



# Bournemouth & Wessex Advanced Motorcyclists



## Newsletter — March 2005

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## **NEWS**

### **Club appoints new Officers**

*Changes follow last month's AGM*

Andy Mansfield and Paul Savage have been elected unopposed to the positions of Treasurer and Secretary of BWAM, succeeding Heather Parsons and Amanda Kippax who, as reported last month, resigned their positions at February's Annual General Meeting after several years' valued service.

Mark Bezzant has been appointed to take over from Steve Palmer as Guidance Co-ordinator. Tim Balmer will run the monthly Club Night Raffle taking over from Ian Pyle. Doug Grimes kindly volunteered to take over from Hugh Williams as Auditor.

Remaining vacant are the posts of Vice-Chairman and Events Co-ordinator (Nick McMullen will continue co-ordinating rides but not other events). Other posts continue with their current holders, all of whom were thanked for their kind volunteer effort.

In other AGM news, chairman Chris Reed reported that it had been a quiet year. Notable events included the change of Examiner, and the milestone of the Club's 21st birthday, in celebration of which two original Members plus the outgoing Examiner were honoured as Life Members. During the year, 31 people had joined. Membership stood at 159, including 72 Members, 25 Observers, and 44 Associates.

JT presented the Training Officer's report in Nigel's absence. A positive year with 18 test passes (last year: 19) and 19 active Observers. Following the successful introduction of Observer Guidelines, they were now undergoing review to focus on the key aspects and performance indicators.

### **Steve Strong Trophy**

*Year's best development recognised*

The Steve Strong Trophy is awarded every year to the person who, in the opinion of Members, has done most "beyond the call" to further the Club's objectives.

There was no doubt that this year's most significant development has been the Sunday morning "Not the GTRs" starting from Avon Forest. Since the former

GTRs (Group Training Rides) ended, many Members felt that an important social side to the training had gone with them: meeting other Associates, meeting other Observers, chatting about guidance, social rides, club policy, and matters of general interest. These less formal aspects of the guidance provided by the Club played an important rôle in promoting the Club's social side, and meant better interaction for the Associates, who thus got more enjoyment from the Club, and thus better motivation.

The Club needed something to bring that aspect back. Senior Observer John Tarring (JT) seized the initiative to start an informal, self-driven arrangement where observed rides were encouraged, if convenient, to start from Avon Forest on Sundays at 10:00am. Both Members and approved Associates could meet at this time and arrange routes, destinations, guidance programme and company, between themselves. With nothing guaranteed there was still the likelihood that everyone present would enjoy a ride and/or some guidance.

The arrangement has proved a success and of great value to the Club. For his vision, drive and enthusiasm in making this happen, JT gets the well deserved award from the Club of the Steve Strong Trophy for 2005/06.

### ***Ride photos online***

*You've been on the ride, now get the pics*

Through the generosity of Roger Braithwaite, copies of his digital pictures taken on recent Social Rides can now be obtained via email through the Club's Web site.

Roger has kindly offered to send copies of his digital photos by email to anyone who would like them. To help Members see what photos are available and make it easy to request the one(s) they want, miniature versions of the available pics can be viewed on a special page on the Club's Web site. On the same page is a form where you select the pics you desire, and fill in your email address. A mail message goes straight to Roger who undertakes to reply at his earliest convenience, with your pictures attached to the reply.

Available now are pics from:

- New Members' Ride to Lyme Regis 6th March 2005
- Bath ride 27th February 2005, led by Dave Orvin

Try it out at URL:

**<http://www.bwam.org.uk/ride-pics/>**

## **FORTHCOMING EVENTS**

### **Sunday 17th April 2005 — “Chocolate Box Run” to Wiltshire**

John Spinks leading a "Chocolate Box Run" to Wiltshire. Scenic and most suitable for pillions; bring a camera.

Sunday 17th April 2005, 10:00am at at the Avon Heath Park Café

### **Friday 22nd to Monday 25th April 2005 — Dave’s West Country Weekend**

Three nights’ dinner, bed and breakfast at a 3 star hotel with plenty of off road parking. Price for the 3 days is £120 per person. See last month’s Newsletter for full details, or check the Web site.

### **Saturday 30th April to Saturday 7th May — France on Two Wheels 2005**

No! It’s still not (quite) too late to sign up for a weekend with Bike Normandy, three days in the mountains, and two days in the Loire Valley. Travelling Brittany Ferries from Portsmouth. All segments optional, design your own break. See <http://www.bwam.org.uk/fa2r05.htm> for full details, or Martyn Dryden (newsletter@bwam.org.uk).

### **Wednesday 4th May 2005 — Dorset Evening Ride**

As the evenings get longer, Chris Reed will be showing us some splendid Dorset scenery in a sunset ride. He'll be stopping at some of our rather picturesque tearoom/gardens, for tea and/or horticulture.

Wednesday 4th May 2005, 6:00pm at at Wimborne Safeway Car Park

### **Sunday 8th May 2005 — Beautiful Cotswolds**

Paul Savage will be taking riders up to the beautiful Cotswolds for a look round, and planning to be back about tea-time.

Sunday 8th May 2005, 10:00am at the Avon Heath Park Café

### **Sunday 5th June 2005 — Observers' Ride**

Yes, a ride for Observers and Trainee Observers only. Martin Sheppard will be leading a day's run to Wales.

Sunday 5th June 2005, 9:00am departure TBA.

### **Sunday 19th June 2005 — Duxford**

Chris Reed will be leading a day's ride across to Europe's premier aviation museum, the Imperial War Museum, Duxford. About 400 miles return for those with comfy saddles. Back for about 7.00pm.

