



Bournemouth & Wessex Advanced Motorcyclists



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NEWS

None is good, so they say

More Events planned for members

Events Organiser Chris Green is planning more events to make the most of your riding this summer. Fancy a BBQ, a riding skills session, or a track day? Read the Forthcoming Events on page 4 to find out more!

Councillor attends Club Night

Councillor Mike Brooke, the Poole Council member for Broadstone, attended May's Club Night at Chris Reed's invitation, linked to the IAM's 50th anniversary celebrations. His wife Annette Brooke MP (Liberal Democrat, Mid Dorset & North Poole) was unable to attend because of parliamentary commitments.

Councillor Brooke met and discussed motorcycle safety with several of the Club's officials. He was impressed with the Club's set-up and undertook to help raise any issues of advanced motorcycling either locally in Poole Council or nationally.

Minister's Pro-Motorcycling message to Local Authorities

Last month's Transport Minister Dr Stephen Ladyman has written to Local Authorities reminding them of the Government's National Motorcycling Strategy.

In the memo to Local Authority Highway Officers, the Department for Transport's Road Safety Division points out that the strategy is designed to 'mainstream motorcycling' so that all organisations involved in the development and implementation of transport policy recognise that motorcycling is a modern, practical form of transport.

Developed through the Advisory Group on Motorcycling, which included the Local Government Association (LGA) and Local Authority Road Safety Officers Association (LARSOA), the National Motorcycling Strategy sets out a framework for action in which Highway Authorities can do much to ensure that the local road network takes account of the needs of motorcyclists.

Areas covered include the nature of road surfaces, the type and position of

inspection covers, road signs and road markings and also the benefits of safe and secure dedicated parking facilities. The memo points out that because motorcyclists are vulnerable road users, measures to reduce motorcycle casualties can make a significant contribution to authorities' overall road safety targets, therefore as well as the engineering measures, Road Safety Officers are encouraged to undertake publicity activity.

The Government's National Motorcycling Strategy can be found at the DfT's website:

http://www.dft.gov.uk/stellent/groups/dft_roads/documents/page/dft_roads_035439.pdf

Transport Minister at the time of writing is Douglas Alexander who has the additional role of secretary of state for Scotland.

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Forthcoming Events

All group organised rides are conducted according to the IAM's guidelines for Group Organised Rides. Any ride that doesn't meet these requirements is not a group organised ride, and is not associated with BWAM or the IAM.

Participants in group organised rides are responsible for their own safety and compliance with the law, and should at all times ride within their own capabilities.

19th June - Club Night

JT will present the London Advanced Motorcyclists' DVD on Group Riding (provided by Spinksie). Some excellent info of use to all, plus the normal banter on how they do it. Be there! Preceded by Committee meeting
Monday 19th June 2006, 8:00pm at Cobham Social Club

Club Night Ride-In

Monday 19th June 2006, 7:00pm at Wimborne Somerfield

24th June - Summer BBQ ride out

Leaving Avon Forest at 13:00 or meeting up with others at Dorchester Top O' Town Car Park for 14:00. Destination will be Chesil Beach to bask in the sun and eat some BBQ food!

Saturday 24th June 2006, 1:00pm at Avon Forest, 2:00pm at Dorchester

8th July - Fast/Slow Riding Competition

With ride-in to Queen Elizabeth School, Wimborne. Leaving 13:00 from Avon Forest to QE school.

Refreshments will be laid on as last year we were parched due to the heat! The Stig on a Bike will be there to demonstrate some moves. This proved a good laugh last year!

Prizes will be awarded for fastest and slowest runs.

Saturday 8th July 2006, 1:00pm at Avon Forest.

17th July - Club Night

Monday 17th July 2006, 8:00pm at Cobham Social Club

Club Night Ride-In

Monday 17th July 2006, 7:00pm at Wimborne Somerfield

9th August - Track Day at Castle Combe Race Track

This is on a Wednesday and will cost £125.00 for the day.

I will be on my Pan - any bets? It is only for street legal bikes, and is ideal for any first timers to Track Days, also it's not too far!

