



Bournemouth & Wessex Advanced Motorcyclists



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NEWS

What goes on, goes in

Meal Meeting at January Club Night

In lieu of a Christmas celebration we shall be taking advantage of Cobham's excellent catering to enjoy a sit-down three-course meal at Club Night on 16th January, **partners welcome**. Booking is essential — see Forthcoming Events overleaf.

New Members' Rides every month in 2006

Dates for New Members' Rides have been set for every month in the first half of 2006 — see Forthcoming Events overleaf, and p7. Chris and Paul will be delighted to see as many members who would like to help with induction of new members and provide a backbone of experience to what can be a large group, while enjoying a pleasant social ride. It's ideal training for would-be Observers, too. Free Saturday afternoon? Be there.

New club email address list

Guidance Co-ordinator Mark Bezzant is compiling a list of members' email addresses for a mail-shot early in the New Year. If you've received mail from Mark then you're already on the list. If you haven't received an email by 10th Jan then please mail Mark at mbezzant@QinetiQ.com with your email address and he will add you to the new club address list. When mailing, please include the phrase **BWAM IAM e-mail list** in the subject line.

Bike safety award for Hampshire

Hampshire Police and Hampshire County Council have jointly been awarded the Princess Michael of Kent Road Safety Commendation, in recognition of the motorcycle casualty reduction achieved in Hampshire in 2004.

Ten motorcyclists died on Hampshire and Isle of Wight roads in 2004, compared to no fewer than 33 in 2003, and 22 in 2002.

The reduction is credited to high-visibility police and ambulance patrols at weekends on known motorcyclist casualty routes, encouraging riders to take more care, and promotion of the BikeSafe rider training initiative.

Pc Mick Gear, the Hampshire Police BikeSafe co-ordinator, said: "We are pleased that our efforts appear to be working. What we mustn't do now is become complacent. Ten people is still ten too many."

Bournemouth & Wessex Advanced Motorcyclists

Notice of Annual General Meeting

Bournemouth and Wessex Advanced Motorcyclists are holding their Annual General Meeting on Monday February 20 2006. This meeting will be held at the Cobham Social Club Wimborne Dorset and will commence at 2000 hrs.

The following BWAM Committee posts will be vacant and anyone who wishes to apply for the year 2006, please use the application form on p6 and/or contact the Club Secretary Paul Savage (Tel 01202 828428).

BWAM Committee Positions:

Chairman	Chief Observer / Training Officer
Treasurer	Webmaster and Newsletter Editor
Group Secretary	Guidance Co-ordinator
Vice Chairman	Events Co-ordinator
Membership Secretary	Associate Liaison Officer

Other vital BWAM positions but Non Committee:

BWAM / IAM Club Shop Club Night Raffle Organiser

Please apply / contact the Group Secretary should you wish your name to be put forward.

BWAM AGM Agenda for Monday 20th February 2006 at 20:00hrs:

- 1 Open the Meeting
- 2 Apologies
- 3 Minutes of AGM 2005
- 4 Matters arising from Minutes of AGM 2005
- 5 Chairman's Report
- 6 Treasurer's Report. Approval of BWAM's Annual Accounts and Appointment of Auditor(s)
- 7 Membership Secretary's Report
- 8 Training Officer's Report
- 9 Guidance co-ordinators report
- 10 Voting in BWAM Committee Members etc for 2006
- 11 AOB
- 12 Close the Meeting

Forthcoming Events

2006 diary solutions

7th January - New Members' Ride / Assessment Day

A good social ride that also helps give new members a better insight into the way we operate, and involves more Observers in this important aspect of our club. See page 7. Destination TBA.

Saturday 7th January 1:00pm at Avon Heath Park Café.

16th January - Meal Meeting

John Tarring's attempt to get the Christmas Dinner off the ground set us thinking that it would be a good idea for us all to sit down to a meal together just once a year. Clearly there is not the support for a formal "do" but perhaps you would find the idea of having a clubnight that features a meal of interest?

Arrangements have been made with the normal venue for such a meeting on January 16th as an experiment. A three-course meal has been arranged:

Prawn cocktail or Home-made chicken, leek and celery soup ----- Chicken Chasseur (Breast of chicken in a mushroom, tomato and shallot sauce, flavoured with white wine and tarragon) or Poached fillet of Salmon coated with a cream, white wine and dill sauce ----- Chocolate Fudge Cake or Apple Crumble with custard ----- Coffee and mints
--

We shall also have a speaker from the Dorset and Somerset Air Ambulance to extol to us the virtues of a low-calorie diet!

Partners are welcome. The price of this meal evening is £15 per head. It is hoped that you will agree that it is an idea worth trying, and that you will support it. There is no intention of reforming clubnight or of making this a frequent event unless you want to, but given enough support it would be worth thinking about the December meeting 2006. We will need to give numbers a

week before, ie by 9th January, so please let me know by then if you're coming on 16th either by email (membership@bwam.org.uk), or phone 01425 673330. Cash or cheque on the night please; no credit cards. Drinks are not included in this price. If you prefer not to have the meal then feel free to come along afterwards, say 9pm, to hear the speaker.

