



Bournemouth & Wessex Advanced Motorcyclists



Newsletter — September 2005

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NEWS

Safe riding at Poole Quay

A second successful BWAM promotional effort was held at Poole Quay on 30th August. As a result of this informal contact in a relaxed setting, about a dozen potential new Associates have signed up for assessment. This means that all assessment opportunities for September and October are now filled, and all Observers are on standby!



Organiser Paul Savage thanks all who came along on the evening and helped out. In particular, Peter Durrant (a member of both BWAM and the IAM car group, and a Poole Quay regular with his bike) for collecting and returning the IAM Mobile Display Unit. Manoeuvring the unit into place on Poole Quay required unhitching the MDU from the vehicle and re-attaching it to the front, a feat of driving performed in front of an interested Poole Quay audience at 6pm! It just goes to show the benefit of taking an IAM towing test.



*Safe and legal on the Quay: Chris Reed, Chris Smith, Martin Baker
(pic: Roger Braithwaite)*

Chris Green brought along his latest technology which showed his live recording of an Advanced Rider. It was good to see the TV working this time as we had the generator.

The Dorset Police eventually turned up, apparently after losing the keys to their Mobile Display van. Chris Smith, our IAM Examiner, introduced the Dorset Chief Constable, Martin Baker, to Chris Reed and Nigel Jones. Martin was impressed with the efforts made by BWAM and IAM, understands who we are and what we do, and appreciates that it is all unpaid voluntary work. An evening of brilliant PR not only with the public but with the local police too.

Chris Smith said: “On behalf of Dorset Police I want to thank BWAM for their help and support with the Dream Machines biker nights on Poole Quay. Their presence on the Quay both helps us to promote safer riding and raise the profile of this event. Poole Quay Dream Machines has a growing reputation for being a friendly, well run and safe meeting where bikers can get together and share their experiences, and the involvement of BWAM helps to broaden the appeal of the event and that of the IAM. I hope that this is the start of a long and fruitful relationship for both organisations.”

Club Clothing — order now!

Ian Newey is on the point of executing an order on the manufacturers and embroiderers of the Club’s range of T-shirts and other clothing. Let him know the items, colours and sizes you’re interested in, and he’ll make sure the forthcoming batch will satisfy you. If you’ve recently acquired (or are about to acquire) a new bike then now’s the time for stylish apparel to match!



Also, the badges, key-fobs and other IAM merchandise listed on page 16 are about to increase in price. The new price list hadn’t reached the Newsletter at the time of going to press, and so this is your last chance to buy at the prices listed — act now!

Tarrant Hinton speed limit

Looks like there will be a 50mph speed restriction through Tarrant Hinton on the Blandford-Salisbury Road (A354). No furniture yet but those slippery painted roundels have appeared on the road surface.



FORTHCOMING EVENTS

20th September — Club Night

Members' and Associates' social evening. Chat about bikes and riding, meet friends and associates, arrange rides. Presentations by a variety of local people on a wide range of topics of interest. Raffle. IAM literature and merchandise on sale.

20th September 2005, 8:00pm at the Cobham Social Club.

Club Night Ride-In: 7:00pm at Wimborne Somerfield Car Park.

1st/2nd October — Bob Foster Run

Once again the organisers of the Bob Foster Run would love to have us help with marking the route around Dorset for the annual run by the Velocette Owners Club.

Saturday 1st October, marking out the route, starting 13.00 at Bere Regis Shell garage.

Sunday 2nd October, marshalling and assistance, starting 08.45 from Bere Regis Shell garage to 'convoy' to the start point.

Make a date now, for a day out looking at and listening to wonderful machines, with refreshments provided!

Saturday 1st/Sunday 2nd October 2005, 1:00pm/8:45am at Bere Regis.

First on scene?

If you attended the BikeSafe First on Scene First Aid course, then your Certificate of Attendance will be available from Paul Savage at Club Night on Monday 19th September.

1,000 miles in 24 hours

Martin Saunders achieves them in 23:40

Summer 2005 was beginning to slip away. The idea of a long distance ride was formed earlier on in the year, and the prospect of long summer evenings swinging round A-roads made me curious as to how far I could safely ride in a day.

