



the newsletter of
Bournemouth and Wessex Advanced Motorcyclists

Unallocated Associates rides
Last one in October, then restarting next March/April

GTAR's
Unallocated Associates keep an eye on your inboxes

Are you good with figures?
Treasurer Andy would like to hear from you

Bob Foster run - how to beat the weather forecast

Committee matters - issues of the minute

That sinking feeling? Are you a crafty plugger?

Clubnights are getting better - page 12 for more

**Clubnight
Monday 18th
October**

At a glance;

Clubnights
18th October
15th November
20th December
17th January

New Members' Runs
20th November

GTARs
Unallocated Associates will be emailed one week before GTARs

Second Sunday Rides
14th November
12th December
8th January

Farts Rides
21st October
18th November
16th December
20th January

Jackie Trowbridge

It is somewhat inevitable with a pastime like ours' that sooner or later tragedy and deep sadness will visit us. As if the loss is not of itself bad enough it is made infinitely more so when it is brought about by other than our own hand. And so it is that I am so very, very sad to announce that we recently lost Jackie in the most appalling of circumstances. She and husband Brian were riding with friends at Bridgewater, she fourth in line and he fifth, when a drunken 23-year-old who was later found to be three times over the limit came out of a pub, got into his car and floored the pedal just as Jackie was passing.

We know that there is nothing that can be done to prevent such cruel and mindless destiny. No amount of probability theory can explain why the lives of two complete strangers should coincide so violently and no amount of compassion can equip us to imagine for even one fleeting moment the torment that poor Brian has suffered and will continue to suffer for the rest of his days.

Jackie and Brian have been with us since early 2003. As Membership Secretary at the time I took firstly Jackie and a week or so later Brian for their Assessment rides - we did it that way then - and it was immediately obvious that both were already accomplished riders. That they would both sail through their training was a foregone conclusion. John Tarring accompanied me for Jackie's Assessment ride and he will, as I do, remember the glint in the eye and the tilt of the smile that was Jackie as she talked about her biking, and the spirit that she brought to her riding. Jackie was always a spirited rider; they both were. They went beyond like minds into that most enviable of worlds inhabited by kindred spirits; to see them riding together was to watch total harmony of skill, thought and action for they understood each other as completely in their riding as I'm sure they did in the rest of their life together. As full Members both Jackie and Brian were regular and enthusiastic club social riders who certainly brought their own style to our rides; they contributed to our club well as individuals and as riders. There can be no greater compliment to pay Jackie than to say how well she held her own in a man's world and it is no reflection upon our current ladies to hold her up as a beacon light for lady riders for she was such a hard act to follow. Jackie was a very, very good rider and I doubt we'll see her kind again.

It is fair to say that Jackie and Brian have found their social riding elsewhere for a while now, and it is also fair to say that they have been missed. They are both remembered kindly and with respect by those with whom they rode in days not too far away; to see Brian again would be a hope that we would all share just as the realisation of Jackie's loss leaves a grievance that we, as friends and colleagues, will find impossible to accept. You don't forget your friends, wherever they've gone.

John Spinks

Chairman's chat

Great sadness has visited us since our last newsletter. This one starts on its prominent page with a tribute to Jackie Trowbridge whom we lost in the most tragic of circumstances, and within our report on the Bob Foster Run comes news of the passing, not of a club member as such, but of one of the impressive and formidable band of old bikers that many of us admire so much. Inadequate though it is, we send our sincerest Condolences to the families of both riders and we shall remember them both with affection and respect.

With a view to the future we will need to be looking for a replacement Chairman come next year as my 3 years are up. This will allow fresh blood to flow, so to speak, so any perspective volunteers please make your presence known to either me or Martin, our Secretary.

We extend the warmest of welcomes to Danny Rogers, Guy Bowdler and Liz Griffiths, and hope very much to see them at our clubnights and social rides when they are ready.

See you all soon.

Chris Green (Chair)

Well done to all concerned

Test passes since the last newsletter

Neil Power - Observed by Steve Palmer
Stephen Hagenbuch - Observed by Andy Mansfield
Mark Seager - Observed by Garry Watton
Richard Murray - Observed by Martin Saunders

Editorial

This one hasn't been easy, as the previous page and Chris's spot above testify. I always ask for contributions, but not that kind; newsletters are to inform, and it's not always good news. Read, think and please don't make me do this for you.

It didn't look like too much but one way and another you've kept it coming; well done. Yes, I'm pinching from the Forum but that's what you've written and according to our Webmasters somewhat under half the members are registered so presumably quite a few of you won't have seen this. And those who have will, I hope, not mind seeing it in print. And I've included for the first time the published Committee Meeting Minutes to keep us all up to date on what's occupying our hard-working team on our behalf.

As always, have a good read and stay safe.



Remember this guy? - some of us do

BWAM Committee Meeting Minutes

6th Sept 2010-09-07

Present:

Chris Green, Andy Mansfield, Martin Saunders, Andrew Carr, Justine Brett, Claire Saunders, Tony Summers, Chris Smith. Apologies: Matt Timmins

Chairmans Report:

Chris thanked all for attending and opened on the sad note that a previous club member Jaqueline Trowbridge had been killed by a drunk driver pulling out from from a pub car park on Sunday 22nd August. The club extended their sympathies to her husband Bryan.

Chris was going to contact Jon Dunn who had been suggested as a future Vice Chairman, and he also highlighting the problem of filling committee positions. The IAM recommend a maximum of three years for each position. Andy reminded the meeting that all positions were annual, requiring re-election at each AGM

Treasurers Report:

Andy stated the club balance was £445 down on last year. Membership subscriptions were higher at £982 largely due to Andrew's patience continuing to keep membership records straight.

£120 was also received from IAM.

Expenditure was £1100 observer training and anticipated £150 room hire fees to year- end.

Andy was standing down this year and was seeking his replacement for 2011 asking John Spinks to advertise this future vacancy in the newsletter.

Membership Report:

Andrew had confirmed BWAM has 96 full members and 34 associates with 2 potential members.

Club policy needed to be confirmed regarding membership of IAM as a requirement of BWAM membership. This, according to Chris was a nationwide issue and the club should wait to see the implications.

Andy was concerned that committee members as trustees of BWAM had obligations to be members of both organisations. It was agreed that all observers were obliged to be paid up IAM members. This was a requirement to continue cover for third party claims during observing sessions.