Sunday 19th June 2005, 8:00am at the Avon Heath Park Café



### **Sunday 11th September 2005 - Santa Pod**

Santa Pod Top Fuel European Finals! Fantastic mind blowing day, power that makes your whole body burst with noise, speed and acceleration that would fry your brain! Miss it at your peril. 4,000 HP, starting on methanol and then running on Nitromethane, kin ell eh? 300 mph at the end of the 1/4-mile, with bikes not far behind. Can you even start to imagine that sort of power? Out of control missiles with the pilot just hoping it will stay straight until the chute opens. WOW!

If you haven't been before, it will blow your mind. If you have been before then you already know the addiction that this sort of adrenaline brings to one's bod!

This event is only for the hardy. Wimps won't make the journey cos it's a long day. Leave Ringwood @ 07.00 and if we get on with it we will have time to stop for breakfast. Food at the track if not. Racing finishes about 17.00 and we can stop on the route back for food. Late back, about 22.00, so as you can see it's a long day. BUT worth it, trust me!

Only one condition: won't go if it's raining, cos we just sit and watch them try to dry the track between each run. Boring.

*JT*



## ***Lost my bearings but found a couple of hot seats***

*Steve Hines observes*

A couple of weeks ago, doing a routine tyre check on my K110LT, I noticed that the rear wheel, when I span it up by hand, was growling and rough. I had noticed a slight noise a month or so back, but it was now definitely worse. I feared the worst too. I drained the final drive box oil and it ran out a silver grey colour, which I know is not right. It usually means bearing trouble. I refilled with new oil and now had to decide what to do about it.

Now this bike has done at least 60,000 miles so it's entitled to wearing out bits now and then. Last month it got through the MOT test without any trouble or extra costs, so that was in its favour. However, how much money do you spend on a nine-year-old bike with quite a few miles on it?

I knew I couldn't do the repair myself as I had read from the workshop manual that special tools and procedures were needed and I know my own limitations. Speaking to CW Motorcycles, a new final drive box was quoted at about £450 + VAT for the part only, but if my box was repairable a total repair bill of about £300 + VAT was suggested.

As I couldn't confidently ride or sell the bike as it was, I settled for CW to take the bike in and have a go at the repair. Apart from the engine using oil, the rest of it was OK for the moment and I didn't want to rush out and get another bike that I might have regretted buying later on. I figured the bike was still worth a couple of thousand pounds privately, so even if I spent £500 on it, all was not lost. It would also buy me some time to think about changing to another bike or not. At least I would get all my options back.

CW did the final drive box bearings repair, £300, fine, but they noticed that the headstock bearings were worn and coarse, £200, would I like them replaced too? Well, I had figured on spending £500 anyway, and I did not fancy doing steering headstock bearings myself for the same reasons as the final drive box, so I gave them the go ahead.

I had ridden the bike to CW's on a Saturday and my wife had followed in our car. When I was informed that all the repairs had been done I had said I would collect it (the bike, not wife) the following Saturday. Now Mick (wannabe observer) had booked a test ride there, for that Saturday, so we got talking and I then found myself as a pillion on his Honda Pan heading towards Dorchester at 10am on Saturday the 26<sup>th</sup> Feb. I've noted the time and date as I can't forget it.

From the moment I couldn't climb on the back properly and Mick saying "You've not been pillion often, have you Steve?" I knew I was in for a new experience. For all you pillion passengers out there I now have the utmost respect. Why did I constantly have this fear of falling off the back, of tipping the bike over when cornering and of wanting to put my feet down every time we were stationary? Let the records show that Mick was in no way responsible for any of my anxieties. His riding (and tolerance of me) was superb.

I can't remember the last time I rode pillion. But I now know why the majority are women, it's because you have to have your legs so far apart that unless you're designed for giving birth you can't walk properly for a week once you've managed to dismount. Anyway, thanks to Mick we got there safely.

Mick had booked a test ride on a R1200 GS. After I had settled my bill and had been shown the old bearings from my bike (one of which in the final drive box had started to fall apart), I blagged a test ride on the new R1200 RT. We then went riding for an hour.

Mick loved most things about the GS and I found the RT exceptionally comfortable with great handling but was not keen on the engine (it was no better than my old R1100 GS, I thought). The best feature was the heated seat, magic. The worst, the mirrors which are the wrong shape and in the wrong place. I could never adjust them satisfactorily; it would have been better not to have any fitted at all.

After we returned to CW's, Dave (owner) was keen on our thoughts, which he got, and Mick wanted a part exchange price for his Honda Pan. I asked Mick what he thought it was worth and he said he expected five to five and half thousand. I said to Mick he would be offered about four. When Dave had done his homework, he offered Mick £4,200. Mick was not happy so we left, not on new bikes but at least solo. Thanks Mick for the lift (can I go in your car if I need another?) and of course to Dave at CW's for the test ride and to the mechanics for fixing my old crate.

*Steve Hines*

## **Burns Day Tour with Classic Bike Provence**

*John Evans enjoys riding classic bikes in France*

A couple of years ago I read an article in one of the more popular magazines about a journalist who had visited the south of France and ridden classic bikes. Now this sounded right up my street. Warm weather, fantastic scenery, good food and accommodation, plus riding really well maintained classic machines from a gone-by age. I duly contacted the owner of these wonderful bikes at a place called Ventabren, twenty minutes' ride/drive from Marseille airport. Neil Thomas and his wife Sarah run the Classic Bikes Provence business and it was from our *maison secondaire* in Brittany I drove down to Ventabren and enjoyed my first visit to Neil and Sarah's lovely home, where I was accommodated in a studio with en suite and every facility including a small fridge with drinks and a bowl of fruit, for use whether sick or not!

Neil's garage is roughly as large as the average English bungalow's entire floor area and it houses his collection of classic machines, and workshops where he does all his own maintenance. Sarah looks after the admin side and the Web site. As the business has grown, clients come from all over the world to fulfil their own special dream of riding anything from a selection of BSAs to a Royal Enfield Bullet, or maybe if extremely lucky the chance, as I did, to ride an original 1951 green Sunbeam S7 Deluxe. All Neil's bikes were originally owned, most from new, by his father, who lovingly rode and kept them in mint condition, prior to handing them over to Neil when he started his life's ambition to live in the warm sunshine of Provence and do what he enjoyed most.