American riders have various long distance challenges, most significant being The Iron Butt Association. Checking the requirements for the *Saddlesore 1000* award, this looked the best to try in this country, where nowhere is much more than 900 miles apart.

The longest distance I had previously ridden in a day was exactly 40 years ago in France. The bike was an A7 BSA twin and had been swung off the ferry in Dieppe at 6:00 a.m., before the days of roll-on/roll-off ferries. The aim then was to head for the Pyrenees, we ended up in a Youth Hostel 40 miles north of Toulouse, a distance of 605 miles in 13hrs.

Having driven in a company car from John O'Groats to Land's End in 1987 the 1,000 mile day seemed attractive.

May, June, July disappeared in the usual summer activities. August was fast going the same way, the Bank Holiday traffic around 29th meant a good start date was 23rd. The weather forecast was checked and an unusually deep depression was going to hit Sutherland just as I was intending to arrive Tuesday evening.

Monday 9:30 was the earliest I could get organised, the intention was to ride to Dingwall via Exeter/Oxford/Carlisle within daylight, put up the tent, get 5 hours' sleep, do the remaining 260 miles round the northern tip of Scotland, ending back at Dingwall before the 9:30 deadline. Not easy, but achievable with the option of ending at 740 miles.

All went well, stopping at 200 mile intervals to refuel bike and body, until Stafford M6 roadworks, where the 65mph average dropped to 40. The morning rain had stopped, a relatively clear M74 leading on to further roadworks between Glasgow and Stirling. Once clear, the good roads started, and Perth, Aviemore, and Inverness came and went.

Got the tent up at the Caravan and Camp Club sight in Dingwall, roughly on schedule at 9:45, remembering to keep out the midges.



Food and sleep were sorted and alarm set for 3:45. A small complication being the Site was locked to prevent vehicles moving around from 11:00pm to 7:00 am. Leaving the bike outside was the only option.

The morning was the low point of the trip, the elation of arriving as planned the previous evening was offset by the 12 degree moisture laden dark morning. The final section chosen was up to Wick, John O'Groats, breakfast stop. Tongue, Ullapool then back to Dingwall.

John O'Groats was 10.5 degrees, dull and windy, nowhere open at 5:45 and only just daylight. A flask of tea, two marmalade sandwiches and a peach did for breakfast. The most significant event was watching a lone van deposit a cyclist in the car park, then drive off leaving the lad to head South, presumably heading for Land's End.

The road across the top end of Sutherland would have been really enjoyable if only I hadn't travelled so far earlier. I reached Ullapool with time to spare, refuelled at the only garage open and made it back to Dingwall at 9:00 bringing the bike speedo reading to 1,097, actual distance 1,040 in 23 hours 40 minutes. Time to relax, but the threatened depression was on its way, so South seemed a good idea.

After a couple of hours riding with threatening skies and 60mph crosswinds I set the tent up in the relatively sheltered camp site at Scone Racecourse, Perth. An early night was rudely ended by the sounds of flapping tent fabric together with heavy rain. So at 4:00am, time to add extra guy ropes and re-secure the flapping bits.

Morning was dry, so back South, my planned route across the Forth Road Bridge was closed to high-sided vehicles so wouldn't be much fun on two wheels. The Kincardine bridge was chosen as the more sheltered option, back to M8, M74, M6 stopping off at friends in Warrington for rest and recuperation Wednesday night.

The best night's sleep for days, then off in heavy rain to join the M6 car park near Stafford.

I knew of the A500 that went parallel to the M6 and should come out near the M6 Toll road start, what I didn't know was there were also major road-works in Stoke on Trent. The Toll Road was well worth the £2.50 bike charge if only for the relaxed speedy lorry free excursion round Birmingham.

A stop for lunch at the Motorcycle Museum, and home for tea. 1,764 miles in total, ½ mil off the back tyre and a large petrol bill (9 tankfuls). An interesting trip, which could have done with better planning and avoiding the M6. Perhaps June 2006?

Martin Saunders

Link of the Month

Donor-cycles

Although by the very nature of our hobby we are regarded by many in the emergency services as 'Donors', I wonder how many of us are actually registered.

