



WRITE LINES



Sept 2006

MONTHLY NEWSLETTER of the NOTTINGHAM ADVANCED MOTORCYCLISTS

Registered Charity Number 1060035 Affiliated to the Institute of Advanced Motorists No 7182

www.nottsam.org / nottsam@hotmail.com



FACTORY TOUR A TRIUMPH!



But where's Duncan???

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

NOTICE OF ANNUAL GENERAL MEETING FOR NOTTINGHAM ADVANCED MOTORCYCLISTS

Wednesday 29th November 2006

The Group AGM will be held at the Black Lion, Radcliffe on Trent, on Wednesday 29th November 2006. The AGM will start at 8.00 p.m. Please ensure you are there on time.

The purpose of the AGM is to review the events and finances of the past year and to elect the new committee for the forthcoming year. All full members and associates are invited to attend but only full members of the Institute and the Group may vote. (Those who have passed their Advanced Test)

Committee Changes

The current officers – Chairman, Secretary and Treasurer must stand down plus at least one third of the current committee (three members) in accordance with Group rules. Any existing committee member may seek re-election.

The current intentions of the committee are given below.

Officers

Chairman Steve Laughton **standing down/seeking re election**
Secretary Andy Hampshire **standing down/seeking re election**
Treasurer Bill William's **standing down**

Committee Members

Observer Coordinator Terry Towler
Assistant O C Duncan Wallace
Events Coordinator Nick Ireland
Publicity/Web Site Ken Octon **standing down**
Newsletter Editor Ron Maslin
Committee Member David Bryant

John Annable will stay as Chief Observer but this is not a committee post and may only be held by a current serving Senior Observer.

Steve Laughton is willing to continue as Chairman if no-one wishes to take on this post.

Voting will take place to fill the three officer posts at the AGM. In the event of 2 or more nominations for a post, a secret ballot will take place on the evening.

We need more volunteers to fill committee member posts. If you think you have something to offer and want to help make the group a success then please apply for a committee post.

Nomination forms are attached to this Newsletter. Please remember, only fully paid up members of the Institute and the Group may nominate or be nominated. Please return nomination forms to any of the Officers/ Committee Members as soon as possible or hand in to the Secretary when attending the Annual General Meeting.

**TO BE HANDED TO ANY OFFICER/COMMITTEE MEMBER OF NOTTINGHAM
ADVANCED MOTORCYCLISTS PRIOR TO AGM
OR TO SECRETARY ON EVENING OF AGM ON 29th NOVEMBER 2006**

Nomination Form for the election of Nottingham Advanced Motorcyclists 2007/2007 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, please contact the Secretary Andy Hampshire;

Work: 07976 707460: Home: 01623 400293

E-mail: a.hampshire@ntlworld.com

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– Ken Octon

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 email to publicity@nottsam.org.uk, or phone me on either 01636 822208 or 07970114619.

I need to arrange to have the engraving done in time for the AGM, so please can you ensure that I receive your votes **by 3rd November 2006.**

THE RADCLIFFE TROPHY 2006 VOTING SLIP:

I would like to nominate the following person for the 2006 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 or email vote to

**Ken Octon
Willow House
1 The Cuckstools
Sutton on Trent
Newark
Nottinghamshire, NG23 6LR
publicity@nottsam.co.uk**

Well, here we are again.

Chairman's Bit

I just cannot believe that another month has passed by. I'm writing this a little late this month so I will keep it short so Ron doesn't have to work too late.

Anyway, what have we (Angela & I) been doing since last month?

For most of the month we have been mountain biking around various parts of the countryside. And on Tuesday night a couple of weeks ago, we went to "Sherwood Pines" as normal, training on our usual route through the woods. I was trying out some new shoes, and Angela was chasing me as she normally does, when she ran a little deep in a turn. She went off the track just a few inches and was sabotaged by a hidden tree root and got thrown off her bike into the woods and black berry bushes, where she suffered a cut nose and arms on the brambles, and a couple of broken bones in her wrist.

I think her adrenalin was working as she rode the bike around for another 30 mins back to the car and then served drinks all night at the committee meeting without much complaint. The following day she went to QMC hospital where she was put in plaster. She is more determined to get back out ASAP as she has lost a couple of weeks of training, so expect to see her around again once the cast comes off.

Meanwhile I'm out on my own exploring "Bestwood Lodge" looking for more local routes nearer to home.

Nottingham Robin hood marathon

May I say many thanks to all those members and friends who spent the day escorting the police and runners around the route?

I'm sure that every one has a story to tell, and I look forward to hearing them in "Write lines" soon.

As normal the Hayabusa wouldn't start after being turned off, and as the headlights are wired ON, on new bikes, the small amount of charge in the battery gets zapped by them as soon as the ignition is turned on. And yes, the policeman gave me a push start!

That's all for now, but if you don't get time to talk to me at group night, you can send an email or give me a call; my details are in the mag.

See you all soon,
Steve Laughton, your chairman.

Nottingham Robin Hood Marathon

10 September 2006

What can I say but thank you.

As ever you turn out and do the business time after time.

Those who come year after year I assume you get something out of it and you newbies, I hope you enjoyed the day enough to volunteer next year.

To the police group, it seemed to go well, so thanks, and I am sorry I do not have time to spend with everyone but things just happen and we have to respond & react, and we do.

Brilliant ***** brilliant!

To Steve Easton and the guys who are not even members - thanks & I hope to see you next year.

What I like is that everybody does his bit, no complaints and the job gets done.

Thanks Everybody
Terry Towler

A Marshall's view of the Nottingham Marathor

By Nick Ireland

This was my second marathon and compared to last year I knew a lot more about what was going on with regard to which sections I had to be at and how long to stay before moving on. This was not because I had done it before but more the fact that all the relevant information was available via our Smart Group Site weeks in advance. So many thanks to Terry Towler for the marathon task (excuse the pun) of creating a chart with all the names, timings and sections for everyone.

Most of you realise by now that I seem to have earned a reputation of getting myself (and others) lost, even with a sat nav! My sections were the first half of Wollaton Park and Holme Pierrepont so I was feeling pretty confident turning up at the Embankment with Terry's maps of my two sections printed off and laminated for protection, only to be told by my first section partner Alex Agar, that I had printed out a map of the University grounds instead of Wollaton Park! So once again I resorted to my pet excuse of being a country bumpkin and having very little knowledge of the big city.

Alex was good enough to guide me to our first section at the park where we ended up on the golf course! As it turned out we had arrived before the senior marshal had opened the main gate into the park and we couldn't really imagine 15,000 runners trampling over the putting practice lawns, so once we got ourselves sorted we settled down to getting to know our strip.

