



# Bournemouth & Wessex Advanced Motorcyclists



## Newsletter — June 2005

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## **NEWS**

### ***Top Fuel tickets in Giant Charity Raffle***

Come to Club Night on 20th June and win two tickets for a WHOLE WEEKEND at the TOP FUEL EUROPEAN FINALS at Santa Pod Raceway, 9th - 12th September this year.

The tickets have been donated by Santa Pod on the recommendation of 'Top Fueller' Steve Carey, who is giving us a chat and bringing his bike on the July Club night. We will be raffling the tickets, and proceeds will be for the Dorset Air Ambulance.

JT says: everyone must buy tickets at the June and July club nights to raise some goodly money for a *really* needy cause. Even if you're not going, the tickets are worth about £100 and easily sold on. Raffle tickets will be £1 each and the draw will be made by Steve on the 18th July.

### ***BikeSafe "First on Scene" First Aid Course available to members***

Following-up the strong interest expressed by members, Paul Savage our Group Secretary has arranged for members to participate in a training day under the auspices of Hampshire BikeSafe, at the Hampshire Police Training Centre, Netley, near Southampton, on Sunday 24th July from 0900 to 1600.

With our Observers signed up to take part, there are at the time of writing (13th June) two remaining places available to members wishing to advance their para-medical skills. Cost: £25 payable on the day by cheque. First come, first served. Please contact Paul on 01202 828428 by 20th June at the latest.

### ***Stolen Bike***

The following bike was stolen on Monday 23rd May at 6:30pm from a garage in Hackney. Although the bike is believed to still be in the Victoria Park area of London, one of us may come across it on our travels. As an added incentive, there is a reward of 10% of the value of the bike when recovered and/or for information leading to the arrest and conviction of the thieves. The bike is valued at £7,000 so if recovered undamaged the reward will be £700 (£750+ with the extra exhausts and bodywork).

*Continued on page 4*

## **FORTHCOMING EVENTS**

### **Monday 20th June - Club Night**

GIANT CHARITY RAFFLE—see opposite page

*8:00pm at the Cobham Social Club*

### **Saturday 9th July - New Members' Ride**

Designed especially for new and prospective members to give a flavour of IAM style riding. Pace will be conservatively suitable for the surroundings. Existing members are warmly welcomed to help demonstrate, provide orientation and generally show keen-ness.

*12:30pm for 1:00pm departure at the Avon Heath Park Café*

### **Sunday 17th July - Duxford**

#### **NOTE — Date 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 7pm.

*8:00am at the Avon Heath Park Café*

### **Monday 18th July - 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!

Steve will also perform the draw for the GIANT CHARITY RAFFLE where two lucky members will win tickets for a WHOLE WEEKEND at the TOP FUEL EUROPEAN FINALS at Santa Pod Raceway, 9th - 12th September this year.

*8:00pm at the Cobham Social Club*

### **Sunday 24th July - BikeSafe “First on Scene” First Aid**

At the moment there are 2 places left. Can anyone who did not put their name down on Club Night please call Paul Savage at home 01202 828428 if they wish to go.

*8:00am at Netley, Southampton*

### **9th - 12th September - Newquay Hotel Weekend**

Sorry, this event is now full. Watch this space for details of 2006 weekends!

### **Sunday 11th September - 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, kind of 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 body!

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.

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*Stolen Bike! - Continued from page 2*

**Ducati 748R Red** (with white rear number boards on the seat unit)

Registration: **EX51 XVO**

Frame No ZDMH 300AA1B008869 Engine No ZDM748W4B-001935

Headstock has a plate designating the bike 853 out of 1000. Ducati race shift (no linkage — one up five down), Motec rearsets (rigid, non-standard, black), Termignoni race exhausts - standard exhausts stolen too also extra body work (made by ARD Racing). No indicators and only one mirror (left). Usual Ducati 748R specification (including Ohlins forks and rear shock, Brembo brakes and five spoke Marchesini wheels) - plus carbon fibre clutch plate and hugger, Metzeler Race Tec tyres, Alphasport, Datatool alarm and immobiliser.

