

GWENT GROUP OF ADVANCED MOTORISTS

REGISTERED CHARITY NUMBER 1067486

Index

YOUR COMMITTEE (Car Section)	2
Editor's Note:	3
YOUR COMMITTEE (Bike Section)	4
From the Chairman	5
A Warm Welcome to All New Members	6
Congratulations on Passing the I.A.M. Test	6
Events	7
Weekend Tour for 2006 – Opinions requested	8
General Information	8
Newsletter in Electronic Form (PDF)	8
Rideout report – Rutland Water (SAM Group)	9
IAM News Articles	12
Like father, Like Sons, says Racing Legend Mansell	12
Mobile Display Unit (M.D.U.)	13
Members' comments	13
Riding in the Rain	13
Biking Beats Bank Holiday Blues and Boosts Business Too	16
Motorcycle Section Christmas Meal	17
Advertisement Rates	19

Cut-off date for entries into
the next Newsletter (No. 149)
is Sunday 20th November

YOUR COMMITTEE (Car Section)

President: Superintendent Nigel Russell

Chairman & Chief Observer

Carol Shergold carol@lebrasseur.co.uk
01633-259602

Hon Secretary (until end of 2005)

All correspondence except subscriptions

Edwin Marsh emarsh@cardiffbus.com
029-2093-0069

Hon Treasurer & Membership Secretary

All subscriptions and membership matters

Ron Palmer ronpalmeriam@hotmail.co.uk
01633-411170

Senior Observer Coordinator & Group Lecturer

Derrick Hodges derrick.hodges@btconnect.com
01633-881402
07974-103927

MDU Co-ordinator, Events Secretary & Public Relations Officer

Mervyn Thomas
01291-672880
07885-225965

Newsletter Editor

David Williams daveowill@hotmail.com
07740-532401

Web Master

Steve Williams steve@gwent-advanced-motorists.org
07725-328563

Regalia

Tony Blane

01633-668900

Committee Members

Diana Mills

01495-785380

Betty Williams

01495-785546

David James

07715-452391

The above Committee will meet at 7:00pm on the second Tuesday of each month, at the Road Safety Centre, Hartridge Farm Road, Hartridge, off Ringland Way. For details of the next meeting please contact Tony Blane.

Any Group Member or Associate Member wishing to address the Committee may do so in writing or in person by attending one of the Committee Meetings. All are welcome.

If you wish to speak on a motorcycle issue and do not wish to approach the main committee, then you should contact Andrew Lamb.

The editorial committee of the Gwent Group of Advanced Motorists wish to make it clear that the views expressed in this newsletter and on the Group Website, are not necessarily those of the Institute of Advanced Motorists. They are purely the Individual views and opinions of the contributors and some may be controversial. It is, however, felt that only by complete and uninhibited discussion can any impact be made of the road safety problems.

FREE EXPRESSION WILL PROMOTE DISCUSSION

Editor's Note:

Due to the lack of articles submitted, this edition of the newsletter is smaller than normal and seems to be primarily bike orientated - this is due to the lack of input received from the car section.

Remember this is your newsletter. If you would like to see more articles relating to cars, please forward them to me.

My details can be found on this page. Electronic input is preferable to paper.

YOUR COMMITTEE (Bike Section)

Chairman

Andy Lamb andylamb@avenny.freemove.co.uk
01873-856700

Secretary

David Williams daveowill@hotmail.com
07740-532401

Senior Observer

Andy Lamb andylamb@avenny.freemove.co.uk
01873-856700

Chief Observer & Senior Observer

Mike Odelet mike@odelet.fsnet.co.uk
01633-860388

Membership Secretary

Mark Jones markvfrsylvia@yahoo.co.uk
07968-985864

Public Relations Officer

Greg Sullivan greg@sullivan19.wanadoo.co.uk
01495-350021

Events Co-ordinator

Steve Williams steven.williams5@ntlworld.com
07725-328563

Committee Members

Lee Clark clarky_two@hotmail.com
Steve Reed steven.reed@newport.gov.uk
Steve Brand s.brand@ntlworld.com
Peter Skelton pjskelton@clara.net
Tony Morgan Tony.Pandy@btopenworld.com
Judith Williams judith.c.williams@royalmail.com

Members wishing to be on our e-mail mailing list should send their request to steven.williams5@ntlworld.com or call Steve on 07725-328563. Members are contacted when last minute event or special occasions arise.

