



Bournemouth & Wessex Advanced Motorcyclists



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NEWS

All the news that fits to print

Rural 60mph limit to be reduced?

SPEED limits on all rural roads are to be reviewed in the light of figures that show motorists are 3½ times more likely to die driving in the countryside than in towns. Local authorities are urged to reconsider the limits on all roads, particularly rural ones, where 63 per cent of road deaths happen.

On rural roads in 2004 the death rate was 0.7 per 100 million km driven. The figure for urban roads was 0.2, and for motorways 0.1.

Ministers believe that the default 60mph on rural roads is too high in many cases, but they also want the limit raised on some 30mph and 40mph roads, where the risk to pedestrians and cyclists is low.

Brake, the road safety charity, is pressing for the speed limit on twisting, narrow rural roads to drop from 60mph to 30mph or 40mph.

A survey of 2,600 drivers for insurer Direct Line found that three in four motorists thought the 60mph speed limit on rural roads was too high. More than a quarter admitted breaking the limit, mostly because they thought there was less traffic and fewer pedestrians on rural roads. **Two in three drivers did not know the speed limit for rural roads**, more than half thought there should be more speed signs in the country, and more than 60 per cent said that learner drivers should have compulsory lessons in country driving.

IAM Membership Discounted Tickets, GP Masters

IAM Members can save 10 percent on GP Masters Tickets at Silverstone on 12 and 13 August 2006. (Normal price for weekend: £35 for general admission, or £60 including a grandstand seat.) This is your opportunity to come along and cheer the IAM president Nigel Mansell on to victory.

To claim your discount, call the Silverstone Hotline on 08704 588300 in working hours, and quote your IAM Membership number.

IAM president Nigel Mansell will no doubt be heading the line-up for Silverstone. Other great names taking part include Emerson Fittipaldi, Derek Warwick, Riccardo Patrese, Eddie Cheever, and Christian Danner. The series got off to a flying start last season - not only are the cars dazzlingly fast but so, still, are the drivers. The passing years have clearly done nothing to diminish

that will to win. For more details, visit the GP Masters website at <http://www.gpmasters.com/>

Congestion-busting signs tested on motorway

Electronic signs that tell drivers how long it will take to complete a motorway journey are being road-tested in England. The congestion-busting sign system, being trialled by the Highways Agency, uses historical traffic data plus information from cameras on the motorways to inform drivers of the expected travel time to specific junctions on the motorway.

The trial will run until early September. It covers 160 miles of two of central England's busiest motorways, the M6 and M5. More than 200,000 vehicles per day travel on these routes. *(See pic on p12.)*

Being aware of conditions ahead, motorists will be able to change their route when there are problems, cutting congestion. If successful the system could see nationwide roll out - potentially on all motorways in the next year.

The system uses data from 3,750 on-road sensors and 700 CCTV cameras, and information from police forces, local authorities, contractors, leisure and entertainment venues, and weather centres. The database is one of the biggest Windows-based Oracle databases in the world, with a terabyte of data added every month.

Test Passes

2006 total continues to climb

The following former Associates have all passed their IAM Test since the last issue, bringing the number of passes since February to no fewer than 10.

- **Peter Warren** passed on Saturday 8th July. Peter's Observer was **Dave Orvin**.
- Also on 8th July, **Rob Bradshaw** passed, observed by **Mick Fowler**.
- Finally for this month, **Mark Chidzoy** passed on Saturday 22nd July. Mark was observed by **Chris Green**.

Congratulations to all the successful candidates and the Observers who have advised and assisted them.

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.

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.

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

¶ = Advanced/Progressive

§ = "Chocolate Box"

For more about the two ride classifications, please see the May issue

New IAM Web site

It's the link of this and every month

In its 50th anniversary year, the IAM has taken the opportunity to redesign its Web site, and review how it communicates with the membership and the many groups and organisations with whom it is engaged.

With enhanced interactivity, the IAM wants the site to develop into a meeting place where visitors can share their passion for driving or riding, and have a say on current road user and safety issues. The aim is to encourage a dialogue between the IAM and everyone interested in its wide-ranging work.

Increasingly, the site will also reflect a new emphasis on helping Members and Associates get more from their driving and riding – and more from their relationship with the IAM.

Let the IAM know what you think of its new site – using ‘ViewFinder’ (quick survey on the home page), or the “Comment on this page” link on the left of each page, for any ideas you would like considered for inclusion.

