



# Bournemouth & Wessex Advanced Motorcyclists



## Newsletter — April to June 2007

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## **NEWS**

*All the news that fits*

### **New Sunday Rides programme**

Events co-ordinator Chris Green has published the programme of regular monthly Sunday rides for 2007.

At the recent AGM Chris undertook to organise a social ride to be led by an Observer on a regular date every month. These will be on the second Sunday each month, leaving [Avon Forest Park](#) at 10:00am sharp.

Several Observers have now committed to dates and destinations, with more to be announced over the next few weeks. See the [Events page](#) for the schedule.

### **Evening rides programme re-starts**

In the light summer evenings a ride through the Dorset countryside is even more of a pleasure. Events Co-ordinator Chris Green has announced that the BWAM evening rides programme is to re-start after Easter.

The first Wednesday Evening Social Ride will therefore be on Wednesday 11th April, leaving at 7:00pm from Wimborne Somerfield car park. The aim is to arrive before dark at a destination providing food.

Leaders for these rides are always welcome. If you have somewhere in mind and would like to be the first to arrive then please contact Chris.

### **Membership Secretary retires**

John Spinks has retired as Membership Secretary after five years in this vital front-line rôle. John has been the first contact and the public face of BWAM, putting great effort into contacting new members, bringing them on board, and introducing them to Club style riding.

Not only that, but at the same time he's generously devoted hundreds of hours to committee work, ride leading, subs chasing, holiday planning and article writing. In recognition of all this he



deservedly received the Steve Strong Trophy in 2004.

All of these contributions have been of great value to the Club. John will of course continue to contribute as an Observer, and we hope he will be leading many more enjoyable social rides too.

### **Roger Braithwaite receives Steve Strong Trophy**



Roger Braithwaite has received the Steve Strong Trophy as Member of the Year for 2006 at the AGM on 19th February.

Each year the Club presents the handsome statuette to the member judged to have made a major contribution over the past year. In making the award to Roger, chairman Nigel said what a pleasure it was to recognise Roger's behind-the-scenes activities that benefited the club in a number of ways.

Roger's indefatigable attendance at club rides on his Silver Wing, cheery manner, excellent performance of the important task of back-markering, photographically recording all events and generously sharing them, are some of the good reasons for the club's gratitude for what Roger has given us.

### **Mick Fowler is Observer of the Year**



Also at the AGM, Steve Hines presented Mick Fowler with a new award created by the Senior Observers for outstanding contribution as an Observer over the past year.

The Observer of the Year Award isn't merely for guiding Associates to IAM Test Pass standard (although Mick has performed brilliantly in that respect too). It also recognises the cheerful, humorous and positive attitude that puts a smile on the face of everyone he meets (and at the same time is extremely encouraging and beneficial to associates under training).

## ***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.*

### **16th April - Club Night**

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

### **19th April - FARTS Midweek Ride**

The first FARTS (Fellowship After Retirement with Time to Spare) Midweek Ride (see News story) will take place on Thursday 19th April at Avon Forest at 9am. We shall take coffee at Lillies, Stockbridge, and will intend to be back around 12 noon. All are welcome.

*Thursday 19th April, 9:00am at Avon Forest Park*

### **25th April - Castle Combe Track Day**

The ever popular Track Day at Castle Combe. Now booked, rendezvous TBA.  
*Wednesday 25th April at Castle Combe.*

### **7th May - Triumph Factory Tour**

We are offered the opportunity to join a tour of the Triumph factory at Hinckley organised by Three Cross Motorcycles. It's about 120 miles each way, normally via A31, M27, M3, A34, M40, A43, and A5.

There is normally a petrol/coffee stop on the way and then lunch at a pub just outside Hinckley. If I remember correctly the actual tour starts around 1 or 2 pm and last till 5pm. People then make their own way back in smaller groups or as decided. Cost: nil, however a £10 deposit is taken and returned on the day.

Jon Collins writes: There are 18 places in total and I have four booked at the moment. I will look at the Ace Café website (it's down at the moment) and see if there is an option to call in on the way home for an hour or two—their all day breakfast is worth the trip alone!

I've been on the tour a few times and always enjoy it. It's surprising how small the production line is and there are usually a few parts from new models lying around which we are normally told not to look at!

Obviously this won't be an Advanced run however the Three X riders use the marker system and keep the speed to around 80 on dual carriage ways so no different to what we're used to.

If anyone would like to come along then I'm happy to book the places and initially sort out the deposits.