On Thursday 27th January 2005 I took my third trip down to Provence. It turned out to be a rather damp morning as I left the house in Northbourne, but the bitter cold snap in the Bournemouth area had departed for my early morning ride to Gatwick. I left home at 0600 hrs having managed to secure my four days' clothing and wash kit into a very roomy rucksack. I wore my leather trousers and used my Buffalo jacket rather than the heavier leather jacket, for ease of wear once off the bike. Neil had warned me via email that although Provence had been enjoying quite warm weather the week previous, it had suddenly turned very cold for their region, and in fact there had been an unheard-of snowfall in Spain, not so very far away. Wear your thermals, he warned. How true, a couple of hours in the saddle up the motorway to Gatwick can cause a lot of problems to the unmentionables if not properly protected!

The traffic on reaching the M27/M3 turn-off was extremely heavy and really surprised me as I had planned originally to leave home later. I think had I done so I would have missed my flight.

A very steady ride saw my arrival at Gatwick South Terminal short-term car park at 0810 hrs. From previous experience I made straight for the barrier, obtained my entrance ticket, and rode through the car park and over the slight raised curb on to the hard standing concrete under the roof of the walkway up to the second level. I secured the Pan with steering lock plus alarm, changed into my travelling attire rather rapidly, and managed to secure my leathers across the top of my Bergen, by extending the strap. As for the Buffalo and helmet I was forced to wear the jacket and stuffed my Norwegian crew neck sweater into the helmet, inside its carry-bag.

The Bergen was very heavy and it's a tidy walk up the path to the terminal for the departure lounge and check-in. No baggage trolleys had been abandoned overnight in the car park.

EasyJet, the no-frills (that's very true) airline was not due to open for an hour or so, therefore it was straight to the next floor up to The Village for a bit of a warm-up and a well-deserved breakfast. A bit of toast and coffee at 0530 hrs had long passed. After my walk across from the car park and up several floor levels I was really beginning to feel the heat, and just could not wait to disrobe from the warm gear I had been wearing for the morning's ride. I read my book *The Da Vinci Code* until check-in, and as I had made a point of being early I was at the check-in desk immediately it opened. EasyJet do not allocate seats, it's a first-come, first-served basis. First time ever I was No 1 on my boarding pass. I duly made my way through the security check and had to all but strip off as I set off their alarm as I was carrying some metal objects which I had missed placing in the tray they provide. But they missed the SA80!

The Airbus took off dead on time and after a very long taxi roll along the runway we were soon airborne and reached an altitude of some 37,000 feet, above the clouds. On arrival at Marseille airport, being so close to the exit door I was up and ready, armed with all my kit, or so I thought. Made my way down to Arrivals in Hall 1 where I had arranged to meet Neil Thomas. As I entered the arrivals hall I couldn't believe my own eyes, there was a large crowd of Middle Eastern men and women all in traditional costume, all clapping and cheering, and the women were making that incredibly blood-curdling wailing sound using their tongues. Cameras were flashing and as I was first to arrive I was mistaken for the leading bodyguard of some famous Middle Eastern dignitary or film star! The *Police Municipale* and *Gendarmerie* immediately stepped forward and cleared a pathway through the throng of the crowd for me, and for the first time in my life I felt what it was like to be mistaken for an ageing pop star or politician.

I saw no sign of Neil although I was very punctual on my arrival and didn't have to go through baggage reclaim, having only the Bergen and carrier bag with helmet. Then as I placed the Bergen down to await Neil's arrival it hit me like a ton of bricks. I had left my hornless Buffalo plus mobile on the plane, in the overhead locker. I dare not leave Hall 1 in fear of missing Neil, and so I decided to wait instead of rushing off to the Found Property office.

Neil arrived a few minutes later wearing a thick Irish knit roll neck jumper plus scarf. I then knew Provence was, or had been, hit by a cold snap, as only expats actually owned a scarf. I told him of my misdemeanour and we rushed off to the Found Property office, to be greeted by a very efficient staff who merely enquired as to the Buffalo's colour and make of mobile. Within ten minutes my property was restored to me with a smile and the usual look of the French of "Anglais bizarre". All was intact and no transatlantic calls had been charged to my mobile, so Neil and I made our way to his people-carrier in the car park for our twenty-minute run to his home in Ventabren. We walked out of the terminal building into brilliant sunshine but there was a severe nip in the air.

When I was last in Provence, during October 2004, it was really warm and I rode in a lightweight jacket and with trainers on my feet. Not recommended by the IAM I'm certain, however the climate afforded the dress code.

We arrived back at the house and I unpacked my Bergen in my self-contained room under the main house. It had been freshly decorated since my last visit and was now known as the *Vert* or Green Room due to the décor and very nice pictures hanging on the walls. The mini fridge was full, drinks, milk for the tea and coffee provided, plus fruit and a very relaxing shower with hot water ready to freshen up prior to the evening meal with the family.

Having stowed my kit I went up to the main house and joined Neil and his two sons and the dog Ranni, and was initially served a piping hot bowl of vegetable soup with fresh baguette. Sarah returned later and we all sat down for the main evening meal. Having had theirs earlier the boys left Sarah, Neil and I to enjoy a very nice meal of spaghetti with beef, wine sauce with added portion of cubed blue cheese, followed by cheese, biscuits, chocolate torte and *crème fraîche*. Red or white vin de plonk was at hand, but being a non-alcoholic I made do with a glass of Coke.

We had our coffee sat by their open log fire, and chatted about our plans for Friday's ride out, and for the Burns Night dinner-party on Saturday.

I turned in around 11pm as I was feeling a bit bushed after the day's travelling, and knew we would be doing well over 100 miles the next day, up in the mountain area of the *Hautes Alpes*.

