



# Bournemouth & Wessex Advanced Motorcyclists



## Newsletter — September 2006

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## **NEWS**

*All the news that fits*

### **IAM RoadChef Advertising Campaign**

Advertisements for the IAM will soon be running on the on-site TV service at RoadChef motorway services, for approximately 6 weeks. Two advertisements will run alternately, each appearing several times each hour. The longer 30-second spot is a generic advertisement for the benefits of Advanced Driving and the Skill for Life programme. A shorter 15-second execution emphasises the connection with Nigel Mansell, OBE, the IAM's president.

Both ads have been posted on the Members' Area of the IAM website:

**<http://www.iam.org.uk/iammembers/eventsiary/roadchefadverts.htm>**

To gain access to the Members' section, you will need your username and password, normally your membership number and surname respectively.

### **Sainsbury's wins 'biker friendly' award**

Supermarket giant Sainsbury's has won this year's KillSpills/BMF Award for 'Achievement in Reducing Diesel Spills'. The award, to be presented at the KillSpills rally which this year is expected to attract 3,500 riders, will be made by award sponsors Bennetts Insurance.

Sainsbury's won the award against stiff competition from other supermarkets, road hauliers and utility companies for its proactive role in tackling diesel spills. Sainsbury's fleet of diesel vehicles has been fitted with anti-siphon devices that help prevent diesel spillage. The company's driver training manual instructs drivers to only fill to the first click on the filler nozzle, and KillSpills warning posters and leaflets are displayed in their depots to raise awareness. Maintenance checks for leaking seals are carried out every six to eight weeks, and routine pre-journey checks include fuel tank cap security.

### **Automatic speed control condemned**

Telematic speed control of motorcycles has been branded unacceptable by the BMF (British Motorcyclists' Federation) .

The Motor Industries Research Association (MIRA), in conjunction with Leeds University, has completed a 5-year trial of intelligent speed adaptation (ISA), including a test-bed Suzuki Bandit 650 fitted with the system.

The GPS-based system can provide advice, warning, and control. When approaching a speed limit , it emits audible and visual signals — the advisory

phase. If speed is controlled, no other action is taken. But if the limit is ignored, the system enters the warning phase, with vibration of the seat.

If both advice and warnings are ignored and the rider exceeds the speed limit, then the intervention system will slowly close the throttle to reach the set speed. The BMF says that while a voluntary speed advisory system might well benefit the rider by avoiding inadvertent speeding, intervention, by whatever means, is unacceptable.

MIRA has fitted 20 cars with the same technology and ordinary drivers have used them over the past 5 years with no incidents. But the BMF says the concept of external speed control has far-reaching implications for society. People have readily accepted GPS and its benefits in navigation, but road pricing and speed regulation using this same technology are being trialled throughout the world.

The Queen's Speech at the opening of Parliament is expected to contain statements on road pricing and congestion charging using similar technology. Calling for bans on technology that is not yet even proven is short-sighted, simplistic, and likely to stifle the developments that will be of benefit to motorcyclists. The future of road transport is a major issue and the BMF wants motorcycles to be part of the debate.

### **Kill Spills again this year**

The KillSpills Rally on Saturday 9th September is a ride to Westminster to raise the profile of the menace that spilt diesel presents to the UK's 1.2 million motorcycle and scooter riders. It aims to show the Government, industry and general public the dangers diesel spills represent to all road users, whilst promoting motorcycling as a safe and responsible form of transport.

Rally riders are asked to arrive at the Ace Cafe London, Ace Corner, North Circular Road, Stonebridge, London, NW10 7UD for 11am.

For more info:

**[Http://www.killspills.org.uk/](http://www.killspills.org.uk/)**

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## **Test Pass**

Just one to report this month. Congratulations to **Dieter Swinley** who passed on Thursday 3rd August, advised and assisted by **John Spinks**.