Email Forum Termination

As part of the new Web site, the existing email-based Forum will cease as of Monday 14 August 2006.

The service has been replaced by a moderated, website-based chat room-style application, available in the Members Only area of the IAM Web site, at: <http://www.iam.org.uk/iammembers/membersofrum/>
(The link is correctly spelled even if it doesn't look as though it is.)

Please log on to the website with your membership number as your username, and your surname as your password.

It is the IAM's intention to make more use of the website as a “meeting place” for all IAM Stakeholders, especially the Membership, and it is likely that this forum will be expanded over the coming weeks and months to incorporate different strands of discussion.

The IAM urges us to continue to contribute to the Forum in its new guise, which it hopes we will agree is both more accessible and dynamic.

The Elastic Gap

John Spinks goes twang not bang

The elastic band is indeed a versatile device, thankfully not as commonly found on motorcycles as in the heyday of British classic crap flung together in the Luddite attempt to compete with the superior engineering of Japanese and German competition. They do say that Motto Guzzis still rely on them to stay together, though, and I have heard tell that there are those whose affinity with things rubber leads them to name e-mail addresses after them (!?!). So our present-day usage in relation to motorcycles tends to be limited to using big, strong ones around the ankles of our trousers to keep secret the after-effects of unintended close shaves and as a means of describing an alternative approach to overtaking.

Anticipation is the key to this technique (overtaking, that is, not the need for the bands), which finds its application in situations in which a slower vehicle in our direction is going to be passed by approaching traffic in which a gap can already be seen. From our safe following distance we are still too far back to make the overtake with dignity now, but anticipate the gap's arriving at our slower vehicle and time our acceleration to be there at the same time, so that we can nip into it and pass our slowcoach in one smooth manoeuvre. Icing on the cake if we can daisy-chain several such gaps in our lane with those in the opposing one.

Like much in this motorcycling life, all is not straightforward and things can go horribly wrong – very, very quickly. As if to illustrate that successful anticipation is only one factor in the formula I recall an incident in my otherwise incident-filled couple of weeks in India, in which I was catching up on a slow-moving lorry – and on an Enfield that is a relative term – and coming in the opposite direction was another, larger, lorry. By a masterpiece of anticipation and controlled acceleration (!!) I arrived at the gap just as it opened up with a good head of steam at the same moment as did a bus coming in the opposite direction and playing the same game. Instant call for the big, strong bands around the trouser legs and a rapid body-weave so close to that bus that I can still feel the breeze. That was my one and only close shave in this fascinating country renowned for its suicidal traffic and was so memorable that it has become ingrained. So when in thick, slow-moving traffic past the University recently one of those inviting gaps materialized in the opposite direction, I held back. Call it intuition. Whatever; I didn't go for the gap as soon as it opened but held back sufficiently long for nipper on his scooter to come popping out through it like a rabbit from a hole.

The key to the approach to these gaps lies in the first two elements of the System; information and position. Information is not limited to the gap itself; these two little examples show how important it is to consider the presence of vehicles as yet unseen that lurk menacingly ready to come bursting out through it. Gaps in a queue of cars don't normally present much of a problem as it is much easier for the motorcyclist to see the lurkers, but lorries are a different scenario altogether. The lorry that you want to overtake and the lorry coming in the opposite direction together make up this potentially dangerous combination because of what they can hide, and this is where the element of your position comes in. With that feeling in your water that comes from knowing about things like this you don't just aim for the gap, but use that approach time to move to such a position that enables you to see past the one you're about to overtake and to get some idea of what's behind the one coming in the opposite direction. And then to use your speed, gear and acceleration to *avoid* arriving at the instant that the gap opens up; that little bit of restraint gives time for a squint for the lurker and time to react to him if he's up to the same game as you are. Even more important than this is to realize that if you cannot achieve a position during your approach to the gap that enables you to see adequately into it then it is probably best to abort the manoeuvre and drop back to the safe following distance again.

Keep the elastic in the motion; make it twang not bang!

John Spinks

New in store

Handy visor wiper

If you're interested in trying out the V2 Sponge after reading reports about this handy and innovative visor wiping device — or if you've tried it and liked it — then you can now obtain supplies from the Club Shop. You can buy just one, if you wish, and there's no delivery charge and no waiting.

Hi-viz jackets

Off on your travels? If you need to stop on a French or Spanish motorway then the law requires you to wear high visibility clothing, and this means you *must* carry it with you. For peace of mind, before you set off, pick up a pocket-packed jacket and tuck it under your seat.

