



Bournemouth & Wessex Advanced Motorcyclists



Newsletter — May 2005

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NEWS

New Examiner finally arrives

Let the passes commence

After some months of waiting and the necessary administration by IAM HQ the new group examiner is now in post and has already seen two associates through to passing their tests. Chris Smith took over from outgoing examiner Martin Sheppard, at the end of last year, but has been delayed in taking post due to problems completing the required processes needed of all new examiners.

Chris is a police motorcyclist based on the traffic section of Dorset Police working out of Ferndown. He started his police career with the Metropolitan Police in 1989 and first qualified as a police rider in 1996, completing his training at the world famous Hendon Driving School. Some years later he transferred to Dorset Police, his home county, and re-qualified for motorcycle traffic patrol duties. He currently runs BikeSafe and other motorcycle safety related matters in Dorset and is a member of the VIP Escort Team and a qualified off road rider.



Having been a private rider for over 16 years Chris has owned various machines and ridden in many countries around the world, last year completing two wheeled trips to both France/Spain and Australia/New Zealand in the space of four months.

Chris said of his new post “I am very glad to be taking over as the group examiner from Martin. I know the work that both he and Dave Jones before him have done with the group to maintain a very high standard of riding within the club. Both myself and the IAM staff examiner who accompanied me on my first test were very impressed by both the riding skill and preparation shown by the candidates. I cant promise I’ll be here for as long as Martin, but am sure it will be an enjoyable and rewarding time none the less.”

With what spare time he has left Chris is also a member of the Poole Coastguard Rescue Team, based on the Town Quay, and has been involved in sea search and rescue in this area for over 25 years.

Wednesday Evening Rides now start at 7pm

Summer's here and the time is right

Just a reminder that all future Wednesday evening runs will be starting at 7.00pm – from the Wimborne Car Park formerly known as Safeways.

50mph limit set for A31

May speed traffic flow in Summer

Nearly three miles of the A31 between Tricketts Cross and Ashley Heath are to be the subject of a 50mph speed restriction, the Secretary of State has decided. The Secretary of State proposes a 50mph speed limit from Palmersford roundabout to Woolsbridge roundabout, a total distance of 4,345 metres.

The accident rate on this stretch of road is currently 0.3 PIA/MVK (personal injury accidents per million vehicle kilometres) compared to the national average of 0.17 PIA/MVK.

Discount gear at Smart Riders launch

Refreshments also offered

A local retailer has invited BWAM Members to an evening showing of the latest technical rider wear from Rukka, Daytona, Schuberth and Joe Rocket amongst others.

A club ride to Smart Riders (formerly Ray's Rider Wear) on Barrack Road, Christchurch has been arranged for Wednesday 18th May 2005, departing Wimborne at 7:00pm

See the Forthcoming Events (overleaf) for more information.

FORTHCOMING EVENTS

Wednesday 18th May 2005 - Smart Riders evening

Members have been invited to an evening showing of some of the latest technical rider wear at Smart Riders (formerly Ray's Rider Wear) on Barrack Road, Christchurch. They'll be showing off the latest offerings from Rukka, Daytona, Schuberth and Joe Rocket amongst others.

Refreshments will be served, and Smart Riders is offering ten percent off anything bought or ordered on the night, and an on-going five percent on production of a current BWAM membership card.

For those interested, a ride in will be leaving Somerfield (formerly Safeway's) car park in Wimborne at 19:00 hrs for the shop, arriving at around 20:00. If you think you will be attending please drop Chris Reed an e-mail, or call him, so that he can make sure they don't run out of food or drink.

Wednesday 18th May 2005, 7:00pm at Wimborne Somerfield Car Park.

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 - Ride and Glide

An afternoon and evening event to remember – Gliding in Hampshire for £35 per person, at Lasham Gliding Club (the world's premier gliding site) [**www.lasham.org.uk**](http://www.lasham.org.uk).

Starting with snacks/food in their rather nice Café, before the safety/instructional briefing – this will begin between 5.30 and 6.00pm.