We were only 4 miles into the course and once the runners arrived they were still pretty much together in a mass of legs and bouncing breasts. It turned out Alex also liked bottoms but neglected to say which gender!!

Blokes were stepping behind trees to have a wee and even the odd female made a dash for the bushes so they obviously took on too much water at the start. However, the funniest had to be the poor young lady who suddenly leapt out of the pack not more than a few feet from us and was promptly sick all up the tree next to Alex.

My next section was Holme Pierrepont which I knew how to get to once I got on the ring road. I felt sure I should turn left out of the gates but Alex went to great pains to explain I needed to go right! Anyway, I thought it best to listen to the local lad and followed his directions and sure enough, there was the ring road. I was very disorientated as I had never approached it from this direction before so was quite relieved once I got on familiar ground.

I reached my section without any further mishap and as we were now some 21 miles into the marathon about half a dozen of us seemed to end up there.

We were told at the briefing not to congregate in groups but as it turned out it was very lucky we did because it wasn't long before we realised this section was very much lacking extra water stations.

We set about creating another two along the banks of the lake by ferrying crates of water from previous, now redundant, water stations on our bikes. Eventually we managed to build up a good stock on both points. It was such a slog around this section and by 21 miles most of the runners couldn't get enough water, even if it was to just tip it on their heads to cool off.

By 3.30pm the tail end bus was past and we were able to leave our area knowing we had really helped. Without our band of merry men I am sure there would have been considerably more people experiencing difficulties on this section.

Well done guys, I just hope the organisers learn from this and put at least one more watering station on this section next year.

Hi guys

The police man (Tim O'Donnall) I was with today works for a company called "Circuit Based Training".

They work from various race circuits but mainly from one near Loughbrough.

The web link is www.circuitbasedtraining.co.uk If any one is interested in going to their school, either this year or as a member of our group next year, please contact them directly.

Many thanks

Regards Steve Laughton
Chairman & Senior Observer
Nottingham Advanced Motorcyclists
www.nottsam.org.uk

Rider Training at Cadwell Park

The day starts with registration at 07.45. Anyone who was in the forces will remember kit issue (in one door, shuffle along a counter collecting different bits then out the next door wondering what day it is!) Very quick and efficient as there were about 80 riders to process in a short space of time. A short lull (for breakfast once the kitchen staff wake up) then the first briefing covering procedures for sessions, flags, problems etc.

On your joining instructions your group is shown (A, B or C depending on your experience) and the first group goes out at 09.00 for their 20 mins and the others at 20 and 40 mins past the hour through the morning.

The sessions start gradually following the instructor building to everyone getting a chance to lead their group. After 4 sessions it's lunch time and time for my first gripe. It's very expensive to eat there.

After another briefing at 13.30 the sessions start again at 14.00, this time free style although led out for the first lap by an instructor. You can ride to your own pace or grab an instructor for some one-to-one training.

Second gripe. As the afternoon wore on there were less instructors available as their attention was more on the evening course people starting to arrive and as quite a few of our course decided to leave early, the day ended in a bit of a shambles but overall I enjoyed it immensely (my first time) and would go on another but not everyone felt the same. I suppose it's horses for courses.

Tony Bell

A Cautionary Tale.....

An acquaintance of Steve Laughton left his locked bike on his drive because he had arrived home late and basically could not be bothered to put it in the garage.

It was stolen and he got nothing because he had declared that it would be in a locked garage. So be careful - have a look at your policy!

Terry Towler found out his is a little better. It says :-

You have agreed that you will keep the motorcycle in a locked garage or building either at your home address or at the garaging address declared to the insured when the motorcycle is not being used. If a theft of the motorcycle occurs within 500 metre radius of either when not in a locked garage or building, the compulsory theft excess will be doubled.

Triumph Tour

We did the direct route as it was on fairly decent roads and we planned a full day out so the first 35 miles were neither here or there as it was more important to get there on time.

I did the usual extra mile or so and Steve managed to take his group into a McDonalds, arriving at the factory car park with a coffee and a burger in his top box!

We were all very impressed with the visit which was very professionally presented but then it should be, because that is all the guy does and he was very good at it. We saw everything from the starting point with a few bits of metal in racks to the finished article.



It was certainly an eye-opener to see the bikes assembled literally by hand with only two robotic stations, one to tighten down the head screws and the other to apply sealant. Mind you, I have to say it would send me scatty to be on that kind of line as it was so repetitive you could leave your brain at the door!

The transformation from bits to bike takes roughly five and a half hours, after which the new machine can be literally ridden off the line. Unfortunately we were not allowed to take cameras into the factory, nor were we given any insight of the 2007 models or made privy to their industrial secrets but it was still a very worth while trip.

It was superb weather for the next part of our ride, which was to Foxton Locks for a bite to eat and a bit of a chill out. Fortunately I ignored the fact that my sat nav was telling me to do a U turn on one of the bits of dual carriageway as it seemed to right itself once we got back on the single roads again. It turned out Mike Gant's told him the same so I didn't feel too bad.

For those who haven't been to Foxton it is a very interesting place where they are currently undertaking massive renovation work to get what was a rail system working again to run along side the locks as it did a century or so ago.

There was a very pleasant walk up the seven locks to the Lock Keeper's House which is now a café and where we had bacon butties and a cup of tea for a couple of quid.

From here we had to say goodbye to our associates as the next part of the ride to Old Somerby was for full members only. We traveled along some really cracking roads arriving at the pub for about five-ish, where we relaxed with a coke or two before making our own way home.

***By Nick Ireland
(Events Organiser)***

so where was Duncan?

For the first time for a long time.....maybe ever.....we had the whole group on the photo....we thought!

Until Duncan turned up looking rather sheepish, after taking a "natural" break.



Triumph Visit Part2 is CONFIRMED

Monday morning of 18th December

It will be the same format as Triumph Visit Part1 where the limit for the tour is 20 people.

Below are the names already on the list so please feel free to email me nri01@tiscali.co.uk if you wish to be added.

If we find people cannot attend Visit Part1 then I will automatically contact the next one on the December list, as has already happened.

Regards

Nick

Alan Diamond
Gethin Roberts
Brian Negus
Stuart Turner
Kevin Stark

Tony Bell
Andy Terry
Ben Jackson
George Harrison
Andy Parkin

Blackpool

We are looking at the idea of a coach trip to Blackpool for the Illuminations and need to find how many would be interested so we can book transport accordingly.

We have the chance of a 40+ seater which if filled would make a reasonably inexpensive day out but we do need to know what interest we have?