Contact Jon at [jon@ibsccommercial.co.uk](mailto:jon@ibsccommercial.co.uk) or 07976 255669.  
*Bank Holiday Monday 7th May, 8:30am at Three Cross Bikes*

**13th May - Second Sunday Run**

Sidmouth Wreck spotting - Martin Saunders  
*Sunday 13th May, 10:00am at Avon Forest Park*

**21st May - Club Night**

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

**10th June - Second Sunday Run**

Destination TBA - Mark Bezzant  
*Sunday 10th June, 10:00am at Avon Forest Park*

**18th June - Club Night**

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

**29th June—IAM Rider Skills Day**

See page 14.  
*Friday 29th June at Mallory Park*

**8th July - Second Sunday Run**

Spinnaker Tower - Chris Green  
*Sunday 8th July, 10:00am at Avon Forest Park*

**11th July - Llandow Track Day**

Now fully booked.  
*Wednesday 11th July at Llandow race circuit.*

**16th July - Club Night**

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

**12th August - Second Sunday Run**

Fingle's Bridge - Mark Ninnim  
*Sunday 12th August, 10:00am at Dorchester*

## **17th August - Llandow Track Day**

Chris Rea of Devon Advanced Motorcyclists writes: A booking has been made to exclusively hire Llandow race circuit in South Wales for Friday 17th August. More details of the track can be found on their Web site. There are videos on Google of the track, just go to the video section and type in "Llandow".

The cost will be slightly more than the July day, at £70 for IAM members for the day. Instructors will provide advice to anyone throughout the day, included in this rate. Photographers may also be attending for the day.

The day will start with a briefing from the Chief Marshall at 9.30am. Riders will be split into various groups of similar ability, either Novice/Inters or Advanced (track). The first group will be on the track at 10am. Each group will then have a 20 minute session on the track and carry on like this until 5pm. A break for lunch and at 3.15 will occur.

All the places are currently yet to be allocated, so to secure your place please forward a £30 deposit to Chris Rea, 125 Lower Wear Rd, Exeter EX2 7DD, email me at [c.j.rea@btinternet.com](mailto:c.j.rea@btinternet.com), or call me on 07967 19 35 57.  
*Friday 17th August at Llandow race circuit.*

## **20th August - Club Night**

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

## **9th September - Second Sunday Run**

Avebury Stone Circles - Martin Bartlett

*Sunday 9th September, 10:00am at Avon Forest Park*

## **17th September - Club Night**

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

## **14th October - Second Sunday Run**

Probably Exmoor or Powderham Castle - John Spinks

*Sunday 14th October, 10:00am at Avon Forest Park*

## **15th October - Club Night**

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

## **11th November - Second Sunday Run**

*Sunday 11th November, 10:00am at Avon Forest Park*

## **19th November - Club Night**

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

## **9th December - Second Sunday Run**

*Sunday 9th December, 10:00am at Avon Forest Park*

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### ***Test Passes***

First of the year 2007: **Paul Ottaway** passed the Advanced Motorcycling Test on Saturday 27th January. Congratulations to Paul and his observer **Chris Green**.

The following week, **Simon May** passed the Test on Saturday 3rd February. Simon's observer was **Mick Fowler**.

Next, **Richard Sewell** passed on Thursday 22nd March. Felicitations are due to Richard and his observer **Martin Saunders**.

Most recent Test Pass under **Martin Saunders**'s expert guidance was **Harvey Ringrose** on Thursday 12th April. FACT: the present newsletter editor passed his CBT under Harvey's guidance.

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*0033 (0) 549 227 679*

*or email [andy@holidayloire.co.uk](mailto:andy@holidayloire.co.uk)*

*<http://www.holidayloire.co.uk/>*

## **A Roundabout Story**

*Expecting the unexpected even at familiar locations*

I am on the approach to the Avon Forest Country Park roundabout from Ferndown, heading eastwards along the A31 50mph dual carriageway, in lane 2 signalling right for the exit at 3 o'clock (Avon Forest). Lost count of how many times I have done this.



I have observed that a juggernaut is just pulling out from the Avon Forest exit road signalling right. So my plan is to join the roundabout behind the juggernaut as it will be passing my entry area onto the roundabout just as I arrive.

I have anticipated that the juggernaut is going to head towards Ringwood, its 3 o'clock exit and the 12 o'clock exit from my perspective. So when it goes past the Ringwood bound exit I start to wonder about what the driver has got in mind.

In the meantime I have now noticed two other juggernauts queuing at the Avon Forest roundabout entry junction, from where this one in front of me had emerged.

So now the juggernaut on the roundabout stops in front of the dual carriageway entry junction west bound from Ringwood, blocking all the traffic from coming onto the roundabout or getting past it, me included.

The object of this manoeuvre, I then witness, is so that both the waiting juggernauts can now freely come out of the Avon Forest junction, which they did, and take the first exit off westbound towards Ferndown. The stationary juggernaut then tagged along behind them.

When the juggernaut decided to stop on the roundabout I was towards its offside rear as I was positioned initially on entering the roundabout to get by it as it went east bound towards Ringwood, or so I had planned. Now stationary on a roundabout near a juggernaut with a concern of traffic coming up behind me was not good. Also when the juggernaut started to move again I was faced with frustrated traffic edging on to the roundabout from the Ringwood direction.