Following the instruction there will be quite a few two-seater gliders, and many of us will be up in the air the same time. Each glider will be towed up and released at 2,500 feet. Descent is between 15 and 20 minutes, unless there are nearby thermals, in which case we'll be up a bit longer. A lot of the flying time you'll be at the controls!

By taking a group booking on an evening off-peak trip, we're getting all this for £35 – half the normal charge! Interested? Contact Nick McMullen ASAP!
Sunday 19th June 2005, 3.30pm at the Avon Heath Park Café

Sunday 17th July 2005 - Duxford

***** NOTE *****

***** Change from previous announcement *****

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. Did it last year, a very good day out. Back for about 7.00pm.

Sunday 17th July 2005, 8:00am at the Avon Heath Park Café

Monday 18th July 2005 - Club Night



Steve Carey will give a talk about Top Fuel racing at Santa Pod, and bring his bike to show us all. This will get you all spooled up for the Santa Pod run in September!

Monday 18th July 2005, 8:00pm at the Cobham Social Club, Merley Park Road, Wimborne

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.

For further information: <http://www.bwam.org.uk/events.htm>

The art of conspicuity

How to be big when you're not. Reprinted by courtesy of the Driving Instructors Association "Driving" magazine thanks to Chris Reed

What do bikers and tree frogs have in common?

The distinct disadvantage of being relatively small and eminently splatable. *DIAMond* motorbike correspondent Heidi Bailey explains why bikers need to evolve and drivers need to wise up.

Conspicuity? I was quite convinced that the DSA made this word up all by themselves so I checked with the OED. As it turned out, I was wrong. Instead we have a useful insight into the DSA: 'conspicuity – now rare. 16th Century. See conspicuous.'

OK, so apart from the fact that the governing body of all things wheeled is a mere half a millennium out of date in its thinking, what we are talking about is the ability of you, the biker, to be seen by other road users . . . or not, as the case too often is.

Now you see me ...

Believe it or not, most of the drivers out there are not trying to kill you — although, after a long day on the road it's hard to appreciate this given that while they may not have meant to kill you they certainly put in a good effort to do so. The fact is that drivers don't see us: that's *don't*, not *can't*. There are endless statistics all saying very simply that if you wear a lurid yellow bib with reflective stripes, you are three times less likely to have an accident.

However, knowing that drivers have a hard time seeing us is one thing; understanding why will make it easier to do something about. Don't worry, there's more to being conspicuous than dressing up like a policeman — but don't let me stop you if that floats your boat. These days you can get nine different colours of reflective bib/vest/belt — from Barbie pink to nuclear green — so there's lots of opportunity for self-expression.

A recent article in the press broke the shocking news that 40% of drivers would fail the DSA eyesight test and, obviously, the biker's cause would be better served if people could actually see you in the first place. However, even if all of these people hit a bike a day in the course of their travels, that still leaves nearly 30 per cent of bike/car interfaces taken care of by drivers with 20/20 vision.

So why can't these people see us?

SMIDSY

In the 'Sorry Mate I Didn't See You' scenario it is rarely the eyes that are to blame. It would be more accurate for whoever has just T-boned you to say, 'sorry mate I did see you, I just didn't pay you any attention'. This is due to the fact that while his eyes were soaking up the information at 10 Megabytes a second (which is most of Piccadilly Circus), his brain (they do have them you know) was only able to process 10 kilobytes a second (which is about half the Coca-Cola electronic billboard and the latest weather from Hong Kong).

What the driver who has just taken you out would be even more correct in saying would be something along the lines of: "Sorry mate, you bikers just keep falling foul of my Inattentive Blindness. You don't fulfil the stimuli requirements at the low level of analysis during initial perception phases." But the driver would probably get a smack in the mouth if he did. Anyway, they never admit liability.

Inattentive blindness

Inattentive Blindness is a weird phenomenon that allows human beings on motorcycles to become invisible even when right in front of someone with perfect vision who isn't already rendered blind by the design of his car's A-Pillars.

What we see is not a photograph of what's in front of us. That's a photograph. A photograph works because a highly accurate lens is focused and an equally precise shutter opens and closes for a specific amount of time and the light that is allowed in will react with film in a highly predictable way. Our eyes are not built like this. We have jelly-filled capsules attached to little muscles acting as our lens. Not finely polished Zeiss glass. We have more little muscles pulling a hole about, which act as our aperture and light meter. Not digital Japanese technology.