Preceded by Committee meeting. *John Spinks*

Monday 16th January, 8:00pm at Cobham Social Club

4th February - New Members' Ride / Assessment Day

See page 7.

Saturday 4th February, 1:00pm at Avon Heath Park Café.

20th February - Club Night and AGM

Preceded by Committee meeting. After the annual rituals (see page 3), JT will present a training DVD produced by East Kent Advanced Motorcyclists. Their use of techniques that differ from ours should provoke stimulating discussion afterwards.

Monday 20th February, 8:00pm at Cobham Social Club

20th March - Club Night

Monday 20th March, 8:00pm at Cobham Social Club

25th March - New Members' Ride / Assessment Day

See page 7.

Saturday 25th March, 1:00pm at Avon Heath Park Café.

17th April - Club Night

Preceded by Committee meeting

Monday 17th April, 8:00pm at Cobham Social Club

22nd April - New Members' Ride / Assessment Day

See page 7.

Saturday 22nd April, 1:00pm at Avon Heath Park Café.

28th April to 1st May 2006 - Dave Jones's Spring Biking Weekend

Booking has now closed.

15th May - Club Night

Monday 15th May, 8:00pm at Cobham Social Club

20th May - New Members' Ride / Assessment Day

See page 7.

Saturday 20th May, 1:00pm at Avon Heath Park Café.

21st May - Chocolate Box Run

Led by John Spinks. Travelling through picturesque Dorset, pillions very welcome. Further details to follow.

Sunday 21st May, departure TBA.

19th June - Club Night

Preceded by Committee meeting

Monday 19th June, 8:00pm at Cobham Social Club

24th June - New Members' Ride / Assessment Day

See page 7.

Saturday 24th June, 1:00pm at Avon Heath Park Café.

17th July - Club Night

Monday 17th July, 8:00pm at Cobham Social Club

21st August - Club Night

Monday 21st August, 8:00pm at Cobham Social Club

18th September - Club Night

Preceded by Committee meeting

Monday 18th September, 8:00pm at Cobham Social Club

16th October - Club Night

Monday 16th October, 8:00pm at Cobham Social Club

20th November - Club Night

Preceded by Committee meeting

Monday 20th November, 8:00pm at Cobham Social Club

BWAM Committee Proposal Form

To: The Secretary, 1 Fern Bank, Three Legged Cross, Wimborne, Dorset, BH21 6PB

From: Name Date

Position

Proposed by

Seconded by

New Members' Ride Dates

Dates for New Members to put into their diaries

Here are the Saturday dates allocated for New Members Rides. Chris Green, BWAM Observer / Associate Liaison Officer will lead the ride to various destinations with support from other BWAM Observers and Club members.

- 7th January
- 4th February
- 25th March
- 22nd April
- 20th May
- 24th June

Meeting Place: Avon Heath Country Park Brooks Pine St Leonards Ringwood BH24 2DA Tel: 01425 478470 (see BWAM Web site for map). Meet early in the Avon Heath Café for refreshments prior to briefing, and then starting your engines at approx 1330 hrs.

Destinations: To be announced at BWAM Club Night and/or on our Web site.

Paul Savage

Committee Meeting Dates

More dates for that bulging 2006 diary

During 2006 the BWAM Committee (see page 25) will continue to hold six meetings per year, on Club Nights starting at 7pm. Thus the meetings will be brief, and business will be rapidly and efficiently concluded. Committee meeting dates for 2006/7 agreed so far:

- 16th January
- 20th February (AGM)
- 17th April
- 19th June
- 18th September
- 20th November
- 15th January 2007

Paul Savage

How to 'look' advanced and die!

JT tells a tale of the Routes Nationales

Well, there we were, pootling along (like one does) on a nice French road, with a caravan on the back of the Landy, heading North to catch the ferry; when we spied a very smart English motorcyclist in the distance. BMW K100/1100RT type, nice smart clothing, Sam Browne belt, and sat upright and proud. He will be an example to us all, I thought! It didn't take long to catch him up, which was a bit odd especially as we were sticking to legal limits (plus 10%), and when we did, sure enough he looked as if he would set us an example. Positioning appeared good, almost spot on the limit (bit slow), holding his ground and commanding respect.

As we followed though it was obvious his riding was *very* rigid. His position was centre of road, full stop. His speed was as if he had cruise control and a touch below the plated limit, his acceleration was always delicate - but hey, this Englishman, dressed like that and riding like that, must be 'advanced'? Going to have to overtake him in a minute! (Car and caravan overtaking a big beemer, eh? Camera ready!) It was starting to get tedious though, that was until two large, eight-legged, very heavy roadwork lorries pulled out between him and us.

'English' continued to command his place on the road, and continued to remain spot on the limit less 10%. This is starting to get interesting, I thought, because two French lorry drivers on a mission will soon get a little irritated by this English motorcyclist, dead centre of the road, and preventing their brisk progress to either lunch or the next pick-up.