Issues regarding associates that have held SFL packages for over 1 year, and when the SFL package should be purchased were discussed but not resolved and this remains a problem.

Training Report:

In Marks absence there was passing comment regarding an observer training weekend possibly now in October or November.

Claire had only 4 associates on the waiting list, with upcoming tests this month, she hoped to place them with observers soon

Website:

Tony confirmed Matt was continuing to update the observing section together with the membership database to assist monitoring club members status.

Justine had also used the new events section to invite suggestions for future events.

Ridesafe 2010:

Martin had been contacted by Sue Virgin from DCC, who had invited our involvement, for the September 19th event.

Chris Smith was aiming to do the presentation before the observed ride-outs, which at the latest estimate, would only require 5 observers. Nine interested motorcyclists having pre-booked.

Events:

Justine had a number of leads, which she was following up for club evenings.

Chris Smith offered a ' Meet the Examiner' talk for the next club night on September 20th. This could be advertised as an open evening to attract new members.

There were club rides to Portsmouth and London organised.
Speakers for October 18th. and November 15th. were also planned.

AOB:

Chris closed the meeting at 20:30.

Martin suggested next meeting on 6th December at The St. Peters Finger, to be confirmed nearer the date.

'Doc I can't stop singing 'The Green, Green Grass of Home'
'That sounds like Tom Jones syndrome. '
'Is it common?'
'It's not unusual.'

A Well-Planned Retirement - A perfect example of government mismanagement.

Outside England's Bristol Zoo there is a parking lot for 150 cars and 8 buses. For 25 years, it's parking fees were managed by a very pleasant attendant. The fees were for cars (£1.40), for buses (about £7). Then, one day, after 25 solid years of never missing a day off work, he just didn't show up; so the Zoo Management called the City Council and asked it to send them another parking agent. The Council did some research and replied that the parking lot was the Zoo's own responsibility. The Zoo advised the Council that the attendant was a City employee. The City Council responded that the lot attendant had never been on the City payroll.

Meanwhile, sitting in his villa somewhere on the coast of Spain or France or Italy ... Is a man who'd apparently had a ticket machine installed completely on his own, and then, had simply begun to show up every day, to collect and keep the parking fees, estimated at about £560 per day -- for 25 years. Assuming 7 days a week, this amounts to just over 7 million pounds ... And no one even knows his name.

Blondes vs Irishmen

Two Irishmen were standing at the base of a flagpole, looking up. A blonde walks by and asked them what they were doing. Paddy replied, 'We're supposed to be finding the bloody height of this flagpole, but we don't have a bloody ladder.' The blonde took out an adjustable spanner from her bag, loosened a few bolts and laid the flagpole down. She got a tape measure out of her pocket, took a few measurements, and announced that it was 18 feet 6 inches. Then, she walked off.

Mick said to Paddy, 'Isn't that just like a blonde!We need the height and she gives us the bloody length.'

A man came round in hospital after a serious accident. He shouted, 'Doctor, doctor, I can't feel my legs!'
The doctor replied, 'I know you can't, I've cut your arms off.'

From our Treasurer - some food for thought

A long time ago in a land far, far away (well, about eight years ago in Sturminster Newton to be a little more precise) there lived a chap who decided that the IAM route was the way to go if he wanted to see forty.

Having the paid the princely sum of approximately £80 and spent numerous weekends and summer evenings covering most of Dorset and discovering tea and cake establishments galore, culminating in test success (more tea and cake), he decided not to ignore the then Chairman's pleas for volunteers to fill Committee roles. At that time both the Secretary and Treasurer were moving away. And so began a six year stint as BWAM's Treasurer.

For those of you that don't know, there are a small number of roles which have to be filled for the club to legally operate. The Group Treasurer is one of these roles.

As of next year I will no longer stand for this role, so a new volunteer is required. It's neither difficult nor time consuming so there's no reason not to have loads of volunteers! If you're new to the club don't be afraid to stand up, I wasn't even a year into my membership when I took this on. Take the opportunity to be a part of a team and influence the direction of the club.

"So what's involved?" I hear you ask, "Is it difficult? Do I need to be able to add up? Is there enough money for me to do a bunk with?"

Well the answer to the last three questions is "No".

"Are you sure?" I hear you ask.

"Absolutely" I repeat, "Firstly I can do it, and secondly I'm still here!"

As to what's involved, well following the change in how we administer membership subscriptions, the Treasurer's workload has diminished significantly. The role essentially comprises the following:

Managing the bank / building society accounts as necessary. Bank account statements are received monthly, and interest is added to the building society account annually.

Banking cheques for membership subs as supplied by the Membership Secretary. Most of this is undertaken during March and April, with just the odd payments made throughout the rest of the year. Frequent trips to the bank are not necessary.

Paying for supplies and services as required. I pay for the meeting room at the Cobham on a quarterly basis, and other expenses as they occur. These are primarily Observer training expenses, postage and stationery expenses and annual IAM insurance.

Completing the annual Statement of Accounts. This is a summarised statement of income versus expenses which is prepared at the end of our financial year (Our financial year is 1st of March to end of February). I use a simple spreadsheet to manage the accounts, and the Statement of Accounts is largely auto-generated.

Completing the annual submission for the Charity Commission. This is an online form which contains our

A man takes his Rottweiler to the vet. 'My dog is cross-eyed, is there anything you can do for him?'

'Well,' said the vet, 'let's have a look at him'

So he picks the dog up and examines his eyes, then he checks his teeth. Finally, he says, 'I'm going to have to put him down.' 'What? Because he's cross-eyed?'

'No, because he's really heavy'

very high level figures, a list of trustees (committee members) and outlines our purpose and operating parameters. This takes about 15 minutes once a year.

Finally the role involves meeting with the rest of the Committee as necessary and providing as much input as desired into the running of the group. The Committee generally meets on a quarterly basis.

If anybody wants to know more about the Treasurer's role and the way the accounts are currently managed then please feel free to get in touch. I'll be more than happy to run through things with you.

Remember, it's your club. Drive it!

If you've ever worked for a boss who reacts before getting the facts and thinking things through, you will love this!