If you have any details of the theft or bike, please contact David Daws on 020 7845 7449 or [daviddaws@iwg.co.uk](mailto:daviddaws@iwg.co.uk)



## Institute of Advanced Motorists

510 Chiswick High Road, London, W4 5RG  
Telephone: 020 8996 9600, Fax 020 8996 9601  
www.iam.org.uk

### ***News Release Number 09/05***

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#### **“TWO WHEELS GOOD” AS IAM BIKERS GROW**

##### **Four new IAM motorcycle groups join the pack**

Unprecedented demand from bikers seeking advanced riding skills has led to the IAM extending its network of local groups - with four new groups established in the last month alone.

The new groups - all preparing riders for their IAM advanced motorcycling test - are needed to respond to the increase in demand from riders. This year has seen an increase in IAM test applications of nearly 40 per cent.

Plymouth Advanced Motorcyclists were the first of the new groups (9 April) followed closely by Peterborough Advanced Motorcyclists (13 April), Wilts and Bath Advanced Motorcyclists (16 April) and Morecombe Bay Estuary Advanced Motorcyclists (17 April).

The four new groups are the latest to join a network of more than 200 IAM Groups, UK wide, most of which offer to prepare riders for their advanced test.

"Our motorcycle membership is now nearly 14,000 and growing fast," said IAM Motorcycle Manager Dave Shenton.

"Advanced motorcyclists get the best of their bike - and they have the time of their life. Riding is no fun if you are injured and that's where the IAM's Skill for Life course comes into its own," he said.

Mr Shenton said that the rise in so-called “born again” bikers was a major factor in the surge of popularity for advanced riding.

"Today's powerful machines need much more skilful handling than those that were around years ago."

**ENDS**

## **Old Dog — New Tricks**

*An old codger on a scooter writes*

True that it was at the second attempt and the first one was way back in 2002, but it does show that with the correct application and the right guidance plus the encouragement of other members it can be achieved. Initially I rode a “proper” bike, but due to circumstances which put me out of action for almost a year, and then only with encouragement from John Spinks I decided to continue riding, albeit on a maxi-scooter. I am sure that when I appeared for the first time there must have been some raised eyebrows, as a lot of scooter riders do make a rod for their own backs, and not being in the first flush of youth and actually overhearing a remark as “Who’s the old codger on the scooter?”

I did wonder. At the time I was not sure if I had made the right decision but on talking it over with John Spinks decided that with him as my observer to give it a trial. John made sure that I was up to speed and did as many of the new associate runs as possible. This together with observing John and his other “learner” — Peter Gray (now passed) — we did many miles around the roads and lanes of Wilts and Dorset. Often I would be part of a group containing experienced riders such as Steve Hines and John Tarring — both said of the test, “go for it” — and it was an education in positioning and forward observation to follow and learn.

This was especially true when riding in France and doing the “Bike Normandy” weekend where the speed and road conditions were so much more enjoyable. I think I must have been the first scooter rider to attend the Bike Normandy weekend and it was so enjoyable that I returned again this year on the trip organised by Martyn Dryden together with John Spinks, who organised the first visit.

If you can get across to France, if only for the weekend, it is well worth it. One of the highlights of this trip was the lunch stop at Honfleur and seeing the many different bikes which were parked around the harbour. Of course it is not just about the foreign experience but being part of a group with a common interest who enjoy each other’s company. This was certainly true when we did over 400 miles in one day when needing to get to our next venue. That we all stayed together — most of the time — and arrived at our destination, all be it, in the small hours of the morning shows I think that we gelled. Altogether a memorable trip and the many photos taken especially at the “food” stops show that an enjoyable trip was had by all especially as some of the food was not quite as expected but proved to be just as flavoursome. Don’t ask about the Donkey Sausage or the steak!

## ***Kwak kwak***

*John Spinks rides his shopping cart to Wales (and back)*

Something told me that it wasn't a smart move but having made a bit of a thing about lack of support for wet rides – by which I mean rides in wet weather, not rides to West Bay – elsewhere in this newsletter I'm sure I'd have got so much stick myself if I ducked (yuk) out of Martin Sheppard's ride to Wales with a guarantee of rain. The weather forecast for Sunday 5th June was appalling. The rear brake calliper mounting casting on the Pan had split – oh, shame! What rotten luck! Can't go 'cos the earliest I can get a replacement is Monday. But I did want to go on this one, rain or not.