Anyhow I made it safely off the roundabout to Avon Forest and then started to recollect the event and think of how else I could have dealt with it. I ended up reckoning sometimes you're just unlucky enough to be in the wrong place at the wrong time, and always expect someone will have other ideas about your riding plan.

If I had arrived at the roundabout seconds earlier I would have been on and off it in front of the juggernaut. Arriving seconds later I could have stayed off the roundabout until the stationary juggernaut moved off, maybe.

I saw the right indicator and anticipated its destination, which often works out, but not in this case. Never before have I experienced this sort of manoeuvre and hopefully never again.

Moral of the story; beware of juggernauts travelling in threes and you can never have too much escape route space available.

*Steve Hines*

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## **A French Home!**

Dave Ferguson writes: Just a quick line to say my wife and I are now living in France for the foreseeable future. I know you would like to know when a member leaves or moves away, so hence this short note. As I'm now in France, when my membership for this year ends I will not renew it.

Please, if you would, pass on my very best wishes to all members, and thank them for the many good times I've had while a member of the club, I will miss the club a great deal. All the best to everyone.

Best regards, Dave Ferguson.

## **Another story, in a roundabout way**

*Canford Bottom's magical mystery tour*

Canford Bottom roundabout is now a confusing magical mystery tour for all who enter it. There are dedicated lanes with destinations on them, there are hatched markings as well. They have made use of all the available space and it probably looks great from an aerial view and worked fine in Lego town format.



So far I have witnessed countless confused road users at a loss as to which lane to pick or remain in, me included.

When you're near someone in a lane you're probably going to assume that they are going to stay there. Wrong. Expect a last second lane change right in front of you. Don't ever be adjacent to anyone.

Try riding in a lane on the outer part of the roundabout skirting the entry junctions. The waiting stationary traffic, if you're lucky, rarely stays behind the give way line, always encroaching into your path and intimidating your right of way. But who's going to come off worst, car or bike? Safest place for us might be using a lane closer to the centre of the roundabout but then that's not marked as the destination we want to go in. Tricky one this, but I would say judge it on safest place first, and conform to dedicated lanes if traffic volume and conduct allows you to do so safely.

I felt vulnerable enough on that roundabout when there were no lane markings but at least you knew what to expect, as it was a bit of a free for all and everyone seemed to know to expect the unexpected. Now though because of the lane markings you can wrongly assume people know where they are going because they are in a dedicated lane, and expect them not to change lane position at the last second.

Perhaps it would be safest to always plan a route avoiding that roundabout when on a motorcycle? I'll wait and see after I've experienced it a few more times and tried to unravel its mystery.

*Steve Hines*

## Winter Road Surfaces

*Keeping an eye on what's under the wheels*

One of the priorities that runs through a section of my brain allocated to the task of riding motorcycles in the winter is that of the surface my front wheel is about to cross.

How will the bike react? Hopefully as anticipated, but occasionally there's a surprise, either through misreading the surface or sometimes debris not spotted.

Driving at night the relatively small area of road picked up in the headlight for a short distance ahead makes observation more difficult so safe speeds tend to be less.

The friction between tyre and road increases with temperature, wet roads cool tyres and reduce grip as well as provide a lubricant to assist skipping over drain covers and white lines, also allowing foreign objects to penetrate rubber. Strange how punctures occur more frequently in wet rear tyres after passing over less used parts of the road, cross hatching being a favourite pickup point. The tarmac mix used in our temperate country affords better wet grip than the mixes used to withstand 30 degree tropical heat, these concrete like, hot country mixes are useless in the wet, but if it only rains rarely, what's the problem?

Last summer's tropical temperatures melted surfaces locally and although some have been repaired with an abrasive top layer (Redhill) there are plenty of smooth shiny patches on well used Dorset lanes (Holt Heath) that were exposed to the August sun of 2006. No problem in the dry, but well worth avoiding in the wet if spotted early enough without sudden changes of lean. These areas are normally found on the outside tracks of corners that receive max scrubbing, from offside tyres on left corners and inside tyres on right turns. Often where a motorcyclist would like to be to gain extra view at the expense of stability.

Diesel is another friction reducing component deposited on our local roads. In an attempt to reduce riding across diesel it's worth remembering that filler caps in most diesel-fuelled vehicles are on either side of the van or lorry, rarely at the back. Anticipate diesel to be spilled on the left of right bends and the right of left bends.

In towns, any areas where diesel vehicles are waiting for any length of time, bus stops, traffic lights are worth considering as friction reduced areas. A clever trick through Winton are the bus stops placed out in the traffic lanes rather than the safer option of waiting in bus lay-bys.