Arcelor-Mittal Steel, feeling it was time for a shakeup, hired a new CEO. On a tour of the facilities, the CEO noticed a guy leaning against a wall. The room was full of workers and he wanted to let them know that he meant business. The new boss was determined to rid the company of all slackers. He asked the guy, "How much money do you make a week?" A little surprised, the young man looked at him and said, "I make \$400 a week. Why?" The CEO said, "Wait right here." He walked back to his office, came back in two minutes, and handed the guy \$1,600 in cash and said, "Here's four weeks' pay. Now GET OUT and don't come back." Feeling pretty good about himself, the CEO looked around the room and asked, "Does anyone want to tell me what that goof-ball did here?" From across the room a voice

Whiskey With Water

Since the last newsletter there hasn't been many changes, which is good for Matt and myself and now hopefully the web site has all the information you would like to see. If not please contact Matt or Tony with your suggestions webmaster@bwam.org.uk

The [Home](#) page needs some new pictures, preferably colourful action shots of motorcycles. If you are an Observer and handy with a camera lets have some photo's.

There are a few additions to the [Observers](#) page.

You should all have membership to the Forum, if not please email Matt or Tony at forum@bwam.org.uk with your name, email address and BWAM Group membership number.

The [Links](#) page has been updated to include new links. Also there are a growing number of Tutorials to help members with Passwords, Logins and Inserting Pictures.

If you should wish to download an old Newsletter, you can from the [Newsletter Archive](#), also minutes of the BWAM Committee meeting can be downloaded from the [Committee Meeting Minutes Online](#) on the People page.

Tony Summers
Webmaster

Ireland's worst air disaster occurred early this morning when a small two-seater Cessna plane crashed into a cemetery. Irish search and rescue workers have recovered 2826 bodies so far and expect that number to climb as digging continues into the night.



A Red faced members tale – the phenomenon of 'The 'Clusterf..k' and application of the 5P's

John Spinks was asking for contributions to the Newsletter –“we always need more meat” were his words! I was going to do a little bit on 'Flat is Fun' talking about some recent rides in Essex. But I thought that priority should be given to an incident that occurred at the last Club Night on 20th September when we were addressed and entertained by our examiner Chris Smith-a most enjoyable and informative evening.

A member of the club made a conspicuously late entrance, and was asked, in good humour, by your Chief Observer what had kept him. He shrugged, smiled meekly, and announced boldly and resolutely, but with a red face, that his bike had run out of petrol. He attempted a pathetic excuse! He had been recently riding his BMW F 800R which does a frugal 70 mpg, on the night however, because he was pushed for time, he had hopped on to his newish VFR 1200 which is a bit more thirsty (does this man deserve to have two bikes?). As an after- thought he did mutter something about a limited pre-ride check - does he not know what the first letter in the pre-ride check acronym stands for?

Did the 'limited' check extend, during the ride, to include the observation of those round signs with figures on them?! It was the first time he had not ridden or driven directly to the venue in Merley. He was well aware that it was bad form to pitch up for a ride-out, with a less than full tank. Had it not occurred to him that a group of keen motorcyclists assembling at 7pm might have intended to ride a bit more than the 3 or 4 miles along a boring route from Wimborne to Cobham Social Club for a meeting one hour later? Is a ride-in different to a ride-out in respect for the need for fuel!

It had become dark. The fuel had now been registering 'empty' for several miles along the small garageless rural roads. He thought he could just make it to Wimborne.....but. He managed to halt the spluttering bike on a comparatively straight bit of road and left the dipped lights on, and the hazard lights flashing (miraculously he had managed to find the button!) The prospect of pushing a 260 kg bike up a shortish incline and then into the nearest garage in Wimborne, over a mile away, was not appealing. He was lucky. A knight on a shining Varadero (Tony Butler) came to his rescue and took him to and from the garage, which fortunately had cans for purchase as well as petrol (good job money wasn't part of his pre-ride check!). The member's pulse rose and his face further reddened when he couldn't find the hazard light switch, (it was grey rather than red) and had to ride the bike with the lights flashing (yes, that's right, this contravenes rule 116 of the Highway Code)up the incline to a lamp post in order to locate it.

Well that's certainly a cascade of events you'll agree – called a 'Clusterf...k' in transatlantic terms which lead to a very embarrassing and potentially dangerous situation. Who was the culprit here? Yes, you've guessed, it was me! This chain of events could have been prevented simply by following the advice given in rule 97 of the Highway code (plan, allow time, familiarity with controls etc and petrol)

In my earlier days as an orthopaedic surgeon we used to talk of the 5 P's – Proper Planning Prevents P..s Poor Performance, so there's no real change there then! As advanced riders we need to be positive and self –critical, and I'm sure that none of you reading this have been there and done that, or are likely to do so, particularly after reading this! There's no such thing as the perfect ride, but at least we can do ourselves (and others) the favour of getting our brains functioning well in advance the action!

Thanks Tony – I owe you a pint!

John Challis

I was in bed with my new girlfriend last night, and she said I'd got the biggest willy she'd ever laid her hands on.

I said "You're pulling my leg"

Spinnaker Tower, September 12th

I'd just like to thank John for leading Sundays ride to the Spinnaker Tower, it's been something on the things to do list" for Chris and I but another thing we never get round to doing.

The ride up was on roads I'd never seen before through truly picturesque villages and then on through roads that put a grin on my face.

Most of us visited all three levels of the tower, the visibility was very good and we



were able spot features till the earth disappeared out of sight.

After lunch at Gunwharf Quays a smaller group carried on to Langstone Harbour for tea and ice creams.

A great day out in perfect weather with a few club members, what could be better?

I was a little surprised at to see only 9 bikes (12 people) including one Associate. It was a nice size group, I just expected more.

Tony Summers

and from Roger....