“What about the other bike?” I thought. Na, not up to it, surely. The other bike is a Kawasaki W650 bought as a run-about and christened “the shopping cart”, as it seems a shame to use the Pan to pop to the shops when the place grid-locks; you don't need 100 hp to fetch some screws from B&Q! It – the kwaka – is a retro-classic vertical twin very similar to the present-day Bonnie but with a much softer engine. It's a delight to chuff about on, but I'd my doubts about its serious use. So had the assembled Observers when I rolled up on it! “Chuff” is not quite the word to use in such company, and with a very full day's riding in store their looks said it all. The offer to go at the back was treated as a foregone conclusion, and with the understanding that if I held things up, or if the suspension, or lack of it, meant that I'd be pissing blood for a week after bouncing around the hills of Wales, then I'd turn back at the Severn Bridge coffee stop. Isn't it nice to feel wanted?

That little bike turned out to be the surprise of the day. It looked so small alongside the Beemers, the Pans and the Bandits; apologetic almost. I pulled into the carpark at the Severn Bridge before Martin Sheppard had got off his

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*Old Dog — New Tricks*  
*Continued from opposite page*

There are many who have offered encouragement apart from those I have already mentioned however my thanks to Mick Fowler, John Evans, Paul Savage, and especially John Spinks for their support.

So perhaps you *can* teach an old dog new tricks.

*Roger Braithwaite*

bike so clearly we'd kept up, though to be fair we'd not done any motorway work to get there. Sure, there were limitations; 50hp is never going to accelerate like a Bandit nor keep up with a fully-faired Pan but when other traffic is considerate enough to clip their wings for me then we're in with a chance. So on we went into Wales, with lunch at Hay-on-Wye by way of the Golden Valley, and returning via most of the Brecon Beacons. You'll have to ask Martin just where we went for I have absolutely no idea but suffice to say that little bike sang its heart out for all of the 375 miles that we did, and the times were few when I'd lost sight of the tail-lamp ahead. If markers had to wait it was because the ride became separated in the middle, with the one exception when I was reminded that riders of naked bikes get very wet when it rains and I stopped to tog up. That's the act of putting on waterproofs, not something the Welsh do with sheep.

For a vertical twin the motor's pretty smooth and sings very nicely with upwards of 4000rpm on it. With the red-line at 8k the range between 4k and 6k proved just about right for the riding we were doing. Gearing is well matched, with top not really being needed until 70 or so, which is a far cry from the crap we used to ride in days gone by. You'd a job to wring 4000rpm out of them without shaking the bike to bits. With the engine and gearbox so well sorted it's a pity, but an inevitable requirement to retain the classic lines, that the frame and suspension has to remain much as they used to be. The ride is firm to say the least and the seat totally unforgiving. Compared (unfairly) with the Pan the front is light and the whole bike has a much less planted feel about it, with just a hint of a tendency to wallow on the dipping corners that modern bikes just settle into.

So maybe still not a smart move to turn up for a long ride like this on a classic bike; they have their place and this is not one of them. For me, though, this was an interesting introduction to my shopping cart in different surroundings and I'm glad it gave such a good account of itself. With luck I'll be able to walk normally again soon. My thanks to Martin for a most enjoyable day's riding and for the work he put into organising it.

*John Spinks*

## **No woosies to Oxford: May 14th**

*Lousy day for a ride. So why weren't you there?*

What a lousy day for a ride, wasn't it? Tipped down all morning, and clearly the prospect of riding all the way to Oxford and back was not of universal appeal, so it was most illuminating to see just who would turn up. You will forgive my scepticism for thinking that the old hands would have had enough of this sort of thing whereas the new members would be the keen ones.

Eight of so of us left Avon Forest in the rain having decided to go instead to Marlborough, and by the time we got to Salisbury we were in the dry. Magic. The penny had dropped with everyone when we turned right in Collingbourne Ducis that we were no longer heading for Marlborough and had reverted to plan A for a cracking good ride to Wantage. Here the high-tech approach had to be taken as I'd forgotten the way to Berinsfield and out came the GPS. This marvellous little box had taken us on some lovely rides in France and came good again, taking us through some delightful Oxfordshire villages in the direct line that it likes. It's thirty years since I lived and worked in the area and to say that I'd not forgotten any of it would have been a total fib; I couldn't remember a single thing! So, with thanks to Mr Garmin we found M&P, though the café next door was probably the more welcome sight of the two.