For more information:

http://www.castlecombecircuit.co.uk/bike_trackdays.htm

What happens when you swerve away?

Help the police with their enquiries

About five or six years ago, I began to question countersteering. What was it? How did it work? Why did I favour this type of steering? And, most importantly, what has it ever done for me?

This all sounds a little bit like Monty Python, but there is a serious note I promise you.

If countersteering is as good as they say, what evidence is there to back the argument up? How can you tell whether a rider was or was not employing countersteering when there was a collision? This is the crux of where I want to go. Can the use of countersteering be demonstrated as a means of avoiding a collision? And if this technique is not employed, can that also be specifically identified?

If interested in this one, contact Chris Green ASAP with a “Count me in!”.
Wednesday 9th August 2006, departure TBA.

21st August - Club Night

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

Club Night Ride-In

Monday 21st August, 7:00pm at Wimborne Somerfield

18th September - Club Night

Preceded by Committee meeting

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

Club Night Ride-In

Monday 18th September, 7:00pm at Wimborne Somerfield

16th October - Club Night

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

Club Night Ride-In

Monday 16th October, 7:00pm at Wimborne Somerfield

20th November - Club Night

Preceded by Committee meeting

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

Consider riding down a straight section of road, rural or urban it matters not. You are approaching a nearside junction and you have right of way. Quite reasonably (contrary to cars drivers) you expect any vehicles approaching from this junction to give way to your progress. Stupid assumption; the first car pulls out of the junction into your path. Easy, I hear you shout, lean right, press down on the right bar end and round the car we go, giving the finger as you pass within millimetres of the car's front bumper.

You obviously live in Utopia!

The brain, that inert object between our ears, says swerve right, and without thinking you do exactly that. Now what happens? Do you miss the car as in the ideal world above or do you veer left and collide with it?

If countersteering allows you to use the forces acting on the motorcycle to steer in the opposite direction to that which you want to go, does the opposite occur when you swerve away? i.e. when you turn the bars in the direction you want to go but the forces acting on the machine turn you into the danger?

Hopefully I now have your attention. Being switched on, I know you're ahead of me in asking if it can be determined from the marks on the road / tyres, whether the rider countersteered or actually swerved and went into the hazard? At this moment in time I don't know, but in time I hope to.

It's now time to say who I am and what I am doing writing this article. I am a police officer (please don't hold that against me) and a collision investigator. I am also a research student at Teesside University studying for a PhD. My research, believe it or not, is based on the gyroscopic effect on motorcycles in swerve to avoid collisions.

At the bottom of this article there is a web link to an in depth questionnaire, which I ask you to take the time to visit and complete. This questionnaire is obviously only part of the research but it will help me to have a better understanding of individual training and experience. Please take the time to complete the questionnaire and if you have experience of a swerve to avoid collision, I would like to hear from you. Needless to say, any information you give me is for statistical research only and won't be used for anything more sinister. In anticipation, thank you all.

Rod Shephard

The questionnaire is at <http://www.slightlydifferent.co.uk/swerve/>

Never a half-brick around when you need one

Life with a GPS, by one whom it has tried

The knock at the door late one winter's evening was as unexpected as was the caller. A naval captain related his tale of spending months sailing up and down off the coast of the Americas not realising that salvation lay close by over the horizon, and many lost their lives in dreadful conditions as a consequence. On beseeching his host to make available the product of his years of endeavour to date the Captain was asked, "Did you pray to your God for salvation?"

"Of course."

"And did you curse Him when none was forthcoming?"

"Yes."

"But if you had had my device and it had not proved sufficiently accurate it would have been me your men would have cursed with their dying breaths, and that thought I could not endure", replied John Harrison whose device was the first sea-going chronometer, so essential for the establishment of longitude at sea.



How well I can understand Mr Harrison's reasoning, having recently been reduced to gibbering palpitations by a device of Mr Garmin's. It is no exaggeration to say that I could gleefully have put £350-worth of electronics on the floor and beaten it to bits had something more substantial by way of a half-brick than JT's TomTom been to hand. What on earth had caused such a state of mind, and just why do these things produce such weird results sometimes?