Sure enough the excitement started when one of the lorries got the view and started to overtake. English held his ground to the point of obstruction and French lorry had to drop back. "Hmm" thought JT, "this is going to get *very* exciting." Eventually lorry got past and it was the turn for lorry number two. During all this I found it quite easy to keep up and we were on national speed limit roads, not what you would call progressive. Next lorry was a bit more impatient as his chum was now pulling away at quite a speed. He didn't wait for a view and went for it. English held his ground, car coming other way, great clouds of burning rubber smoke as lorry pulled back in. Me thinks "had better pull back some more here, as I think any minute now there will be pieces of English and his BMW coming out from under the back of the lorry like chaff from behind a combine harvester."

Sure enough the attempts to overtake and clouds of smoke continued, and English held his ground like a true Brit!

What's this up ahead? A garage on the right and a car waiting to pull out? English is not changing position or speed! Dodgy! Car pulls out at the last minute (probably realised English on BMW was riding like a twat and he wanted out ahead of him). English noticed car very late and braked hard, lorry didn't notice either (as he was planning his next suicidal attempt to get past English) and had to lock up the lot, drifted sideways across the road and somehow managed to miss every one. English still in the middle of the road, holding his ground!

Nice downhill straight piece of road and lorry gets past; loads of feature five (horn), and interesting hand signals from the passenger side of the lorry possibly aimed at English! Probably thanking him for making the journey so interesting.

So what should we do in English's situation?

- Be aware of what is going on around you (that includes behind) and react accordingly. If someone wants to overtake you, let them go, don't be obstructive. OK you might theoretically be in the right but as an old friend of mine used to say, there is no point in being 'dead' right!
- Adjust speed to that of the traffic around you if that would be more appropriate, but remember if it is more than plated it is you who could get the flash!
- Riding to an advanced standard is flexible. Vary the system to fit the situation.
- Don't try and police others. It is not in our remit!
- Riding plans: The three toilets: WC WC WC! (What you Can see, What you Can't see & What you Can reasonably expect to happen.) Garage up ahead, car waiting to pull out, lorry right up my backside! What is likely to happen? Position for safety, lose some speed, enter danger area throttle off. (Or possibly wring the throttle and get the hell out of there.) As the lorry driver is trying to get past and not concentrating, he probably won't have seen you slowing. Tell the lorry what you are doing before you do it, arm signal, brake lights, wave if

Continued on p17

Riding in groups

Found this while trolling the web. Interesting and relevant to our club runs. Many accidents occur involving 'new to group' riders. Confirms the good sense of our 'cleared for group rides' policy, eh? Enjoy. JT

All of us love getting together with our friends and riding out on our bikes for either the day or the weekend, perhaps even longer. Whether it's a day at the coast or five days in the Black Forest in Germany the enjoyment is the same. Planning the route, sorting out the kit, prepping the bike and so on is all part of the fun. We all love it but are we always aware how easily it can end in tears?

I hate to say it but in the past few years there have been an increasing number of accidents (including fatal accidents) involving people riding in groups. Quite often the victim is either a newcomer to biking or someone who has only recently joined the group. Sometimes the group itself is new or had only got together for one ride.

Whatever the cause, with a few simple precautions and some common sense rules the run can not only be made safer but much more fun for all concerned. We have prepared the following to help organisers, who may be new to running trips, to plan a run with the benefit of other peoples (sometimes painful!) experiences.

A book such as 'Motorcyclists Welcome' by Peter Gleave is an invaluable asset when organising trips if you wish to ensure that your accommodation will be suitable for groups of motorcyclists and that secure parking is available. The added benefit that can be had is a photocopy of the page containing details of the location to which they're heading.

Route Planning

Whether you are looking for the quickest, motorway based route or a more challenging ride through the countryside, you need to think about stops and to sort out rendezvous points in case you all get split up. When making these plans you need to consider the comfortable range of all the bikes on the trip as well as the ability of the riders to ride for long distances.

To avoid mishap it is a good idea to give everyone a copy of:

- the route to be taken (list of roads and/or a route map)
- stopping places / RV points
- each others' mobile phone numbers

If someone does go astray they are less likely to get worried or do stupid things to catch up if they know where they are supposed to be heading and how to make contact with the rest of the group.

The Running Order

This is critical to get right if you want a safe and successful run for the whole gang so this point is worth spending some time on.

You often hear it said that you should put the slowest bike out in front - but think for a minute what will happen if you do that. The slowest one is frequently one of the least experienced riders on a less than quick bike, does he or she really want the responsibility of leading the way? What about the perceived pressure from those behind to 'get a move on!'? Or conversely, do the others really want to be stuck behind Timmy Slowcoach for the whole trip? Some fun that would be!

The reality is that it never happens. The group may start out with the slowest in front but pretty soon some of the others get fed up, start overtaking each other, blatting off and before you know it it's all gone to rats and you never get them together again this side of Christmas!

If, like me, you've found yourself at the ferry port waiting and wondering if the others are ever going to show up (especially the bloke with the tickets!) you'll know that this scenario is to be avoided like the plague!

So what is the best order to ride in?