Please reply to Nick via nri01@tiscali.co.uk and NOT through the SG site which will save on excessive emails to everyone or you can phone on 01636 611246 or 07939 535086

Regards

Nick Ireland

Events Organiser

Group Night: 27 September
Guest Speaker from Bridgestone Tyres
Usual place & time - Black Lion, Radcliffe @ 8pm

Welcome to.....

Adrian Mills of Nuthall, who joins us as a new associate.

Congratulations to.....

Ron Fahy

Brian Negus and

Alex Agar

Who passed their Advanced tests this month!

We have had a great deal of discussion on the Committee recently about associates' commitment (or, sadly, lack of it). We feel it is most important that everyone understands what we expect from an associate joining the Group, and, also, what they can expect from us in helping them ride to an advanced standard. All new associates will be receiving an Introductory document on joining, describing the NAM, training, tests and other aspects. We will also be spelling out the commitment we are looking for from them.

Below is the relevant section from that document. Please remember – it applies to you, too!

Thanks

Ron Maslin

Associate Commitment

As an Associate you are expected to follow a few basic common sense rules:

Your Observer has given up their time freely to help you become a better smoother and safer rider. Please show them the courtesy that you would expect them to show you.

When you have an observed ride booked, you are expected to turn up at the agreed time and place, and not cancel the run because it is raining or you have decided to go out with friends etc. If you have made an appointment, be professional and attend. An observed run will normally only be cancelled for safety reasons, i.e. ice or snow. After all, your test will run in any weather apart from ice or snow.

It is also a very good idea to wear appropriate (protective) motorcycle clothing at all times. After all, we are promoting road safety.

You will also be expected to practice what you have learned. The pace at which your skills will improve will be directly linked to the effort you put in between observed rides. You will be expected to make yourself available for observed rides on a fortnightly basis.

At the end of the ride your observer will give you things to work on, and it is essential that you practice them as much as possible before your next observed ride. By following the guidance your observer has given you, you will have all the knowledge required in order to improve your performance until you attain the standard required to pass the advanced test.

You will also need to read the "How to be an Advanced Motorcyclist" book along with your new copy of the "Highway Code" which will be given to you on your initial assessment.

Who wants to do something a little different?

You are probably wondering why I am starting this Mountain Bike section. Well, I used to do a lot of mountain biking up until 12 years ago when I passed my bike test. And over the last 12 years I have gained about 2½ stone and got very unfit.

In June this year Angela and I got the bikes back out and we have started riding again. So far I have lost just over half a stone in weight and started to feel really good about life. In fact I just cannot stop riding.

Whilst talking to one or two other members of NAM it seems that they, too, have started to ride again. So I was wondering if there were any others who would like to join in the fun of getting dirty and fitter at the same time.

We live next to Bestwood Lodge Country Park, and during the week we mainly ride there, but at weekends we head off into Clipstone Forest to Sherwood Pines where there are miles of forest tracks of various difficulties for you to challenge your skills on.

If you have not been there before there is a new cycle shop for your new spare parts and bikes. And if you do not have a bike yet or a cycle carrier to carry one from home, you can hire one from them for a very reasonable price. When you get hungry there is a visitor centre with a café selling nice cheap food. Bring £2 to park your car/van

So if you are interested in getting involved please let me know ASAP as summer is drawing to an end, and if this year is like all the others the associates will stop wanting to get out shortly, and you will be left wondering what to do with yourself.

Members interested so far are:

Steve and Angela Laughton
Mr & Mrs Richard Edwards
Kevin Dunn
Dave Bryant

Keith Savage
Ben Jackson
Nick & Myra Ireland

Steve Laughton

steve.laughton1@btopenworld.com

Meet Ken Octon

There's an old black & white photograph of me sat on a family friend's British bike (what else, this was in the 1950's), resplendent with oversized adult helmet and gauntlets, at the age of 6 or

thereabouts.

Fast forward 15 years or so and I am pictured with a Rod Stewart -style mullet hairdo, in a dodgy two-tone 1970's fashion leather jacket, on my ape-hangered Suzuki 250 2-stroke twin, all chrome & red paint.

In between there are memories of a couple of scooters, Mod hairstyles and clothes, and a 3 year driving ban for some, ahem, "youthful exuberance".

Suzy died a death with seized engine parts at a time I was newly unwaged and unemployed having just left college. My sister lent me her old car, including insurance cover, and I moved on in the world, forgetting about motorbikes.

Why did I take them up again? Strange but true, I tried to help a mate through a difficult divorce and tried to focus his mind on something – a bike "project" he had started years previously and left alone. Within weeks he was a different person with a new purpose in life and I had started buying bike magazines to see what the fuss was all about. Then memories of riding from Newcastle to Scarborough and back on Suzy kept popping into my head and I thought "Hey, that was fun". So a mid-winter, 5-day consolidated training course was my Xmas present in 1995, followed by a delayed test in July 1996, and my first "big bike" in September, a Yamaha XJ600 Diversion.

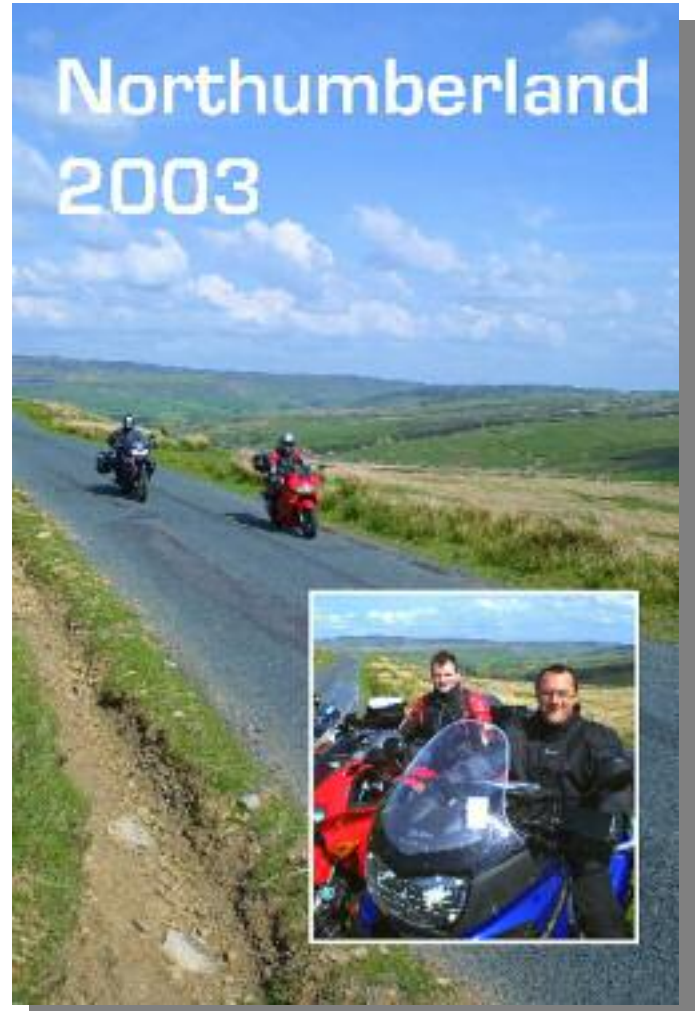
A month later I found myself sliding on a wet road in Arnold, with said bike digging into my back, having braked hard to avoid a car that had emerged from an offside junction. Yes it was a SMIDSY! My helmet actually bounced off the rear nearside wheel, so I got a very clear picture of the rust under the old Datsun Sunny. Several weeks off work with twisted cruciate ligaments were followed by a hard negotiated insurance payout allowing me to replace the bike. Another Diversion moved into my garage for the next couple of years until the medical compensation for the leg injuries contributed to the upgrade to a Bandit 1200S.