### **Friday 28th January**

Friday dawned bright, cold and dry. The brilliant sunshine disguised the chill in the air, looking out of the patio double doors from the warmth of my room.

After breakfast of fresh rolls and baguette, coffee, cereal, we prepared ourselves and the bikes for the day's ride. I chose to ride a 1973 Honda 750-4 K2 . We headed off along the D10 out of Ventabren travelling West towards the *Etang de Berre* where we met up with Joel, a French friend of Neil's, who joined us for the ride on his 1979 Triumph Bonneville with pea-shooter exhaust, T140 model with 83,000K on the clock, sounded really nice. He took the lead and we rode to Cornillon-Confoux for coffee at the *Le Beffroy* (Belfry) Café. This was an old wine vault with 12th century stonework to the walls and ceiling. After warming up with a hot chocolate rather than a coffee (the French coffee tends to be in a small cup with no milk and is very strong, unless one asks for a *café grand au lait*). Hot chocolate is the better purchase.



Following our pit-stop we headed off along the D19 towards Eyguieres on the D25 tourist route over the Alpilles (small Alps), through beautiful scenery, and stopped for lunch at Maussane. I had ham and mushroom omelette and two more hot chocolates, and all for €12.

We rode on despite the bitter cold to the old Citadel Les Baux de Provence, a fortress in a fantastic position overlooking the whole area round it. It dates from the time of the Crusades and is well worth a visit for its sheer magnificence.

Then on to Port Istres and the Etang de l'Olivier which is a huge pond, which we would call a lake, but as it does not run out to the sea it is a large pond. It has very bright blue water and is truly a lovely sight to ride along its perimeter. Riding past the Etang we passed the BMW Car Test Centre, locally known as the site of the Berlin wall as it is like Fort Knox, one can see nothing over its high walls and gates. Sometimes it's possible to see a prototype up in the 2,000 metre mountains in the north. Cars only.

We rode back along the Etang some 112 miles and nearly ran out of fuel, had to quickly turn on the reserve. Made our way back across lovely countryside via the Etang into the suburbs of Marseille to Joel's Spanish-style red tiled house with electronic opening gate where we actually did have French coffee as he was out of hot chocolate. We had our drinks in his conservatory overlooking the swimming pool, nearly all the houses have pools in Provence. Joel then took us down to his shed workshop to allow us to gloat over his very rare twin seated BMW 1967 R69S, colour black, in absolute showroom condition. I had only ever seen one of these in a book on classic bikes, and I loved the self sprung suspension of the rider's and passenger's seats. Joel says he only rides it on special outings and it was his investment machine.

We left Joel and returned via the nearest garage to fill up with fuel. We got back around 5:30pm feeling very cold once again. After a hot shower and a rest I joined the family in the main house for dinner of chicken in lemon sauce with cous-cous followed by cheese and biscuits, and a croissant bread and fresh butter pudding. Again the vin de plonk was flowing if one desired it.

### **Saturday 29th January**

On Saturday I rode the BSA 1967 model A65 Lightning "Red Rocket" along the D543 to Rognes, crossed the river Durance to Cadenet, Cucuron up to the Grand Luberon mountain through hairpin bends and an extremely rough tarmac road (if one could call it that), down the other side and finally reached the beautiful home of Maggie and Nick set in some 16 acres of land. This property boasts an East and West Wing, beautiful open wood burning fireplace, and a very large swimming pool adjoining a small cottage which

Maggie and Nick use when they rent the main house out, mostly to very well-to-do Americans or Germans, for around £1,000 a week, when Maggie does all the cooking and housework. Their place is known as La Mais de Boissiere, route de Cabrierlo, 84160 Cucuron.

After coffee (Anglaise style) we skirted the southern slopes of the Grand Luberon, 1,100m like Scafell Pike, in the Vaucluse department. Then on to Haute-Alpes, and we had covered three out of the five departments of Provence. The village of Reillanne on our route found Neil and I at the garage workshop of Pierre whom I had met on my last visit. Pierre was working on rebuilding his Triumph Trident T160, grinding-in valves and replacing the cylinder head gasket. He also owned a BMW Boxer R60 1980 model in excellent condition. He later rode this with his eight-year-old daughter as pillion when they joined us for lunch. Spaghetti was the *plat du jour*, and the restaurant was very busy as it was in the centre of the village and of course a Saturday. When we left to ride off we found a large crowd had gathered outside opposite the church and it turned out that a respected local member of the commune had died, and everyone was there in the bitter cold paying their last respects. We didn't know if he had been a biker, so we decided not to roar off into the sunset as a final tribute but instead as a mark of respect pushed our bikes around to the back of the church and did a quick kick-start exit.

We rode back over the Grand Luberon D956, turned off at Granbois, turned left and skirted several small villages, stopping at Ansouis where we visited the church on the hill, very old with a Nativity scene still in place, not uncommon to see Christmas decorations up until mid February. The church was beautiful and had fantastic views from its entrance down across the valley below. We covered around 120 miles and got back to Ventobren around 5pm, still in brilliant sunshine but still very cold.

Saturday night was to be the Burns Night supper in remembrance of that very famous Scottish poet and little-known Freemason. I was to give the opening prayer in my very best Scottish accent (which was more like Jethro than Rabbie!). Then the wee haggis was duly piped in to the awaiting nine dinner guests, some being French, Irish and Welsh, English, but not one drop of Scottish blood amongst the lot of us. However we didn't allow that to spoil a very tasty meal. Once again the wine, both rouge et blanc, was flowing like water, and the food was second to none thanks to Sarah's expert cooking.

After a really excellent dinner and social gathering to which I was made to feel one of the family, I retired to my bed just before 3am knowing we had yet another ride-out later that Sunday morning to the *Côte Bleue* and the town of Aix en Provence.