## **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.*

### **18th September - Club Night**

DVD delight: thanks to JT and his projector we shall have the opportunity to view (and criticise) the second part of the Kent Advanced Motorcyclists training DVD.

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*

### **30th September/1st October - Bob Foster Run**

An opportunity to get up close and personal with a large selection of vintage bikes and bikers, while helping them have fun in a good cause. See next page.

*Setting out the course: Saturday 30th September, 1:00pm at Bere Regis*

*Marshalling: Sunday 1st October, 10:00am at Bere Regis*

### **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

## **Bob Foster run, Sunday 1st October**

### *Veterans' annual excursion*

For those who've not been on this one, it's where the new meets the old. At first thought you'd be hard put to see what we have in common with a varied bunch of classic bike riders; certainly the bikes are different, coming as they do from a different era and looking at many of the riders, so do they.

This is an annual event organised by the local Velocette owners club but not limited to that make. If you've a fancy for the classics you'll see around a hundred fine examples of motorcycling history from the 1920's to the 60's, and quite a lot of the bikes are from that era too! They gleam and they sparkle in the sunshine and they proudly proclaim the heritage of the industry that they represent.



The route will take in scenic Dorset from Bulbarrow to Kings Stag, from Evershott and that lovely drop into Beaminster to lunch at Abbotsbury and back, to tea at Warmwell by way of Broadmayne. BWAM took on the provision of marshals and the marking of the route a few years ago and the event is now an established part of our programme to which all are welcome. We shall meet on Saturday at 1pm at the Shell garage at Bere Regis to ride the

route putting up markers and no doubt enjoy a cuppa along the way. On Sunday we meet again at the Shell garage for a 10am departure to the village hall at Warmwell for the gathering and bacon butties. We leave ahead of the run to drop marshals off, who remain at their posts until the tail-end-Charlie by the name of Roger-on-the-scoot comes along when they remove the markers and follow on around the route towards lunch at Abbotsbury. This process is repeated in the afternoon, reconvening at Warmwell again for tea and a commemorative mug.

All in all it is a most sociable and convivial weekend. Naturally the more the merrier, especially on the Sunday when we shall need around 30. This is an event which will hopefully be of interest to our new Associates offering as it does an opportunity to get to know us better, and the more relaxed nature of both days make them suitable for all, pillions included. A flask of coffee on Sunday is a good idea as you'll be planted in one place for a couple of hours to savour the sights, sounds and smells of our heritage on the move



The event will take place, rain or shine, and we do need the numbers, especially on the Sunday (did I say that already?). It would be helpful if Observers could schedule this in as part of any Sunday morning rides rather than dilute numbers; there'll still be plenty of miles even if you don't know a Velo from a Beezer. You'll find that it is the love of riding motorcycles that is indeed what we have in common with these very inspiring classics and their bikes and if you end the day without a feeling of respect for both then you've got no soul. Rain or shine, they'll be there; will you? I sure as hell won't miss it so come along and join Rog-the-scoot and me.

*John Spinks*

## ***Make Your Mum Happy – Wear A Vest!***

*Mark Ninnim conducts an experiment*

When I can, I like to ride my bike to work, nothing unusual about that you might say but I live in Weymouth and work mainly in and around London, which means a round trip of 300 miles a day. Last week I clocked up 1200 miles by riding to work for four days on the trot.

My normal route takes me on the A354, A35, A31, M27, M3 and then the M25 to wherever I need to turn off, normally the A1(M) to Elstree. This route covers a wide variety of roads, lots of dual carriageway and lots and lots of motorway. Early in the morning and around tea time these roads get very busy and lots of tailbacks can be encountered. These tailbacks mean that there is lots of opportunity to practice the fine art of filtering.

When filtering the club recommends riding at no more than 25mph and to do so using extreme caution, looking out for drivers changing lanes is a major factor.

Because the weather was good I thought I would use my journey to try an experiment. I would ride for two days wearing a high visibility yellow vest and two riding without it. As I normally ride without one I was interested to find out how drivers would react to a rider wearing one.