See p16 for prices, and catch Sandie at the next Club Night to buy.

Motorcycling in Oz

Chris Reed tempts us all to emigrate

So, here we are, the other side of the world. Sometimes I thought we'd never make it. It's every bit as good as I remember, perhaps better. The only difference is this time is I've got my bike – at long last.

I won't bore you with the administration saga, suffice to say the West Australian authorities have many and varied ways to extract cash from your wallet. I've broken down the annual registration or, "Rego" cost for a R1150RT. This is sort of equivalent to V.E.D. in the U.K.

Licence Fee	\$49.35	fair enough
Insurance	\$137.00	compulsory third party insurance
GST on Insurance	\$13.70	V.A.T. to you (only 10%)
Stamp Duty on Insurance	\$15.05	tax on tax – brilliant!
Recording	\$9.80	now they charge you to record the taxation!
Plate Fee	\$18.40	one time fee. You can't get your own plate made.
Total	\$243.30	this is equivalent to £101.37

Not bad for a year I suppose, at least you know that if you get involved in an accident the third party has insurance. For those of you who consider it important, they give you a very small index plate too.

No annual MOT either, providing you pay your annual "Rego" – no test. If you don't pay the fee and return your plate the Law visits to recover it and leave you with a heavy fine. A sort of personal S.O.R.N. service with complementary intimidation.

"Enough", I hear you say, "what it like riding there"?

Like everywhere, driving standards are poor, perhaps slightly worse than in the U.K. W.A. Police gleefully impose a zero tolerance policy on speeding. The main freeway (motorway) from the northern suburbs to the south has a blanket 100kph speed limit. In the main, the population stick to it, generally about 10mm from the back of your vehicle! The level of tailgating here is frightening, much worse and more frequent than in the U.K!

The average car probably has a three or four litre lump and most drivers delight in leaving copious amounts of rubber at junctions. Most roads have at least a couple of doughnuts every kilometre or so, bless.

Even now in winter, somewhere in the order of 30% of bikers ride in shorts and T-shirts. Strange, the roads don't look any softer!

Within the Metro area most roads are north-south or east-west and are boring, but once you get outside the Metro . . .

Heading east into the hills, proper name, The Darling Range, forms a dramatic backdrop to Perth and the coastal plain and is the spine of Australia's biggest regional park that covers 35,000 hectares. It spans 85 kilometres and takes in some fantastic roads and views, grippy blacktop being the order of the day. I would compare the roads to those in France or some parts of Wales, big fast constant radius sweepers but wider with large run-offs both sides.

Many of the lesser used roads in the Bush can go from blacktop to hard-packed gravel and back again without warning, most Bush roads are dusty hard-pack. At night locals have developed a novel approach to S.T.U.D.D. as they approach intersections.

Like us, their plan is aim to go, plan to stop - so they extinguish their lights in the expectation that any other vehicle within a couple of k's will be visible by virtue of having their lights on. Anybody spotted the flaw yet? A number of collisions occur when drivers at 90 degrees to each other turn out their lights around the same time, their eyes take a while to acclimatise . . . I'm sure you get the picture.

Those of you who have ridden with me know I enjoy riding in the rain. I may review this penchant. When it rains here it hurts! I cannot believe the deluge that a shower brings. Roads become rivers very quickly and road signs in depressed sections reinforce the fact, don't stop in the bottom. But in an hour or so it's all over, the Sun comes out and everything dries in no time.

I'm of the impression that overtaking may become a lost art. There is so little traffic on a lot of the good (read twisty) roads. However, there are other things keep you on your toes!

As always, it pays to stay awake and fully focussed. A couple of sunny days ago I headed out for coffee and cake to a town called Kalamunda by way of a back road (thank God for G.P.S.).

I found myself swinging through the bends on a long uphill stretch with Bush on both sides. No traffic for ages, behind or in front, I'm sure you get the picture, all's well with the world.

I'll tell you what - some of those Kangaroos are **BIG BUGGERS!** There was Skippy, all of five foot plus of him, sat on my line wondering just how my riding plan was going to deal with him, no real problem – I saw him early. Having made the decision which way to go, Skippy decides he'd like to tango, so he goes with me. Eventually we part company and "What can reasonably be expected to happen" now includes Kangaroos and fresh underwear.

There's always a bonus riding out into the hills. When you stop and look back there is little to no air or light pollution. Views over the costal plain or, the city of Perth to the Indian Ocean are stunning, a cerulean sky and sea goes on forever, just breathtaking. At night the sky is a joy, with no light pollution you don't need a television.