## Sunday 30th January

Sunday morning was another gloriously sunny dry cold day and after a late breakfast I had the pleasure and privilege of riding the Mist Green 1951 Sunbeam S7 Deluxe. She is a real beauty to behold and on the front just above the headlight sits a brass plaque which reads “Jesus wants me for a Sunbeam”. Neil took the lead to Aix, and having ridden the ten miles from his home into this beautiful city, which is very much like the city of Bath, we parked outside one of the rather smart cafés with the local jet-set types. Having left the Royal Enfield Bullet which Neil had ridden alongside the Sunbeam we soon had a small interested crowd gathered admiring our machines. This prompted Neil to start handing out his business cards, not wishing to miss the chance of some future business.



The cafés along the Cour Mirabeau are really very chic and attract people from all over the world. We walked through one of the nearby alleyways which led us to an open square where we witnessed a large open *troc aux puces*, like a car boot sale of everything from toys, clothes and furniture to

paintings and objets d'art. It was a lovely morning and we met many interesting people and several bikers. We did not bother with lunch, having had such a large meal the previous night, so rode back to Neil's home where we picked up Sarah who has only been riding for six months. She joined us on her Kawasaki 125cc on a ride down to the *Côte Bleue*. I rode the Sunbeam and Neil the Royal Enfield. We were joined by another English ex-pat named Oliver on his modern Ducati machine.

The ride took us through the Marseille outskirts, south-west to the beautiful coastal area and a truly lovely blue sea. The route down was very steep with several hairpin bends, and the Sunbeam's brakes were less than I was used to, especially in comparison to my own Pan European. I had to virtually stand on the back brake coming down the steepest bits as the French car drivers tend to use your side of the road when coming up the hills! Not a pretty sight if one happens to meet head-on. We stopped for coffee at La Redonne, which was

very welcome. We had one interesting experience never known previously. As we came around one very steep section of road a water pipe had burst, and the road was icy, to add to our other descent problems. It meant an even further advanced look for any French drivers coming up out of the bend.

It was a glorious day but I have to say I was pleased to get back to a hot shower as it had been very cold again despite the beautiful sunshine. Returned and again had a lovely evening meal with the family and sat by the open log fire with our coffees after chatting about the day's events. I had to admit to feeling somewhat nervous riding down those very steep bends, but the view and scenery in general was well worth it.

### **Monday 31st January**

On Monday morning, as I was leaving that afternoon, Neil and I decided we would not ride but strip down the clutch on the old blue/white Triumph 500 1972 model. Neil had invested in a mobile hand pump-up bike stand which proved an excellent purchase for raising the bikes up to work on. We removed the 12 clutch plates to find that they had worn badly, and Neil got Sarah to send an email to his UK supplier for a replacement which he said usually arrives within a couple of days.

The sun shone again, and working outside on the Triumph proved to be very pleasant in the morning's sunshine.

We ate a very nice light lunch of cauliflower cheese before we left Neil to finish off the Triumph whilst Sarah kindly drove me to Marseille Airport. Once again EasyJet booking check-in was open and I boarded with the first 30 in line. Had an uneventful flight home and got into Gatwick well on time. By the time I got back to the Pan and put all my kit back on it was nearly 6pm. Rode to the barrier and had my ticket validated, no charge for bikers. Rode home via the M23 via Brighton and Portsmouth as the M3 was chock-a-block and nose to tail with traffic at that hour. Arrived home at 8pm having had yet again a tremendous few days' riding real motorbikes, a truly fantastic experience which I would thoroughly recommend. But try and go when the weather is not quite so cold.

Any further information can be obtained either from me direct or Neil's Web site on <http://www.classicbikeprovence.com/>. Ride safe.

*John Evans*

## ***Had the Battle of Trafalgar happened today...***

*Bicentennial humour from Andy Mansfield*

“Order the signal, Hardy.”

“Aye, aye sir.”

“Hold on, that's not what I dictated to the signal officer. What's the meaning of this?”

“Sorry sir?”

“England expects every person to do his duty, regardless of race, gender, sexual orientation, religious persuasion or disability. What gobbledygook is this?”

“Admiralty policy, I'm afraid, sir. We're an equal opportunities employer now. We had the devil's own job getting 'England' past the censors, lest it be considered racist.”

“Gadzooks, Hardy. Hand me my pipe and tobacco.”

“Sorry sir. All naval vessels have been designated smoke-free working environments.”

“In that case, break open the rum ration. Let us splice the mainbrace to steel the men before battle.”

“The rum ration has been abolished, Admiral. It's part of the Government's policy on binge drinking.”

“Good heavens, Hardy. I suppose we'd better get on with it. Full speed ahead.”

“I think you'll find that there's a 4 knot speed limit in this stretch of water.”

“Damn it man! We are on the eve of the greatest sea battle in history. We must advance with all dispatch. Report from the crow's nest, please.”

“That won't be possible, sir.”

“What?”

“Health And Safety have closed the crow's nest, sir. No harness. And they said that rope ladder doesn't meet regulations. They won't let anyone up there until proper scaffolding can be erected.”

“Then get me the ship's carpenter without delay, Hardy.”

“He's busy knocking up a wheelchair access to the fo'c'sle, Admiral.”

“Wheelchair access? I've never heard anything so absurd.”

“Health And Safety again, sir. We have to provide a barrier-free environment for the differently abled.”

“Differently abled? I've only one arm and one eye and I refuse even to hear mention of the word. I didn't rise to the rank of Admiral by playing the

disability card.”

“Actually, sir, you did. The Royal Navy is under-represented in the areas of visual impairment and limb deficiency.”

“Whatever next? Give me full sail. The salt spray beckons.”

“A couple of problems there too, sir. Health And Safety won't let the crew up the rigging without crash helmets. And they don't want anyone breathing in too much salt - haven't you seen the adverts?”

“I've never heard such infamy. Break out the cannon and tell the men to stand by to engage the enemy.”

“The men are a bit worried about shooting at anyone, Admiral.”

