



WRITE LINES

SEPTEMBER/OCTOBER 2009



MONTHLY NEWSLETTER of the NOTTINGHAM ADVANCED MOTORCYCLISTS

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

www.nottsam.org.uk newslettereditor@nottsam.org.uk

WANTED

Newsletter Editor

To start with the May 2010 edition
(ideally sooner)

If you think you are capable of taking on this
very important role then please contact me in
complete confidence.

If there are no volunteers then there will be no
May or subsequent editions.
You've had plenty of notice!!!!

newslettereditor@nottsam.org.uk

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.



Well hello everyone.

Very few of you have noticed that there wasn't a September issue of "Write Lines" which goes to prove that only my mum and a couple off the committee actually read it. Not forgetting of course Lyn Francis from the IAM (I wonder ..what does she look like?

Need to somehow manufacture a picture of Lyn and Shrek) .

Some of you may have noticed that there is an issue missing most haven't noticed! I just haven't had time.

So this is it!

This is the September and October issue—there will be a November/December issue and so on until April when as things stand there won't anymore after that!! So you will have to buy a very expensive alternative. Not that I can think of anything remotely like this.

Any complaints!!! Please send to the email address stated on the front page with "JUNK MAIL" as the title!!!

Been out on my bike a few times this month—went for an overnight stay in Mablethorpe—rode down Friday stayed overnight and came back Saturday—hit massive traffic jams on the way there—I didn't expect that—not just after lunch on a Friday! This tested my slow riding and filtering skills.

The ride back was much more enjoyable though. I also took Fiona out last week - not with a left hook obviously but on the bike...AND she sat still!!!. RESULT!

Till next time stay safe

Shrek the Editor.....



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.

THE CHAIRMANS BIT...



Hello again,

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

We have been involved with the Nottingham Marathon, had another group ride out to "Squires Café". Carried out another initial assessment, yes they are still joining our group this late in the season. Been for a trundle up to Scotland for another observer training week, and there was something else but it slips my mind just now.....oh yes I bought a new K9 Hayabusa in pearlescent white. (see pics)

And my associate Mike Hall passed his advanced test...Well done mate I knew you would!

New Hayabusa K9

Well we've owned our old 03 Hayabusa for 4 yrs now, and a 99 model for 5yrs before that. And life with it has been good. We've covered some 28000 miles whilst we've been together, so with 34k on the clock we only got £2400 in part exchange towards the new one.

We bought our new bike from "Strathstone Clay cross" (the old Powersports shop at Clay Cross) and Martin Freeman one of our x members now works there and he did us a cracking deal on a brand new limited edition white one.

Clay Cross) and Martin Freeman one of our x members now works there and he did us a cracking deal on a brand new limited edition white one.

I had seen one in white at the MFN meeting earlier in the year, and thought how good it looked, but never really thought we would get one of our own.

Well work has been good of late so we took advantage and bought one. My favourite colour is red, but this year's limited edition one has a blue highlight behind the Hayabusa graphic. So I have had to get used to it. And it hasn't taken long, I love it to bits.

So what's it like in comparison to our old ones?...Well it looks better, it handles better, it goes better, it stops better, and it is just LOTS better to ride.

Unfortunately none of the old luggage system fitted the new bike, so I spent many hours on the internet looking for an alternative system, as I was going to Scotland only 20 days later, and I was getting desperate. I chose a very nice mono rack system from "SW-MOTECH" from a company called "Bykebitz" for £150 (<http://www.bikebitzuk.co.uk>)

Well the stuff arrived and I managed to get it fitted, and it looks better than ok, it looks great. But I still couldn't afford the side rails for the side boxes as they are another £200, but Dave Bryant had a pair of new give side rails that I could have to modify to fit. Well the modification went well, and with a little welding done by Dave, it looks very nice and not home made at all. So once the luggage was sorted, we were off out on the Tuesday / Wednesday night to get another 200 miles on the clock so I could get the 600 miles on the clock I needed for the first service on the Saturday of the marathon weekend. (And still only 3 days before we went to Scotland.)

So leaving the first service I was told that I could now use more than 6000 revs between gear changes! She really hasn't ridden one of these has she? (6000 revs in third is 60mph)

Anyway, the trip to Scotland went really well, the bike ran fantastic and now has over 2000 miles on the clock after we did 1340 miles around some of the best roads in the UK. But I will tell you about that later on.

My R&G crash bungs turned up this last Wednesday, and so they were fitted that night, as I daren't tempt fate by riding it again without them. It would be so annoying if I dropped it knowing I had them waiting at home still in the packaging.

I finally got to ride the bike solo today doing an initial assessment, and I'm sure it is far more nimble than my old one was.

So far we are very happy with it, but I will keep you all informed as time goes on.

"Squires café" ride out

I would like to say many thanks to all the members who attended the ride. And especially to those who helped out leading and tailing.

We met at McDonalds in Arnold, and I lead a group as normal. As we had only done 200 miles on the new bike and we were still running in, so I thought a group ride out was ideal to get more miles on the clock to get to the 600 total we needed for the first service. Unfortunately I was told by the guys at the bike service counter that I could only ride up to 6000 revs, but asked me to try to accelerate to 6000 in each gear so that I would bed in each gear correctly, to make it a better engine. She has obviously never ridden a Hayabusa, because 6000 revs in 3rd is 60mph, so what do you do with the other gears?