Our eyes are anything but perfect instruments of vision. What makes them special is the big thick fibre-optic wiring at the back that leads directly to our clever brains which immediately start manipulating the image in a way that Adobe can only dream of.

A question of evolution

It's easier to understand this process if you remember what our vision is for. It's not for taking pretty pictures – it's to improve our chances of survival by being able to spot danger or dinner. Things like trees are less important to us (unless you are a veggie) than the tiger hiding behind it. The tree is seen in relation to the tiger and, in our consciousness, the tiger is much more important so we pay it more attention. At least that's what would probably occur if our survival

instincts were suitably tuned. In reality, the chances of modern man being able to spot the tiger before the tree are pretty remote because we have got used to the idea of tigers not being a big problem for us on a day-to-day basis: we've stopped looking for tigers. A 'primitive' man on the other hand would think you were the most stupid person he ever met because you are busy gawping at a tree while a tiger is stalking you.

Our vision has evolved entirely for the good of our health and is a function of the information our eyes provide and what our brains do with it. What our brains decide to do with it is dependent on many things, one of the most important of which is what we decide we are looking for in the first place. This seems pretty straightforward and you'd think that if you drive around deciding to look out for things to avoid you'd do OK. Sadly, you only think like this because you're a biker and, frankly, on a bike various factors make it nigh on impossible to do anything other than look out for things to avoid. First, you're too vulnerable to take your mind off the job in hand, and second, there's nothing else to do on a bike but ride it.

A driver, however, has other issues. Sitting in a car he doesn't have balance problems. He's warm and dry, sheltered from the noise out there, protected from nasty things by a big cage, and therefore has plenty of opportunity to let his mind wander over all the stresses of his job and marriage and that uncomfortable itch he's developed since the office party. He's bored too, because he's been looking at the same scenery for twenty minutes. He might even have company and be able to talk all about this to a passenger. (One statistic I'd really like to see is the one that says "how many of the cars at fault in a bike accident had more than one person in it?")

So the eyes are open but there's no one there at the other end of the line. In the absence of the higher brain being remotely involved in the average car driver's journey to work, it's left to the low brain to do all the paying attention. Low brain is a bit basic. It is really only interested in things that can do the owner of the low brain some serious damage. Motorbikes don't feature high on its list at the moment. Obviously one way to make us more conspicuous would be to ride bikes bristling with hi-tech weaponry and run a publicity campaign to this effect. What most bikers do in the absence of readily available bike-mounted missiles is ride with their headlight on instead.

Seeing is believing

There are definite advantages to using a headlight during the day but the potential disadvantages tend to get played down:

- 1) You make it even harder for other drivers to judge how far away and how

fast you are travelling. Basically the drivers who wouldn't have seen you will, but the ones who spotted you already now can't decide whether it's safe to pull out or not so they tend to give it a go and see what happens.

2) Go over a speed hump or down a pothole and the driver who is looking at you wondering how far away you are thinks you've flashed him. Either way it will probably end with a bang.

What else could you possibly do when dealing with a driver who is, to all intents and purposes, blind as a disgraced Labour Home Secretary?

Well, assuming he's not deaf as well, there is one hell of an attention-seeker neatly positioned under your left thumb. The evidence on the street is that knowing the whereabouts of your horn is a rare facility outside the despatch world. (The idea is that you don't have to look down to find it.) Indicating right furiously at someone who hasn't spotted your halogen headlight and Rossi Rep lid probably won't help.

Toxic frog syndrome

We could also, as organisms interested in seeing the end of next week, take a cue from the tree frogs of this world. If we can't be scary by being big — which is a primary characteristic of something we instinctively pay attention to — then we can be scary by being poisonous, instead. A tree frog advertises its toxic flavour by donning some awesome hi-vis gear. There are even some smart creepy crawlies out there that aren't remotely poisonous but pretend they are by wearing the same gear. Westminster council chose their specific venom-yellow bibs according to this ancient principle. So, as I said, you don't have to dress up like a policeman — you could dress up like a tree frog instead. Which brings us onto those stick-on ears ...