If you have ever meant to register as an organ donor but not got around to it, or have any concerns and would like to be more informed before taking the plunge, hit the link below. There are loads of Q&A's and, if after reading them you want to register it takes literally 2 minutes and you can always de-register if you so desire.

<http://www.uktransplant.org.uk/ukt/default.jsp>

Mike Farrell

One ride, four bikes and one canal

John Spinks tries everything

It's a fine old thing when you've organised, well perhaps that's too grand a word for it – published would be better, a ride and then at no notice at all you're without a bike. No, it's not been repossessed, more modified slightly. Nothing for it but to brave it out and turn up, hoping for someone else to lead and to make it look as if that had been intended all along. Ordinarily it would be possible, but with a new members' ride? We normally have a pretty good contingent of regulars, members and Associates alike, and these days a smattering of Observers as well, but just because I needed it to be this way my e-mail box was full of "sorry, not this one" messages. Sauntering nonchalantly up to the assembling group from the car tucked away in one of the other bays I became increasingly aware that there were an awful lot of new faces and a corresponding lack of familiar ones; certainly no Observers to take the lead. In all, 17 bikes – a pretty good turnout by any standard.

What to do for the best? To cancel the ride would have given a much poorer impression of the club than the leader bumming a pillion ride and so, settling on a very unsuspecting John Evans, we launched into the pre-ride stuff as if this was quite the usual carry-on. The plan was a ride to the canal basin near Bath at Limpley Stoke by way of Gillingham, Shepton Mallet and Radstock involving, of course, Zig-Zag Hill and by the time we got to the bottom of this it seemed a good idea to swap rides to involve more riders in the role of lead bike since I had a modicum of control from the back seat. At least, that's how the theory went! But with all the bikes lined up in that little layby there didn't seem to be a comfortable seat amongst them – all sports things, many of which had the hard pillion covers on. Kevin on the knackered-looking Bandit 1200 looked the best bet, though his "you'll not like this!" was hardly reassuring.

But I did like it – a lot. We don't know Kevin yet but whichever Observer gets him will be in for a good time. That there's a dispatch rider in the past was fairly obvious and we certainly didn't hang around, though perhaps I did bait him a bit too much with the "my Pan's quicker than this crap" routine. The ones who could keep up thoroughly enjoyed themselves, didn't you Howard and Roy, with the marker system enabling all to ride at their own pace. A slight navigational hiccup in Norton St Phillip gave us a most interesting approach to the canal basin thanks to John's local knowledge.

Tea-time banter led to my leaving this delightful watering hole on the back of Nick's SV650. I've never been on one of those "poop-deck" arrangements and was amazed at the magnificent view from the elevated seat, or whatever that

little bit of plastic is called. Lovely bike, though, with a gorgeous sound enjoyed best from just above the silencers. Good as these mid-range bikes are though, the addition of my athletic (!) 14-stone did nothing for the performance, and after the Bandit it was most noticeable that the response for overtakes in particular just wasn't there. A good, tidy ride from Nick who gets his nod for all social riding and of whom we shall be seeing more, I'm sure.

The ride finished officially at the garage next to the Little Chef at Shaftesbury, a good point for departures to all points South. Tom was good enough to give me the last of my four rides back to Avon Forest on his CB500. The return up Zig-Zag Hill would not have been fair on either Tom or the CB, since neither had ever taken a pillion before, but the rest was pleasant and uneventful.

So what of this pillion-riding lark? There are many who say that they'd never do it and most certainly not with a stranger. Understanding the riding of the machine must put us leagues ahead of those of our passengers who take that great leap of faith in our abilities (without realising that we too have our eyes tightly shut for much of the time), and it is this understanding which enables us to anticipate the moves of the rider, to move with the bike rather than be moved by it, and to be there mentally as well as physically. From the Observation point of view there is much that becomes very clear from a position of absolute proximity to the rider that just cannot be seen from twenty or thirty feet away. I enjoyed my afternoon's rides though but, as they say, it's good but not like the real thing. My thanks to my chauffeurs; on this occasion it was you who made the ride.

John Spinks

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IAM Observers – Up To Standard?