Anyway, the new bike has an engine power Mode switch, which has 3 settings, "A" full nutter, "B" not quite so mad, and "C" club ride outs. This makes the bike ride like a 600cc I guess, which is more than quick enough for group events and training runs.

We followed the normal route up to Squires, via the A614, A620, A616 with a stop off at the "Lemon Tree" garden centre for coffee and cake for John, and a toilet stop for me and the old ones!

Unlike last time when we didn't make it to the café when George Harrison's bike spat its oil cap out, we had a great ride up and made good progress and got there in time for lunch, as planned.

It looks like the owner has been spending money on the place, and it shows as the inside of the building looked much smarter and there is now a proper Sunday lunch available if you fancy something better than an all day breakfast.

The return leg was changed slightly to pull in Gainsborough for the next break point.

Most of the members decided that the ride would return via Retford as normal instead of towards Newark as planned. But for those of us who did follow the planned route, it was very flowing, and progressive, as we *trundled* our way back towards home.

Nottingham Marathon

As normal we were invited as a group to offer support to the marathon by supplying roving bike marshals spread around the running route, to offer fast assistance where needed. And six of us pair up with six bike cops from Leicester.

Three of us pair up to ride the route about 30 min's in front of the race, to give a little weight to our voice. Because when we are trying to trouble shoot a problem on the running route we tend to come up against resistance from some motorists and residents, but with a police officer by your side you don't.

And we have three guys who lead the main race, fun run, and the leading wheel chair that turns into the leading lady once she catches them up.

So before race day, we meet up to pre ride the route on the Saturday so we know where we are going before the police turn up. But I had to get my first service done first, so I was at Clay Cross at 8.30am so I could get back for lunch time to meet them.

Race day went well and my policeman and I had a relatively easy time. I had taken Angela with me for the first time as she was on holiday instead of at work. And she earned her keep by jumping on and off the bike to open gates and move cones etc.

But as we returned to the finish line for the second time after going around the second half we passed a lady runner who was being assisted towards a marshal as she was starting to collapse. I pointed her out to the bike cop, and he stopped to offer help, whilst I continued another 100m to a St John's post to send professional help back.



I parked the bike tight up against the railings to be out of the way, but the following runners just didn't seem to even see me as they were almost running into us as though we were invisible. So I ended up having to stand behind the bike to direct them around us.

I could hear the radio messages from the race control in my headset saying that there was a runner down at the 150m mark and assistance was required, so I sent Angela off running back down the track whilst I turned the bike around safely and followed her. When I get there she was on the floor with her bum in the air giving first aid to the same girl we had passed a short time earlier.



The St John's guys were there but were just stood watching whilst Angela looked after her. They hadn't even asked her name or taken her race number to report it to race control. And after the ambulance finally took her away, they thanked her for her help. (Looked like all the gear and no idea I'm afraid.)

A Trundle around Scotland Part 1

Some of you may be aware that each year we invite the observers up to Scotland for an observer pursuit training week.

Well this year was no different, and we went to Scotland for 5 days on the 16th September. To a town called Pitlochry just beside the A9. There were 9 observers on the trip along with my Angela and Corrine, John Ritchie's wife riding pillion.

I worked out another reasonably challenging route up there starting off at McDonalds in Arnold, and heading off up the A614. We went up to Selby and then onto the A19 to York, then around the ring road, before we went back onto the A19 to Northallerton, and then onto the A68 all the way to Jedburgh where we stopped for a fuel and coffee stop. On the way there we caught up with

an unmarked police car in traffic with a sign in the back window saying "police driver under instruction". "Could we keep up with him and not get in trouble?" asked Angela, Well we didn't have to wonder for too long as they did a couple of sly overtakes, getting back in just before the start of the solid white lines, and leaving us patently waiting behind traffic, for them to finish before picking up the pace once again. But it was the last we saw of them as they disappeared over a crest never to be seen again. A short time later we were passed by three police bikers going in the other direction VERY quickly playing chase. This must be the local training route for them we decided.

Once above Jedburgh we turned west and then north again on the A7 towards Edinburgh. We then headed to the "Forth Bridge" which is still being painted! And then onto the M9 and the A9 up to the Pitlochry exit.

The sign for the slip road showed the road going off at about 30 degrees from the main road, but as we got to the painted arrows they pushed you off onto the hard shoulder that was only about 1m wide, and then it went off at about 45 degrees before turning quite tightly right in a very long bend that came back under the A9. This caught us all by surprise and I needed to give it a big hand full of counter steer to lay the bike down into the turn.

We found the hotel entrance just on the edge of the town before the rail way bridge.

The Dundarach hotel was very nice, and Angela and I stayed in the new wing, and found it very good value for money at £38 per person per night. Thanks to John Ritchie haggling us a good deal. <http://www.dundarach.co.uk/index.html>

It is only a five minute walk into town once you cross over the railway line, and the train only runs a few times a day, but as we crossed the line Angela and I were telling everyone to hurry as the train was coming, they all laughed, especially John Annable at the back until he saw the oncoming lights! Then he ran quicker.