One thing that is likely to attract attention is something strikingly unusual. Like a raccoon riding a motorbike for instance. Something just surreal enough to niggle a driver's consciousness, since obviously the fact you're riding a lurid green Kwaker with a loud can isn't enough. Don't forget, the driver whose attention you are trying to attract has much more important things on his mind than your continued existence on the planet.

It's a sight-association thing — you want to worm your way into the forefront of his mind. Do anything you can from a visual point of view to do this. I bought my other half a helmet-cover that looked like a bear. Forget mere ears: this thing had eyebrows and acres of fur. He wore it out and guess what? He didn't get cut up once! However, after a long and heated discussion I had to concede that 'self-respect' must come into it somewhere so he doesn't wear it

to work anymore.

Position, position, position

Now that you've dressed yourself up like a venomous amphibian with rabbit ears there's no point hiding your light under a bushel. Tree frogs wander about bold as you like and this adds to a predator's conviction that it wouldn't be a good idea to mess with this little fellow; the reasoning goes that if a normally timid snack like a frog is not remotely shy there must be something seriously dangerous about him.

So put yourself in a good position to be seen and strut your funky stuff. It's a state of mind that leads to better road presence and more respect from other motorists. Just remember if they are staring goggle-eyed at your fashion choice for the day they are unlikely to be hitting you with their car.

The power of positive thinking and assertive riding can never be underestimated. Your state of mind is as much a part of your conspicuity plan as your Sam Browne belt. Feel the force, project yourself positively on the road and all the other ditherers will usually wait till you've gone before deciding where to put their vehicle next.

Never take it for granted, however, that someone is going to submit to your will out on the road just because the last 7 million have. Not even if you're an aggressive tree frog!

New Members' Ride, Saturday 2nd April

A convivial afternoon's ride in Spring sunshine

Spring at last seems to be here, and with it the anticipation of some of those refreshing rides in the new air of the awakening season. Early buds of early blossoms have yet to chase away the winter drabness though winter gloves have been consigned to the top-box just in case. And there was just the chance that Doug Grimes was going to come out to play.

We have the usual seasonal flurry of interest from potential new Associates, from which it was good to see two showing sufficient interest to come along. A warm welcome to Paul and Carol Hanfield and to John Challis both of whom successfully completed their assessments on the ride and of whom we will hopefully be seeing more in the coming weeks. In all we had ten bikes; enough to make the marker system interesting and the ride companionable.

Our destination for this one was Marlborough. Up via Pewsey and back the Devizes way with a detour to Avebury. Traffic conditions for the whole route gave just the right mix of pace and challenge and the glorious weather conspired to make this a most memorable run. Even the coppers who latched on to us on the way in to Warminster were happy. Yeah, I know, that's a relative term!!

All in all, a convivial afternoon's ride in the spring sunshine. You'd have enjoyed it, Doug. We've a bit of a break until the next one because of Martyn's club trip to France so unless someone else would like to lead it we're looking at May 14th for the next one. It has been suggested that MPS at Oxford would make a good trip. The usual reminder that these rides are open to everyone, including members, and are especially aimed at those Associates who've not yet been given the nod by an Observer that they're ready for the listed social rides. That doesn't mean that the pace is slow, but that it's not blisteringly fast and as such could well be of appeal to those looking to develop their rides. Or to re-develop it after a winter lay-off. Members are particularly valuable as demonstrators and by this means much assistance is given to the newer Associates.

So, unless publicised to the contrary, next ride Saturday May 14th, Avon Forest Park, 12.30 for 1pm departure to MPS, Oxford.

John Spinks

What goes around, comes around

A short, thought-provoking story

His name was Fleming, and he was a poor Scottish farmer. One day, while trying to make a living for his family, he heard a cry for help coming from a nearby bog. He dropped his tools and ran to the bog. There, mired to his waist in black muck, was a terrified boy, screaming and struggling to free himself. Farmer Fleming saved the lad from what could have been a slow and terrifying death.