What a good day this turned out to be. Good weather and good company, what more could you ask for. Twelve members including three pillars departed Avon Forest led by John as we headed for Downton and past the old tanneries where the first marker directed us toward Alderbury. From here on in I became lost as it has been many years since I rode around these lanes. With sunny clear conditions and reasonably dry road we made steady progress towards Stockbridge where it was noticeable that there was a lot of like minded people who were out for the day. Our next stop was Loomies at West Meon Hut where we joined the many bikes already parked up and had a welcome stop for Coffee and what was described to me as a "shake break" also no doubt welcomed by the pillion riders. It was now decided by John to head straight for Portsmouth in case there was a long wait to get to the top of the Spinnaker Tower and we could take advantage of the many outlets at Gunwharf Quay for refreshment. There was quite a long waiting queue to get into the car park but once past the barrier which John and Connie appeared to have "mesmerised", as it refused to rise, we all managed to find parking spots. John managed to get us all onto the Party rate so we did not have



to wait very long and were soon whisked up in the lift to the observation platform. With good sunny conditions the views in all directions were extensive but it still gave me an "odd" feeling looking down through the glass floor at the ground below. From the upper decks which were accessed by stairs there was a welcome blast of fresh air before taking the lift back to ground level. After lunch the party split with some deciding to head for home while the remainder, led by John rode out to Langstone Harbour and sat on the beach having ice creams and watching the various boats move in and out the moorings. Back to the Motorway and



everyone took their own route home after a most enjoyable day out. Many thanks to John for organising the route and if you want to try it make sure you pick a fine day to see the long views over rolling countryside.



Padstow, August 8th, lead by Mark Ninnim

Thanks Mark for organising and leading yesterday's ride. A most enjoyable day out. In case you wondered what happened to us, Tony Summers, Martin Sheppard, and myself found ourselves left behind at the final petrol stop at Ashburton. Our fault but I'll blame Martin for taking so long to change out of his winter thermals! Nevertheless after a refreshment stop at Exeter Services where by chance we met up with John Spinks, the 4 of us had a stonking ride back via Chard and Dorchester.

Regards

Andrew

Phone answering machine message - '...If you want to buy marijuana, press the hash key.'

and from Roger;

First my apologies if I caused a problem towards the end of the ride. I became "unhitched" as we started on the A35- M5- Junc 30. By this time I was feeling rather tired - missed the afternoon siesta !! - and missed the turn off so decided that as there was no way to turn around I might as well keep going.

Thank you Mark for organising the ride and coping with the various diversions which happened to your planned route. Whenever a ride is organised and after looking at this one I thought that it would be all plain sailing with no grit, holes or grass down the middle of the road.

How wrong I was but at least the consolation was that it was a sunny day and dry. And it is said that variety is the spice of life !!

Just before Padstow John decided to leave us for the delights of Newquay where he was due to watch a helicopter exercise with the RNLI---his son being the helicopter pilot. Hope it all went well John and I hope you took some photos !!

Padstow was "choc-a-block" with holidaymakers and pedestrians flocking around the quay and listening to the band playing "holiday" selections. Parking was achieved eventually by riding to the end of the car park on the quay. The party split with some opting for the quick take-away and others for a sit-down lunch. I think everyone was eventually catered for and I enjoyed my Jacket potato and salad while others went for the fish and chips.

The return run across Dartmoor was very pleasant and the views of the Tors and Rivers which cross the moor added to the ride. Looking grim even in the sunshine, the Prison at Princetown reminded us how grim it must have been for the inmates.

From my own perspective I had a very enjoyable day - but a long one - and wonder if an earlier start would make it easier. What do you think ?

Once again my thanks to Mark for leading the ride and to all those that attended.



West Country, July 11th, lead by Andrew Carr

Andrew,

I must say I did wonder how many riders would be taking part especially as there were only

myself and Roy waiting for you to give the word to depart for Wimborne. There we discovered everyone else had decided to meet so there was a good number of bikes waiting for the off. First destination was Bere Regis where we went thru the village and turned right heading for the wilds of north Dorset. I kept thinking "Bob Foster" as we progressed along familiar roads and then I was lost until a familiar landmark appeared. However Andrew had found lanes which I never knew existed or would never have thought of using. We must have criss-crossed Dorset several times until Broadwindsor hove into view just west of Beaminster. Here we had our morning coffee and sticky bun. The weather was proving to be hot and sunny, making pleasant riding conditions. Now it was off to Beer for lunch on the beach, however we had to cover more miles around the lanes, passing disused railway stations, several river bridges and crossing main roads before dropping down to Beer where we all managed to squeeze onto the small car park. A steep path led down to the beach which was quite crowded and Andrew led us off to the far left and we parked ourselves at beach tables under sun umbrellas. Here we spent a good hour eating and drinking before Andrew "cracked the whip" to get us to drag ourselves up the steep beach path back to the bikes. Now for the last stage, so off to Bickleigh which meant more lanes and villages. I cannot remember any main roads but perhaps we did use some. It was now time for ice creams, milkshakes, tea or coffee. After a decent rest it was time to head for home and it was now that I found the system broke down as two of us arrived at a "T" junction and no marker so decided to turn right (apparently should have gone left). We headed for Axminster and picked up the A35 and joined the evening "rush". A good days riding and thanks to Andrew for all his time organising an interesting and enjoyable time.

Roger

Roger - Sorry about the breakdown in the marker system. I'll take the rap for that! When I got to that T junction at Yarcombe (you will recall that's where we had to name the church on the SW Peninsular) I had run out of markers and figured the route back from there was clear so Martin and I continued on as I was running out of time and had to get Mark back home for 6pm! Jon and Mark caught Martin and me up at Dorchester so I thought all had found the route successfully.

Glad you enjoyed the day.

Andrew.



Clubnights

Justine is working hard on our behalf to make Clubnights more interesting, and has arranged the following;

October 18th - Chairman Chris, if you hadn't noticed, is one of those sneaky f*****s! Next time you see his bike take a look just to the left of his windscreen and you'll see a circular camera mount in which, would you believe, he is known to put a camera from time to time. He is a really sneaky filmer! (Yes, count the *'s). Has been for some time; it's a thing with him. Always from the rear, you note, though I didn't think that was his particular fetish. And always in public, too. So come along to Clubnight and see what he's been getting up to.

November 15th - Specialist Clothing Equipment. [Smart Riders Ltd](#) of Christchurch will be displaying and talking on the many products they sell from companies such as Daytona and Schuberth.

December 20th - following the successes of the past couple of years we're taking a break from our meeting as such and having a game of skittles.

January 17th - Guest Speaker Steve Mansfield from Michelin will talk about multi-compound tyres and the affect for the user. This will be followed by a quiz with Michelin prizes (but not tyres!).