We found that there are three speeds to riding in Scotland, first you can dawdle, then you can trundle, followed by a pootle. I prefer to trundle as this seems to make reasonable progress when used.

More trundling to follow next month.

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



Recent Test Passes

Congratulations to....

Russ Heard
Cathy Ritchie
James Clipsham
John Gossage
Malcolm Leick

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.



A message from Dave Bryant

Hi All

As most of you may already know John Annable has decided to stand down as Chief Observer and I have been asked to take over the role.

I would like to take this opportunity to thank John for his support and encouragement over the last few months. John has been Chief Observer for the group for the last 7 years and I hope I can carry on the good work and contribution given by John during that time.

For those of you who don't know me, I'm one of the bald, ugly, fat ones whose photographs are posted at the end of the news letter each month. I know that this doesn't narrow things down much but you can have a look and see for yourselves. I passed my Advanced Test in September 2003 and have been involved in the committee for the last 5 years. I have been riding bikes since my early teens and I am a qualified DSA instructor for both CBT and Direct Access.

I have a background in Education and run a small Motor Vehicle training facility in Retford.

As far as my role of Chief Observer is concerned, there is going to be a change of emphasis from the IAM regarding the standardisation of Observing within the Institute and it will be my responsibility to maintain these standards. As a club we are going to have to ensure that the systems we have in place are sufficient to satisfy any directives that may be issued by the IAM. The thinking behind this is trying to ensure that an associate who joins any group in the country has the same standard and process of observing no matter where they are. We are already well recognised as a club at carrying out a high standard of observing and we also generally lead the way with regard to new initiatives.

With this in mind we have introduced a slightly different way of mentoring observers and are using new variation to the **mentoring and testing process. Observers and associates shouldn't notice much difference day to day but the paper-work trail will be much more transparent.**

I also propose to set up a question and answer section in the magazine each month and although we may not be able **to publish all of the questions please feel free to drop me an email about any aspect of Advanced Riding and I'll do my best to get you an answer.**

I look forward to seeing you at club night and on the ride outs.

Kind regards

Dave Bryant—Chief Observer



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.

"Ride this Road/Route"

One of my favourite routes by Tony Bell

Scunthorpe

(WPXX) = Waypoints.

McDonald's Arnold (WP1)

TL to A60

TR going north out of Arnold

2nd exit on roundabout onto A614

TR onto B6386 to Southwell (WP2 on way of Oxtou)

Thru Southwell on A612

TR onto A617 to A46

1st exit on roundabout onto A616 (WP3)

TR onto Newark Rd, Ollerton (WP4) (to by-pass Ollerton) and TR onto A6075

TR onto A57 then TL onto Unnamed Rd (WP5)

Follow this until it reaches the A620 at Bole

2nd exit on roundabout onto A620

1st exit on roundabout onto A631 for 1 mile then 2nd exit on roundabout onto A161 (WP6) for approx 4 miles

TR onto Stockwith Rd (WP7)

Continue north (WP8 North of Gunthorpe) keeping the Trent on the right.

There are many villages with pubs along this road, east and west of the Trent or alternatively approx 1 mile east along the A18 from **WP10 is a retail park with McD's, Pizza Hut etc.**

Under M180 (WP9 at start of Althorpe) then follow main road right to A18

TR onto A18, over the bridge then TR onto B1450 (WP10) heading south keeping the canal on the right again.

At Susworth the road takes a sharp left at The Jenny Wren pub then my Tom Tom directs a box detour straight on of about 3 1/2 miles before re-joining the canal side road at East ferry as it shows the small unnamed road (TR) as no thru road. **This is incorrect so...**

At Susworth take the sharp left then TR onto Unnamed Rd and continue along the canal road to East Ferry.

TR then TL at Carr Lane (WP11) and continue south to Walkerith (WP12) then thru Morton (Crooked Billet St WP13) onto

Gainsborough Tesco for refreshment break and fuel. (DN21 2HA) (WP14)

Head south on A156 to Torksey Lock then TR onto A1133 to the A46 northeast of Newark

3rd exit on roundabout then

3rd exit on roundabout then

2nd exit on roundabout all on A46 then

3rd exit on roundabout (WP15) onto A617/A612/B6386 (WP16)/A614/A60 back to McDonald's Arnold (Destination)

JOHN ANNABLE

Senior Observer
&
Events Organiser



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.



I vowed never to do a caption competition again
as no one is bothered....however this was too
good to miss!



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.



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

Terry Towler

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

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

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

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

New Chairman wants IAM to take the lead on driver and rider safety

Alistair Cheyne OBE, a former Deputy Managing Director of the AA, has taken over as Chairman of the IAM (Institute of Advanced Motorists). Previously IAM Vice Chairman, Alistair, 65, succeeds David Kenworthy.

On taking up his new role, Alistair said: "There is no greater contribution to road safety than helping drivers and motor-bike riders to maintain and develop their road skills. And no one has a better claim than the IAM to lead the campaign for 'safer driving and riding'.

"We have an unmatched, UK-wide pool of advanced driving groups, a respected policy and research operation and a revitalised commercial arm, providing occupational driver training to industry. They form a unique combination capable of making an outstanding and practical contribution to road safety. I see it as my job to ensure that they do just that."