For our recent 1800-mile trip to the Pyrenees and back up through France I had prepared the route most carefully using books and maps and had entered it into Garmin's PC software, and once I was sure it fully understood just who was in charge of where we were going I had downloaded it to my Garmin Quest GPS unit. Mistake number one. I then assumed that since all had been

well on the PC then it was sorted. Mistake number two.

Trouble came on only the second day, with an unexpected command to leave the truly splendid ride we were having and go up a much smaller road, not much larger than a lane. Up and up we twisted and turned. Views were becoming more and more heavenly and heaven-wards by the minute. Then it stopped. Sat nav sat down, just like that. Out with the paper maps from which we could see that we could carry on along this little lane, and this did indeed turn out to be a real treat from both the riding and the scenery points of view. Over an obviously little-used pass and down 20 or so hairpins to another village, where the GPS sprang back into life with a perfectly valid route to our destination. Weird, or what? An unexpected exit route a couple of days later was shrugged off, but when we took to the woods the following day instead of a lovely-looking main road that I had selected I did become concerned. Then cross, as we went for miles and miles through very small woodland lanes which, in other circumstances may well have been enjoyable. Stopping to take stock, reality dawned that something was very wrong with either the unit or the data. It was again consigned to the top box and out came the paper; total failure.

Having crossed the awe-inspiring new bridge at Millau and turned off onto minor roads again we were past a point at which I had already identified that we had a data problem, so the GPS was again fired up. And again it faultlessly took us for over 100 miles until quite unexpectedly turning us off the main road and back to tiny woodland lanes. This was far from amusing at gone midnight and it was very easy to overlook the fact that it got us to the hotel at exactly the time it had been predicting for nearly an hour. But why that road, and why did it have to do it then?

This is a technology to which I have signed up with some enthusiasm. The ability to plan the route beforehand and then to travel without needing the endless mapping stops has great appeal, and the audible and visual predictions of approaching junctions and roundabouts makes the piloting of 13 bikes through large towns, though never easy, so much less difficult. So very disappointing, then, to have all faith destroyed by these seemingly strange diversions which wreak havoc to the progress of the trip and fray the most even of tempers. As is so often the case with computers, you end up doing it on paper and this trip certainly ended with the use of paper maps.

A phone call to Garmin at Romsey on our return, explaining that twelve members of our prestigious club now regard the name of Garmin as a joke, elicited the invitation to come and discuss our experience. They were

generous with their time and patient with the following explanations. GPS is not intended as a complete navigation system, but should always be used in conjunction with conventional maps. This is certainly in line with nautical thinking and is what we had intuitively been doing, both with planning beforehand and during the trip when things went wrong.

The Garmin PC planning software is global, in that the same version is supplied for their complete range of GPS units, but the units themselves have significant differences. Consequently, whilst start and finish points are secure, any waypoints put in at the PC planning stage are at risk during the downloading process so that the route as worked out by the unit may well differ from that established on the PC. Yeah, great. Waypoints should be entered on the unit itself, which is a time-consuming exercise compared with the PC software.

The route calculation does not differentiate between roads of the same classification. In France “D” class roads predominate in rural areas, and some of these are lovely; fast and curvy, they are just what we want. Others, however, are not and can be little more than lanes. As far as the software is concerned one “D” road is the same as any other and calculation is done on the basis of distance; there is no concept of width or capacity. Setting the type of vehicle in the Preferences only addresses journey times and does not affect choice of routing at all, which goes some way to explaining how big lorries get stuck in little lanes.

Garmin uses two levels of data. There is an overview level which contains all the main roads and is the default, and there is a detailed level which is downloaded as selected map areas from the PC to cover the intended route. Great care is needed to ensure that all the maps are downloaded with the route, particularly where this takes a main road. This was one of my mistakes, in that the PC plotted the route as I had intended along a main road which was just at the top margin on a map section. Unfortunately I had not noticed this map boundary and had failed to include that map section. The devil is in the detail, as the routing software will *always* use the detailed routes if one can be established and will totally ignore the overview. So my route along the main road was ignored as the map section was missing, and a route calculated through those damned woods. Coincident with a data problem with the A75 that I did know about, it produced completely unworkable routes.