Well for a start the leader/navigator should be out in front. He or she should have studied and be familiar with the route and should have the riding skills and the bike to make reasonable progress.

At the back you need a 'sweeper'. This should be an experienced member of the team (or a pair of good riders) on a big, reliable bike - one with a turn of speed if required. This rider should, like the leader, also be familiar with the route to be taken and should, if possible, have a mobile phone or other means of communication. The job of the sweeper is to look out for stragglers or break -downs and to make sure no-one gets left behind or has an accident without being noticed.

Between the leader and the sweeper you can afford to spread out a bit. Usually riders will pair up with people they know and little sub groups can form - not a problem if everybody is still singing from the same song sheet. As a rule it is

best to keep the newer riders well up towards the front where they can be a bit protected by their more experienced companions.

Rules of the Road

When out on the road there are two golden rules for a successful group run and these need agreeing by everyone before the start:

- No overtaking each other without prior planning, and
- Ride to the bike behind you not the one in front

There is nothing more likely to break up a group of riders than Tommy Teararse getting a cob on in the middle of the pack and burning off past everyone with one or two of the quicker bikes in hot pursuit.

Okay, it's their trip as well and you've no right to demand that they ride along with everybody else the whole time. What is fair though is that they wait for the stop then let you know they are going to be having a 'blat' on the next stage of the journey. You can then warn the rest that a couple of riders will be out of the group for a while and you can arrange to meet up at the next stop. 'Riding to the bike behind' is more serious and is the key to the whole concept of good group riding.

Basically, one of the main causes of accidents is when the riders in the group play 'follow my leader' and constantly try to keep up with the bike in front. You often see riders towards the back of a group doing stupid things like overtaking on white lines, flying into blind bends, speeding in the most inappropriate places and even jumping red lights in an effort to catch up. This can easily be avoided, without having to crawl along in a big group, if you just keep the bike behind you in your mirrors all the time. That way you can make as much progress as you like and only need slow down or stop if you can't see that bike for any extended period. Certainly, never turn left or right or deviate from the 'ahead' course without being sure that the follower has seen you.

By exercising this simple technique you will be amazed how you can enjoy the higher speed runs along more challenging roads without having to sacrifice the group concept.

Motorways

Staying together, or at least in sight of one another is quite important on motorways. This is especially true if you are in unfamiliar territory. Remember stopping on the hard shoulder near a turn off just to let the rest of

your group catch up is illegal and can get you booked or worse.

Within reason, the slower your group rides on the motorway the more likely they are to stay together. Really big groups of Hells Angels can often be seen trundling along at around 50mph and hogging (pardon the pun) the nearside lane.

Those of us less comfortable with the idea of holding everyone up or obstructing other traffic might like to try a different tactic. The best one is to give the lead rider the strict speed limit which is well within the reach of everyone else in the group. It could be 65 on a busy urban motorway in the UK or as much as 100mph on an Autobahn in Germany. It doesn't matter as long as the others can do at least 20mph more without blowing an engine - or a driving licence!

Combining this with the no overtaking rule and riding to the bike behind, no-one should have too much difficulty staying in touch with the group when the inevitable speeding car gets in the middle of them.

Town / City Centres

Riding in large cities like London, Paris or Amsterdam, or even smaller towns like Reading with the intricate traffic management systems, can be a nightmare at the best of times. Even when you know your way around it is easy to get into the wrong lane or get caught out at the lights.

Staying together in a large group in these places is next to impossible. Sooner or later the group is bound to get broken up and the total strangers to the area will have major problems finding their friends.

The only way to sort this out is to get organised before going into the town into smaller groups of around three or four bikes. Ideally, one of the smaller groups should be able to act as a navigator, although this is not always possible.

By riding in a staggered formation it is possible for this size group of bikes to stay fairly close to one another at low speeds and even to move almost as one vehicle through junctions etc. minimising the risk of further split ups. However, this technique needs practising to get right and less experienced riders may be uncomfortable until their confidence improves. A bit of practice in local towns before the trip could well pay dividends if you know a major city is going to be on the route.

Continued on p15

When the information isn't what it seems

John Spinks replays a muppet moment

Information: the foundation of it all, the bedrock of The System. We TUG it, we dance the IPSC to it, we use *what we can see to be happening* as the basis for what we do next. Our riding is based upon our ability to gather it far enough ahead to be able to use it to good effect to produce the kind of ride that we are looking for at the time, be it smooth and steady or smooth and fast. Or just smooth. Whatever it is that we do with it, we can so easily take it at its face value.

Take, for example, the situation in which you spot a 14-year-old or thereabouts trotting towards a pedestrian-controlled crossing. The lights are in your favour and there is already a man waiting to cross from the far side. Nothing of particular concern given the age of the lad and the other circumstances. You've clocked him and have the *reasonable expectation* that he will stop to await the lights changing in his favour. If, though, he was a four-year-old doing the same thing there would be no second thought about reaching quickly for the brakes: no hesitation at all. For my present young Associate, Deiter Swinley, this was to prove to be one of those profoundly reinforcing moments as he realised, in sufficient time thankfully, that he was dealing with a 14-year-old-4-year-old possessed entirely with the need to be on the other side of the road and devoid of any road sense at all. Straight out in front of him. Under different circumstances injuries could not have been prevented but here a very neat bit of work by Deiter turned disaster into rather an interesting, if undignified, pas-de-deux, a motorcycling two-step one could say. The unfortunate lad really shouldn't have been out without supervision but from a distance there were very few clues.