Alistair hails originally from Aberdeen and now lives in Hampshire. He enjoyed a long and successful career with the AA, where he worked his way up from office boy to Deputy Managing Director.

He had substantial experience of administration both operational and commercial at the AA, as well as the core business, Roadside Services in which he made his greatest contribution. During his time, the AA saw a steep rise in membership, as well as in member and staff satisfaction.

Alistair Cheyne is an Honorary Life Governor of BEN, the motor trade charity, and he is active in the Rotary Club. He was awarded an OBE in 1997 for services to motoring.

Supporting Alistair are two new IAM Vice Chairmen:

David Jamieson is a former Road Safety Minister with many years' road safety policy experience.

During his time as a Government Minister, David saw through legislation to make driving with handheld phone an endorsable offence, and the introduction of the Highways Agency Traffic Officers (HATOs).

Colin Skeen trained originally as a barrister but spent much of his career at the AA, where he was Managing Director of member services and a member of the AA Committee, the AA's governing body.

Tired drivers: don't wing it with energy drinks

High mileage drivers who use "high energy" drinks to keep them going have been warned by the IAM (Institute of Advanced Motorists) that there could be a hidden danger in relying on caffeinated drinks, which can even lead to increased weariness behind the wheel.

The US National Safety Commission (NSC) has issued an alert for those driving under caffeine intoxication, similar to warnings associated with drinking alcohol and driving. Research has shown that just an hour after drinking a highly caffeinated and sugared drink, tired drivers can experience serious lapses in concentration and slower reaction times as the drink wears off.

Excessive caffeine consumption can cause similar symptoms to alcohol intoxication. The American Food and Drink

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.

Administration (FDA) has attributed symptoms such as irritability, nervousness, irregular or rapid heartbeat, muscle twitching and rambling speech to what it terms “caffeine intoxication”. Neil Greig, IAM Director of Policy and Research, said: “Energy drinks are good as a quick fix, but they’re no substitute for regular breaks. Having a high-caffeine drink is a one-off hit – you can’t repeat it, as this type of drink does not produce the same effect in a couple of hours’ time”.

In order to beat fatigue on long drives the IAM advises the following:

- Consider stopping overnight on long-haul journeys
- Share the driving with someone else – don’t do it all yourself if you don’t have to
- Stop every two hours
- If you start to feel tired while driving, don’t rely on air con or an open window: find a safe place to stop
- Only get back behind the wheel when you are properly refreshed
- Remember, tiredness can be a killer as it affects reaction time and concentration.

No room for complacency in tackling Britain’s road deaths, says IAM

Confirmation that 2008 was the lowest year for road deaths since records began has been welcomed today by the IAM (Institute of Advanced Motorists), the UK’s leading road safety charity.

However, around seven people are still killed on our roads every day, and the slight increase in child deaths shows there is no room for complacency among the many agencies charged with delivering road safety on our roads. Less traffic on the roads due to the recession has also delivered a short term road safety bonus which will make these gains even harder to sustain in the future.

IAM Director of Policy and Research, Neil Greig, said: “The figures show that driver or rider error, such as poor reaction and failing to look properly, continue to be the most frequently reported contributory factors, suggesting that as individuals we should look at our own behaviour behind the wheel to bring road deaths down.

“The key challenge is to get road users themselves to take responsibility for their role in reducing the number of fatal crashes.”

In addition, new research based on the latest figures for 2009 from around Europe from the FIA (Fédération Internationale de l’Automobile) shows that many European countries are making faster progress on reducing deaths and injuries than the UK.

“The UK Government needs to show strong leadership at the highest level if its target, to make Britain’s roads the safest in the world, is to be delivered,” said Mr Greig.

Country	% difference in deaths 08/09	Country	% difference in deaths 08/09
Norway	-29%	Finland	-9%
Sweden	-24%	Malta	-9%
Italy	-22%	Serbia	-9%
Croatia	-20%	Slovenia	-9%
Cyprus	-18%	Portugal	-8%
Denmark	-16%	United Kingdom	-8%
Czech Republic	-14%	Austria	-3%
Germany	-11%	Belgium	-3%
Spain	-11%	France	1%
Switzerland	-11%	Finland	-9%
France	1%		

Source: FIA

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.



Land's End to John O'Groats By Andy Parkin

I set off on Sunday 6th September to Land's End, leaving about 10.00am and I arrived at Sennen about 5.00pm. I rode via Evesham, Exeter, Penzance. Having found a campsite I pitched my tent and cooked an evening meal by camping stove. Lights were out 9.00pm.

Monday: I awake at 6.00am, shower, breakfast, and packed up my tent and belongings and by 8am I was back on the road. Low cloud, with visibility poor, and rain for first two hours of riding. I decided on a similar route back arriving back in Nottingham at about 2.30pm.

Tuesday: Having spent the night at home for our John's birthday I was back on the road at 9.30am. Destination was Pitlochry, Scotland. Riding up to Scotch Corner, Penrith, Glasgow, Stirling, Perth and arriving at Pitlochry about 5.30/6.00pm. The ride over to Penrith was battling against 50mph sidewinds (interesting for everyone on the road at the time. The following three hours was torrential rain. An unplanned coffee stop allowed me to literally pour the water from my boots. However on the other side of Perth the weather brightened up. Again I pitched the tent cooked dinner and lights out.