On the first day it was a busy day as it was the same day as a national rail strike and there where a lot of people driving that normally go by train and not only did I have to share the road with drivers on the phone, texting, shaving, putting on make up, eating, drinking, reading work papers, doing the crossword but there were also drivers at the wheel doing what they normally do on the train – sleeping!

I filtered where and when I felt safe to do so and found that some drivers saw me coming and pulled over a bit to give me that extra bit of room, one or two saw me coming and closed the gap further – muppets! I have one or two ways to deal with people like this, ways which aren't really in the spirit of the IAM so won't go into them now! When filtering on a dual carriageway or motorway between lanes I also tend to put my main beam on, as I believe this makes me more visible to drivers.

On the two days that I wore the high vis' jacket over my usual jacket I found that drivers in a queue saw me a lot earlier and more drivers moved over to let me through. While wearing a high vis' jacket I found it much easier to filter and my progress was made loads easier. It was also easier to ride at a steady pace as drivers tend to move over on the motorway while riding at normal motorway speeds.

Since riding for these two days with the yellow vest on I'm now convinced that it is safer to ride on a motorway during a normal working day with one and have taken to wearing one on the way to work. I still need to be convinced that sometimes it's better to be safe than "cool" but at least I've made a start!

*Mark Ninnim*

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## ***IAM Members' Forum URL***

After the previous issue went to bed, the IAM changed the location of the Members' Forum on its Web site. The URL is now:

**<http://www.iam.org.uk/iammembers/membersforum>**

Apologies for any confusion.



## ***The Squirrel and the Grasshopper***

*A modern-day fable*

REST OF THE WORLD VERSION:

The squirrel works hard in the withering heat all summer long, building and improving his house and laying up supplies for the winter. The grasshopper thinks he's a fool, and laughs and dances and plays the summer away. Come winter, the squirrel is warm and well fed. The shivering grasshopper has no food or shelter, so he dies out in the cold. THE END.

BRITISH VERSION (life in the UK today):

The squirrel works hard in the withering heat all summer long, building and improving his house and laying up supplies for the winter. The grasshopper thinks he's a fool, and laughs and dances and plays the summer away. Come winter, the squirrel is warm and well fed.

A social worker finds the shivering grasshopper, calls a press conference and demands to know why the squirrel should be allowed to be warm and well fed while others less fortunate, like the grasshopper, are cold and starving. The BBC shows up to provide live coverage of the shivering grasshopper; with cuts to a video of the squirrel in his comfortable warm home with a table laden with food.

The British press inform people that they should be ashamed that in a country of such wealth, this poor grasshopper is allowed to suffer so while others have plenty. The Labour Party, Greenpeace, Animal Rights and The Grasshopper Council of GB demonstrate in front of the squirrel's house.

The BBC, interrupting a cultural festival special from Notting Hill with breaking news, broadcasts a multi-cultural choir singing "We Shall Overcome". Ken Livingstone rants in an interview with Trevor McDonald that the squirrel has got rich off the backs of grasshoppers, calls for an immediate tax hike on the squirrel to make him pay his "fair share", and increases the charge for squirrels to enter inner London.

In response to pressure from the media, the Government drafts the Economic Equity and Grasshopper Anti Discrimination Act, retroactive to the beginning of the summer.

The squirrel's taxes are reassessed. He is taken to court and fined for failing to hire grasshoppers as builders for the work he was doing on his home, and an additional fine for contempt when he told the court the grasshopper did not want to work.

The grasshopper is provided with a council house, financial aid to furnish it, and an account with a local taxi firm to ensure he can be socially mobile. The squirrel's food is seized and re-distributed to the more needy members of society, in this case the grasshopper.