In the intervening period I had joined NAM in the summer of 1997 and passed my advanced test on a freezing cold January morning in 1998, having learned lots of stuff from my observer, John Culshaw (not the comedian), which my advanced car training had not taught me. Aren't bikes different! I was so impressed with the difference made by the advanced riding techniques that I signed up as soon as possible to become an observer because I wanted someone else to gain what I had learned through the group. Managed to pass that test as well and started observing.

Apart from observing the Bandit easily took me and my wife, Carol, to Cornwall and back over a weekend (she's never been interested in being a pillion since), and I went to The Black Forest in 2001 for a long weekend with 2 other club members – Margaret Nixon & Bob Savage. Brilliant roads and excellent German hospitality were only spoiled by the Bandit breaking down due to a faulty side stand switch on the Sunday. We made it back to the ferry at Calais on the Tuesday evening with just 30 minutes to spare!

4 years ago I swapped the Bandit for my current bike, a Varadero XL1000 V-twin. Lots of useable everyday grunt, a very comfy seat, a 225 mile tank range and the ability to bring a smile to my face is my compensation for a machine thought by some journalists to be the ugliest bike on the planet.

I immediately spent the weekend after receiving the Varadero with Gary Hope & Duncan Wallace, chasing 700 miles of wet black ribbons of Welsh tarmac sometimes known as roads. More like rivers that weekend! The following summer the same trio made a raid into Scotland (by about 25 yards) by following a zig-zig route up the middle of England then we turned around and rode back. On the way we took the opportunity to do some ride-by photo shots, as you can see. That's me on the blue bike before the beard appeared.



In addition to becoming a Senior Observer in 2001, I have been on the committee on and off for a few years and have been the Newsletter Editor, the Secretary and the Publicity Officer so far. Last year I was very fortunate to receive the Radcliffe Trophy in recognition of the work I undertook to organise (with the help of many, many people) the first Holme Pierrepont event. Now it's time for me to take a backseat and make space for some other ideas and energy onto the committee. If you're interested it's a great way of helping the club, so put yourself forward as a candidate.

Ken Octon
Publicity Officer

Top Ten Reasons Why Harley Riders Don't Wave Back

10. Afraid it will invalidate warranty.
9. Leather and studs make it too heavy to raise arm.
8. Refuse to wave to anyone whose bike is already paid for.
7. Afraid to let go of handlebars because they might vibrate off.
6. Rushing wind would blow scabs off the new tattoos.
5. Angry because just took out second mortgage to pay luxury tax on new Harley.
4. Just discovered the fine print in owner's manual and realized H- D is partially owned by Honda.
3. Can't tell if other riders are waving or just reaching to cover their ears like everyone else.
2. Remembers the last time a Harley rider waved back, he impaled his hand on spiked helmet.
1. They're too tired from spending hours polishing all that chrome to lift their arms.

Top Ten Reasons Why Gold Wing Riders Don't Wave Back

10. Wasn't sure whether other rider was waving or making an obscene gesture.
9. Afraid might get frostbite if hand is removed from heated grip.
8. Has arthritis and the past 400 miles have made it difficult to raise arm.
7. Reflection from etched windshield momentarily blinded him.
6. The espresso machine just finished.
5. Was actually asleep when other rider waved.
4. Was in a three-way conference call with stockbroker and accessories dealer.
3. Was distracted by odd shaped blip on radar screen.
2. Was simultaneously adjusting the air suspension, seat height, programmable CD player, seat temperature and satellite navigation system.
1. Couldn't find the "auto wave back" button on dashboard.

Top 10 Reasons Sportbikers Don't Wave:

10. They have not been riding long enough to know they're supposed to.
9. They're going too fast to have time enough to register the movement and respond.
8. You weren't wearing bright enough gear.
7. If they stick their arm out going that fast they'll rip it out of the socket.
6. They're too occupied with trying to get rid of their chicken strips.
5. They look way too cool with both hands on the bars or they don't want to unbalance themselves while standing on the tank.
4. Their skin tight-kevlar-ballistic-nylon-kangaroo-leather suits prevent any position other than fetal.
3. Raising an arm allows bugs into the armholes of their tank tops.
2. It's too hard to do one-handed stoppies.
1. They were too busy slipping their flip-flop back on.

Top Ten Reasons Why BMW Riders Don't Wave Back

10. New Aerostich suit too stiff to raise arm.
9. Removing a hand from the bars is considered "bad form."
8. Your bike isn't weird enough looking to justify acknowledgement.
7. Too sore from an 800-mile day on a stock "comfort" seat.
6. Too busy programming the GPS, monitoring radar, listening to ipod, XM, or talking on the cell phone.
5. He's an Iron Butt rider and you're not!.
4. Wires from Gerbings is too short.
3. You're not riding the "right kind" of BMW.
2. You haven't been properly introduced.
1. Afraid it will be misinterpreted as a friendly gesture.

And Finally...