Wednesday: I was not looking forward to putting wet gear on, but the idea of riding naked did not appeal either. Today I was off to John O Groats. Although the shortest leg on the journey I was in the saddle for about six hours, going through Inverness on the way. On arrival at the campsite overlooking the Orkney's, there were just two caravans on site. When I told the woman at reception I needed to pitch for one night, she asked if I was sure, as there had been severe gales up to 80mph???. I had come with the intention of camping, so camping it was to be. Fortunately there was not a whisper of wind during the night. Well not that I heard anyway.!!!

Thursday : I woke up looked at the clock it was 4.00am, I thought it must get lighter earlier being further north and turned over and went back to sleep and awoke again with the clock now reading 6.00am, time to get up. On looking at my watch again it's telling me it's 8.00am my phone confirms this. (So at 4am when it was light it was actually 6am)

I AM NOW TWO HOURS BEHIND!!!

A quick shower, everything packed up I am on the road for 9.00am. No time for breakfast at this stage, off to Inverness. NOW FOR BREAKFAST. I had made good time so off we go to Inverness and we will see where we go from there. I wanted to get to Dunbar on the east coast via Edinburgh and the Forth Bridge on reaching Dunbar I am thinking another couple of hours I'll be in Newcastle.

On arriving there I am thinking another two/three hours I could be in Nottingham.

So that is what I did.

I road two days in one. A total of 554 miles. I arrived home in Arnold at 9.10pm. A 12 hour day. Maybe it was the thought of having to pitch the tent another night??



The trip was not meant to be a holiday or a sight seeing trip but a fund raising trip for the Maggie's Cancer Appeal, City Hospital. However I did see some beautiful places and met some friendly folks along the way. It will be an experience I will never forget. My body will certainly not forget the pain it had to endure.

AS I SAY THE ULTIMATE AIM WAS TO RAISE SOME CASH FOR A CAUSE PERSONAL TO MYSELF, AND I WOULD LIKE TO THANK EVERYONE WHO DONATED THE AMOUNT RAISED SO FAR IS IN EXCESS OF £1,550.

Andy Parkin

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.

**FOR
SALE**



**Suzuki GS500 (Naked) Excellent Condition
First Reg 2003 Only 13166 Miles
Full Service history Tax Till 30-06-2010 New MOT
New GIVI Flow Quality Top Box New Rear Tyre
£1550 ONO
Contact Malcolm on 07791755764**

SUZUKI GSX 1400.

Full service history. All documentation with both the keys, it's just been taxed and MOT'd. It is a genuine UK bike supplied by Powersports when they were in Beeston. It has a Datatool 3 alarm and I have both fobs. It has covered 17,200 miles and has a nearly new rear tyre, good front tyre and the original chain is still in good condition.

The bike is generally very tidy but has signs of corrosion on the engine end casings (these are easily removed to have polished) and there is a small amount on the front forks. I'm being quite critical, it is after all 7 years old. It could also do with a set of steering head bearings (they are a bit prone to these) but again it's serviceable as it is and they are easy to replace. It has never been dropped or had any kind of damage.

The bike is fitted with a Givi rack and box, I also have a set of Givi pannier bars that will be with the bike.

I'd like in the region of £2700 for it but a near offer would be considered.

Send me a message if you're interested. bryant_dr@hotmail.com



Autocom £90

Contact Dave Bryant
bryant_dr@hotmail.com

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.



Bikewise 2009 By NAM Associate Lee James

Whilst members of the Nottingham Advanced Motorcyclists were scoffing themselves with food at Sherwood Pines, associate member Lee James attended the 15th annual Bike Wise event which was held at the Durham Constabulary HQ.

Clear? Sure? Wait a Second! This is the campaign motto of the Durham Police Motorcycle section and also the Motto of the Durham Police Bike Wise event which is backed by world and national racing champions to educate riders over their road safety. After all Motorcycles are only dangerous when they have dangerous riders controlling them.

Bike Wise began in 1995, and this years show some Fifteen years later was attended by myself and fellow members of the Bandit & SV Riders Club. I left Nottingham just after 05:30 and made my way to meet-up with another member in Hucknall at 06:00 for the long monotonous ride to Durham. With me having a Suzuki SV1000 and my friend having a Suzuki Bandit 1200, I had the smallest of fuel tanks at 17 Litres. So we took the easy route of 2.5 hours keeping to the speed limits travelling along the M1, M18, A1, A167 to Aykley Heads, home of the Durham Police HQ, only stopping off for fuel at the Shell Service Station just before Scotch Corner. I planned this fuel stop as it was cheapest and the furthest in distance that my bike would go before the fuel light would come on.

We arrived at our destination at 08:30 and as this was my second year of attendance, I knew where the club stand was located. Our other members had arrived the night before in treacherous weather and had arranged accommodation in Durham. So when the two of us arrived, the club stand had already be arranged with some extra bikes added to the stand.



All the bike clubs were placed in the Motor Transport workshop, and we were sharing with a lot of well known clubs and organisations such as the BMF, BMW Riders Club, Honda Goldwing Owners Club, Streetfighters, Suzuki Owners Club, MAG, Triumph RAT, Kawasaki Z1 owners club, and of course no bike show is complete with the attendance of the local IAM, and ROSPA organisations and the local bike club who are the Lanchester Centurions, of whom looked after me last year.