The next day, a fancy carriage pulled up to the Scotsman's sparse surroundings. An elegantly dressed nobleman stepped out and introduced himself as the father of the boy Farmer Fleming had saved.

"I want to repay you," said the nobleman. "You saved my son's life."

"No, I can't accept payment for what I did," the Scottish farmer replied waving away the offer. At that moment, the farmer's own son came to the door of the family hovel.

"Is that your son?" the nobleman asked.

"Yes," the farmer replied proudly.

"I'll make you a deal. Let me provide him with the level of education my own son will enjoy. If the lad is anything like his father, he'll no doubt grow to be a man we both will be proud of." And that he did. Farmer Fleming's son attended the very best schools and in time, graduated from St. Mary's Hospital Medical School in London, and went on to become known throughout the world as the noted Sir Alexander Fleming, the discoverer of Penicillin.

Years afterward, the same nobleman's son who was saved from the bog was stricken with pneumonia.

What saved his life this time? - Penicillin.

The name of the nobleman? - Lord Randolph Churchill - his son's name?

Sir Winston Churchill.

Chris Reed

Chicken Surprise

Humour from Roger Braithwaite

A couple decide to go for a meal on their anniversary at their local Chinese restaurant. They read the menu and finally agree to share the chef's special, Chicken Surprise.

The waiter brings over the meal, served in a lidded cast iron pot.

Just as the wife is about to start in on the meal, the lid of the pot rises a tiny amount and she briefly sees two beady little eyes looking around before the lid slams back down.

"Did you see that?" she asks her husband. He hasn't, so she asks him to look in the pot.

He reaches for it and again the lid rises, and this time he sees two beady little eyes looking around before the lid firmly slams back down.

He calls the waiter over, explains what is happening and demands an explanation.

"Well sir", says the waiter, "What did you order?"

"We both chose the same", he replies, "the Chicken Surprise."

"Oh I do apologise, this is my fault" says the waiter

Turn over for punchline

"I've brought you the Peking Duck....."

Membership matters

Test pass

Chris Green passed his test on 23rd April with Chris Smith (see page 2). Congratulations are in order to Chris and to his former Observer, Nigel Jones.

New trainee Observers

In other news, Mr. Chris Green has been appointed a trainee Observer under the supervision of Nigel Jones. Well done, again, to both parties.

And we welcome to the Observer team Mark Ninnim, as a trainee Observer under JT's supervision.

New members

We extend a very warm welcome to our new members. This is the time of year at which interest in our pastime generates more than the average number of enquiries, and not all assessment rides have yet been done. Hopefully you will find this an enjoyable opportunity to have your ride looked at, and will benefit from the demonstration of our kind of riding. It is not a test but more of a chance to "meet and greet" on a one-to-one basis and to discuss the wider issues of club membership. *Please don't forget that nothing more will happen until you post your application form and IAM Skill for Life form to me afterwards.*

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

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. Note new trainee Observers Mark Ninnim and Chris Green.

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.