“What? This is mutiny.”

“It's not that, sir. It's just that they're afraid of being charged with murder if they actually kill anyone. There's a couple of legal aid lawyers on board, watching everyone like hawks.”

“Then how are we to sink the Frenchies and the Spanish?”

“Actually, sir, we're not.”

“We're not?”

“No, sir. The Frenchies and the Spanish are our European partners now. According to the Common Fisheries Policy, we shouldn't even be in this stretch of water. We could get hit with a claim for compensation.”

“But you must hate a Frenchman as you hate the devil.”

“I wouldn't let the ship's Diversity Co-ordinator hear you saying that, sir. You'll be up on disciplinary.”

“You must consider every man an enemy who speaks ill of your King.”

“Not any more, sir. We must be inclusive in this multicultural age. Now put on your Kevlar vest; it's the rules.”

“Don't tell me - Health And Safety. Whatever happened to rum, sodomy and the lash?”

“As I explained, sir, rum is off the menu. And there's a ban on corporal punishment.”

“What about sodomy?”

“I believe it's to be encouraged, sir.”

“In that case ... kiss me, Hardy.”

*Andy Mansfield*

## Link of the Month

*Radars (speed detector) Web site for France*

The fully automatic digital radar speed cameras in France have become a daily problem for motorcyclists. There are more and more being added every day, and keeping track of where they are has become a major headache.

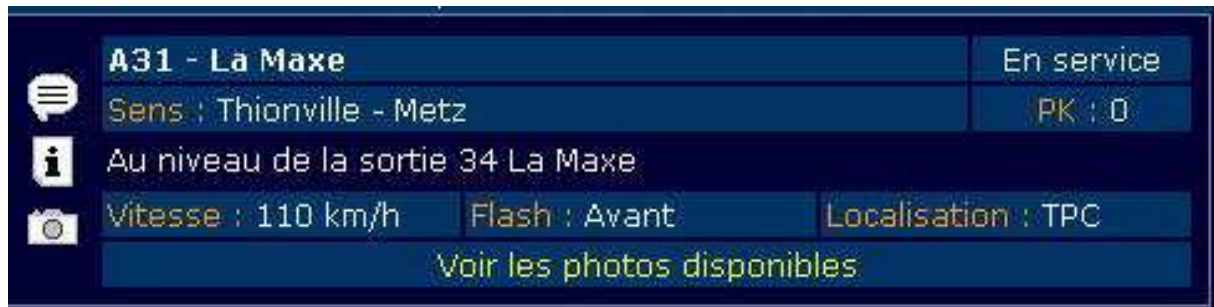
That's why this website has become a welcome addition to route planning for motorcycle rides in France. The site, <http://www.radars-auto.com/> is excellent, but, it's in French. So for those planning to ride in France, and wanting to find the latest information on radar locations, I'll do a quick translation of the important screens.

When you click on the link, it'll bring you directly to the selection part. A map of France is shown. Click on the department (region or province) you are interested in, and the radars active in that region are displayed. ("Région Parisienne" means the greater Paris area, including suburbs).



Or you can select a specific road in the "Choisir une route" box, and select the road you are interested in from the drop-down list of popular roads. A list of all radars on that road will be displayed. A roads are *autoroutes* (motorways). N roads are large national roads while D roads are smaller provincial roads.

Alternatively, you can select the department from the drop-down list on the right of the screen labelled "Choisir un département". But you'll need to know the department number (75 for Paris, 62 for Pas-de-Calais, etc).



Once you've selected where you want to see the radars, a list appears with all the radars, and the following information:

- The first line shows which road the radar is on. In the example above, the Autoroute A31 La Maxe.
- To the right, the status of the radar. “En Service” means the radar is operational (otherwise it could still just be planned ).
- Below, the direction the radar is active in. *Sens* means direction, so in the example above, the radar is located in the direction Thionville - Metz.
- Below that is the exact location of the radar. In the example above, the radar is located at Exit 34 towards La Maxe.
- The following line shows the maximum permitted speed (*Vitesse*:). In the example it's 110 km/h.
- Next to it is the very important information whether the radar is facing you or behind you. *Flash: Avant* means that the radar takes the photo from the front, no problem for bikes. But *Derrière* means it takes a photo of a bike's number plate.
- The last information on that line is *Localisation* — where is it located — *Gauche* is to the left, *Droite* is to the right, TPC means in the middle.
- If the line below states *Voir les photo disponibles*, then you can click on that line to view photos of the radar and see what it looks like.

Apart from the information available on this site (planned radars, examples of fines, how to get out of paying a fine, etc), the website also has several very funny photos of radar pictures. They are listed on the top right hand corner of the screen, under the Humour section. Click on *Les Photos*.

## **Poole's Motorcycle Policy**

*Key local bike policies laid down in Council*

The Borough of Poole has published a comprehensive Motorcycle Policy document, designed to take account of Government advice as well as the needs and aspirations of the people of Poole. Here are the bullets.

### **Overall Strategy**

Growth in car ownership and dependence threatens our health, the economy and the environment. Poole needs integrated transport systems that are effective, acceptable and environmentally sustainable. Motorcycles are a good form of transport for those who would otherwise travel by car alone, causing less congestion. Mopeds and scooters can be affordable for those who find owning a car too expensive and who live away from public transport links.

But **environmentally** motorcycles still contribute to pollution; they contribute to **noise pollution**, and are a growing **safety** problem. They should be promoted to those for whom more sustainable transport (public transport, cycling, walking) is not appropriate, and who might otherwise use their cars alone.

- **Promote motorcycles as an alternative to the car, but not as an alternative to walking, cycling, and public transport.**

### **Road Safety**

Poole is the 24th worst of 91 local authorities for motorcyclists killed or seriously injured (Bournemouth was 35th, Dorset was the worst). The problem is exacerbated by the large amount of leisure biking in the area, and unofficial Web sites which encourage racing along certain routes within the area (the Police are aware and take appropriate action).