The camaraderie of members was great, and I managed to speak to Brian of the Durham Advanced Motorcyclists and told him that I was a member of NAM.

He asked if I had the new book yet, to which I explained that I have ordered it and still awaiting for it to be delivered. He explained that the new book is causing controversy at the moment with a few new items. I could tell that this conversation was a bit out of my depth as I am only an associate.

Each stand showed off the gleaming bikes of each club member, whilst I felt somewhat ashamed over the non cleanliness of my bike. Ok. I do over 600 miles a week on my bike, I just lube the chain and religiously spray it with FS365 every night I get home.

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.



HM Plant Honda have very good links with Durham Police and also Cleveland Police.

And the HM Plant team were in attendance with their Support truck and bikes, along with John McGuinness #12 , Glen Richards #45 and Josh Brookes #25 were also in attendance.

The Police also showed off their livery of Bikes which range from an unmarked Black Honda Fireblade to full livery Yamaha FJR's, they even have a Kawasaki ZX-10R with Police Livery.

And since Mini Motos are very popular in the North East, they also have a full livery Mini Moto Bike with lights. Sadly this year their older generation of bikes were not present. As last year they showed off an immaculate Norton Commando in full Police Livery.

Yamaha were present with their truck and showing off their latest models so the public could sit on the models. A few local dealerships were presents as well with some of their bikes and having a show discount of up to £1500 knocked off their prices.

This event was attended by several retailers of motorcycle clothing and accessories, supplying high quality items with very big discounts. Even the official licensed GP and WSB trade clothing company was in attendance selling off their items with up to 60% discount. Sadly I had already purchased some of the items at full price from when I attended Donington.

Also available was merchandise of the BikeWise event from Baseball Caps to T-shirts.

The show itinerary covered over 5 hours of activity, everything from taking part in the Motor school Skidpan to experiencing the Police Land Rover 4x4's on the off road course. The Fire & Rescue Service were giving demonstrations of their skills from tackling fires in the home to road traffic accidents. The best part was watching the Police Dogs in action and also watching the Stunt show with Dave Coates, who sadly was injured, but still put on two highly skilled shows.

Obviously those of us who attend various large bike events, are endured to the high cost of food and drink from the catering trailers. At Bike Wise, the food is very reasonably priced, freshly cooked, and there is plenty of it, covering cooked Breakfast, Dinner and evening supper.

As the other members of the bike club were from north of the border, some had further to go than me, so we all left together and headed to the A1/M where we parted and I headed to Scotch Corner lay-by and managed to catch the staff before they closed the cabin and I got them to fill my Thermo Mug with tea, before I had the long journey home. Having filled up prior to Scotch Corner on the way up, I assumed I would have had enough fuel to get home, however at Wakefield my fuel light came on and I had to nurse the bike to Bawtry Services. After having the shock of their price of fuel I also had the embarrassing moment of ridicule from being told over the loud speaker to totally remove my flip up helmet before I could fill my bike. This was after having to remove my tank bag to gain access to the filler cap. After paying for the fuel, I headed along the A1 and along the A614 back home.



This event is definitely on my calendar of bike events for 2010, and for only £2 entry I hope that this could be added to yours. I wish to thank PC 569 Alison Bonar of the Durham Police Motorcycle Section and her colleagues for all the hard work they have put into arrange this great show, and also to Chief Constable Jon Stoddart for allowing BikeWise to carry on into it's 15th year.

More details of BikeWise and it's past and future events can be found here. <http://www.durham.police.uk/bikewise/>



SHERWOOD PINES FAMILY DAY

What a pleasant surprise. The sort of pleasant surprise type of feeling you get **when you want something to happen, but you don't really think it will, but then it does, that type of feeling....have I lost anybody at this point.** For the easily bored please grab a Red Bull and read on.

The date and venue had been agreed months in advance, details had been included in the monthly newsletter inviting members to come along with **WAGS and dogs and kids and BBQ and drink....well you get the idea.** The only thing that was outside of our control on that Sunday morning (August 16th) was the weather.

No need to worry, despite a warm but not overly sunny start in Nottingham the weather over Sherwood Pines was glorious. I had **intended to arrive somewhat earlier than I actually did, however, in true Nick style....don't ask me how but I took a wrong turn....now I didn't actually get lost in the truest sense of the word, but I did find myself on the wrong road heading in the wrong direction.** In addition to this I stumbled across the only road works in the Nottingham area where work men were actually working. Doh.

Anyway, when I did finally arrive...what a pleasant surprise. Steve, John, Nick and Angela (apologies if I have missed anyone out) had already set up the gazebo's, tables and BBQ and had thoughtfully sited the NAM feather flags (slight twitch of the eye....but that's another story) to give those attending clear directions to where we were set up. This was invaluable as the good weather had brought everyone and their dog out....quite literally.