And yet at the opposite extreme it found us petrol when village after village had none and one of our number had only 10 miles left!

So where does that leave my enthusiasm for the gadgets? Dented, to be sure, but I must be honest with myself and with Mr Garmin and accept that I have made some mistakes. The view that these are complementary to good navigation, and not a means in themselves, is valid and sensible. As yet they have a problem with road classification which will surely be overcome in the face of mounting user criticism. And when they work, which is most of the time, they are, to my mind, somewhere between bloody useful and absolutely indispensable. No, mine's not for sale, yet. But just perhaps the industry should have listened to John Harrison before unleashing a less-than-perfect product on a largely receptive but unsuspecting public.

John Spinks

Link of the Month

BWAM Meeting Places page

Your Webmaster's been developing this for a while which is why I haven't got any other pages to recommend this month. You can reach it by selecting any of the 'place' links on the BWAM Events page, or go directly to:

<http://www.bwam.org.uk/places.php>

The map shows either the place you selected on the Events page, or all the Meeting Places listed on that page. In the former case there are links in the sidebar (on the right of the map) to all the other Meeting Places too.

Selecting a Meeting Place (by clicking on the associated marker) opens up a box with info on that place. It's a tabbed box with two tabs. The initial tab shows a description of how to get there, and also has a text box where you can type a place-name or postcode, to get driving/riding directions from there to the Meeting Place, should you need them.

The second tab, labelled GPS, shows the latitude and longitude of the Meeting Place, ready to enter into your Garmin or TomTom.

Finally, you can get a map of anywhere else on Earth, by entering its latitude and longitude into the boxes below the map. The numbers in these boxes by default show the location of the current centre of the map.

All of this is by courtesy of Google Maps. Thanks, Google.

Membership matters

The recent subs increase

With the best of intentions the subs were increased by £2 at the last AGM to enable us to make a modest donation to the Air Ambulance. We have since been advised that it is contrary to the Charities Act for one charity to make contributions from its funds to another, and so we naturally have to rethink our approach. We are in the slightly unusual position of raising our funds only from within our membership rather than by public can-shaking, in which case it would clearly be questionable practice, but nonetheless our advice has been that it can't be allowed.

So for the moment the subs will revert to their previous levels of **£8** for members and **£16** for Associates' renewals. We will discuss the subject of Air Ambulance donations in Committee and in general at a future Club Night with the aim of providing a means by which those of you who wish to can still make donations. Those who have already paid the increased subs will naturally be entitled to a refund should you so desire; just let the Treasurer know and he'll arrange it. In the event that we do not hear from you we'll assume that you still wish the donation to stand and it will be retrieved from club finances and forwarded to Air Ambulance.

Interestingly, our attention was brought to this matter by an IAM car member from Birmingham who had read the newsletter on the website and recollected a similar problem that his club had encountered. Well done to Martyn and Alice for giving us a website that is popular from so far away and our (teeth gritted for this) thanks to Birmingham *car* member for drawing our attention to it.

Subs renewals

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

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	Nigel Jones	
Secretary	Martin Saunders	
Treasurer	Andy Mansfield	
Vice Chairman	John Topping	
Membership Secretary	John Spinks	01202 267797
Chief Observer	Steve Hines	
Guidance Co-ordinator	Mark Bezzant	
Events Co-ordinator	Chris Green	
Associate Liaison	Howard Avery	
Newsletter Editor and Webmaster	Martyn Dryden	

Other volunteers:

Club Shop	Sandie Gear
Auditor	Doug Grimes
Photocopying	Malcolm Merry

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
Chairman	chairman@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.