Government Road Safety finance is allocated to areas with the most accidents. Unless scarce local resources are transferred to the Local Safety Scheme Budget it will be impossible to target motorcycle accidents specifically.

- **Improve the safety of motorcyclists by targeting motorcycle accidents within the Programme for Local Safety Schemes**

### **Education and Training**

Education and Training would make a significant impact on the motorcycle accident rate. Young people should be given priority, to get the message about safe, defensive and confident driving and riding at an early stage. This driver/

rider education programme will be supported by promotional literature through training schools, retailers, and on the Quay on Tuesday nights.

- **Improve the information for and education of prospective bikers through a comprehensive programme of training and education.**

### **Traffic Management**

No specific traffic management measures currently cater for motorcycles. They are treated as cars.

Nationally trialled (although not unanimously adopted) measures include the use of Bus Lane and Advance Stop Lines. Poole will wait for Government guidance before recommending them. Trial schemes will be undertaken before a decision is made. (The issue of bikes in bus lanes highlighted the largest number of concerns during the consultation period.)

Road Humps can be a hazard to motorcycles in certain conditions. Their design, as with all Traffic Calming measures, will consider motorcycles.

- **Consider motorcycles using Bus Lanes, once definitive advice is received from the Department for Transport.**

### **Highway Design**

The Local Transport Plan has set a priority order for highway users in the following order: pedestrians; people with disabilities; cyclists; public transport users, and finally cars. It is suggested that motorcyclists fit into this hierarchy between public transport and private motor cars. The needs of motorcyclists should be considered in the positioning of street furniture, lamp columns, crash barriers, guard railing, structures etc.

- **Give due consideration to the needs of motorcyclists in the design of Highway Improvements.**

### **Highway Maintenance**

All “shiny” surfaces are bad for motorcycles, especially on bends. Road studs, bitumen bonding, manholes etc. need careful consideration both in design and maintenance. Rutting caused by heavy vehicles can be particularly dangerous for motorcycles. Temporary road works can cause a variety of potential hazards: slippery metal plates; cables across the road (especially diagonally); raised manhole;s poor ramps and signing.

- **Pay attention to the needs of motorcycles when carrying out Highway Inspections and in Highway Maintenance works.**

## **Parking**

Motorcycle bays could use small areas of on-street parking where a car would not fit. But parking on footways and verges could be a danger, and create problems if car drivers park on them. Encouragement of this could lead to abuse elsewhere. But motorcycle parking could be provided in the vicinity of transport interchanges (bus and rail) for example.

- **Maximise on-street parking for motorcycles by designating areas that are too small for cars.**

Motorcycle parking is free in all Poole surface car parks, and all provide for motorcycles. (Access to multi-storey parks would be expensive and impractical and create a health and safety hazard.) Some provide security locking hoops.

- **Increase the number of motorcycle spaces in public car parks, and increase the number of secure spaces.**

## **New Developments**

Policy on parking within new developments is now to increase the provision for motorcycles, to encourage the use of motorcycles as an alternative to cars.

- **Parking provision for motorcycles in commercial development will be encouraged at the expense of space for single-occupancy cars.**

## **Tourism**

The weekly bike event typically gathers 2,500 motorcycles along the Quay on busy summer nights. The event is important to Poole Tourism. It is well managed with few problems, and firmly established on the Poole calendar.

Poole's popularity with motorcyclists beyond Tuesday evenings requires careful management. There is free parking on the Quay for 40 bikes. The new parking enforcement team has had a clear, positive impact offering advice to motorcyclists as to where to park.

- **Continue measured support of Tourism events that promote the use of motorcycles on Poole Quay.**

## **Open Spaces**

Unauthorised use of open space by motorcycles creates danger and disturbance to legitimate users and nearby residents, and damage to wildlife or stock. The Police have had success using their own off-road bikes to apprehend offenders. Fixed Penalty Fines have been issued and motorcycles seized.

## **Membership matters**

### **Subs renewals**

To renew, please send (preferably) a cheque to:

**38, River Way, Christchurch, Dorset. BH23 2QR**

**telephone 01202 267797 and e-mail membership@bwam.org.uk**

### **Late subs**

Failure to respond to a second reminder, within a few weeks, results in the simple deletion of your membership. Should you be moving on to other interests it would be appreciated if you could let me know via a note, phone call or email

### **Membership Fees**

Associate Membership: First year £22 (includes documents), £16 thereafter.

Full Membership: £8 (plus IAM membership, payable separately).

*John Spinks*

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*Poole motorcycle policy continued from page 19*

- **Protect areas of public open space and environmental sensitivity by preventing access and publicising fines for illegal use.**

### **Other Organisations**

Other agencies and organisations, public and private, exist to promote the use of motorcycles. The Police, the DSA, the BMF and many others can guide officers and riders towards the best advice locally and nationally, and help refine and modify Poole's policies as new safety legislation, equipment and materials come to light. We aim to collaborate with the Police, reputable organisations and individuals, to provide the right sort of facilities for riders.

- **Work with Dorset Police and other specialist advisors to combat crime in relation to motorcycles.**

*The above is just a summary of the 29-page document. For further information contact: Transportation Services, St.John's House, Serpentine Rd., Poole Tel.01202 262002*

## **Club Shop price list**

Please see Ian Newey at Club Night for any of the following items from the Club Shop.