Roundabouts can be tricky, as multi lanes make the opportunities to deposit diesel where your tyre wants to be more likely, an excellent reason for 'straight lining'. No problem crossing diesel in a straight course, just don't brake or accelerate.

This winter has had the minimum of salt deposited, admittedly better than ice, but nevertheless a good friction reducing agent when mixed with sand. Once again this is more of a problem in the less used parts of the road where the sweeping action of other road users tend to brush it into the apex of corners and the cross hatching areas. Centre lines also like to attract a sheen of grit, worth considering as accelerating to overtake.

Trees are another factor to be dialled in when considering the road surface, not only do they prevent sun warming the surface but deposit sap, needles, leaves, twigs, all detrimental to motorcycling peace of mind. Normally dry roads could still be moist through tree tunnels.

Linking tell-tale signs can also reduce surprises. The classic steaming horse deposit will almost certainly be followed by another, or the animal itself. Farm exits and field entrances often bring manure and dirt onto the road. Drain covers often follow a consistent line as do old road repair sealing strips. Trying to avoid cats-eyes on overtakes is easier on two wheels than four and can reduce tyre and buttock twitching.

Another characteristic of poorly maintained roads is the 'dishing' of the surface by heavy vehicles giving interesting changes of camber on corners, a good reason to maintain consistent distance from the kerb on corners.

Roll on warm dry weather when the brain activity can be transferred from road surface analysing to horizon scanning for the summer activities of photographic entrepreneurs, strange how their taxing activities are more prevalent when road surfaces are safer??

*Martin Saunders*

## **Fancy a Refresher?**

*Observed Rides – not just for Associates*

One Saturday afternoon six years ago, a policeman considered my riding above averagely safe, systematic, and progressive. Did it still fit that description, or was I deluding myself? Had years of the daily commute dulled my hard won skills? Were changing road conditions – new speed limits, roundabout realignment, the relentless march of the speed camera – turning me into a dinosaur?

Unlike other advanced training organisations the IAM doesn't require members to re-take a test every few years. Once passed, you're a member for life. But do your riding skills remain at Test Pass level? And can you prove it?

The major asset of our group is the Observer team – hand-picked for their riding skill, trained to fine pitch, regularly refreshed, and rigorously re-tested to ensure their guidance remains on the top line. All this plus tact, patience and humour in abundance, and excellent communications. Biker gods, in fact.

This great resource is primarily focused on bringing Associates to Test standard, the purpose of the group. But as Steve Hines has pointed out on a couple of occasions, it's not limited to that. Any BWAM Member has the opportunity to benefit from an Observed Ride. The Club's modest annual subscription includes an Observer's valuable time, dedicated to checking and improving your own riding style and standard.

I've taken this opportunity twice now: once after acquiring my current bike, and again this year. Both times, we've had an observed section, a demo ride by the Observer, and a debriefing with a hazard-by-hazard dissection of the ride and pointers to areas of improvement. None of this is new to a former Associate, and with no Test pressure it's a worthwhile and enjoyable outing. By giving me the directions in which to focus my effort, and riding tips based on current road conditions, it's helping me be a better, safer rider.

I'd encourage any Member to take up this offer by contacting one of our Observers and making a date. You may be given a one-to-one, or asked if you'd like to be a guinea-pig on an Observer Training session. There is nothing to lose (they won't strip you of your membership however bad you are) and plenty to be gained.

*Martyn Dryden*

## ***IAM Rider Skills Day - Mallory Park 29th June***

*Hone your skills in a controlled environment*

This day has been planned to attract riders who want to improve their road riding skills. The venue has been chosen because of the variety of conditions available and because it offers us an extremely controlled environment free from the usual things we encounter on the road. It should be an ideal day for riders who have never before ridden at this type of venue, whilst also offer ongoing improvement opportunities for those who have.

It is the intention that everyone will be subject to and benefit from structured training throughout the day. In order to achieve this effectively we will run two sessions during the day - a morning session and an afternoon session - see below for precise details.

The advantage of this approach being that it will provide riders more open circuit time. We've structured the sessions to allow up to three and a half hours effective time on circuit. The alternative approach where everyone attends for the whole day and is split into groups with 20 minute circuit slots would only give you seven times twenty minute sessions, or 2 hours 20 minutes circuit time. Our experience is that as a result of the continued and dedicated training input, this is a far more effective method of improving rider ability.

You will be required to sign a 'Disclaimer' at Mallory Park on the day and this is normal practice and part of the regulations imposed on us.

If you want to take part on the day please complete the form on p15 as accurately and honestly as possible. Then return it with a cheque for £110 made payable to 'The IAM' to either:

Roy Aston  
30 Tudor Hill  
Sutton Coldfield  
West Midlands  
B73 6BH  
07740 378 244  
roy.aston@blueyonder.co.uk

John Lickley  
16 Trinity Road  
Sutton Coldfield  
West Midlands  
B75 6TG  
07979 267 257  
lickspeed@blueyonder.co.uk

If you wish to receive your joining instructions via Royal Mail please include a self addressed stamped envelope otherwise we will send them via Email. Resolve any queries by contacting Roy or John by phone or email.