Bob Foster Run

Part of the magic of this day is that every one is different. Those of us who always turn out, and there are quite a few now, do so because, amongst other things, it is not the average BWAM day. Sure, we have our ride around lovely Dorset in our own way but our ride is for a purpose beyond the usual socialising and riding with friends. To infer that we do the marshalling for this old bike run, which is not to be confused with Steve's K-series oiler, out of some sort of duty is to take the club commitment thing a bit too far; first and foremost we actually like to see these old bikes being ridden in the main part



most competently by a bunch of guys and girls who have more grey hair amongst them than does BWAM. We like to hear them at close quarters and, although it is disappearing now, we like to smell the Castrol R just once in a while. And each year we have some snag or other to overcome and very occasionally we get to answer questions about the event that have dogged us for some while. Like, why is it that we leave half an hour ahead of the bunch on modern bikes and reckon ourselves to be reasonable riders and yet we are still caught, every year, by the front runners somewhere around Duntish?



By all these accounts this year was a good one. We had the usual good weather forecast for Saturday, the day we put the markers out on the route, and an atrocious one for the Sunday

with a deep, deep depression moving in from the Atlantic sweeping weather fronts ahead of it. Dave Cox, the organiser, is no fool and had left his phone off the hook on Saturday so we had no option but to go ahead with the marking out in weather more like June than October. Come the day, though, I was anticipating the worst both from the weather front (no pun intended) and from the numbers front; after all who could blame us for not turning out in force with such a lousy forecast that must surely also decimate the rider turnout as well? In the event, though, we had the strongest turnout that I can remember - is that impressive or what? Pretty well all levels within BWAM were there, from veteran members such as Shep and Keith Chappell through to Associates, and within these extremes were some at all levels for whom this was their first BF. Considering that the forecast was seriously bad, so seriously bad that Dave Cox and I seriously discussed the implications later on the Saturday evening and decided that cancellation was probable but for various reasons could not be finalised until the Sunday morning, this BWAM turnout was exemplary. I am proud to know such people.



From the riders' perspective, 122 registered for the ride and 47 turned up. We must remember, though, that these riders come a long way to take part in this run, and we must also spare a thought to the prospect of riding these old machines, many with girder forks and brakes that are at best modest performers in the dry, in the kind of weather that was being talked about and with the prospect also of early leaf fall and wash-out from the fields. I have seen these people in previous years trying to stop their bikes with their feet on the ground as they approached Bridport roundabout in the pouring rain, and I have ridden amongst them and wondered how they can get what they do from ma-



chines whose handling and performance is as outdated as their design. Personally I do not begrudge a single one of the no-shows and can only stand in awe of the 47 who were going to have their ride come what may.

In the event the weather was, as it so often is, nowhere near as bad as had been feared so we got under way. We got past Duntish without having been caught by the front-runners and I found myself riding up the hill towards Evershot after the Cerne Abbas road junction wondering how I was going to use the three marshalls following me when I had only two junctions left to mark. The oncoming car with the flashing headlights answered this question by telling us that a tree was down across the road.

Sending one back to the previous junction to stop the riders there while the three of us, joined by the usual two front-runners who had

indeed caught us up, went on to have a look in case we could have wriggled the bikes through, it was obvious that a quick diversion via Cerne Abbass was the order of the day and that would require - three marshalls!! Nice when a plan comes together, init?? And just to prove that things do happen in threes, Mark found himself with a flat tyre - from which Martin's article relating to tyre repairs originates - and Dave found out the hard way that leaving the hazard lights on will pretty soon flatten the battery. Now how many of us carry tyre plugs and how many carry jump leads? Yep, we had both on the same ride; how cool's that?

The day always finishes with tea and cakes and presentations of the various awards within the VOC, and a raffle at which we don't do too badly. An interesting comment from organiser Dave during the course of this was that amongst the riders there are always a few ex-club and TT racers! Small wonder that we have trouble keeping in front, but I'm glad that little secret is now out and it goes to show just how fast these old bikes really were in the right hands. There was, however, one sad note in that one of the riders aged 84, Keith Leech, came off on that horrible little bridge just as you come out of Martinstown and was taken off to hospital having suffered a heart attack. Which came first we're not sure but either way he was one of the 47 who turned up determined to have his ride, come what may. I hope I have that kind of guts when I'm 84.

My huge thanks to all who turned up to mark out and to marshall on the day - I hope you found the 47 as inspiring as I always do. David has asked me to pass on to you the compliments expressed by many of the riders for the standard of our work, with one very experienced hand stating that it was the best marshalling he's ever seen, and this I am so proud to do. **Well done, everyone.**

John Spinks



Guy goes into the doctor's. 'Doc, I've got a cricket ball stuck up my bottom.'
'How's that?'
'Don't you start.'

Associate Co-ordinator

It seems that things are starting to quieten down slightly as far as the Unallocated Associates are concerned and our waiting list is weeks rather than months! To that end the ride in October will be the last one until March/April 2011.

Just to remind members what these rides are all about - they are for the benefit of Unallocated Associates to give them an opportunity to meet members of BWAM and find out what we are all about, have their riding skills assessed on an informal and friendly basis and to give them the opportunity of being involved in BWAM – try before they buy! Unallocated Associates are asked not to attend rides organised by BWAM until they have been assessed and approved for group riding by their allocated Observer. It is for their benefit and safety as well as other members of BWAM and they fully accept this point. Once approved for group riding they can be as active as they like.

We have had some great rides over the last couple of months to Weymouth and Old Sarum and support from Paul Gardiner, Observers, Trainee Observers and members has always been fantastic and thank you all. As long as there are Unallocated Associates we will continue to arrange these rides.

It always makes me smile when I tell an associate once he/she has been allocated they will no longer be invited to attend the rides – my job is done with them but then several months later they come back as full members and join us for a social ride. Job satisfaction!

Claire Saunders

Associate Liaison

Unallocated Associate Ride 21st August

It is a good job we have enthusiastic Associates otherwise I wouldn't have come out this afternoon! Thanks to Associates Nigel and Vic who weren't put off by the miserable weather for turning up this afternoon and to Paul G, Martin Saunders and Richard Murray for your support of the ride.

We headed out to Sideways and then on to Weymouth where the weather started to brighten up and we could enjoy the view of Weymouth and Portland but on our re-grouping at Lytchett the weather decided to take a turn Just as well we were all done for the day.