Top Ten reasons Metric Cruiser Riders don't wave back

10. New leather jacket was purchased at the same size as suit jacket.
9. Didn't know that the bike wouldn't fly off the road if left hand was removed.
8. Was looking at the handle bars wondering what accessory could mount where.
7. Was wildly grasping at some valve under seat.
6. Rider was actually pulling up black socks and pulling down on jeans trying to close a few air gaps.
5. Rider was too caught up in reciting his mantra 'Left hand clutch' 'Right hand Gas AND Front brake' 'Left foot Gears' 'Right foot Rear brake' 'And for Gods sake Both feet down at light'.
4. Waved after you went by. You just thought they didn't wave.
3. Was searching GPS to find local Bike wash.
2. Rider wasn't really waving, was doing wind airfoil test with hand and arm.
1. Rider was involved in trying to get new throttle stop to STOP.

Many thanks to Alex Agar for this

Ron Maslin

Nottingham Advanced Motorcyclists

Minutes of Committee meeting held at 9 Sidlaw Rise on 2nd August 2006

1. **Apologies:** Bill Williams and AH for being late

2. **Minutes of Last Meeting:**

DW pointed out that his apologies were not listed on last month's minutes.

Matters arising are to be taken as correct as we did not have a copy of them to hand and no one remember anything being wrong when previously checked.

Reports:

Chairman: Steve had very little to report. Only that there had been a request from the motorcycle forum meetings put on by the council, for our feed back from HPP and the take up of new members from the event. Info to be made available by KO/AH we took 37 people out and 20 people joined NAM following it.

Secretaries report:

IAM regional meeting to be held on 9th September in Peterborough, both Steve and myself will attend.

IAM National Conference on 7th October at Alton Towers, both Steve and I will be attending. We did mail the group to ask for someone under 30 to attend but received no response.

The next 2 reports have been added for information, as they were sent via email for the committees attention.

Treasurer: not available – Bill to produce cash flow forecast for next months meeting. And we forecast that to get a new trainee observer through their training to become an observer it is going to cost £45 ahead.

Associate co-ordinator: At the time of writing we have

1 2 1	19	
Waiting associate/on hold	8 + 8 on hold who did not respond from last year (what a waste)	
Finals required	2	
Test ready	16	2 of whom may never re-take
Passes this year	9	

I am a little concerned that the examiners will become overloaded if most of the 1 2 1s' become test ready soon on top of those already designated Test Ready. I am aware that 1 or 2 have tests booked.

Events:

Nick asked if we could invite new members to join the smart group site?

Up coming events:

Tuesday Evening 8th August Ashby Folville

Meet Black Lion at 6.45pm for a prompt 7.00pm ride off time.

Group Leaders:

Steve Laughton
Nick Ireland

Tail Enders:

John Annable
Bill Williams
Dave Bryant

Just in case we have as good a turn out as the last ride out I think we need at least one, preferably two more people prepared to lead a group?

Any more offers greatly received?

Tuesday Evening 22nd August Chip Run

Meet Black Lion 6.45pm for a prompt 7.00pm ride off time.

Route through the Vale of Belvoir to Grantham and back through the Vale to the pub on the A52 cross roads ant Elton. Disperse from there.

Total distance is just 34.5 miles.

Group Leaders:

Nick Ireland

Need some offers for this?

Tail Enders:

Need some offers for this?

Triumph Tour Wednesday 30th August

Meeting place, ride off time and route yet to be confirmed

There is a suggestion that we make a day of it as most will have taken a day off work

Rest of the day's route to be confirmed

Action

I need to arrange an evening (at Steve's if possible) with people who are interested in coming up with routes for this day, including where to go for an interesting ride back?

Offers please?

30th August Group Night

Visit and talk by Paul Gillett of IAM.

Still in Planning

Traffic police.....Waiting for date if still possible to do? Steve has been liaising with a contact for this event.

Skittles night (Social) We have the venue at Car Colston just need a date and sort out if we would like a buffet?

News letter: Ron asked for the remaining committee members to write their CVs for the magazine next month. And Ron was complaining about the lack of response from members to the request for feed back on their opinion of the magazine.

Publicity: Ken didn't have much to report only that he was looking into "Touch Nottingham". He will also update the web site with new photos. RM is to assist.

Chief observer: John recommended three new GQ's, SMF/KP/GR

Others: no comment.

4, A.O.B:

Steve asked AH if we had sent a get well soon card to Mr Noble Coxon following his stroke whilst on holiday. AH confirmed that he had done.

Ron was asked if he had carried out the "fluffing" of the welcome letter and group rules. He was going to email them out to every one and we will discuss them next month.

Andy also pointed out that all the committee members were listed on the charity commission and he needed every ones details for the charity forms.

Dave asked a number of questions regarding the HPP event we put on in April 2006.

1st did the HPP start at the right time of year?

2nd did the initials go ok, or did we need more time?

3rd did the block course go ok?

4th were we planning on running another such event in 2007?

The senior observers at the meeting stated that they were organising a senior meeting where they were going to discuss what they were going to be able to cover and organise for next years events. Once they have come up with a strategy they will report back to the committee with their proposals for the committee to plan next year's events.

Date of next meeting: Tuesday 5th September 8pm at 9 Sidlaw Rise

From the IAM:

Life without motorways..

a game of two halves..

plus extra time and possible penalties

Fans setting off to Premier League fixtures next weekend by road would have to give themselves an extra eleven and a half hours to get there if we did not have motorways, according to the RAC Foundation during National Motorway Month.

They would also be less likely to arrive at all. Motorways are the UK's safest roads. If Britain had no motorways, an extra 600 people would die on the roads - an increase of 20 per cent.

National Motorway Month is a four-week campaign promoting safer motorway driving. The campaign is jointly run by the RAC Foundation, the Institute of Advanced Motorists, the Freight Transport Association and BSM Driving Schools.

The Premiership League Table for fans saving most time by travelling on motorways this weekend shows:

1. Blackburn
2. Watford
3. Spurs
4. Middlesbrough
5. Fulham and Man City

Blackburn fans travelling to Portsmouth make the biggest time saving by taking motorways rather than other roads (saving 105 mins). Fans from newly promoted Watford are in at second place with savings of 100 minutes. Spurs fans on the way to Bolton cut out just over ninety minutes by sticking to motorways. Boro fans off to newly promoted Reading save ninety minutes plus four minutes added on time. Fulham fans going to Old Trafford and Man City fans visiting Stamford Bridge drew in equal fifth place as both save 74 minutes.

These figures were compiled using www.rac.co.uk routeplanner to work out the time differences between using motorways or not. Many motorists complain about motorways but tend to forget what it was like trying to get around the UK before the motorway network was constructed.

Motorway fact-file

- In England, motorways account for less than 1% of the total road length but carry nearly 20% of traffic. In Scotland, motorways form just 0.7% of the roads but carry 14% of traffic, while in Wales, motorways form only 0.4% of the road network but must carry 12% of traffic.
- In the last ten years there has been a 36.6% increase in motorway traffic, but only an 8% increase in motorway length.