## ELIGIBILITY

Entry is open to all IAM Motorcycle Members Full and Associates.  
Acceptance to the event will be on a first come first served basis.

## DETAILS OF THE EVENT

Mallory Park is located at Kirkby Mallory in Leicestershire. The circuit is open from 7:30am for breakfast and general refreshments. Canteen facilities are available until 14:00. Further detailed information about the circuit can be found on the web at <http://www.mallorycircuit.co.uk/>

## MORNING SESSION

Participants for the morning session should arrive between 7:30 and 8:00 and proceed through the paddock entrance to the centre of the circuit. You will be directed to the pit lane where you will park your machine. Registration will run from 8:00 to 8:30. The compulsory pre-event briefing will commence no later than 08:40 so that you are prepared for your circuit time to commence at 09:00 prompt. Anyone arriving late will have to attend a personal briefing which will delay the start of their day and obviously limit their training time.

The Morning session which ends at 12:30 will be followed by a compulsory de-brief. You are then free to leave the circuit, but if you wish to stay and watch some of the afternoon session you will be required to park your machine on the outside of the circuit. Due to the layout of the circuit failure to do this will mean you are unable to leave the circuit before completion of the afternoon session.

## AFTERNOON SESSION

Afternoon session attendees may arrive any time during the morning and are welcome to watch the morning session and use the refreshment facilities. You need to assemble at the paddock entrance ready to gain access to the paddock at 12:30 PROMPT. You will be escorted to the paddock where registration will take place. Your compulsory pre-event briefing will commence no later than 13:10 so that you are ready for your circuit time to commence at 13:30 prompt. As with the morning session, any latecomers will have to go through the compulsory briefing prior to being allowed to participate in the event. The afternoon session will end at 17:00 followed by a de-brief prior to departure.

## COMPULSORY REQUIREMENTS

- All Participants must hold and produce a current driving licence for the vehicle they intend to ride.
- All motorcycles must be substantially road legal
- The circuit operates a mandatory 105-decibel noise limit. We are

advised that this will cover all but the raunchiest race exhaust.

- All participants will be subject to structured instruction in groups of no more than 5 delegates to 1 instructor. You will ride under the direction of your instructor, this does not mean that you will not be able to ride enthusiastically.
- Every effort will be made to group participants with riders of similar ability in order that slower riders will not be intimidated and faster riders will not be restricted. Movement between groups will be permitted where imbalance is detected. It is therefore important that you complete the attached questionnaire as accurately and honestly as possible

### CLOTHING

All participants will be required to wear appropriate motorcycle clothing:

- A one piece leather motorcycle suit
- Zip together two piece leather motorcycle suit
- Zip together man made suit

All of the above should be fitted with CE approved armour and you are recommended to wear a separate back protector.

- Suitable motorcycle gloves
- Suitable motorcycle boots
- CE approved helmet which will be checked on the day

If you have any doubts contact John or Roy for advice.

### RIDING RULES ON THE DAY

There will be some local rules for the day relevant to procedures on the track e.g. overtaking entering and leaving the circuit etc. these will be explained during the pre-event briefing.

### FUEL

Fuel is available at the circuit at a slightly higher rate than garage forecourts and on a cash-only basis

### GROUPING INFORMATION and FINAL REMINDER

The success and enjoyment of a rider skills day is greatly enhanced by all participants riding with people of similar ability. It can be boring to be the fastest in the group and intimidating to be the slowest so the following section is an attempt to grade like with like in your group - therefore please answer truthfully.

Address		Phone No	
		Home	
		Work	
		Mobile	
Email Address	Date of Birth	Next Of Kin	
		Name	
		Number	
Mark Appropriately	Associate	Observer	Full Member
IAM Membership Number			
How long have you been a member			
	Yes	No	Where
Have you done this type of event before			When
Have you done any Track Days			

What type of riding best describes you?

Touring		Sports		Commuting		Other	
What is your current bike					Reg No		
What were your previous 2 bikes							

Like all training there is a logical sequence of how and when but what do you feel that you would like to gain from the day?

To improve your cornering skills	
To improve your braking	
To get your knee down	
Or general improvement	

PREFERRED SESSION we will do our best to give you the session you request.

MORNING 08:00—13:00     AFTERNOON 12:00—17:00

If you cannot have your first choice do you want to be included in the other? YES / NO

# Bikes in Bus Lanes

Govt suggests it could be the way forward

The Government has at long last issued advice encouraging local authorities to take a more objective view of the use of bus lanes by motorcycles. The Government's new Traffic Advisory Leaflet (TAL02/07) reverses previous government advice that recommended that motorcycles should not normally be permitted to use bus lanes and now 'encourages a more objective assessment to be made.'