So is this a fault in The System and its application? I don't think so. We base the riding plan on

- What can be seen to be happening
- What cannot be seen to be happening
- What can reasonably be expected to happen

This concept does seem pretty clear-cut, doesn't it? These considerations are traditionally thought of as three separate aspects, as if lines can be drawn between them in the same way that explanations are often done by counting off fingers. Obviously we act upon what can see to be happening. What could not be seen to be happening would not seem to be an issue here so we are left with what could reasonably be expected to happen, ie the lad would stop when

he reached the kerb. But he didn't, so is it as clear-cut as this or do perhaps these two merge into one another? What could not be seen to be happening could be the limitations of the lad's mind rather than some tangible goings-on around the corner, which is the usual example given, and it was this that distorted the reasonable expectations of what was about to happen. We can all think of situations in which we have been caught out by the unexpected actions of others; could it be that we were caught out because we formed a "reasonable expectation" of what was coming, based on what we could see to be happening, which, in the event, was wrong? Was it wrong because the other party interpreted circumstances differently from us, did they simply do something that was plainly daft, or were they incapable of rational behaviour as in the case of our unfortunate lad. The human element fitting inside the "what cannot be seen to be happening" consideration influences and distorts the "what can reasonably be expected to happen" one.

So when we apply this thinking to situations such as that above and try to analyse the playback, what conclusions, if any, can we draw? Firstly, I would suggest, the appreciation that the standard riding plan explanation, which is a pretty good analysis of what we do intuitively, is not as clear-cut as it would seem to be. There can be overlap, merging, fudging, call it what you will, between the second and third considerations that is created by the human element. Secondly, that the reasonable expectation of what is about to happen can, in fact, be a hazard in disguise; the outcome can prove to be neither reasonable nor expected! It is vital to factor in the human element and to look for the signs that all is not going according to *your* plan. Eye contact is so important, but so is the appreciation that a muppet moment could be imminent despite all the right things being in place. The information may not be what it seems; don't bet your life on it.

John Spinks

Riding in Groups Continued from p13

Above all it is essential to have a substantial landmark as a rendezvous point in case of dispersal. Even in a country where you don't speak the language you can usually get directions to major places of interest and, of course, morale (which is linked to safety) will stay high for lost riders if they have the company of a couple of other bikes with them.

Ex. Insp. Kevin Fitzpatrick in consultation with Phil Curtis and Andy Morrison, Thames Valley Police Driving School

Lacock-on-the-Water

Bourton aborted by freezing fog

November should still be reasonable for a good ride to Oxfordshire, one would have thought. Bourton-on-the-Water seems to be an appealing destination being a worthwhile distance away and offering a 200-mile round trip to get the teeth into. Others thought so too, and we had a good turnout on the morning both at Avon Heath Country Park and at Shaftesbury. The predicted cold spell had arrived to rob the roads of their grip, to mist up the visors, to nip at fingers and toes and above all to give us one of those crystal-clear mornings with air so brittle that you could bite it. A brass monkey run if ever there was one.

With such roads it was never going to be a fast run, but what was taken away from the riding was more than compensated for in the visuals. The further away from the coast we got the harder the frost had been painting the fields and hedgerows with that particular blend of whiteness that cannot be replicated and against which the autumn colours announced as proudly as any father the birth of a new season. The meet-up at the petrol station at Shaftesbury gave a welcomed opportunity to stamp some feeling back into tingling toes, after which the A350 to Warminster provided a most memorable winterscape. Memorable for what we could see, and memorable for what we couldn't, for it was around here that we hit the fog.

It is one thing to be cold in the freshness that excites the senses so much that you don't exactly feel cold; the stunning beauty of everything that you can see takes the mind off the fingers and toes. But that stuff rots you to the very core of your being; it deadens your soul and freezes your guts. It invades your mind to rob from you any pleasure from being there and makes each mile seem like ten. It'll be gone just around the next corner, over the next hill, but of course it isn't. Just more and more grey, becoming denser and denser until you lift the visor and realise that there's a sheet of ice on the outside through which you're fighting to see. Without the visor the ice forms on the glasses, with it you've this curtain of grey drawn over your window. Visibility became so bad that I was never more thankful for the GPS to let me know of the roundabouts ahead. The first de-icing stop revealed a bunch of snowmen on white bikes, so bad was the icing. A plan was needed.

According to this plan we were to stop for coffee at Lacock. It was arranged beforehand that the proprietor was to chuck us out after half an hour, but in the event we decided that enough was enough and stopped for lunch. Extra heaters were brought in for us and he couldn't have done more to make us

comfortable. A watering hole for the future. For now, though, no more thoughts of Bourton-on-the-Water, just to get home. De-icing stops thankfully cheered the spirits with the usual banter and somehow the trip back to Warminster seemed to go much quicker. And how welcome that sunshine was. We will go to Bourton-on-the-Water next year; March probably. I hear the trip to Wales wasn't much cop weather-wise either.