### **Available To Members**

IAM Metal Badge	£6.50
IAM Square Badge	£6.50
IAM Key Fob	£2.00
IAM Lapel Badge	£2.00
IAM Stick Pin	£1.10
IAM Cloth Badge	£2.00
IAM Vinyl Badge	£1.00
IAM Reflective Disc	£0.70
IAM Tank Wings	£1.10
IAM Helmet Sticker	£1.10
IAM Small Sticker	£0.20

### **Available To Members and Associates**

Pass Your Advanced Motorcycling Test (IAM)	£7.99
Motorcycle Roadcraft: The Police Rider's Handbook (IAM)	£11.99
The Highway Code (DSA)	£1.49
Know Your Traffic Signs (Dept of Transport)	£2.50
Not the Blue Book (by Dave Jones)	£4.50
The Assessment of Advanced Motorcycling (by Dave Jones)	£4.50
BWAM T Shirt	£10.00
BWAM Polo Shirt	£14.00
BWAM Sweat Shirt	£15.50
BWAM Baseball Cap	£7.50

## **Your Committee**

Chairman	Chris Reed	
Secretary	Paul Savage	
Treasurer	Andy Mansfield	
Vice Chairman	Vacant	
Membership Secretary	John Spinks	01202 267797
Chief Observer	Nigel Jones	
Guidance Co-ordinator	Mark Bezzant	
Events Co-ordinator	Vacant	
Associate Liaison	Paul Savage	

### **Other volunteers:**

Club Shop	Ian Newey
Auditor	Doug Grimes
Photocopying	Malcolm Merry
Raffle Organiser	Tim Balmer
Newsletter Editor and Webmaster	Martyn Dryden

Names and addresses of all members are retained on magnetic media and stored in a computer database. Access to this information is restricted to certain committee members and is used for mail purposes only.

### **Email addresses**

To contact any group official by email, please use the following addresses:

Associate Liaison	associates@bwam.org.uk
Chief Observer	chief_obs@bwam.org.uk
Events Co-ordinator	events@bwam.org.uk
Group Secretary	secretary@bwam.org.uk
Guidance Co-ordinator	guidancecoord@bwam.org.uk
Membership Secretary	membership@bwam.org.uk John Spinks 01202 267797
Newsletter Editor	newsletter@bwam.org.uk
Treasurer	treasurer@bwam.org.uk
Webmaster	webmaster@bwam.org.uk

You can send a quick note, easily and conveniently, using the form on the BWAM Web site at the following URL

**<http://www.bwam.org.uk/people.htm>**

## **Your Observers**

The latest organisation chart appears on the next page.

### **Observer Expenses**

There is no charge for the guidance offered by the IAM, but significant expenses for Observers, who offer their time for no financial reward. It is polite to make an offer towards Observers' running costs so that their enthusiasm for guiding others isn't dampened by the financial drain.

The committee has agreed that Observers should be offered £6 per ride. If there are two Associates then they should offer £3 each. It is then at the Observer's discretion what to accept.

### **Fuelling**

Can all Associates please make sure that they have enough fuel in their bike before they begin their ride. This will avoid inconvenience to the Observer and fellow Associates on the same ride.

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## ***IAM Membership Matters***

### **Test Application**

It would be appreciated if all Associates would send off their test applications by their third or fourth ride. This indicates to us the Associate's commitment towards their guidance and the test. The fee for the test is £45.00, which includes £15.00 for your first year's membership of the IAM. The £15.00 will be refunded to you if you fail the test.

If you have lost your test application form, further copies are available from the Membership Secretary.

### **IMPORTANT**

Please write 'Associate Preparing For Test' at the top of your application and also ensure that the Group number '1208' appears in the box at the bottom of the page.

### **Club Membership**

The IAM fee is separate from the Bournemouth & Wessex Club Membership, therefore once you have passed your test you will still need to pay the £8.00 annual subscription to BWAM in order to remain a member of the Club.

**BOURNEMOUTH & WESSEX ADVANCED MOTORCYCLISTS**

*Observer Organisation Chart*

## **Notice Board**

*Something to sell? Offer a service to members? Free advertising!*

### **Honda Varadero XL1000V - £5,800 o.v.n.o.**

2004 Model, 53 plate, 10,000 miles. In black with full matching Honda luggage (including inner bags), Givi engine bars, hugger, heated grips, centre stand, touring Scottoiler, handlebar bridge and handlebar pocket bag. One owner only with full Honda service history. See <http://www.potnoodle.free-online.co.uk/varadero> for pictures, or call Andy Mansfield on 01258 472006 (evenings), 078 111 666 93 (mobile).

### **Chesil Cottage**

ETC 4\* rated Portland stone cottage, approx. 50 metres from Chesil Beach. The cottage sleeps 4 in one double and one twin bedded room. Prices start from £130 per week in November which includes gas, electric, bedding, towels and welcome pack. For more details please phone Heather on 01305 820940, Mobile 0781 8213579, Email [heparsons@tiscali.co.uk](mailto:heparsons@tiscali.co.uk) or visit <http://www.portlandholiday.co.uk>.

### **Apartment in Los Christianos, Tenerife**

First floor; 1 bedroom; large lounge + sat TV; fully fitted kitchen + w/mach; balcony overlooking swimming pool. Level access to pool + promenade, 10 min stroll to town. Rental c£200 pw. Malcolm or Marie Merry 01202 381871

### **Gervis Court Hotel**

A biker friendly hotel close to the pier and shops, bars and restaurants. The seafront, beach, and BIC are only a short walk away. We pride ourselves on our well-maintained and presented gardens. We are one of the fine hotels in Bournemouth. For your choice of holiday accommodation in Bournemouth, the Gervis Court is ideally placed for you. All rooms are non smoking, please check out our tariff page for more details.

<http://www.gerviscourthotel.co.uk/tariff.htm>

Tel; 01202 556871 or email [enquiries@gerviscourthotel.co.uk](mailto:enquiries@gerviscourthotel.co.uk)

### **ACF-50**

Are you letting your bike corrode away? Is salt melting the metal this winter? Use ACF-50 and say "No!" to corrosion. John Tarring has some amazing deals available to BWAM members only. Catch up with John at the Club Night or contact him at Worldwide Aviation 01202 511282

*To get your advert on the Notice Board email it to [newsletter@bwam.org.uk](mailto:newsletter@bwam.org.uk)*