The leaflet can be read or downloaded from URL:  
<http://www.dft.gov.uk/pgr/roads/tpm/tal/trafficmanagement/trafficadvisoryleaflet207?version=2>

**Department for Transport**  
**TRAFFIC ADVISORY LEAFLET 2/07**

### The Use of Bus Lanes by Motorcycles

**INTRODUCTION**  
The Government's Motorcycling Strategy, published in February 2005, seeks to facilitate motorcycling as a choice of travel within a safe and sustainable transport framework. The strategy recognizes that motorcycling has become increasingly popular and offers a number of benefits, by:

- offering a cheaper alternative to the car;
- providing independence and mobility;
- widening employment opportunities, especially where public transport is limited;
- providing a shorter journey time in congested traffic conditions; and

• reducing overall congestion as motorcycles generally occupy less space than cars.

Since 1995, several authorities have made prominent a number of experimental Traffic Regulation Orders allowing motorcycles to use bus lanes. Various monitoring and research projects have been carried out to determine the effects of these schemes on both motorcycles and other road users. The research does not lead to clear conclusions, but suggests both potential benefits and drawbacks. As with any scheme, the decision to allow motorcycle access to bus lanes should be taken with care to mitigate foreseeable and avoidable risks.

**February 2007**

Bristol has operated a permanent bus lane access since 1996 and Reading since 1999. Further sites are to be found in: Essex, Northern Ireland, Birmingham, Bath, Hull, Swindon, Richmond and the M4 bus lane. Being trialled in London are the Finchley Road (A41) at St John's Wood to Hampstead, the A23 to the South and A13 to the East. The Highways Agency is also considering allowing motorcycles use of the bus lane on the A6 into Loughborough.

Motorcycles are also allowed in some HOVs (High Occupancy Vehicle Lanes). The first HOV lanes will include the stretch of the M1 from junction 13 near Bedford to junction 7 near Hemel Hempstead, and the M3 north from junction 3 near Bagshot to the M25 turn-off at junction 2, both areas already popular with motorcycle commuter users.

Motorcycles are already granted access to HOV Lanes in Leeds and South Gloucestershire.

## ***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:

**99 Weston Road, Portland, Dorset DT5 2DA**

telephone **01305 823579** and e-mail **[membership@bwam.org.uk](mailto:membership@bwam.org.uk)**

### **Subs due Apr 2007:**

Ray Passmore  
Mike Farrell  
Kelvin Latham  
Philip Ford  
Alex Beattie  
Michael Blount  
Brian Purnell  
Tom Alsford  
John Challis  
Paul Gardiner  
Phil Cole  
John Real  
James Jameson  
Mike Edwards  
Jon Collins

### **Subs due May 2007:**

Alec James  
Pearl James  
Adrian Armstrong  
Chris Green  
Peter Trepess  
Peter Wardropper  
Tim Dunsby

### **Subs due June 2007:**

Rob Barksfield  
Bob Johnson  
Tony Cullen  
Howard Avery  
Richard Ferguson  
Chris Durham

*Mark Bezzant*

## **Minutes of 2007 AGM**

Meeting opened by Nigel Jones at 20:00. Apologies had been received from John Spinks, Mark Bezzant and John Topping.

The minutes from 2006 AGM were approved with no matters arising.

### **Chairman's Report**

Nigel reported a very good year on the training front with 24 passes in the current year.

Various new methods of running the club had been implemented in order to spread the workload with particular attention to the Club Website. It was now possible to arrange assessment rides and allocate new associates directly via the Internet. Observers had a password enabled section where all the observing activity could be recorded. This improvement had reduced the role of Guidance co-ordinator and consequently changed the Membership Secretaries responsibilities. The aim of these changes was to allow the Group to expand naturally without putting extra workload on the Committee.

The Group Membership was at a total of 187

### **Treasurer's Report**

Andy stated the Club income was approx £1500 whereas the expenditure stood at approx £1800. Main expenditures being the Newsletter and hire of the meeting room.

The change to an electronic newsletter would reduce expenditure further in the coming year.

The Club accounts had a healthy balance of approx £2700 all figures being approximate as the AGM was before the financial year-end.

Andy suggested the AGM should be moved to March as this would allow the accounts to be finalised accurately.

### **Membership Secretary's Report**

Nigel read out John's report confirming the membership total at 187 consisting of 7 Life members, 3 Friends, 14 Qualified Observers, 5 Senior Observers, 123 Members and 35 Associates, the totals varying as renewals came in.

Nigel expressed thanks to John Spinks who had worked hard in the Membership Secretary's role over the last three years, having been awarded the Steve Strong Trophy in 2004. Nigel also extended thanks to Sandy Nesbit for the running of the Club shop. This responsibility would reduce, with Andy Mansfield taking on the BWAM stock and IAM merchandise being purchased directly through the IAM.