- When the M6 Preston by-pass, the first stretch of motorway, opened in 1958, there were 7 million vehicles on the road, and only one-third of British households had access to a car. Today there are 32 million vehicles on the road, and two-thirds of British households have access to one or more cars.
- One-third of British motorists agree that motorway congestion is a serious problem in the UK (British Social Attitudes Survey). The Highways Agency estimates that most congestion is caused by volume of traffic (65%), then accidents (25%) and road works (10%).
- The M25 is 118 miles long.
- There are 68 services stations on the network.
- When Norwich City FC was in the Premiership some teams hated travelling there due to the lack of motorway (or even dual carriageway) access.

In a poll for National Motorway Month last year sixty per cent of motorists had a favourite motorway - with the M1 coming out tops. The M1 is essential for soccer trips such as Watford FC to Sheffield Utd. One third of drivers said the M25 is their least favourite motorway to drive on, followed by 15 per cent who cited the M6 as the road they love to hate. These motorways are also the nation's busiest, suggesting that congestion and volume of traffic on motorways are key to deciding the least favoured. However a love-hate relationship exists as some motorways polled in the favourite top ten as well as in the least favourite top ten motorways. *

When asked which of the following factors were most important in deciding which was their favourite motorway, respondents replied:

- 23 % - lack of traffic/congestion.
- 14 % - route to visit family/friends.
- 7 % - route to holiday destination.
- 5 % - nice scenery.
- 5% - best work commute route.
- 4% - quiet road surface.
- 1 % - plenty of service areas.

Edmund King, Executive Director of the RAC Foundation said:

"We tend to forget what life was like without motorways. Remember trying to get from Heathrow to Gatwick without the M25? Blackburn fans driving to Portsmouth would not contemplate the journey without using motorways. Premiership fans will save the equivalent of 7 matches plus two lots of extra time by sticking to motorways on their way to Premiership matches this weekend.

" Soccer fans and WAGs keen to avoid extra time on their journeys should check out the best motorway routes and travel conditions before setting off.

"Motorists seem to have a love- hate relationship with motorways. They love them for getting to sporting events faster but hate getting caught up in congestion."

FROM THE BRITISH MOTORCYCLISTS FEDERATION

1st September 2006

SAINSBURY'S WIN 'BE GOOD TO BIKERS AWARD'!

KillSpills Rally, Saturday 9th September 2006

With just over a week to go to London's largest ever motorcycle rally, organisers have announced that supermarket giant Sainsbury's have won this year's KillSpills / BMF Award for 'Achievement in Reducing diesel Spills'

The award, to be presented at the rally which this year is expected to attract 3,500 riders, will be made by award sponsors Bennetts Insurance and is just part of the KillSpills Rally, a ride to Westminster staged to raise the profile of the menace that spilt diesel presents to the UK's 1.2 million motorcycle and scooter riders.

Sainsbury's won the award against stiff competition from other supermarkets, road hauliers and utility companies for their proactive role in tackling diesel spills. This has meant Sainsbury's entire fleet of diesel vehicles being fitted with anti-siphon devices that help prevent diesel spillage; Sainsbury's driver training manual instructing drivers to only fill to the first click on the filler nozzle; using KillSpills warning posters and leaflets in their depots to raise awareness; maintenance checks for any leaking seals are carried out every six to eight weeks and their driver pre-journey checks to include fuel tank cap security.

KillSpills team leader Stephen Edwards said: "It was a difficult decision because I'm pleased to say the quality of the entries proves that our message has got home and people are getting the message, but Sainsbury's just had that little bit extra and we hope this will set an example and raise the standard further still."

Now in its third year, the BMF sponsored KillSpills Rally, starting from the Ace Cafe, London and ending at the Houses of Parliament, last year attracted over 2,500 riders concerned that the lethal danger of spilt diesel on our roads has for too long been ignored.

Diesel spilt on our roads via over-full fuel tanks, poorly fitted filler caps or no cap at all, is a menace to those on two wheels. Difficult to see until too late, spilt diesel on road surfaces can be a lethal combination, especially when encountered on a bend or at a roundabout.

According to Department for Transport figures, between 2000 and 2004, there were 467 serious accidents with 16 people dying as a result of oil/diesel spillage and a further 2,403 accidents resulting in slight injury, but it is well known that if another vehicle is not involved and injuries are slight, an accident goes unreported, masking what is estimated to be a much bigger problem.

Concerned at the scale of the problem, biking MP Bill Wiggin tabled an Early Day Motion (EDM) on diesel spills which attracted the support of over 120 MPs and a delegation from the KillSpills Rally will call at 10 Downing Street to present Prime Minister Tony Blair with an action plan* and a third-year anniversary card signed by thousands of motorcyclists.

Also commended for their work on diesel spill prevention are the Co-op Wholesale Society for the work they have done in briefing their staff as to the dangers diesel spills represent and Spar (CJ Lang, in Scotland) for amending their driver training programme to include the dangers of diesel spills.

Diesel spillage is an important issue that has been ignored for too long say the BMF, September 9th is designed to change all that.

Sainsbury's, winners of the 2006 KillSpills / BMF Award for 'Achievement in Reducing diesel Spills'

PRESS RELEASE FROM THE BRITISH MOTORCYCLISTS FEDERATION

24 August 2006

AUTOMATIC SPEED CONTROL and MOTORCYCLES

Motor Cycle News, a weekly newspaper, has been running a story line over the past few weeks about the ISA (Intelligent Speed Adaptation) motorcycle. It has also carried a story in this week's issue which says that the BMF has given the 'thumbs up' to the concept. This is untrue and is misleading.

Intelligent Speed Adaptation has now come to the fore because the Motor Industries Research Association (MIRA), in conjunction with Leeds University, has now completed a 5-year trial of ISA and will shortly be reporting to the Government on its findings.

The BMF's position is that while a voluntary speed advisory system might well have its advantages from a rider perspective in avoiding inadvertent speeding, intervention, by whatever means, is unacceptable.

Based on that fact that the ISA motorcycle is a test-bed machine and is the first of its type in the world, BMF representatives were invited to try the machine, a Suzuki Bandit 650, as part of the trial. The test took place in a closed environment on a special circuit with no other traffic present and therefore bore no relation to real world traffic conditions. It is on this basis that the BMF bases its view.

On the MIRA test track, the GPS based system worked. Approaching a signed speed limit area, an audible and visual signal is given informing the rider that a new speed limit has been entered. This is the advisory system. If speed is controlled and limits not exceeded, no other action is taken. If however the limit is ignored, a vibration is felt through the seat. If speed is reduced, no further action is taken. This is the warning system.