As motorcycling shops go, this was nothing special though it does sell ACF50. It is located well, though, being a good ride's distance from many places and with a café next door. Browsed, fed and tea'd we followed the GPS-derived route home via Goring, Newbury and Andover; not a route I'd have selected I must say but, like the weather, it turned out well and was another cracking good ride. All in all, a most enjoyable afternoon.

Of the new members only one turned up, though he was not able to spend the whole afternoon with us due to Services commitment; he just came to say "hello". And a special welcome to Steve, who only rang up to enquire about the club in the morning. As for the rest of you new members; you missed a good one. Not a single one turned out, presumably just because it was raining. You said you wanted to go to M&P but only if it's fine, it would seem.

These rides are put on especially for you new members, and it is such a pity when they're not supported by those for whom they're intended. Rain or shine, if we put the ride on then the ride goes ahead so better to come on out and have a bit of practice at wet riding. It's not always pleasant and for most of us it's not always comfortable but it is important to get to grips (no pun intended) with it. If the old geezer on the scoot can do it then so can you. Don't be a woosie; you

might even get to enjoy it. The next one will not be in time for June, though those of you with e-mail will have been invited out again on June 11th. So,

**Saturday July 9th, Avon Forest, 12.30 for 1pm departure.**

*John Spinks*

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### ***The old geezer on the scoot***

*You'll never get past him ...*

You'll see reference elsewhere in this edition to Roger, and those of you who've read my accounts of our rides will know that I often make such reference to him. It is not intended unkindly, for such would be to go against what we know of him. Roger always prefers to ride at the back of the pack; he is comfortable there and can take a break as and when his troublesome back requires it. These days he does not enjoy the best of health but apart from his not being the quickest around the dance floor you'd never know it for he joins in all aspects of club life so well. He is a regular on our France trips, and they are not slow. Anyone who has allowed him to get in front by being slow off their mark will testify to the difficulty in catching him, let alone passing him to rejoin the ride, won't they, Jim?

It has been my pleasure and privilege to be his Observer over the past few months as he prepared himself for his test. It is not an easy process for anyone, but to unlearn habits of such a long lifetime and to adapt to new ways when 70 is closer than 60 – years, not mph – is an achievement in itself. Any Observer will tell you that you can see the cogs grinding, and how satisfying it is to see, and any Observer will tell you what a magical moment it is when that all comes good. Roger came good on 22nd May.

He is an easy chap to say nice things about because he is just that; a nice chap. He is also an inspiration to us all to keep going despite the advancement of time and of just how important it is to carry on getting out there and doing it, whatever "it" is. And especially to those of you going through the same process yourselves. You come along to clubnight this month and see the look on his face, and you tell yourself that you'll still be doing this when your Grandchildren are almost old enough for their motorbikes! Our heartiest and heartfelt congratulations to you, Roger, and our thanks for showing us just what can be done.

*John Spinks*

## **Membership matters**

### **Test pass**

Roger Braithwaite passed his test on 22nd May. Congratulations are in order to Roger and to his former Observer, John Spinks.

### **New members**

We extend a very warm welcome to the following new members;

James White

Phil Cole

John Challis

Mark Camfield

Peter Wardropper

Tim Dunsby

Nick Weeks

And hope very much that they'll enjoy their time with us. We've a few more who've expressed interest, which is always a healthy sign. As an experiment we're trying to arrange assessment days rather than dealing with each enquiry independently, and early signs are that it's an idea worth pursuing.