Judging from the response from the article in the newsletter we were not expecting many to turn up....but then I guess people **don't like to say in advance they are going to come and then for whatever reason are unable to make it.** This said the turnout was beyond all expectation and I am guessing that throughout the day about 40-50 people made an appearance. Some stayed all day, some stayed for an hour or two and other just dropped by to say hello. There were dogs of all shapes and sizes.....come to think of it there were people of all shapes and sizes...there were burgers of all shapes and sizes....there were sausages of all shapes and sizes.....errr am not sure where I am going with this so I will leave you with that thought and move swiftly on.

Throughout the day Steve (chairman) led the more active amongst the attendees on bike rides through the numerous trails that litter the park. For those wishing a less active agenda there was wheel-barrow racing, swing-ball or tennis and for the incredibly less active there was food to eat and wine tasting. A special mention goes out, I will print no names, to the guy who took the art of **slow cooking on the BBQ to a whole new level....I could not agree more that it pays to be cautious when cooking food, but at the point your children started to eat pine cones off the floor that was a clear indication that they were hungry!**



The thing that really made the day for me was the incredibly relaxed atmosphere, **I got talking to one of the wives (am so sorry I didn't catch your name, even though I was chatting to you for quite a while) whose husband had recently joined the group and she was telling me that before she had attended some bike meetings she had a really negative impression of what a typical motorcyclist was.** But when she actually met some and actually spoke to them she realised just how wrong she had been and how incredibly genuine and friendly they are. And as a **motorcyclist being around other bikers you can easily forget how other people's attitudes differ greatly from your own.** I guess in some ways ignorance breeds **fear and misunderstanding.** So to listen to this lady's story was quite uplifting from a personal point of view. And in every sense this is what the club is about, its

about education and its about spreading the word to other bikers and indeed non-bikers that we are ordinary people who choose to ride a motorcycle sensibly and responsibly.

In conclusion the day was a great success and I, on behalf of all the committee, want to thank everyone who took the time to come along and support this event. I **know this type of thing is not everyone's cup of tea but from a different perspective this type of activity adds another dimension to the NAM Club.** Yes we are all motorcyclists and yes NAM is a motorcycle club, but when we are not on ride outs or at club night we are ordinary people, the majority of whom have families/partners. So what is the harm in including events throughout the year where your



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.

family can attend and meet the people you associate with in the NAM Club. The more people that know who we are and what we do the better.

If you have made it to this paragraph without skipping anything then I thank you from the heart of my bottom...I mean the bottom of my heart. If you did attend then I hope you enjoyed yourself...if you didn't then I look forward to seeing you there next year.



Safe riding
Gary Luff



Why don't you buy a Motorcycle - Skill for Life Gift Pack for someone you know.....

"Skill for Life" is an ideal gift for riders of any age. It's everything a rider needs to become an advanced rider.

"Skill for Life" is the IAMs most popular membership option, giving the person to whom you are giving this gift- in one payment of £139 for motorcycle - everything needed to pass the Advanced Driving Test and become a full Member of the IAM.



Get More from your Driving and Riding

One of the IAM key goals is to help its Members and Associates develop the advanced skills that help make driving and riding a more enjoyable and rewarding experience.

A totally independent voice

The IAM is a registered charity. We are not owned by, or financially dependent on, any other organisation commercial or public sector that might have conflicting interests, or indeed a vested interest in a specific aspect of Road Safety.

Our financial support comes mainly from the annual membership fees of more than 100,000 members throughout the UK and beyond, together with the charges we make for administering the Advanced Test.

Being an advanced driver or rider is a journey of continuous learning, and one of its key stages is the internationally recognised Advanced Test. Pioneered by the IAM, it is this for which we are perhaps best known. There is, however, much more.

Established in 1956, the IAM is the UK so leading road safety organisation dedicated to raising driving and riding standards and reducing the number of collisions that occur on our roads.

We do this in a number of ways:

- by playing a major role in the development and promotion of new road safety ideas
- by influencing policy at all levels of government
- and through our Skill for Life programme which enables drivers and riders to prepare for our Advanced Driving and Advanced Motorcycling tests.
-

Widely respected in its field, the IAM advises, and is consulted by, leading organisations world-wide with responsibilities for Road Safety.

The Institute of Advanced Motorists, Registration England & Wales 562530, Registered Charity 249002, Registered Office:

510 Chiswick High Road, London W4 5RG

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.

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

Things that make you say Oh B****R



MORE CRAZY PHOTOS AND JOKES.....AS ALWAYS, THE EDITOR AND COMMITTEE DO NOT INTEND TO CAUSE ANY OFFENCE BY ANY PHOTOGRAPHS OR JOKES.....

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.