Only if all of this advice and warnings are ignored i.e. the rider exceeds the speed limit, does the intervention system operate and slowly close the throttle to reach the set speed. If the bike is operated within speed limits, only the advisory system operates.

Technically, the system works, but these are early days say the BMF and this is not something that is bike specific. MIRA have also fitted 20 cars with the same technology and ordinary members of the public have used them on the roads of Leicestershire and West Yorkshire over the past 5 years with no incidents, also in Sweden they have a public trial with 5,500 cars kitted with ISA

The concept of external speed control has far-reaching implications for society say the BMF. People have readily accepted GPS and its benefits but road pricing and speed regulation using this same technology are being trialled throughout the world.

This cannot be looked at in isolation say the BMF. The Queen's Speech at the opening of Parliament is expected to contain statements on road pricing and congestion charging that will use similar technology. Calling for bans on technology that is not yet even proven is shortsighted, simplistic and likely to stifle the development of technologies that motorcyclists might well find of benefit say the BMF. The future of road transport is a major issue and the BMF wants motorcycles to part of the debate.

The BMF expresses concerns that the debate as to if ISA is dangerous is taking place on the basis that the system will operate and intervene. System intervention means that the rider must be speeding, thus it could be inferred that some in motorcycling are therefore defending exceeding speed limits. The BMF, a long time supporter and instigator of sensible road safety measures, does not condone excessive speed.

Note: ISA, External Vehicle Speed Control (EVSC) and Intelligent Transport Systems (ITS) are all part of what is known as Telematics.

Cambridge Charity Ride

Cambridge Advanced Motorcyclists are organising a Charity Ride around the borders of Cambridgeshire in aid of Headway Cambridgeshire on 15th October. Headway is a charity which helps individuals with brain injuries and has been helping one of our members who was injured a year or two ago whilst riding her bike.

Please see attached flyer and entry form. Entry forms can also be downloaded from the CAM website www.cambsiam.org.uk

The ride will be organised on similar lines to the National Rally. Riders will be able to start at a number of control points around the Cambridgeshire Boundary and finish at the same control. We shall be offering suggested routes but riders can choose their own route. Control point locations are being finalised and will be issued to participants at the end of September. All controls will be open from 10am to 4pm.

100% of the entry fees will go directly to Headway.

I hope some of you will join this ride

Tony Vernon
Chairman CAM



**Cambridgeshire Boundary
Charity Ride in Aid of Headway**
Sunday 15th October 2006

Headway the brain injury association



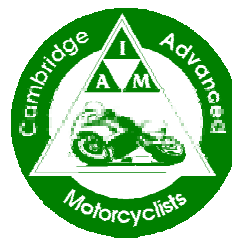
Reg Charity
No 1025852

Our aims are to promote understanding of all aspects of head injury and to provide information, support and services to people who have suffered a head injury, their family and carers.

- Cambridge Advanced Motorcyclist are organising a ride around the county boundaries to raise money for Headway, the brain injury association
- There will be two routes of about 177 and 250 miles and six check points.
- Entry fee will be £10 in advance or £15 on the day all donated to Headway
- For more information look at our website www.cambsiam.org.uk or contact Tony Vernon on 01371 830801 or tonyvvernon@aol.com



Cambridge Advanced Motorcyclists
<http://www.iam.org.uk/mcgroups/cambridge>



ENTRY FORM

Please complete details in *block capitals* for each rider. Use one form per rider.
Photocopies are acceptable

Name of rider	
Address of rider	
Postcode	
Telephone (Day)	(Evening)
Name of Pillion (if any)	
Email	
Bike Make and Model	Registration Number

I enclose payment for £10 for rider (£15 on the day) and £5 for pillion where applicable.

Please make cheques or postal orders payable to **Headway Cambridgeshire**. All entry fees go directly to the work of Headway. You are welcome to add a donation if you wish.

We regret Headway can not accept credit card payments. You may send cash at your own risk.

I understand that this event is not a race or competition and that I should obey the Highway Code. I confirm that my bike is appropriately taxed, insured and maintained. I accept that the organisers can not be held responsible for personal injury, accident, loss, damage or public liability. My details may be passed to Headway Cambridgeshire. I have read and accept the above conditions.

Signed.....Date.....

Please post the completed entry form with your payment to:

Tony Vernon, Cambridge Advanced Motorcyclists, Monks Farm, Debden Green, Saffron Walden, Essex
CB11 3LX

Your entry will be acknowledged by email or post. You will be sent details of the control points and suggested routes shortly before the event.

MENTOR GROUPS

September 2006

Chief Observer J. Annable 0115 9175771 Sandiacre

R. Edwards (S) 0115 9491678 Stapleford

G. Hope (GQ)	0115 9192813	Chilwell
D. Bryant (GQ)	0115 8491590	Long Eaton
K. Priest (GQ)	0115 9304958	Ilkeston
P. Phillips (GQ)	0115 9825039	West Bridgford
A. Davis (GQ)	0115 8491098	Kimberley

T. Towler (S) 0115 8465870 Wilford

P. Hunnisett (GQ)	0115 9816835	West Bridgford
R. Walker (GQ)	0115 8461893	Gamston
M. Gant (GQ)	01664 852353	Melton Mowbray
R. Maslin (GQ)	0115 9375994	Keyworth
G. Roberts (GQ)	0115 8466835	Wollaton

K. Octon (S) 01636 822208 Sutton on Trent

K. Telfer-Banner (GQ)	01623 423243	Mansfield
C. Horsley (GQ)	01623 723078	Kirkby in Ashfield
A. Parkin (GQ)	0115 9207630	Arnold
N. Ireland (GQ)	01636 611246	Newark
S. Macmillan-Fraser (GQ)	01623 442436	Sutton-in-Ashfield

S. Laughton (S) 07973 815771 Warren Wood

P. Waldron (GQ)	0115 9279856	Bestwood Village
D. Wallace (GQ)	0115 8469023	Wilford
A. Beavis (GQ)	0115 8407370	Carlton
J. Ritchie (GQ)	0115 9551826	Top Valley
K. Savage (GQ)	0115 9558560	Arnold
K. Pickering (T)	07866 339386	Papplewick

I. Orgill (S)	01623 795654	Rainworth
P. Green (S)	01664 851557	Melton Mowbray
B. Jackson (T)	0115 9534530	Netherfield
S. Turner (T)	0115 9198359	Bulwell