### **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](mailto: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.php>**

## **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.

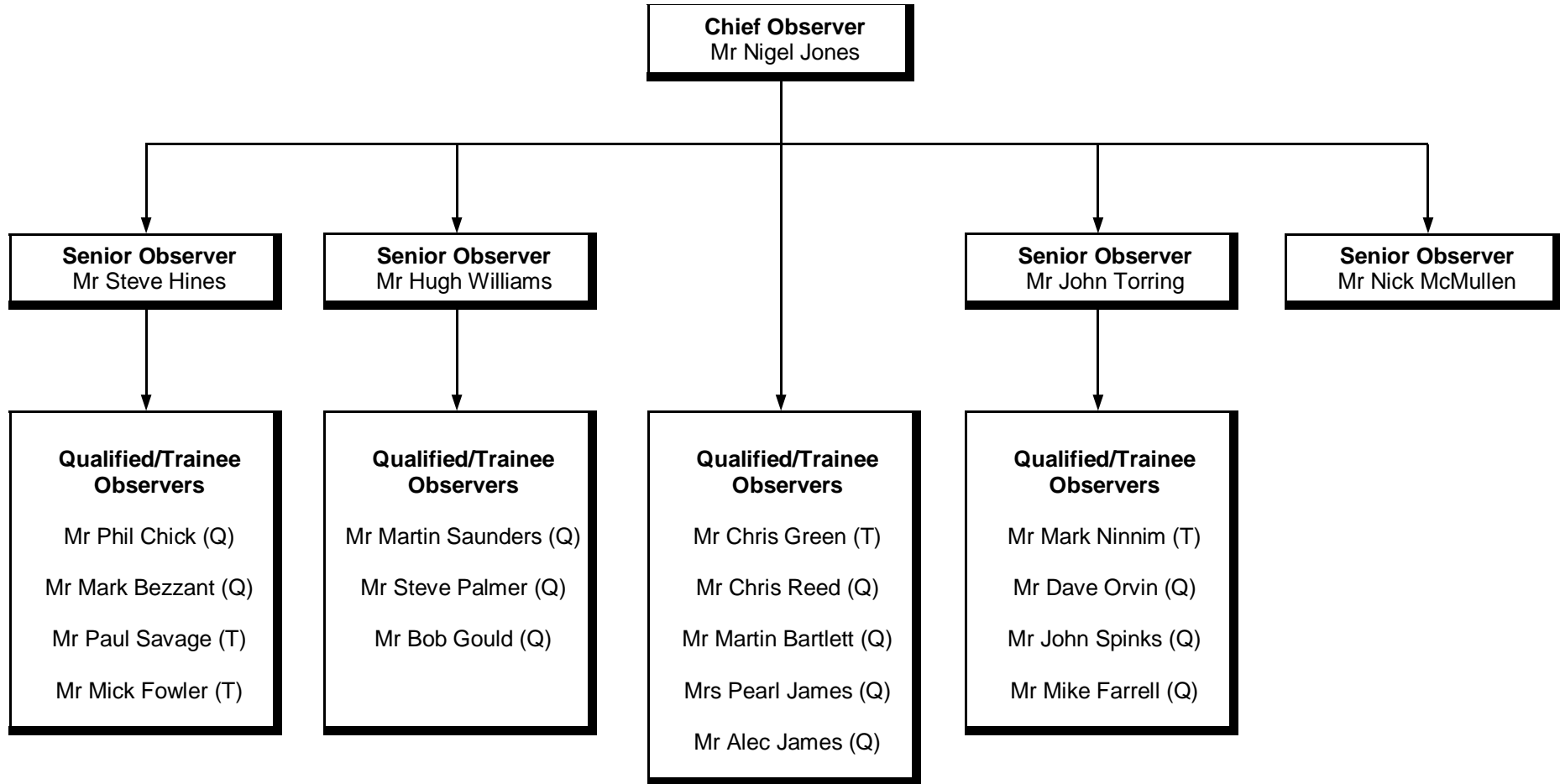
### **Club Membership**

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*

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## **Notice Board**

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

### **For sale: parts for Suzuki GSF600N Bandit (1996)**

Rocker cover, swing-arm, fuel tank, silencer and mounting bolts, O/S mirror, O/S/F indicator glass, front brake reservoir, RH bar end, brake lever, headlamp rim, rev counter cover, RH footrest, front mudguard, RH side panel, chainguard. Very minor cosmetic damage but all serviceable. £100 for the lot or offers for individual items. I'm clearing the garage (and sold the Bandit a while ago). Phone Howard on 01305 853101.

### **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)*