*Chris Reed writes: BMF members may have already seen this article in the latest issue of the BMF magazine **Motorcycle Rider**. My thanks go to the BMF's chief executive for his permission to use it.*

I have no knowledge of the writer, Paul Dickinson, professionally or personally. I consider some of his views rather volatile, whilst some I agree with. Subsequent enquiries lead me to the conclusion that he is something of a loose cannon. Anyway, see what you think and post your views on the BWAM Message Board (<http://www.bwam.org.uk/discus/>). I've invited the BMF's chief executive, Simon Wilkinson, to view any comments you make..

It's not unusual for me to get just a tad prickly when professional instructors in this country are overlooked because of superior advertising power, *writes Paul Dickinson from In-Gear*. I am therefore grateful to the BMF for launching this initiative so that some of the professional trainers in this country have an opportunity to contribute to *Motorcycle Rider*.

Training makes a rider proficient because of specialised instruction and practice. Therefore, people qualified to teach should only conduct training. If you want to learn how to bring your motorcycle to an emergency stop in the rain at 70mph in perfect safety, then my colleagues and I can teach you.

There are lots of myths surrounding motorcycling. These myths get in the way of quality training – training by qualified professionals working to effect a reduction in rider casualties. It is a myth that an 'observer' for the IAM or RoSPA is an advanced instructor. It is a myth that BikeSafe is rider training. Most observers are at about the same level as a trainee CBT or DAS instructor and BikeSafe is an assessment (an appraisal) – no more, no less.

Recently, a well-known motorcycle newspaper gave great publicity to a police force that announced a huge reduction in rider casualties, attributed directly to BikeSafe (so they say). At the same time, another police force (where BikeSafe operates) announced a massive rise of 91 per cent in rider fatalities.

BikeSafe is neither responsible for the increase, or decrease, in rider casualties. It is essentially a classroom-based course with an on road assessment delivered by someone potentially unqualified to assess you. The scheme is well intentioned but the balance of publicity it gets far outweighs the actual (as opposed to perceived) benefits to riders.

The most beneficial position is clearly laid out in the small print – and rarely seen – but BikeSafe is an assessment and not a substitute for training. It is regrettable that some media portray it as something else. The point is that some

riders believe that they have been on advanced police riding courses and that they've been police trained, or that isn't is advanced training by qualified advanced instructors. This just isn't the case and it is dangerously misleading. It makes the issue of reducing rider casualties more difficult to deliver. This is particularly so for learner riders – such riders are clearly in need of additional training beyond CBT and a BikeSafe assessment is of limited value when their training needs are readily apparent.

Additionally the trainers qualified to deliver this further training already exist within the Driving Standards Agency's network of approved trainers, for which BikeSafe doesn't have accreditation. It is very confusing, unproductive and potentially unsafe for 17 – 21 year olds to be targeted by BikeSafe without transparency of the service provided.

Professional trainers are teaching motorcycling, day in day out. These are the people that really know what it takes to teach people how to ride. An example is the potentially unsafe advice given by BikeSafe, IAM and RoSPA groups about riding out to the white line or centre of the road on left hand bends. You read it in magazines and hear it in pubs. They focus entirely on the rider gaining a better view as it it's a recently invented magical position and bizarrely overlook the rider's personal safety. Incredible!

I have assessed riders after this information has been given and feared for their lives to the extent that I've brought a halt to a session to discuss the seriousness of the risk. But that's what they were told is their response. "I know, but you don't know why you're there," is my response.

You may already know that one of the highest incidents of motorcycle fatalities is riders crashing on bends. This is partly because the riders don't know what speed they should be travelling at for the arc of the bend – or why they should or should not be positioned in a particular place on a particular bend at a particular time. Yet this persistence with 'teaching' this rigid system at BikeSafe assessments, along with IAM and RoSPA groups, continues. I find it staggering that's they haven't made the connection between how they 'teach' for positioning on bends and the high number of crashes on bends.

In the pursuit of safer motorcycling (in all of our interests) some riders are being exposed to a rigid method of riding that is outdated and potentially unsafe. This 'system' of positioning is such a serious and complex subject that it should only be taught by qualified advanced instructors to individual riders that attend proper advanced training courses.