Another enjoyable afternoon with great company, ideal destination and appreciative Associates which makes it all worth while.

Thanks all.

Claire

So I was getting into my car, and this bloke says to me 'Can you give me a lift?'
I said 'Sure, you look great, the world's your oyster, go for it..'

Breakdown Cover

Modern bikes are remarkably reliable perhaps with the exception of a notable three lettered marque? The consistent high engineering standards coupled with regular maintenance means the majority of roadside breakdowns can be traced back to rider error or senior moments. Running low on fuel on a French country lane on a Sunday brings this point home nicely, as does returning to your bike to find the battery flat due to aftermarket heated grips being left on. Punctures are one thing no one can anticipate, only reduce the likelihood of them happening by ensuring tyre pressures are regularly checked, any debris picked up should be removed from the tread before pushing in further, especially when wet roads act as a lubricant.

Tyres should be replaced well before the legal limit, which for some strange reason is less for bikes than cars. Riding across cross hatching is likely to introduce foreign bodies to your tyres, as is going outside the normal areas of road 'swept' clear by our four wheeled friends. Particularly true on country lanes after a downpour with the associated washout from field entrances and banks clipped by tractors. My last puncture was a thorn in a nearly new tyre after passing a tractor driven hedge trimmer.

First reaction when that vague wallowing feeling occurs is to call your breakdown Cover Company and wait and wait. Alternatively equip yourself to fix tubeless tyres, a friend rode back from Morocco in two days after plugging his tyre and insisted on wearing his tyre out before replacing it, so confident was he with the repair. The one he used and the best kit on the market in my opinion is 'The Crafty Plugger'. Google or 07816 148275, not cheap but it does the job. This kit works well with different shaped holes and is less likely to damage the carcass than other kits that suggest you enlarge the hole to accommodate a large rubber plug which in turn may scrap the tyre.

Re-inflating the tyre is best done with a 12v mini-compressor, but 3 off co2 cylinders will normally allow you to get to the nearest garage air line and can fit under most seats together with the plug kit. Aerosols that are water based have their place but will only seal small holes. Two other items I normally carry with the tool kit, which take up little room, are small bike jump leads and two metres of tubing to transfer fuel between bikes. Both invaluable for assistance and may save a long wait for recovery or a pillion ride to the nearest garage.

Martin Saunders

Fish and Chip Run, Sept 1st

Great turnout, apologies to those that couldn't fit in the best fish and chip shop in Swanage, strange how it cleared soon after we arrived.

Shame the evenings are drawing in, it was dark by the time we got back to the ferry which remains one of the best bike bargains locally at 90p for bike and pillion.

Thanks again to those that supported the last evening fish and chip run for 2010

Martin Saunders

Apparently, 1 in 5 people in the world are Chinese. There are 5 people in my family, so it must be one of them. It's either my mum or my Dad, or my older brother Colin, or my younger brother Ho-Cha-Chu. But I think it's Colin.

Farts rides

This title needs regular explanation lest our newer members get the wrong idea. Nothing to do with overactive digestion systems, though the excess of fresh air and the efficiency of GoreTex does, I'm sure, hide a multitude of sins. No, this particular acronym draws its origin from Fellowship After Retirement with Time to Spare. The rides are not restricted to the unrestricted though, and prove popular with those whose jobs allow a little flexibility. We aim for one ride a month during the weektime and seem at the moment to have settled down to the Thursday of the week following the Fish'n'chip run.

July 15th to Lyme Regis

John,

Thanks for the lead ride, it proved to be a wise choice of destination. The big debate was to be when we were going to be thoroughly rained on. Martin suggested 3.50pm while Roy thought nearer to 4pm, Mark hazarded a guess that we would



probably get half way home, while Dave and myself decided that as long as we arrived home dry then we would be satisfied. John of course has a secret line to the weather forecaster and was quite confident that we would have a "wet" free journey. We departed for Bere Regis and followed the same route as Sundays ride covering quite a lot of the "Bob Foster" route - or so it seemed to me, as we passed through Evershot then through the centre of Beaminster to Broadwindsor. This was an almost traffic free run down shady leafy lanes with long views over the countryside. Only to be suddenly bought back to reality by the very sudden appearance of what appeared to me as a giant tractor. speeding around the corner and seeming to cover the complete width of the road. I did wonder if the others in front had

the same experience or to put it another way - a "buttock

clenching moment". We all parked up on the Cobb at Lyme Regis and managed to squeeze the bikes onto one space, John paying for the parking just in case the warden was around. Walking to the beach we all agreed that Johns choice had worked out well. Roy was at the front of the queue and generously paid for the ice creams. Sitting on the beach wall

August 12th, Newbury to Avebury

"We'll have an 'A' road ride this time; hopefully fully flowing and satisfactorily scenic. The old A4 from Newbury westwards to Calne ought, or at least used, to be good for swinging a bike about a bit and the one from Andover to Newbury passes through some lovely country. Someone will, I hope, know of a coffee stop in or around Calne or else we'll wing it and find somewhere on the day. From Calne the A350 back to Shaftsbury's always good for some fun and you know me, I just lurve zig-zag hill!" So went the advertising blurb, and in the event the ride went pretty well as intended except that we copped out at Avebury and cut for home after tea down the A350. But what some amazing roads! That old A4, which those of us of a certain age can remember with knotted stomachs in the days before the M4 made it into such a lovely, swooping, rolling hooligan's paradise. Even ridden at sensible speeds, as of course we do, it is seriously lovely and one that we neglect. We'll do this one again; promise!

'You know, somebody actually complimented me on my driving today. They left a little note on the windscreen. It said, 'Parking Fine.' So that was nice.'

Lessons in how to impress the ladies!

Back in August we had a couple of friends visit us from New Zealand, a must see was the Dorset Steam Fair. As I'm sure most of you have been once or twice there was the usual array of traction engines and general oldie worldie bits and pieces and as the night drew in the steam fair came to life as the engines provided the power to run the fair.