That's it for now, I'm pleased your summer looks to be a good one so far. Today (Sunday) took in a four hundred-kilometre trip down south with a chap I used to work with in the U.K., it really is a small world! He's on the last few thousand k's of a round the world trip on his 1150GS (there is a clue to his name in the photo). If I get time, I'll do a ride report for next month.

Chris Reed

The Biker and God

A biker was riding along a California beach when suddenly the sky clouded above his head and, in a booming voice, the Lord said, "Because you have TRIED to be faithful to me in all ways, I will grant you one wish."

The biker pulled over and said, "Build a bridge to Hawaii so I can ride over anytime I want."

The Lord said, "Your request is materialistic. Think of the enormous challenges for that kind of undertaking. The supports required to reach the bottom of the Pacific! The concrete and steel it would take! It will nearly exhaust several natural resources. I can do it, but it is hard for Me to justify your desire for worldly things. Take a little more time, and think of something that would honour and glorify Me."

The biker thought about it for a long time. Finally he said, "Lord, I wish that I could understand my wife. How she feels inside, what she's thinking when she gives me the silent treatment, why she cries, what she means when she says nothing's wrong, and how I can make a woman truly happy."

The Lord replied, "You want two lanes or four on that bridge?"

John Evans

Ridden anywhere interesting on holiday?

Good, bad, or indifferent, you could help your fellow members with a short write-up in this Newsletter. There's nothing like a personal recommendation. Where are the good places? Where's to be avoided? Why? How?

Hotels, especially, vary in how they treat their guests on two wheels. Some provide secure and dry parking, some shoo you away from their front door. Unfortunately we rarely find out which is which until we get there.

With Autumn just round the corner, the pleasures of summer riding will soon give way to those of reading about other people's rides and planning next year's. Written, typed or emailed is fine, and we do have a spelling checker, so don't be shy. Jot down your thoughts and send them to:

newsletter@bwam.org.uk

Congestion busting signs pictured



This is one of the messages currently being trialed on motorway signs. The idea is to give motorists a better idea of the conditions ahead so they can change their route accordingly.

Photo: Highways Agency

If this pic looks grey to you ... consider subscribing to the electronic edition of this Newsletter. Colourful, searchable, printable, and saves money and effort for the Club. Delivered to your email inbox every month, or read it online at your convenience. Sign up at URL:

<http://www.bwam.org.uk/newsletter/>

Phishing

Out on her royal yacht the Queen was enjoying the sea air when she spied a man in the water off the port bow - clearly being menaced by a very large shark.

Through her binoculars she could see it was Christian Ronaldo, struggling frantically to free himself from the jaws of a 20 foot shark!

The Queen ordered the captain to change course to try and save the poor man, but she knew the yacht's top speed would never get them there in time.

At that exact moment a speedboat containing three men wearing white England shirts sped into view. One of the men took aim at the shark and fired a harpoon into its ribs, immobilising it instantly. The other two reached out and pulled Ronaldo from the water and, using long clubs, beat the shark to death.

They bundled the bleeding, semi-conscious Ronaldo into the speedboat along with the dead shark and prepared for a hasty retreat, when they heard frantic calling

It was the Queen calling them to the yacht.

On reaching the yacht the Queen went into raptures about the rescue and said to Beckham, Rooney and Gerrard (for it was they) "I will give you a knighthood for your brave actions. I thought the England team would hate Ronaldo after the world cup, but I see that my England team are true heroes and should serve as a model for sportsmanship to other countries."

She knighted them there and then, and proceeded to sail away. As she departed Rooney asked the others, "Who was that?!"

"That," Beckham answered, "was our Queen. She rules the Commonwealth and knows everything about our country."

"Well," Rooney replied, "she definitely knows f*ck-all about shark fishing, How's the bait holding up?"

Andy Mansfield

Membership matters

Subs renewals

As it was not possible to implement the agreed subs increase because of difficulties with the Charities Commissioners, the membership rates remain as before, ie £8 for members and £16 for Associates renewing. Please make cheques payable to 'BWAM' or sign up for a Standing Order.