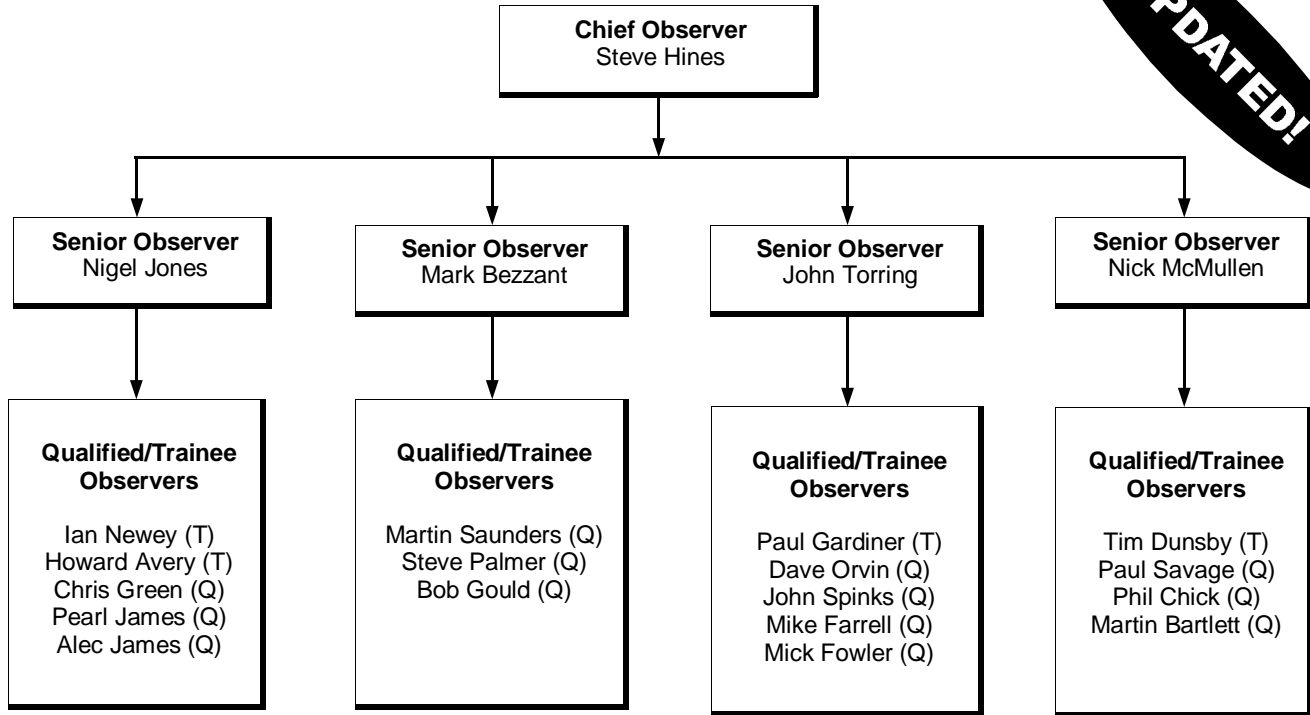
Club Membership

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 £10.00 annual subscription to BWAM in order to remain a member of the Club.

BOURNEMOUTH & WESSEX ADVANCED MOTORCYCLISTS

Observer Organisation Chart

UPDATED!



Notice Board

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

ST 1300 Pan European for sale

2002 model Honda STX1300 Pan European in silver, first registered April 2003. 27,500 miles, heated grips, pannier inners and fitted Autocom intercom. Serviced regularly by Honda dealer. Excellent condition. Very reluctant sale as owner has moved to France and can't be modified to suit the French (too powerful!) without spending 1,800 Euros.

Available May.

Telephone Hugh Williams 00 33 5 49 65 33 82 or e-mail

hugh.williams@club-internet.fr for more details.

For Sale Honda CBR 600 FS, Sept 52 reg, UK Bike, 9,000 miles, F.S.H., Red and Black, Taxed and M.O.T., The bike is in immaculate original condition, and comes with a paddock stand and bubble screen, £3250 ono, Contact Mark Priest on 01725 553086, or Mobile 07816351775

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***