We had a good look round and came across the obligatory 'fair games' – plastic duck fishing, the shooting gallery and the bell ring using the wooden mallet. We stood around and watched a few of the 'men' having a go, some missed with all three strikes of the mallet and a few managed to ring the bell with all three go's. More interesting than watching the men was watching the change in the posture and demeanour of the ladies in the crowd as their 'man' rang the bell three times – one was over heard to say 'he can ring my bell three times tonight'. So with a wishful thought in my head I nudged my mate Tez and we paid our £1.50 for a go to see if we could impress our ladies..... Well the bell rang twice for Tez and three times for me but as we turned to see the suitably impress ladies, they had their backs turned and were walking off already. Not to be out done and hoping they had been distracted by something during our testosterone moment we walked on a bit more and found another stall doing the same for £1 ago. This time we told the ladies first what we were about to do and this time we both ran the bell three time (we could have pulled at this one as the poor fella before didn't make it ring once and his new girlfriend wasn't that impressed – times to wish you were single again!!) Once again during our outburst of testosterone the ladies were walking away.

HOW DO YOU IMPRESS YOUR LADY? I'll have to find another way as I'm not 'in touch with my feminine side' and shows of testosterone didn't work.

Second attempt – during the summertime we took a trip out to Gurston Down Hill climb as it had both cars and bikes on this day. As you do when looking from a comfy grassy bank, you always believe you can do better than one or two of the competitors as in your mind you're the best motorcyclist you know. So back home to the internet and after a little surf I found that I could "have a go" at hill climbing for a one off offer of £30. Now thinking about the possibility of another hospital visit for Claire, due the nature of motorsport being dangerous and me having used up my one visit a year quota, I very gingerly broached the subject of the hill climb thinking she would not be happy with me wanting to ride my bike against the clock down a twisty, tree lined tarmac track. Wow, that was easy; she even offered to pay for the day for my birthday – and there I was thinking she might say NO, as she is not impressed with the macho bike riding we see on a regular basis when out on the bikes.

Application forms filled out and sent off, rules and regulations for the meeting printed I set about working on my Yamaha WR450F to get it race prepared. I was running in the Road Legal class (all bike had to have a current MOT and Tax) and the general gist of the regs were – if it could pass an MOT you could race it, the only additions to make were to lock-wire the oil entry and exit points of the engine, put the engine oil breather tube into an catchment tank and lock-wire the fuel line. I did make a few extra modifications to the bike; I had managed to find a shortened rear shock (from a supermoto race bike) I pushed the forks up through the yokes an extra 35mm and fitted a set of tyres from a CB500 we were racing in the Thundersport series – nice and sticky.



With a week to go I was starting to get a bit worried that I had missed the entry date but my confirmation letter fell on the matt whilst I was at work, giving me times and places to be and the all important race number – the last thing to be applied to the bike. Sunday 12th September, Wiscombe Hill, Nr Honiton. I double checked the regs; yup I had done everything, 7.30am I had to present the bike to the scrutineers. I managed to borrow a van for the day and after much consideration I decided to go down the night before rather than get up at 5am and drive the 1.5hrs to get there on time – oh and I didn't want to wake Claire! My nephew, Owen, came with me for the day, so with van packed we headed off to find the hill, set up camp, purchase fish'n'chips and beer. When we

got to the campsite we were greeted by a good handful of other competitors who had arrived early, we found a friendly



group from North Gloucester Road Race club who had also fancied "having a go" for £30, great company but they were none the wiser on the next day's events so it all had to wait till the morning to work out what to do. The Gloucester boys were great with the morning coffee and whilst having the first coffee and smoke of the day a fella (later turned out to be Guy, the official starter for the day) came over to our area and despite the 6.45am time was very helpful and told us to take the van's and bike down the hill to the start area and find Kev who would scrutineer our bikes. By the required time we had set up camp again and been given to OK to race, we just had enough time to walk to track before a riders briefing at

8.30am.

The bikes were split into 7 groups, up to 250cc, up to 350cc, up to 500cc, up to 750cc, up to 1300cc, side cars and trikes. We would then run up the hill in number order till all the 750cc had run, waiting at the top we all ran down the hill together – the second run was all the riders running 2 bikes and the rest of the runners. Guy was fantastic; he pulled all the first time runners to one side and put us at ease with the way the day would go – "if you make a mistake on the line, as long as you are still in arms reach we will pull you back for another start". So how does it run? The starting gate is similar to a drag race in that you have to break a light beam, a wedge is then placed behind the rear wheel and you wait for the light to change colour. Unlike a drag race you don't have to go the moment the light changes, you have up to a minute to leave and for the timer to start, once on the hill you break several other beams to give you sector times. There can be up to 3 bikes on the hill at any moment, one just starting, one half-way, and one just finishing. It need to be run this efficiently as we had to get 107 riders up the hill 5 times each – 2 practice and 3 timed for points in the championship.

Having been given to all clear for the bike to race I had my leathers and helmet checked, dog-tag with name – D.O.B – blood group and I also had to provide my own fire extinguisher. Time for a bacon and egg roll. Owen was now looking more awake and a friend of mine also turned up and played official photographer for the day, as the numbers rose I got myself ready to do my first run – 59.84 seconds. I



was happy. It seemed to take ages for my turn, then the run up the hill, then the wait to return but as the day went on it flowed much faster and there was always something to do. One of the best things was the location, Wiscombe Hill climb is set in someone's front garden running up their driveway. The first hill climb at Wiscombe ran 41 years ago thanks to Arnold Gimblett opening up his driveway to bikes and cars, it's a bit of a slope but as you sit in the valley all you can see is the very stately home and trees. The second practice ran done, 56.88 seconds – 3 seconds faster in one go, despite the pre-race walk it wasn't till I had done the first run that I felt happy with which way the hill went and was very happy with the drop in time. Time for lunch and for Claire and her parents to turn up, time for me to have my second go at impressing the ladies....

First of the timed runs for points, 55.28 seconds, 53.47 seconds, and last run 53.38 seconds – Ok I didn't score any points but I wasn't the slowest of my class on a similar bike. I was running road gearing (on a close circuit my bike has been clocked at 110 mph) and although I thought I had sticky tyres the quick runners were running full wet set up as no tyre warmers were allowed. More importantly I didn't damage myself or the bike. Then end of the day was here and time



to go home – down side of this hill is that the hill is the only way in and out so we had to wait for the hill to be cleared of marshal points, timing beams etc before we could go home. The event was run very well, no injuries (bar one rider coming off after stalling on one of the hairpins and drawing blood catching his bike – 3 or 4 stitches needed), it's you against the clock so only you to make a mistake, not another rider taking you out.