Without enough money to buy more food, to pay the fine and his newly imposed retroactive taxes, the squirrel has to downsize and start building a new home. The local authority takes over his old home and utilises it as a temporary home for asylum seeking cats who had hijacked a plane to get to Britain as they had to share their country of origin with mice. On arrival they tried to blow up the airport because of Britain's apparent love of dogs.

The cats had been arrested for the international offence of hijacking and attempted bombing, but were immediately released because the police fed them pilchards instead of salmon whilst in custody. Initial moves to return them to their own country were abandoned because it was feared they would face death by the mice. The cats devise a scam to obtain money from people's credit cards.

A *Panorama* special shows the grasshopper finishing up the last of the squirrels' food, though Spring is still months away, while his council house crumbles around him because he hasn't bothered to maintain it. He is shown to be taking drugs. Inadequate government funding is blamed for the grasshopper's drug 'illness'.

The cats seek recompense in the British courts for their treatment since arrival in UK.

The grasshopper gets arrested for stabbing an old dog during a burglary to get money for his drugs habit. He is imprisoned but released immediately because he has been in custody for a few weeks. He is placed in the care of the probation service to monitor and supervise him. Within a few weeks he has killed a guinea pig in a botched robbery.

A commission of enquiry, that will eventually cost £10,000,000 and state the obvious, is set up.

Additional money is put into funding a drug rehabilitation scheme for grasshoppers, and legal aid for lawyers representing asylum seekers is increased. The asylum seeking cats are praised by the government for enriching Britain's multi-cultural diversity, and dogs are criticised by the government for failing to befriend the cats.

The grasshopper dies of a drug overdose. The usual sections of the press blame it on the obvious failure of government to address the root causes of despair arising from social inequity and his traumatic experience of prison. They call for the resignation of a minister.

The cats are paid a million pounds each because their rights were infringed when the government failed to inform them there were mice in the United Kingdom.

The squirrel, the dogs, and the victims of the hijacking, the bombing, the burglaries and robberies have to pay an additional percentage on their credit cards to cover losses, their taxes are increased to pay for law and order, and they are told that they will have to work beyond 65 because of a shortfall in government funds. THE END.

*John Spinks*

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## ***BWAM Web site no longer "quality"?***

Eagle-eyed Web surfers may have spotted that the BWAM Web site no longer sports the IAM Approved Quality Site badge on the home page. They may be wondering whether this means that our site no longer merits the approval of the IAM.



The answer is no it doesn't. Since the launch of the new IAM Web site, the badge no longer exists. The IAM's IT manager Andrew Brooks said: "Up until this point, the management of the [IAM] website has rested with volunteers in the regions, who have had time to commit to assessment of the Quality Website award. It is not felt that this is something which can be successfully implemented with the new website, due to the intensive nature of the assessment which needs to be done for each application."

# **National Rally Questionnaire**

*Test your knowledge*

As part of this year's National Rally (see page 9), contestants were required to complete a questionnaire on riding techniques and safety. (Actually they may not have been ... the posted rules were vague and self-contradictory.) We offer you this self-test to compare your knowledge with that of the 939 bikers who entered the Rally.

## **1. For which of these may you use hazard warning lights?**

- A) When riding on a motorway to warn traffic behind of a hazard ahead.
- B) When your direction indicators are not working.
- C) When you are double parked on a two way road.
- D) When warning oncoming traffic that you intend to stop.

## **2. On a wet road, what is the safest way to stop?**

- A) Change down the gears instead of braking.
- B) Use the front brake only.
- C) Use the back brake only.
- D) Use both brakes.

## **3. When may a learner rider carry a pillion?**

- A) If the passenger holds a full licence.
- B) If the rider is undergoing training.
- C) Not at any time.
- D) If the passenger is over 21.

## **4. When filtering through slow-moving traffic you should: (choose 3)**

- A) Watch for hidden vehicles emerging from side roads.
- B) Look for vehicles suddenly changing course.
- C) Stand up on the footrests for a better view.
- D) Continually use your horn to warn of your approach.
- E) Use your Hazard lights to warn of your approach.
- F) Look for pedestrians walking between vehicles.

