offence (but taking into account the consequences this may have on others). He is not being prosecuted for the actions of others

What this case does not mean

- It is not a “ruling” or a “precedent” or a change in the law – it is a decision based on the facts of this case. However, due to the media interest it has created, prosecutors dealing with similar cases in the fu-

ture are possibly more likely to highlight this aggravating feature (although it is possible that they always would have referred to this as part of the facts of the case)

- It does not mean that in every future case where the lead rider is speeding that he will be sentenced as if he was travelling at the same speed as anyone following him. The extent to which the court decides this aggravates the offence is a matter for the court based on all the circumstances of the offence
- If the lead rider keeps to the speed limit, it seems probable that the lead rider will not be prosecuted for the actions of those following

If the lead rider was only marginally exceeding the speed limit (e.g. +10mph) it would be difficult for a prosecutor to argue that this would have any effect of those following, and therefore should be dealt with as a straightforward speeding offence

Points to be aware of

- Although it is not what happened in this case, it is possible for a rider to be prosecuted for aiding and abetting an offence committed by someone else. This can occur where there is evidence of vehicles racing (even without any actual agreement to do so). If one rider commits an offence, e.g. dangerous driving, another rider can be convicted of that offence if there is evidence that his actions encouraged the first rider or in some way contributed to the dangerous driving
- This does not require there to have been any agreement to race or ride together at speed. It can occur by an impromptu meeting of two or more bikes. If there is evidence that the bikes were encouraging each other to ride dangerously or at significantly high speeds, then each rider may be held responsible for the actions of the other

An example of this is a case where drivers of two cars who were unknown to each other embarked on a fairly short-lived drive together at high speeds. There was evidence from witnesses of "competitive driving" which undoubtedly amounted to dangerous driving by both drivers. As the lead driver came over the brow of a hill at speed, he hit a pedestrian crossing the road and killed him. Just before this, the second driver and decided that he'd had enough and pulled back. Both drivers were convicted of causing death by dangerous driving, on the basis that each of their actions had encouraged the other to drive dangerously".

In summary, my colleagues suggest:

If the lead rider in a group is riding at or below the speed limit, it is unlikely that he will be prosecuted for speeding - even if some of the following bikes are speeding.

It would be very hard for the prosecution to prove that the lead rider had aided and abetted anyone else to commit a speeding offence where the lead rider himself was not speeding. It is difficult to imagine a scenario where he would be prosecuted. It is unlikely that he will be liable or responsible for others speeding when he is setting a lawful pace.

Even if following riders may temporarily exceed the speed limit during a ride, this may not be caused by a lead rider who keeps within the speed limits - their average speeds over the ride must be the same. This is particularly relevant in the one-man drop off system and stopping on occasions to allow re-grouping that most clubs adopt on ride outs. These are perfectly adequate to show that the lead rider is not compelling others to speed.

There we have it for the motoring side of things but where would you stand in a Civil Law suit. In so far as Civil Law, there is and has been for some time a responsibility of the lead rider for the safety of those in the group. In the case of *Sharp v Avery* (1938), two motorcyclists were travelling from London to Southend. One knew the way and agreed to lead. The lead biker mistook the road and rode onto some waste ground. He braked and skidded forward. The second bike followed the first onto the waste ground and collided with the lead bike. It was held that the lead bike was negligent in that there was a duty on him not to mislead the following biker.

So how does all of this affect Ride-Outs?

As always in law, not everything is black and white but I believe there are some simple steps that can be taken by the lead rider. The following is not intended as a catch-all check list but a guideline. Each and every ride-out should be considered individually and appropriate steps taken:-

Carefully check the route to ensure:

- It is safe in all weather conditions for motorcycles, considering the skill levels of all riders
- Ride the route beforehand, if at all possible. This will iron out any problems and to confirm distance and timings.
- Check the distance and timings, allowing for breaks, refreshments and re-grouping. You don't want to have to travel at silly speeds to catch the ferry because you have made a miscalculation.

Adopt the one-man drop off system (also known as the buddy system). This is where there is a "Lead Rider" and "Tail-End" bike. The bike behind the lead rider stops at junctions (in a **safe** position and not contravening road traffic regulations/road markings etc). The lead rider usually directs the following bike that he needs to drop off and mark the junction. It should be the following bikes responsibility to stop in a safe position. If the group gets split up, no-one will have to ride at excessive speeds in the fear of getting lost as there will be a bike at appropriate junctions. When the tail-end bike comes into view, the bike marking the junction simply re-joins the group in front of the tail-end bike. This can take a little practice so have newbie's at the back of the group so that they can get a feel of what happens before it is their turn. There are other systems that work equally as well depending on group numbers. For example, if there are only a handful of bikes, all bikes keep the following bike in view and this keeps the group together. The important thing is safety of the group and individual rider. Overtaking within the group (with exceptions and done safely) is usually not permitted otherwise it becomes a free for all.