John Spinks

How to 'look' advanced and die! Continued from p9

necessary! And have an escape route up your sleeve.

- And if all else fails pull over and have a fag!

Well, what's the moral of this story? Ride to this Englishman's advanced standard and DIE!

Ride safe,

John Topping (JT).

PS I've got most of his registration if anyone wants it? (It was so exciting I didn't think to get it early enough.)

Steve Strong Trophy

Each year the club awards the Steve Strong Trophy to the member who, in the majority opinion, has done most to benefit the club during the past year. Last year the Trophy was presented to John Topping in recognition of his initiative in creating the Sunday Observed Rides, which have contributed so much to both the club's training programme and its social aspects.

If you would like to nominate a member for this year's award then please fill-in the form overleaf and send it to Paul Savage to bring it forward at the AGM on 20th February.

Alternatively just drop him an e-line with your nomination:
secretary@bwam.org.uk

Only an Aussie!

A true story from the State where drink driving is considered a sport

Recently a routine police patrol parked outside a local neighbourhood tavern. Late in the evening the officer noticed a man leaving the bar so intoxicated that he could barely walk. The man stumbled around the car park for a few minutes, with the officer quietly observing.

After what seemed an eternity and trying his keys on five vehicles, the man managed to find his car which he fell into. He was there for a few minutes as a number of other patrons left the bar and drove off. Finally he started the car, switched the wipers on and off (it was a fine dry night), flicked the indicators on, then off, tooted the horn and then switched on the lights.

He moved the vehicle forward a few cm, reversed a little and then remained stationary for a few more minutes as some more vehicles left. At last he pulled out of the car park and started to drive slowly down the road.

The police officer, having patiently waited all this time, now started up the patrol car, put on the flashing lights, promptly pulled the man over and carried out a breathalyser test. To his amazement the breathalyser indicated no evidence of the man having consumed alcohol at all! Dumbfounded, the officer said "I'll have to ask you to accompany me to the Police station. This breathalyser equipment must be broken."

"I doubt it," said the man, "tonight I'm the designated decoy".
Paul Savage

Steve Strong Trophy Voting Form

To: The Secretary, 1 Fern Bank, Three Legged Cross, Wimborne, Dorset
BH21 6PB

From: Name Date

For the award of the Steve Strong Trophy I would like to vote for:

NAME:

Dear God ...

Heart-warming story for the festive season

There was a man who worked for the Post Office whose job it was to process all the mail that had illegible addresses. One day just before Christmas, a letter landed on his desk, simply addressed in shaky handwriting to “God”. With no other clue on the envelope, he opened the letter and read, “Dear God, I am an 83 year old widow living on the State pension. Yesterday someone stole my purse. It had £100 in it, which was all the money I had in the world and no pension due until after Christmas. Next week is Christmas and I had invited two of my friends over for dinner. Without that money, I have nothing to buy food with. I have no family to turn to, and you are my only hope. God; can you please help me?”

The postal worker was really touched, and put a copy of the letter up on the Staff Notice board, at the main sorting office where he worked. The letter touched the other postmen and they all dug into their pockets and ! had a whip round. Between them they raised £96.

Using an official franked Post Office envelope, they sent the cash on to the old lady, and for the rest of the day, all the workers felt a warm glow thinking of the nice thing they had done. Christmas came and went. A few days later, another letter simply addressed to “God” landed in the Sorting Office. Many of the postmen gathered around while the letter was opened.

It read, “Dear God, How can I ever thank you enough for what you did for me? Because of your generosity, I was able to provide a lovely dinner for my friends. We had a very nice day, and I told my friends of your wonderful gift - in fact we haven't gotten over it and our Vicar is beside himself with joy. By the way, there was £4 missing. I think it must have been those thieving b**tards at the Post Office.”

Paul Savage

This month's advanced riding tip

A motorcycle is at its most stable when parked in the garage on its centre-stand.

Mark Bezzant

Some Web sites to browse for your hols

John Spinks dumps his bookmarks file

Spanish Tours with Ridespain.com

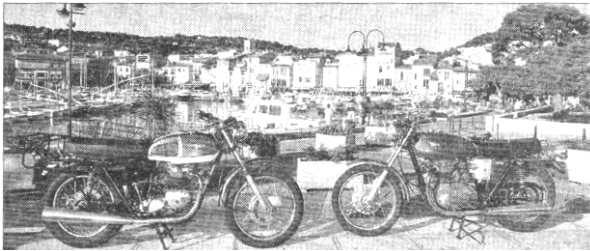
Ride alone or in groups. Fantastic scenery, mountain twisties, days on the beach. Extend the riding season in Spain where the weather is milder, dryer and sunnier than the UK. Option of two detailed routes per day, quality hotels, like minded company, experienced staff. Use the online booking form and we will confirm availability by return.