It also explains why we don't teach this system of riding at CBT and DAS. The

Driving Standards Agency syllabus for CBT and DAS is in place for very good reason. There isn't enough time to commit to such specialised training on these courses. Nor is the rider generally experienced enough on a motorcycle to deal with more complex processes of planning. They have enough on their plates.

It is unwise and unsafe for others to think they know better on this matter of teaching positioning to both experienced and inexperienced riders. It affects many riders, but in particular those students who have completed DAS courses and those coming back to bikes. It appears that these riders acting on what they read in books, magazines, 'how to' cards and what they hear down at the pub, contributes to the high incidents of crashes. After all, the DAS students proved that they could ride to the test standard, which is competently and safely. So what happened next? Or do unqualified 'trainers' and some media think they know better?

It's also worth noting at this point that for safety reasons we teach what the rider is able to do, not what the instructor can do. Conversely, unqualified methods of 'training' beyond DAS teach our former students etc. a system of riding that overlooks what the rider is able to do but instead concentrates on a 'system' that is misinterpreted and incorrectly applied by unskilled 'trainers'. It is a ridiculous situation and needs to be stopped.

It would be disastrous for the future of motorcycling and riders' casualty rates if professional instructors no longer existed because the public felt that they were getting free or low cost 'training' from a variety of other sources. The BMF scheme starts to redress the balance – qualified professional instructors run BMF Blue Riband courses.

The Blue Riband Advanced test standard is excellent and you can be assured that you will receive the right information and training, for you as an individual. It is at last a breath of fresh air, very welcome in rider training and well worthy of every single rider's support. It's time for a change.

Paul Dickinson, In-Gear (<http://www.in-gear.co.uk/>)

Four surgeons ...

Four surgeons are discussing who makes the best kind of patient to operate on.

The first surgeon says, "I like to see accountants on my operating table because when you open them up, everything inside is numbered."

The second surgeon responds, "Yeah, but you should try electricians! Everything inside them is colour coded."

The third surgeon says, "No, I really think librarians are the best. Everything inside them is in alphabetical order."

But the fourth surgeon shut them all up when he observed: "You're all wrong. Politicians are the easiest to operate on. There are no guts, no heart, no balls, no brains, no spine and the head and the arse are interchangeable."

JT

A man goes into a Sex Shop ...

Man enters a sex shop and requests a Blow Up Dolly.

"Certainly Sir, would you like a short one or a tall one?"

"Gosh, I didn't know you had a choice, I'll have a tall one."

"Would you like a white one or a black one?"

"Well, I'll have a black one."

"Would you care for an African black, Asian black, German black, French black, Japanese black, Chinese black, any other nationality? Or this week's special: Iraqi black?"

"Good Lord! I didn't know there was so much choice!"

"Oh yes Sir, we have every variety to suite every taste."

"Well, what's so special about the Iraqi black dolly?"

"Ah! Well you see, they are a bit more expensive, but beautifully made, and they have one outstanding feature that the others don't have."

"Really, and what's that?"

"THEY BLOW THEMSELVES UP!"

John Evans

Membership matters

New Members

We extend a very warm welcome to Peter Bradley and Peter Pinkston who joined us in July. Following the successful evening on Poole Quay recently with the IAM mobile display unit we have also a further 24 potential Associates booked into coming assessment days, which should bring the membership nudging up towards the 200 mark.

New Observer

Mick Fowler passed his Qualified Observer test on 27th August. Well done Mick, and felicitations to his mentor, Steve Hines. Mick joins Nick McMullen's Observer team (see page 19).

Subs renewals

The following members' subscriptions are due in September:

B Catchpole
E Fishlock
G Giles
D Pusey
A Smith
T Summers

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	Chris Green	

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. Our most recently qualified Observer, Mick Fowler, passed his test on 27th August and joins Nick McMullen's team. Welcome, too, to Howard Avery who joins the team as a Trainee Observer under Nigel.

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 £7 per ride. If there are two Associates then they should offer £3.50 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 the Group number '1208' in the box at the bottom of the page.