Briefing – this is important. It allows the lead rider to:

- Clearly advise which system is being adopted for the ride.
- Identify the lead and tail end riders/bikes (there usually wear something distinctive).
- Enforce the safety rules and confirm that junctions will be properly marked so there is no need to speed, ride recklessly or contravene road traffic regulations.
- Confirm the route, stops and any other relevant information about the ride-out.
- Provide a route plan, so if someone does get lost, they know where the group is heading. On the plan. Give the lead and tail end riders' mobile telephone numbers. Confirm the rules of the ride-out so there is no dispute what you said in the briefing.

The Lead Rider should ride within the speed limit and in a responsible manner with all due regard to the safety of the group.

Group riding is great fun and is what most bikers enjoy most about the thrill of motorcycling. It is important to the social side of what we do, What appears in this article is what most of us do anyway so in some way it is trying to teach Grandmother to suck eggs. It is a matter of using common sense, so get out there and enjoy life!!!!!!

John Measures

Solicitor

0800 021 3065 or 0115 931 5167



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DON'T LAUGH.... THIS COULD HAPPEN TO YOU....

Biker and His Babe !



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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

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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

Associate Co-Coordinator by Nick Ireland



Sean Leese	Final Required
Dave Cope	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
David Townsend	one 2 one
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
Jim Price	test ready
Ian Gibson	Test Ready
Spike Davis	test ready
Ashley Peck	Test Ready
Steve O'Connell	Test Ready
Ray Stuart	Test Ready
Vicky McGuigan	Test Ready

ASSOCIATES NEED TO READ THIS

The 2010 Block Course starts in May when this year's influx of associates will take priority for training, as you did last year. If you are currently "**ONE 2 ONE**" and wish to continue training, you need to get back in touch with your observer now to complete your runs so that if we feel you need further runs, we still have time to sort them. However, come May this will take much longer. **For those listed as "ON HOLD" the onus is on YOU to contact ME if you wish to continue as I DO NOT have time to chase people.**

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

OBSERVERS NEED TO READ THIS

If you currently have an associate booked to you then get in touch with them to continue their runs because come May we will have to give priority to the guys and girls who join from the 2010 Nottingham Ride Safe event being held in April.

Congratulations:

To Ken Crich on passing his 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

“Ride this Route”

By Tony Bell

Foxton Locks



Leaving the Black Lion Pub (**WP1**)
TL onto the A52 towards Grantham
3rd exit on the roundabout onto the A52 go up the hill
to the staggered X roads (**WP2**)
TR to Langar (**WP3**) – Harby leaving the village go
up the hill through the woods to the next junction.
TR at the cross roads (**WP4**) to Scaford (**WP5**) fol-
low the road through the village and out the other

side. Continue into Melton Mowbray

TR at the traffic lights to the next set where the A606 and A607 meet

TL onto the A607 towards Leicester go over the bridge to the next set of lights before the petrol station

TL onto the A6047 towards Market Harborough and follow it over the A47 and the A6 junctions.

TR at the top of the hill (**WP6**) following the Brown sign posts to Foxton locks (**WP7**)

There are two car parks, but we are heading for the bottom one on the right. So turn right before you go over the canal. Follow the winding road down the hill and park together as much as you can take up as little space as you can.

Walk over the bridge and the pubs are on your right, the stepped locks are ahead, and the café is at the top of the locks to your left.

Leaving Foxton locks

TR out of Locks onto Foxton Rd

TR onto A5199

TL onto Bruntingthorpe Road

Over the M1

TR onto A426 (**WP8**)

TL onto B581 (**WP9**) inc a L/R at B4114 over M69 and a R/L over A47 in Barwell

TR onto B5325 to A447 (**WP10**)

1ST exit on roundabout onto A511

TR onto Corkscrew Lane (**WP11 at Farm Town**)

TR onto A512 for 400yds

TL onto B5324 to A6

TL then TR onto A6006 to Rempstone (**WP12**)

TL onto A60

2nd exit on roundabout at Ruddington

2nd exit on roundabout with A52 then turn left into Nottm Knight Car park (**Destination**)

(Garmin file available on the Yahoo site soo after publication)



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.....

DISCLAIMER: THE VIEWS EXPRESSED IN WRITE LINES ARE NOT NECESSARILY THOSE OF THE EDITOR,
THE IAM OR NOTTINGHAM ADVANCED MOTORCYCLISTS

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



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 e-mail your order to...

nam.clothing@ntlworld.com

Please make cheques payable to "Nottingham Advanced Motorcyclists."

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