More info at: <http://www.RideSpain.com/>

Classic Bike Provence

See the March 2005 Newsletter for a member's account of a break with Classic Bike Provence, now in its fourth year of trading, although proprietor Neil Thomas has more than 30 years' experience of riding and maintaining British bikes. The collection includes such illustrious marques as BSA, Triumph, Norton, Sunbeam, Velocette and Royal Enfield. Bikes may be hired for one day, or up to four if you choose an organised tour.

More info at: <http://www.classicbikeprovence.com/>



*Rue with a view: discover the French countryside in classic style
(pic: D. Tel)*

Retrobike Holidays

Paul Bishop Bailey was so impressed after spending a week with Classic Bike Provence that he returned to Britain, quit his job as a police motorcyclist, sold up and moved to the Dordogne to set up his own business along similar lines, but using Japanese bikes from the 1970s and 1980s to target a slightly younger audience. Accommodation is on-site in a *gîte* in the grounds of Paul's house. This is on a full-board basis and includes use of the swimming pool. Classics like an 1100 Katana, GS1000s, Z650, VF1000R from £65/day rental.

Phone: **00 33 614 234 428**

Email: retrobikeholidays@yahoo.co.uk

MotorEast - New Rides in Old Lands

MotorEast is the first motorcycle tour organiser in Turkey. Created by bikers for bikers, MotorEast offers a large selection of rides in Turkey and neighbouring countries. Come and enjoy 10,000 years of history, spectacular scenery and magnificent geographies – ride the fertile valleys of the Aegean, sweeping turns of the Taurus Mountains and the lush twisties of the Black Sea Mountains. Indulge in first class accommodation, savour delicious Turkish cuisine. Meet the friendly people of Turkey, ride in comfort, safety and MotorEast style in a Country combining the splendours of the East with the life style of the West. Always above your imagination.

More info at: <http://motoreast.com/>

Bike Normandy

Forget the maps and leave the potholes behind! A club favourite, much recommended. Organised ride-outs throughout Normandy and beyond offering full days riding with just stops for coffee/lunch, or with prolonged stops taking in activities, places of interest, chateaux, festivals etc. Local knowledge, ensuite accommodation (bed/breakfast/evening meal including all evening drinks). Spacious, secure, dry parking, drying room, games room and gym.

Phone: **0033 (0) 233 350065**

Email: info@bikenormandy.com

Logis de France: Leisure escapades and sport activities

More than 3000 hotel-restaurants are united around a concept of providing high quality service, authenticity and the discovery of local specialities.

More info at: <http://www.logis-de-france.fr/uk/index.htm>

Brittany Ferries - ferry crossings and holidays to France and Spain

Classic Cruise and High Speed services from Portsmouth, Poole and Plymouth to Cherbourg, Caen, Roscoff, St Malo in France and Santander in northern Spain.



Conveniently timed regular departures take you much closer to all the best holiday regions of France and Spain.

More info at: <http://www.brittany-ferries.co.uk/>

Happy browsing.

John Spinks

Membership matters

Test Pass

Congratulations to Alex Beattie who passed his test on 19th November, with thanks to observer Martin Saunders. Well done, both.

Assessment days and new members

We continue to hold these for the initial assessment of new Associates, with the last one on 26th November and the next on 7th January. Overall the process of bringing in our new members has seen some change during the year, with much being learnt along the way. We held the two evenings on Poole Quay back in the summer which resulted in a large number of enquiries, and these gave us a great deal of concern at both the number of assessments and the consequent high input of Associates champing at the bit to get going. However, when it came to commitment time there was a large drop-out rate, and looking back we gave ourselves a lot of work and worry unnecessarily.

I have found that enquiries at shows do not produce many Associates. I dread the big events for the leads that filter through afterwards – as many as forty sometimes. All these have to be replied to and result in less than one in ten serious enquiries, and we have found much the same with the Quay evenings. The difference is that we've all had a couple of most enjoyable evenings out of it, and for that reason will probably run more next year. Except that we'll not push the assessments then but leave it to those who are serious to come back in the usual way. If you fancy an evening chatting about bikes in the summer sunshine then let Nigel know and come and join in; good fun.

Membership telephone lists

Some while ago I produced a single-sheet listing of members' phone numbers. I was somewhat surprised by the albeit small number of objections that I received, as I could not, and still cannot, see why members should not want other members to know their phone numbers. But, there's nowt so queer as folk, as they say. Since then I have been asked for the same thing from time to time so clearly not everyone is of the same frame of mind, and so I propose to run off some more in time for the AGM in February. If you don't want to appear on the list please let me know, preferably by e-mail (membership@bwam.org.uk), but don't then come to me asking for one!