Club Membership

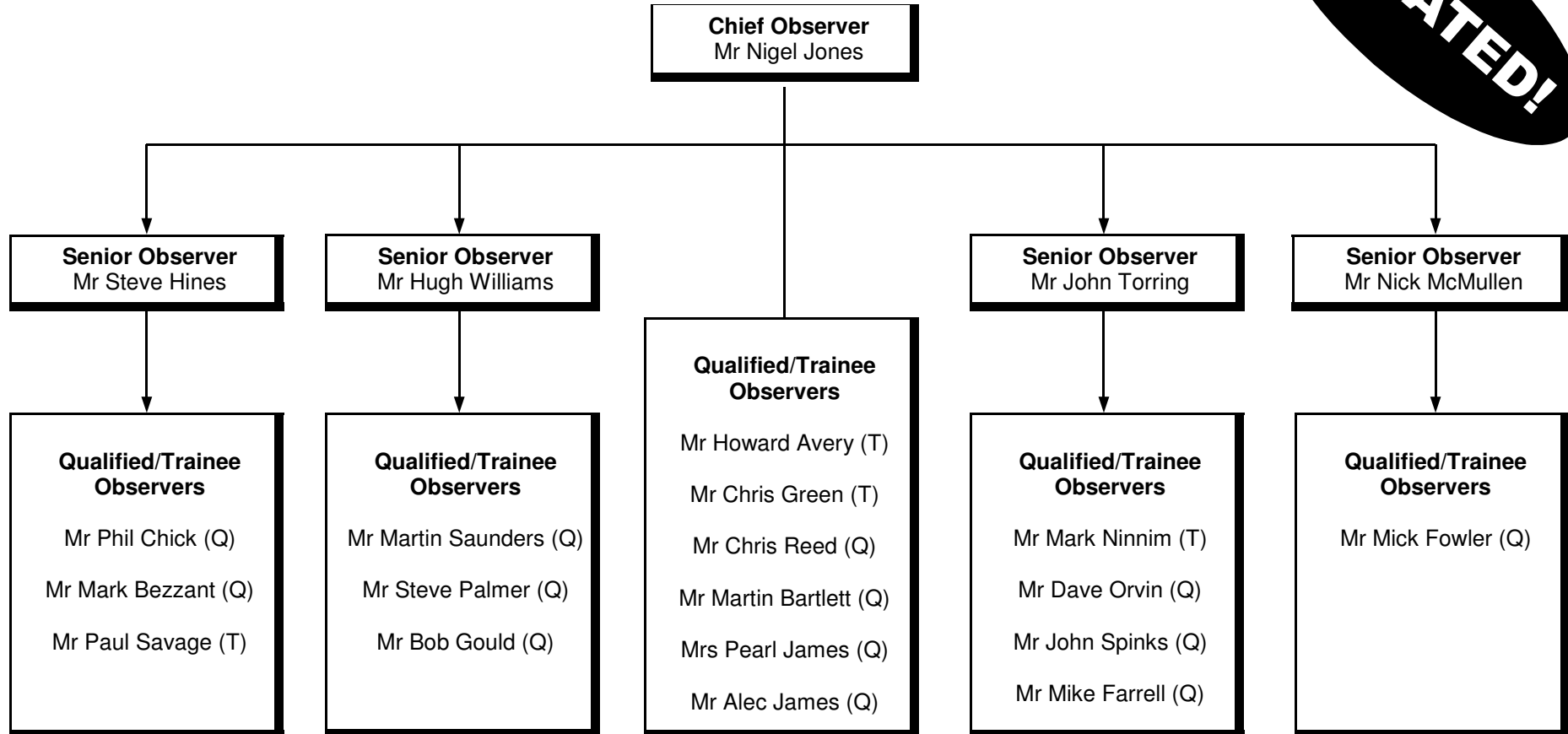
The IAM fee is separate from the Bournemouth & Wessex Club Membership, therefore once you have passed your test you will still need to pay the £8.00 annual subscription to BWAM in order to remain a member of the Club.

BOURNEMOUTH & WESSEX ADVANCED MOTORCYCLISTS

Observer Organisation Chart

UPDATED!

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Notice Board

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

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

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