### **Training Officer's Report**

Steve Hines as Chief Observer reaffirmed Nigel's comments on the excellent results of this year. The pass rate of 90% was particularly pleasing. Steve attributed this partly to a 'back to basics' approach.

Extra effort had been applied to ensure that Qualified Observers were re-assessed and this had now been completed and would be repeated every three years.

A new award was introduced for the best Observer., this year being awarded to Mick Fowler.

Steve thanked the Observing team and also thanked Chris Smith and Martin Sheppard for their input to the Club.

### **Election of Committee Members for 2007**

The following members were proposed and seconded.

Chairman:	Nigel Jones
Vice Chairman:	John Topping
Treasurer:	Andy Mansfield
Secretary:	Martin Saunders
Chief Observer:	Steve Hines
Events Organiser:	Chris Green
Membership Secretary:	Mark Bezzant
Webmaster/Newsletter:	Martyn Dryden
Associate Liaison:	Mark Ninnim

### **Any Other Business**

Roger Braithwaite was voted for the award of the Steve Strong Trophy for his considerable input to the Club both on Club Runs and the Photographic Gallery.

Chris Green as Events organiser reminded members of the forthcoming Track Day on 25th April.

## **Minutes of Committee Meeting 19 March 2007**

**Present:** Nigel Jones, John Topping, Andy Mansfield, Martin Saunders, Steve Hines, Martyn Dryden, Mark Bezzant

**Apologies:** Chris Green, Mark Ninnim

**Nigel** opened the Meeting at 19:00, the main topic for discussion being the Web Site development and design.

Suggested improvements to reduce the Membership Secretary work-load, would be a 'Join Here' button accessible by any interested motorcyclist visiting the site.

The Observers section was working well, perhaps additional membership info could be made available to clarify membership status.

The allocation of a specific contact number for Club contact was agreed.

**Andy** suggested a mobile 'sim' card purchased by the club for the sole use of membership matters. Finally the committee agreed that a phone connected to the 'Orange network, would serve the purpose.

The 'Skills for Life' package was now the only method for new members to join the club, and as such, these forms should be available to all observers.

They would monitor the completion of the SFL form and the £85 cheque payable to the IAM once a satisfactory assessment ride had been completed.

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*AGM Minutes continued from previous page*

There would be an advertised ride to a pre-arranged destination on the second Sunday of each month.

Chris offered to run a BBQ and other social events if interest was shown.

Guest IAM Region 1 representative Tim Soper mentioned the Track day at Llandow organised by the Devon Group to be held on 11th July.

The Meeting closed at 21:10.

**Andy** suggested that when the IAM returned the £29 club content he could then forward membership cards, negating the requirement for **Mark** to check on payments.

Once again the Website would be the central point for membership matters and **Martyn** agreed to work towards this aim.

**Andy** presented the current account fiscal year end results as -£92, stating the reducing bills for postage and news-letter production should re-balance club funds. Overall, accounts held by the club had a healthy balance.

**Steve** was happy the way observing team were performing with 3 pre-tests and 1 test this month, in a normally quiet time of year.

**Martin** mentioned the Drive-check initiative the IAM were publicising.

**Nigel** pointed out the club had a healthy waiting list and would gain little from involvement this year. If in the future there was a shortage of new members then there may be some benefit.

**Nigel** asked the committee for ideas that would make the club more attractive for members such as local retailer discounts and popular events.

**The meeting closed at 20:05.**

**Actions:- All:-** think of benefits that the club could extend to members.

**Andy:-** purchase mobile phone for primary club contact for membership.

**Martyn, Mark, Nigel, Steve:-** website enhancements.

**Martin:-** Minutes of AGM and 19<sup>th</sup> March meeting circulated to committee for approval before publishing in Newsletter.

Ensure club has supply of SFL forms

## **Club Shop price list**



Please see Andy Mansfield at Club Night for any of the following items from the Club Shop.

### **Available To Members**

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	£1.20
IAM Tank Wings	£1.20
IAM Helmet Sticker	£1.20
IAM Small Sticker	£0.20

The above items are available only while stocks last. In future, you will be able to obtain supplies from the IAM's E-shop at URL:

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

### **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
Not the Blue Book (by Dave Jones) <b>NEW EDITION!</b>	£7.99
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
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	Mark Bezzant	01305 823579
Chief Observer	Steve Hines	01202 872803
Events Co-ordinator	Chris Green	01425 650150
Associate Liaison	Mark Ninnim	01305 834342
Newsletter Editor and Webmaster	Martyn Dryden	01202 883032

### **Other volunteers:**

Club Shop	Andy Mansfield	01258 472006
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
Membership Secretary	membership@bwam.org.uk
	Mark Bezzant 01305 823579
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. **Steve Hines** has re-qualified as a Senior Observer, thank goodness.