Associate Co-Coordinator by Nick Ireland

Name	Training Status
Brian Wisbey	Block Course
Naill Moore	Block Course
George Gills	Block Course
John Collins	Block Course
Chris Moig	Block Course
Richard Green	Block Course
Phil Crick	Block Course
Derek Dyche	Block Course
Toni Douthwaite	Block Course
Jez Bailey	Block Course
Mick Ward	Block Course
Ian Gibson	Final Required
Mick Booth	Final Required
Dave Coote	Final Required
Marc Ford	Final Required
Neil Molyneux	Final Required
Spike Davis	Final Required
Rupert Phillips	initial required
Dave Cope	Initial required
Jim Price	Initial required
Ken Chrich	Initial required
Mark Collishaw	On Hold
Charlie Stevens	On Hold
Kirsty Boss	On Hold
Ian Goodwin	one 2 one
Gemma Barker	one 2 one
Lee James	one 2 one
Clark Jones	one 2 one
David Lowe	one 2 one
Peter Greenwood	one 2 one
Mat Corry	one 2 one
David Townsend	one 2 one
Mat Corry	one 2 one
Neil Tunnard	one 2 one
John Gossage	Recent Pass
Malcolm Leick	Recent Pass
Mick Hall	Test Ready
Maurice Manton	Test Ready
Russ Heard	Recent Pass
Vicky McGuigan	Test Ready
David Daubney	Test Ready
Mark Simmonds	Test Ready
Cathy Ritchie	Recent Pass
Ray Stuart	Test Ready
Ashley Peck	Test Ready
Steve O'Connell	Test Ready
Pete Wignall	Test Ready
Terry Anderson	Test Ready

Firstly the serious stuff:

If you are listed as Test Ready and haven't had confirmation from the IAM that they have received your test application you most probably haven't sent it in!

You can either complete one on line or download a form from the IAM site at: www.iam.org.uk/iammembers/IAM+Test+Booking+Form

Those listed as "Initial Required" may well have had it before this edition.

Test Ready:

I will do my very best to get a refresher sorted for people whose test is imminent and haven't been out for a while but the new associates will take priority. You need to either ring or email me.

Observers:

Please remember to let me know each time you take an associate out.

Associates:

You must practice between runs, that way you should be up to test standard by your 5th. Remember that your mileage from the last training run is noted on your sheet so GET ON YOUR BIKE...!!

Congratulations:

To Mick Coakley, Ed Stuart, Leon Gustard and Bruce Keeling who have recently passed the Advanced Test.

And finally keep busy but most importantly Keep Safe. There is always someone out there who will hurt you.

Nick Ireland

Associate Coordinator and Senior Observer

Tel. 01158 715053

associatecoordinator@nottsam.org.uk

Nick Ireland - Associate Coordinator & Senior Observer

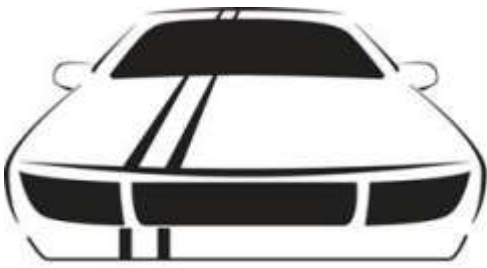
DISCLAIMER: THE VIEWS EXPRESSED IN WRITE LINES ARE NOT NECESSARILY THOSE OF THE EDITOR, THE IAM OR NOTTINGHAM ADVANCED MOTORCYCLISTS

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



MENTOR GROUPS - August 2009

Chief Observer	- Dave Bryant	0115 8491590	Hucknall
Associate Co-ordinator	N.Ireland (S)	0115 8715053	Newark
R.Edwards (S)		0115 9491678	Stapleford
K.Priest (GQ)		0115 9304958	Ilkeston
P.Phillips (GQ)		0115 9825039	West Bridgford
A.Parkin (GQ)		0115 9207630	Arnold
I.Cameron (GQ)		0115 9103837	Sherwood
P.Hunnisett (S)	0115 9816835	West Bridgford	
M.Gant (S)		01664 852353	Melton Mowbray
D.Wallace (GQ)		0115 8469023	Wilford
C.Gant (GQ)		01664 853251	Melton Mowbray
R.Maslin (GQ)		0115 9375994	Keyworth
J Morgan(GQ)		07780 843315	Cropwell Bishop
A.Davis(S)	0115 8491098	Kimberley	
J.Ritchie (S)		0115 9551826	Rise Park
P.Waldron (GQ)		0115 9279856	Bestwood Village
G Harrison(GQ)		01159 875826	Carlton
C.Garland (GQ)		07887 794979	Gedling
S.Laughton (S)	07973 892121	Warren Wood	
S.Macmillan-Fraser (S)		01623 442436	Sutton-in-Ashfield
K.Pickering (GQ)		07866 339386	Papplewick
D Storey(GQ)		07814 672289	Hucknall
G.Roberts (GQ)		0115 9514300	University Park
I Orgill (S)		01623 795654	Rainworth
P Green (S)		01664 851557	Melton Mowbray
T.Towler (S)		0115 8465870	Wilford
Trainee Observers			
C.Adams		01623 655885	Mansfield
R.Samuels		01623 861844	Walesby
G.Luff		01159 251084	Bramcote
M.Ellis		01158 493014	Arnold



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 contact Craig Garland.
 Alternatively please e-mail your completed order form to...

nam.clothing@ntlworld.com

Please make cheques payable to "Nottingham Advanced Motorcyclists."



Nottingham Advanced Motorcyclists Committee 2008 - 2009



Steve Laughton
Chairman



Andy Hampshire
Secretary



Mark Ellis
Treasurer



John Annable
Events



Nick Ireland
Associate Co-ordinator
& Events



Dave Bryant
Senior Observer



Gary Luff
Social Events



Tony Bell
General Member



Shrek
Newsletter Editor



Duncan Wallace
Asst Associate Co-ordinator



Craig Garland
Clothing Rep

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.