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

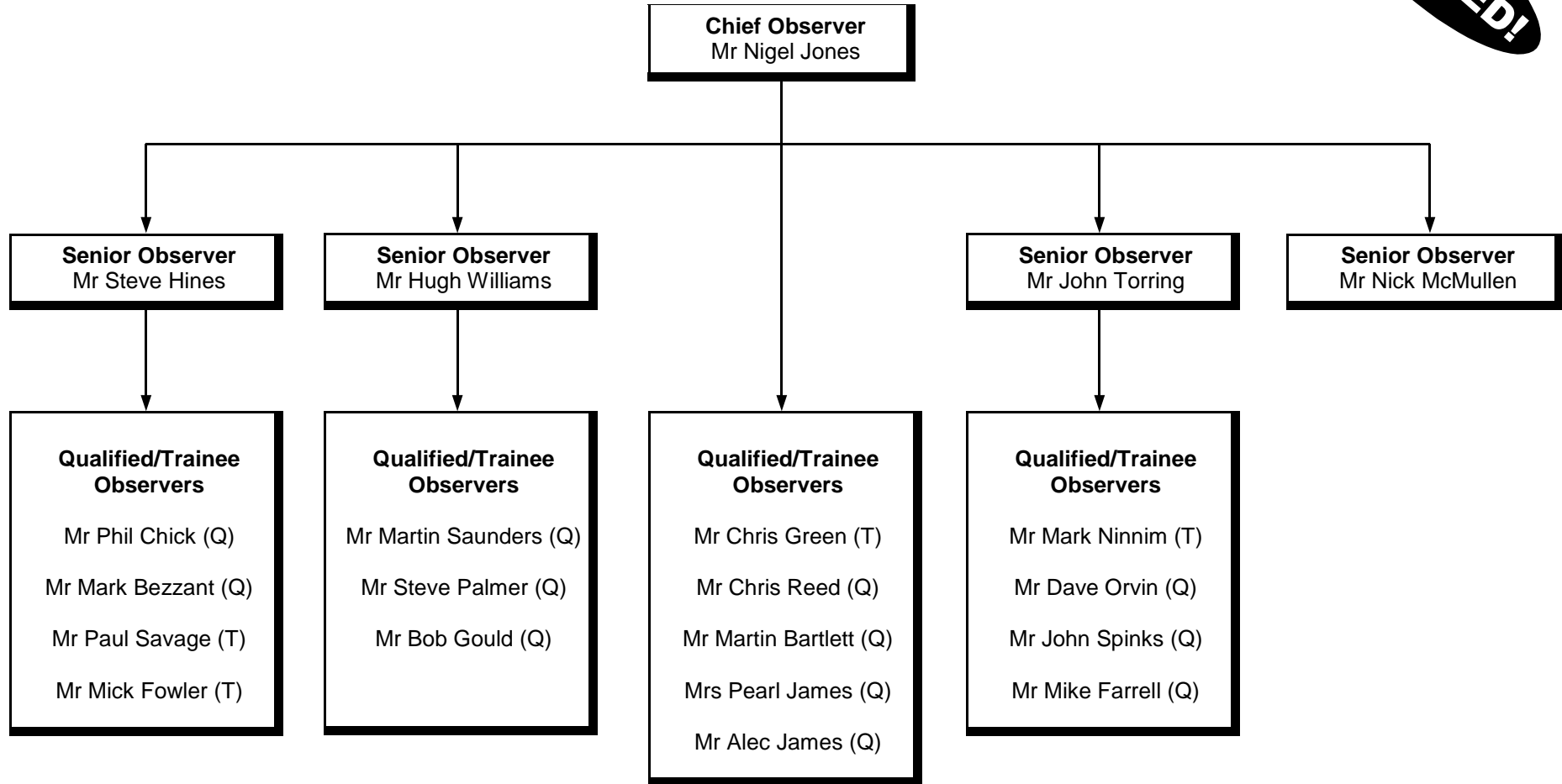
The IAM fee is separate from the Bournemouth & Wessex Club Membership, therefore once you have passed your test you will still need to pay the £8.00 annual subscription to BWAM in order to remain a member of the Club.

BOURNEMOUTH & WESSEX ADVANCED MOTORCYCLISTS

Observer Organisation Chart

UPDATED!

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Notice Board

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

BIRTHS (New category)

IAN CARDY is delighted to announce that his wife gave birth to their first daughter on the 23rd of March. Alyssia Kelly Cardy weighed in at 6lb 10ozs. Ian, Clare & Alyssia are all doing well — congratulations!

Yamaha Fazer 600

Red, 1998 'R', 26,100 miles, tax until April 2006, MOT until February 2006. Many extras: Ohlins front/rear suspension, new Bridgestone BT-010 tyres, Oxford heated grips, dual injection Scottoiler, headlamp conversion, rear hugger, fender extenders, double bubble screen (original included), rear sports rack and damped pillion pegs (originals included). Includes matching magnetic tank bag and throwover panniers (also available separately). Superb well cared for trouble free bike, personally recommended for IAM training and test pass, two-up touring and some advanced track training. IAM badge fitted! £2999.00. Contact Ian Cardy on 07967 274 740 or iancardy@v2net.co.uk

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 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