So, was Claire impress.....YES

Did I get lucky.....Yes, I've got a girlfriend who likes the smell of Castrol R 2 strokes, exhaust fumes and oily hands.

Now to look into an ACU licence, membership of the NHCA and a van to get myself to next years events.

If you fancy a go yourself HYPERLINK "<http://www.nhca.co.uk>" www.nhca.co.uk

Harvey Ringrose

Sometimes it DOES take a Rocket Scientist!! (true story)

Scientists at Rolls Royce built a gun specifically to launch dead chickens at the windshields of airliners and military jets all traveling at maximum velocity. The idea is to simulate the frequent incidents of collisions with airborne fowl to test the strength of the windshields.

American engineers heard about the gun and were eager to test it on the windshields of their new high speed trains. Arrangements were made, and a gun was sent to the American engineers. When the gun was fired, the engineers stood shocked as the chicken hurled out of the barrel, crashed into the shatterproof

shield, smashed it to smithereens, blasted through the control console, snapped the engineer's back-rest in two and embedded itself in the back wall of the cabin like an arrow shot from a bow. The horrified Yanks sent Rolls Royce the disastrous results of the experiment, along with the designs of the windshield and begged the British scientists for suggestions.

You're going to love this.....

Rolls Royce responded with a one-line memo:

"Defrost the chicken."

A man walked into the doctors, he said, 'I've hurt my arm in several places'
The doctor said, 'Well don't go there anymore'

You may not know this, but our Chairman Chris was once stranded on a deserted island for over 10 years. One day he saw a speck on the horizon and thought to himself, Its certainly not a ship. As the speck got closer and closer, he began to rule out the possibilities of a small boat and even a raft. Suddenly there emerged from the surf a wet-suited black clad figure. Putting aside the scuba gear and the top of the wet suit, there stood a drop-dead gorgeous blonde. The glamorous blonde strode up to the stunned Chris and said to him : "Tell me, how long has it been since you've had a cigarette ?"

"Ten years", he replied.

With that, she reached over and unzipped a waterproofed pocket on the left sleeve of her wetsuit, and pulled out a fresh pack of cigarettes. He takes one, lights it, and takes a long drag.

"Wonderful !" said Chris, "that is so good I'd almost forgotten how great a smoke can be."

"How long has it been since you've had a drop of good Scotch whisky ?" asked the blonde.

Trembling, he replied : "Ten years."

Hearing that, the blonde reaches over to her right sleeve unzips a pocket and removes a flask and hands it to him. He opened the flask and took a long drink.

"Tis nectar !", stated our hero, "truly fantastic."

At this point the gorgeous blonde started to slowly unzip the long front of her wetsuit, right down the middle. She looked at the trembling man and asked : "And how long has it been since you played with your favourite toy?"

With tears in his eyes, Chris fell to his knees and sobbed : Oh, have mercy, woman Don't tell me you've got a motorcycle in there too ?!!"



Life's journey is not to arrive at the grave safely in a well preserved body, but rather to skid in sideways, totally used up and worn out, shouting '...man,what a ride!'

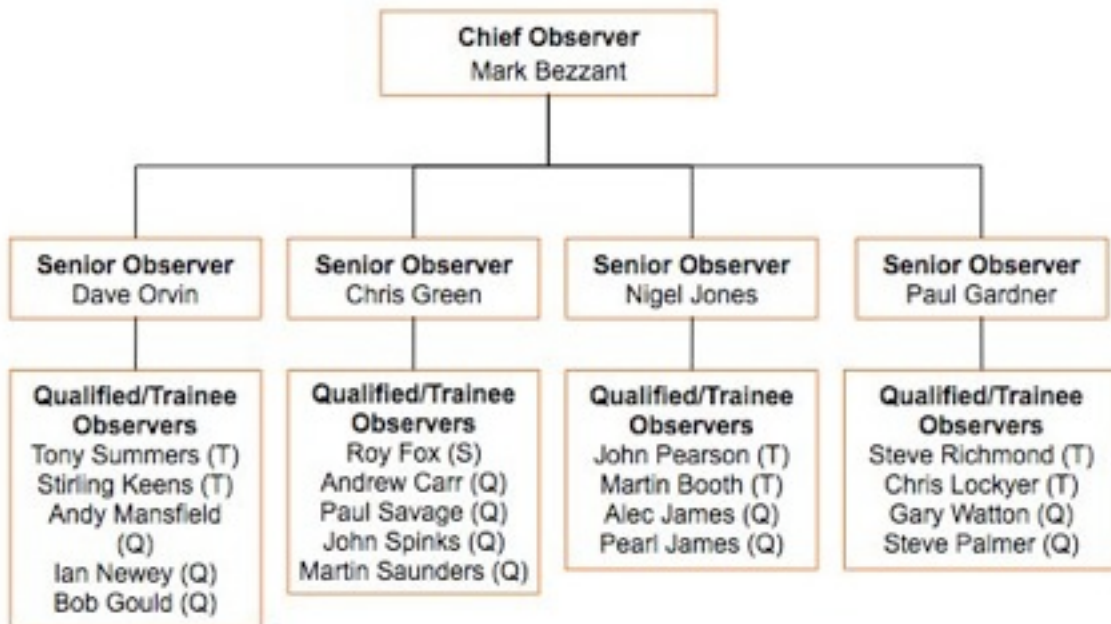
POOR PARENTING ?



The Observer Chart

The Observer organisational chart has changed to reflect the passing from the Senior Observer ranks of John Tarring and Nick McMullen, both of whom have carried out this invaluable contribution to the workings of the Club for many years and for whom other things now beckon.

Nigel continues his role as the senior Senior with his own team and potential Senior Observers receiving the benefit of his valuable experience. Chris continues to consolidate his position in this role and both are now joined by recently promoted Dave and Paul. The whole Observer team is headed up by Mark. Mark and the Seniors work closely together to ensure that standards are consistent and maintained through the ongoing programme of retesting and sample inspections and it is this close working that gives BWAM the enviable reputation that we have within IAM.



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 £10 per ride. If there are two Associates then they should offer £5 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.

Places to go

Favourite watering hole? Let us know and add to recommendations or otherwise



www.loomies.co.uk



www.bikenormany.com



www.holidayloire.co.uk

For a good read

written and published by our own Peter Wills



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