### **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. If you have lost your test application form, further copies are available from the Membership Secretary.

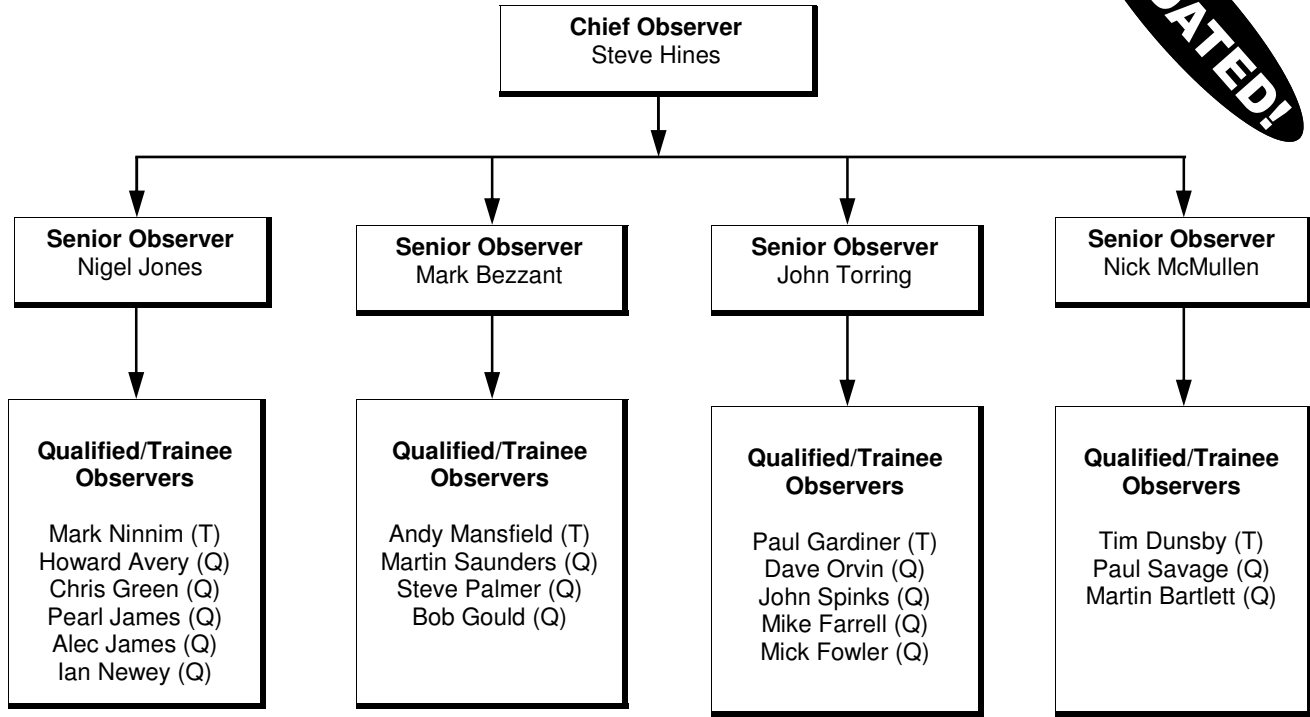
### **IMPORTANT**

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.

# **BOURNEMOUTH & WESSEX ADVANCED MOTORCYCLISTS**

## *Observer Organisation Chart*

**UPDATED!**



## Notice Board

### For Sale: BMW K1100LT

1993, Anthracite with all luggage, single helmet top box and a tank bag. It has covered 35000 miles and has been CW serviced. Asking price around £2000.00. Ring Chris Adams on 01202 883157 for full 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)

**THE GEAR BOX**

Review by **Andrew English**

**ACF-50 anti-corrosion spray**

**Price:** about £10 per 13oz aerosol spray  
**From:** M&P ([www.mandp.com](http://www.mandp.com)), Worldwide Aviation ([www.worldwideaviation.co.uk](http://www.worldwideaviation.co.uk))

Originally designed for the aircraft industry to protect aeroplanes against corrosion in harsh environments, ACF-50 is one of those miracle jollops that forms a self-healing skin that shrugs off water and salt and is also a penetrating lubricating agent – a sort of long-lasting (up to 12 months) WD-40 with knobs on. It's not cheap, but it is very good and because it's safe to use on ferrous, non-ferrous and electrical items, it keeps everything moving throughout the winter.

**Recommended:** for use on our long-term Ducati Multistrada, which has just succumbed to the egress of weather and begun that great economy run on the back an AA breakdown lorry. Also for stiff hinges on footpegs.

**Also recommended when turned up loud:** Belfast band Stiff Little Fingers, celebrating 30 years this month.



To get your advert on the Notice Board email it to [newsletter@bwam.org.uk](mailto:newsletter@bwam.org.uk)