Subs renewals

The following subs are due in January, February and March 2006

Tim Balmer	Michael Fowler	Nigel Baker
Martin Bartlett	Bob Gould	Terry Dibden
	Tim Gray	Trevor Fairbanks
	Ray Shipley	Peter Gray
	Jackie Trowbridge	Claudine Lock
		Peter O'Neill
		Phillip Parker
		Pamela Poulton
		Bryan Trowbridge
		Simon Vianello

If you who wish to pay your subs by Standing Order using forms available at your Bank, the club's Sort Code and Account Number are

30-99-56 and (0)1944635

respectively, and the reference will be the first 10 letters of your surname plus the 3-digit club reference number, with no spaces in between, eg

MANSFIELD367. *Please be sure to include this reference so that we can identify your payment.*

Alternatively send a cheque to:

38, River Way, Christchurch, Dorset. BH23 2QR
telephone 01202 267797 and e-mail membership@bwam.org.uk

Subs at present are £8 for members and £16 for Associates renewing.

Overdue subs

There are 25 or so dating back to June to whom I have written, some twice. We do take a very relaxed view on overdue subs to the extent that I don't write until you're at least 3 months in arrears but it is important to respond please, as I automatically delete your membership after the second letter. The envelopes are very pretty these days so you know that you've received them.

John Spinks

Club Shop price list

Please see Sandie Gear 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	£3.00
IAM Lapel Badge	£3.00
IAM Stick Pin	£2.50
IAM Cloth Badge	£3.00
IAM Vinyl Badge	£1.20
IAM Reflective Disc	£0.70
IAM Tank Wings	£1.10
IAM Helmet Sticker	£1.50
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	
Newsletter Editor and Webmaster	Martyn Dryden	

Other volunteers:

Club Shop	Sandie Gear
Auditor	Doug Grimes
Photocopying	Malcolm Merry
Raffle Organiser	Tim Balmer

Access to membership information (names and addresses) is restricted to Committee members 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 £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

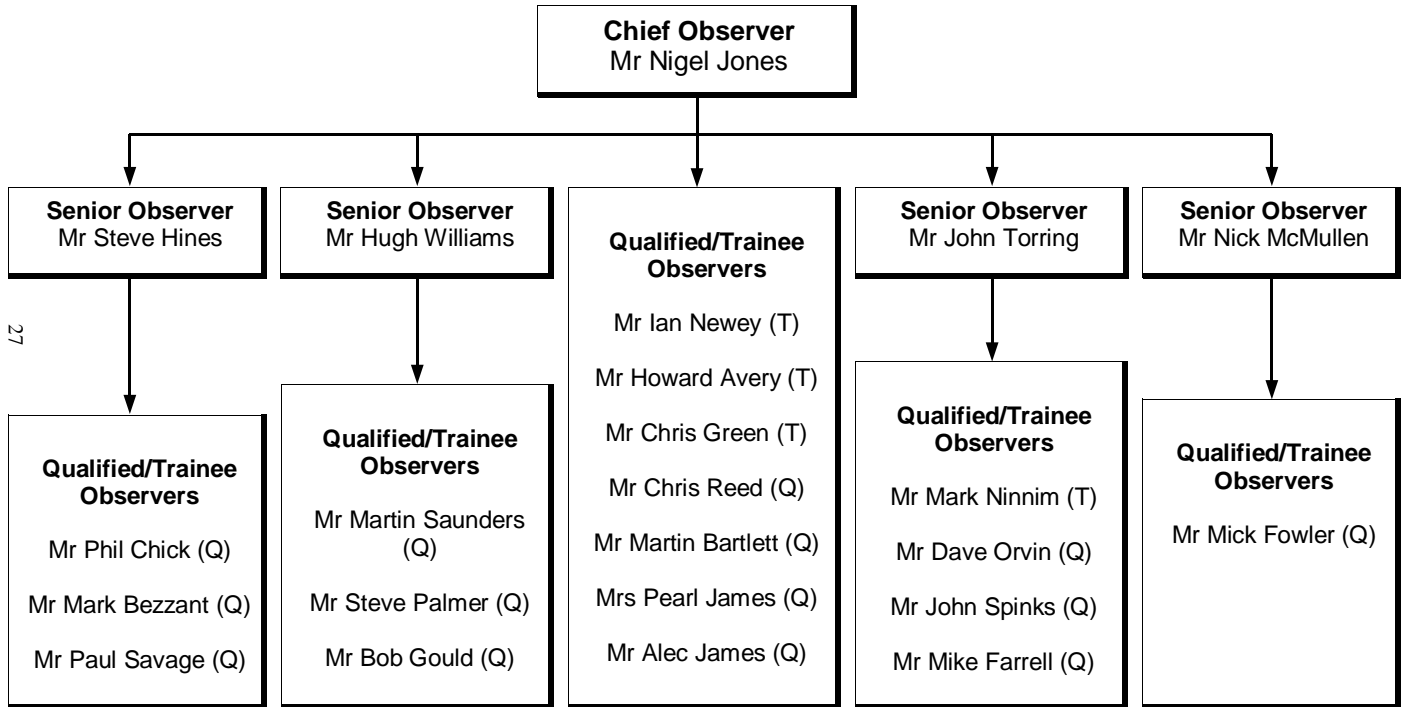
Please write 'Associate Preparing For Test' at the top of your application and also the Group number '1208' in the box at the bottom of the page.

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



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 Topping 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