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 due in August:

Peter Bradley	Ray McIlmurray	Paul Savage
Mark Carn	Jonathan Moore	Ian Turnbull
Graham Clements	Paul Ottaway	Vince Woolley
Steve Leighton	Maurice Parker	Kevin Wright
Chris Marshall	Mark Priest	

Subs due in September:

Rob Bradshaw	Tony Freeman	Andy Smith
Maurice Byrne	Geoff Giles	Shaun Steger-Lewis
Barry Catchpole	Gary Moore	Cathy Steger-Lewis
Mark Chidzoy	David Pusey	Tony Summers
Steve Dix	Ted Russell de Clifford	
Elaine Fishlock	David Sippitt	

John Spinks

**UPDATED!**

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
V2 Sponge	£3.00
Fluorescent (hi-viz) Jacket	£4.70

Your Committee

Chairman	Nigel Jones	01425 650761
Secretary	Martin Saunders	
Treasurer	Andy Mansfield	01258 472006
Vice Chairman	John Topping	01202 511282
Membership Secretary	John Spinks	01202 267797
Chief Observer	Steve Hines	01202 872803
Guidance Co-ordinator	Mark Bezzant	01305 823579
Events Co-ordinator	Chris Green	01425 650150
Associate Liaison	Howard Avery	
Newsletter Editor and Webmaster	Martyn Dryden	01202 883032

Other volunteers:

Club Shop	Sandie Gear	01425 673330
Auditor	Doug Grimes	01202 692196
Photocopying	Malcolm Merry	01202 381871

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

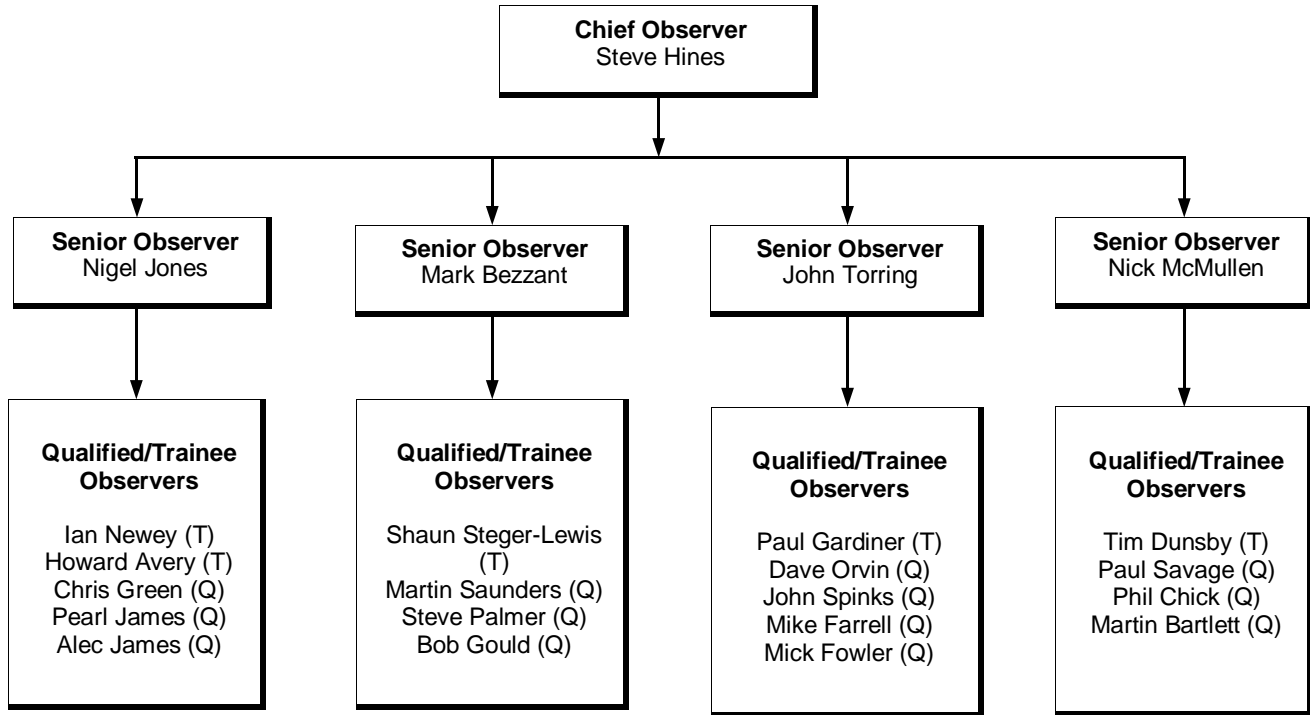
Please write 'Associate Preparing For Test' at the top of your application and also the Group number '1208' in the box at the bottom of the page.

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



Notice Board

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