## **5. At a pelican crossing the flashing amber light means that you must:**

- A) Stop and wait for the Green Light.
- B) Give way to pedestrians waiting to cross.
- C) Stop and wait for the Red Light.
- D) Give way to pedestrians already on the crossing.

**6. When joining a motorway, what colour are the studs on your right?**

- A) Red B) Amber C) Green D) White

**7. On a motorcycle of over 50cc what is the legal minimum tread depth?**

- A) 2mm B) 1mm C) 1.6mm D) 1.5mm

**8. When drivers flash their headlights at you it means:**

- A) That there is a radar trap ahead.  
B) That they are warning you of their presence.  
C) That they are giving way to you.  
D) That there is something wrong with your bike/riding.

**9. When turning left, what is the last thing you should do before committing to the turn?**

- A) Give the correct signal.  
B) Select the right gear.  
C) Take a "lifesaver" glance over your shoulder.  
D) Get in position ready for the turn.

**10. You arrive at an accident involving another motorcyclist. After warning other drivers what is next priority for the casualty?**

- A) Breathing.  
B) Broken Bones.  
C) Bleeding.  
D) Helmet removal.

**11. Split diesel can be dangerous. How can this hazard often be seen?**

- A) By a rainbow pattern on the surface.  
B) By a pitted road surface.  
C) By a series of skid marks.  
D) By a highly polished surface.

**12. A V rated tyre is required for a bike designed to reach speeds of:**

- A) 120 mph B) 140 mph C) 160 mph D) 180 mph

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**Answers:**

Q1: A Q2: D Q3: C Q4: A, B and F Q5: D  
Q6: C Q7: B Q8: B Q9: C Q10: A:  
Q11: A Q12: B or C – correct answer is 150 mph

## **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](mailto:membership@bwam.org.uk)**

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	

Subs due in October:

John Beasley  
Peter Durrant  
Nick Mason  
Peter May  
Simon Palmer  
Stephen Palmer  
Chris Reed

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

## **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.

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## ***IAM Membership Matters***

### **Test Application**

It would be appreciated if all Associates would send off their test applications by their third or fourth ride. This indicates to us the Associate's commitment towards their guidance and the test. The fee for the test is £45.00, which includes £15.00 for your first year's membership of the IAM. The £15.00 will be refunded to you if you fail the test. If you have lost your test application form, further copies are available from the Membership Secretary.