Training Status	Associate		Observer
BEING TRAINED - 1 2 1	Gavin	Phipps	Duncan Wallace
	Craig	Garland	Keith Pickering
	Hugh	Mccahon	Nick Ireland
	Ash	Lovett	Keith Savage
FINAL REQUIRED - IO ?	John	Adkins	Keith Priest
FINAL REQUIRED - PG	Les	Thomas	Andy Parkin
FINAL REQUIRED - RW 17/9	Mark	Ellis	Gethin Roberts
FINAL REQUIRED - SL	John	Davies	Phil Green
FINAL REQUIRED - TT 17/9	Ken	Jacklin	Karl T-B
TEST READY	Dave	Storey	Paul Hunniset
TEST READY	Stephen	Groom	Keith Savage
TEST READY	Alec	Simpson	NOT REJOINED
TEST READY	Paul D	Thompson	Andy Beavis
TEST READY	Deb	Hooton	Duncan Wallace
TEST READY	Adrian	Hand	Ron Maslin
TEST READY	Mark	Steele	Ryan Walker
TEST READY	Peter	Alton	Andee Davis
TEST READY	Colin	Boot	John Ritchie/Keith Priest
TEST READY	Alex	Agar	Gethin Roberts
TEST READY	Philip	Meynall	Shanus M-F
TEST READY	Andrew	Hall	Karl TelferBanner
TEST READY	Richard	Wright	Ron Maslin
TEST READY	George	Harrison	Nick Ireland
TEST READY	Chris	Varley	John Annable
TEST READY	Robert	Varley	John Annable
TEST READY	Anthony	Bell	Paul Phillips
WAITING ASSOCIATE	Nigel	Dutton	Paul Waldron
WAITING ASSOCIATE	Jez	Bailey	Nick Ireland
WAITING ASSOCIATE	Justin	Hume	
WAITING ASSOCIATE	Noble	Coxon	
WAITING ASSOCIATE	Sam	Wigman	Mike Gant
WAITING ASSOCIATE - BEING TRAINED	Mark	Edwards	
WAITING ASSOCIATE - BEING TRAINED	Chris	Adams	
WAITING ASSOCIATE - CONTINUE NEXT SPRING	Stephen	Jacks	Paul Waldron
WAITING ASSOCIATE - FINAL REQUIRED	Matthew	Orchard	Ryan Walker
WAITING ASSOCIATE - INITIAL COMPLETED	Mark	Baker	Ryan Walker
WAITING ASSOCIATE - INITIAL COMPLETED	Linda	Cree	Ryan Walker
WAITING ASSOCIATE - INITIAL COMPLETED	Mark	Shaw	

Associates/Observers please check the above and if there are ANY discrepancies from your point of view, please let me know. If I am WAITING for anyone please update me too.

Terry Towler

Associate Coordinator & Senior Observer Nottingham Advanced Motorcyclists

Group Nights & News Letters:

Group Nights: On the last Wednesday of every month, starting at 8:00pm. We meet **UPSTAIRS** (go through the pub lounge to the far left, thro the door and up the stairs) at the Black Lion Public House in Radcliffe on Trent, Nottinghamshire. The only month we do not meet is December, and our AGM is held in November.

We use the group nights to meet new /old members, prospective members and friends alike, listen to guest speakers (when available) have the odd quiz night, hear about what is happening within the group, and have a general chit chat about many varied subjects. 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 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: Additional copies of this or previous news letters can be viewed and downloaded from our web site www.nottsam.org just follow the link for "Magazines". ***

*** Please note: Following recent problems with maintaining our website (reported at the AGM) we are currently undergoing a redesign and re-siting of our pages. Please bear with us and we'll keep you informed. Thanks

Don't forget to let me know if you change your email address! Every month I get a few failed deliveries, so make sure one of them isn't you!!! Without a current email address you WILL NOT receive your copy of the magazine or other notices.

Any articles for inclusion in future editions of 'Write Lines' can be sent to me either by email to ron.maslin@btinternet.com (I would prefer articles in Microsoft Word or text format wherever possible) or sent to me at:

Ron Maslin
79 Fairway
Keyworth
Nottinghamshire NG12 5DW

Feedback on the magazine is always welcomed!

Deadline for publication is 15th of each month

Nottingham Advanced Motorcyclists Clothing 2006

Our new range of Club Clothing is now available – most of it from stock!!!

Apart from the standard range of black garments with a slightly revised logo (all white lettering) we will be showing samples of new items. We are sure you will be keen to see the new stuff - such as white T-shirts with black lettering around the logo and some long sleeved versions of the Polo shirt and the T-shirt, as well as a roll neck shirt and a zip-neck fleece. There's something for everyone and every season, so don't forget your cash or your cheque book on Club Nights. If you cannot make it to club night and would like to order some clothing items then use the order form below.

NAM Committee.

We offer a range of high quality clothing embroidered with our group logo. New for 2005 – all lettering is in one colour.

The clothing comes in black with the attractive NAM logo on the chest (pictured) and items are available in S*/M/L/XL/XXL/XXL*.

All *items are made to order. Other sizes should be available from stock

Standard Range 2006

- Fleece
- Polo Shirt
- Sweatshirt
- T-Shirt , black with white lettering
- T-Shirt, white with black lettering (new for 2005)



**GAIN THE
ADVANTAGE**

Order Form. Please enter the quantities you would like and calculate the total price

Size guide > Approx chest >	S 36	M 38/40	L 42	XL 46	XXL 48	£ Each	£ Total
<i>e.g. T-shirt, black</i>		1		1		10.00	20.00
T-Shirt, black						10.00	
T-shirt, white						10.00	
Polo Shirt, black						12.50	
Sweatshirt, black						15.00	
Fleece, black						25.00	
Other items available, made to order: (l/s = long sleeved)							
T-shirt black, l/s						12.50	
T-shirt white, l/s						12.50	
Polo shirt, black, l/s						15.00	
Roll Neck, black, l/s						20.00	
Zip neck Sweat, black, l/s						20.00	
Your Name: _____						Total Order £ Value	
Tel: _____							

Please bring your order and your payment to the next group night or contact any member of the committee. Please make cheques payable to “Nottingham Advanced Motorcyclists.”

Your clothing will be available for collection at the following club night or from the clothing stockholder on the committee.

For XXXL and other sizes different prices/lead times may apply so please ask.

Urgent orders can be handled but additional charges may be necessary to cover our suppliers’ extra costs – price on application.

NAM Committee 2006



Chairman

Steve Laughton

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07973 892121

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Club & Membership Secretary

Andy Hampshire

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**GAIN THE
ADVANTAGE**