### **IMPORTANT**

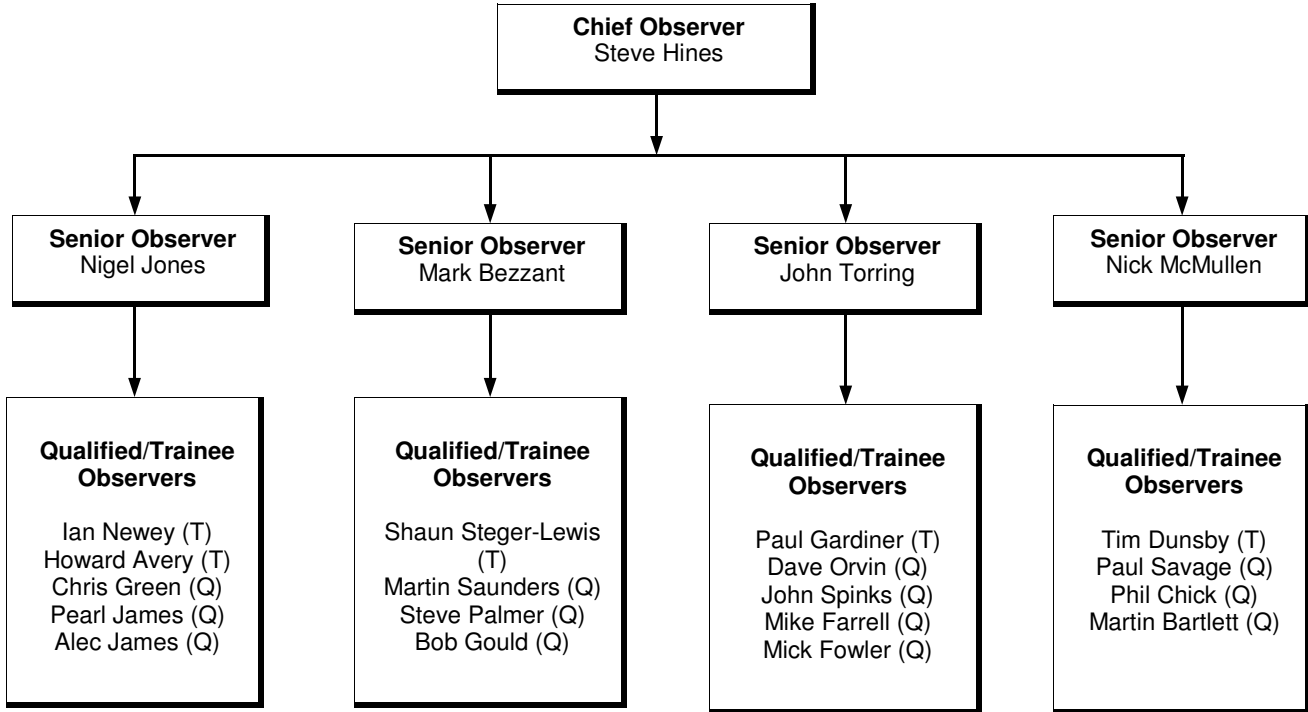
Please write 'Associate Preparing For Test' at the top of your application and also the Group number '1208' in the box at the bottom of the page.

### **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**

### **For Sale BMW K1200GT sports tourer**

Mar 04 reg, 14,000 miles, Full BMWSH. One owner. Cruise control, heated seat (fantastic) and electrically adjustable windshield - Aeroflow touring screen fitted too. Orient blue with matching panniers and inner pannier bags. BMW Tank bag. Meta CAT1 alarm and Autocom Pro-7 Sport also fitted.

Excellent condition. £6,495ono. Tel: 01929 424204 (Swanage) or

[james@jamphy.plus.com](mailto:james@jamphy.plus.com)

### **Honda ST1300 Pan European for sale (excellent condition)**

2004 Reg Honda ST1300 Pan European in silver, located in Southbourne. Registered June 04 with 20k miles on.

Spec includes:

- Heated grips,
- Electric screen,
- High vis front & rear markings. These can be removed, send email for pics.
- Honda top box with back rest and arm rests
- Knee & tank pads
- Pannier protection pads

Note the only reason I'm selling it is because I'm so impressed by it that I'm buying a new one.

Please call Paul Ottaway (07900-817801) or email [paul.ottaway@yahoo.co.uk](mailto:paul.ottaway@yahoo.co.uk) for more details.

### **Apartment in Los Christianos, Tenerife**

First floor; 1 bedroom; large lounge + sat TV; fully fitted kitchen + w/mach; balcony overlooking swimming pool. Level access to pool + promenade, 10 min stroll to town. Rental c£200 pw. Malcolm or Marie Merry 01202 381871

### **Gervis Court Hotel**

A biker friendly hotel close to the pier and shops, bars and restaurants. The seafront, beach, and BIC are only a short walk away. We pride ourselves on our well-maintained and presented gardens. We are one of the fine hotels in Bournemouth. For your choice of holiday accommodation in Bournemouth, the Gervis Court is ideally placed for you. All rooms are non smoking, please check out our tariff page for more details.

<http://www.gerviscourthotel.co.uk/tariff.htm>

Tel 01202 556871 or email [enquiries@gerviscourthotel.co.uk](mailto:enquiries@gerviscourthotel.co.uk)