WHAT MAKES THE PERFECT RIDER ?
PRACTISE MAKES PERFECT, WELL ALMOST !

From the Chairman

Copy of a letter to the Committee

I have been a member of this committee since June 1989 (16 years) at which time I was appointed by our late ex-chairman Mike Lahert to be Group Newsletter Editor. I continued to carry out that task for a consecutive 11 years, until April 2000. Since April 2001 I held the newly-created position of Group Vice-Chairman. This situation prevailed until his sudden death in May of this year after which at this years AGM in the same month I was elected Chairman of this Group, the position of which, it has to be said, I was somewhat reluctant to take. I have also managed the Group Shop since April 2000.

In the short time that I have held the position of Chairman but even before then I have felt that because of the circumstances that I find myself in I have come to the conclusion that I am not the person who should be heading this Group. Because of my current personal situation I am having to spend a considerable amount of time away from Newport (attending to the needs of my very elderly mother in Gloucestershire) and thus not able to give the attention to the job in hand that it deserves. Also, in this day and age it is a distinct advantage, indeed almost a necessity it seems, to have the facilities and skills to use the various information technology systems that are now available. These I admit to having neither at the present time and am therefore at a disadvantage at being unable to communicate in the most efficient ways.

I am committed to my involvement with the Mega Drive scheme and will continue to do so while the scheme is running and with the agreement of this committee. In view of all of the above, I feel that new blood is now required at the helm and therefore I am submitting my resignation as chairman of the Group and Committee Member with immediate effect.

I will, of course, continue to be a member of the Gwent Group and will be very willing to help out whenever 'volunteers' are required for future activities if I am available.

My decision is final though in many ways regretted. I have been very happy and pleased to have been associated with this Group Committee over the past years and I wish it continuing success in the future.

Tony Blane

Carol Shergold to take on the role of Chairman until further notice.

A Warm Welcome to All New Members

Name	Area	Observer
PAUL LANE	NEWBRIDGE	RAY SPENCER
MARK WARD-JONES	USK	MERVYN THOMAS
STEPHEN SHACKLETON	CRICKHOWELL	GRAHAM EDMUNDS
MARK PYATT	PORTH	T B A
DAVID HARRINGTON	NEWPORT	JAN JACKSON
DAVID HUGHES	NEWPORT	MERVYN THOMAS
ANDREW BLACKMORE	MAGOR	RICHARD BENNETT
GRAHAM WARREN	RISCA	RAY SPENCER
DAWN HAMMOND	CWMBRAN	STEVE JACKSON
ANTHONY SNELSON	MONMOUTH	GRAHAM EDMUNDS

Congratulations on Passing the I.A.M. Test

Name	Area	Observer
JULIAN HARVEY-BENNETT	CARDIFF	DAVE ELGER
PAUL RICHARDS	ABERCARN	GREG SULLIVAN
PETER MOORE	CARDIFF	DAVE WILLIAMS
COLIN WILKINS	CWMBRAN	STEVE WILLIAMS
PETER EDWARDS	NEWPORT	MIKE ODELET
LAWRENCE TAYLOR	NEWPORT	STEVE WILLIAMS
BRYN ASHFORD	BARGOED	PETER SKELTON
BLAKE DOE	PONTYPOOL	RAY SPENCER
RICHARD McCULLOCK	ABERGAVENNY	RICHARD BENNETT
HUGH MURRAY	St. BRIVALS	DOUG HALL
MICHELLE DUNSTALL	MONMOUTH	GRAHAM EDMUNDS
KATHARINE HOGGINS	MONMOUTH	GRAHAM EDMUNDS
NORMAN THATCHER	NEWPORT	MERVYN THOMAS
PAUL LANE	NEWBRIDGE	RAY SPENCER
COLIN JELLY	BLACKWOOD	ROY JONES

Events

Month	Day	Destination / Activity
October	Sunday 9th	Cheddar & Brean Sands - (140 miles) Departure time 10:00am at Edlogan Way Britain's largest gorge and on to Bridgewater bay.
	Wednesday 26th	Presentation A presentation by Alan Dunn on Advanced Riding/Driving.
November	Sunday 13th	Castle Coombe - (120 miles) Departure time 10:00am at Edlogan Way Arguably the prettiest village in England.
	Wednesday 30th	Quiz – All welcome. Andy Lamb steps in to run this annual event.
December	Saturday 10th	Motorcycle Section Christmas Meal The Nags Head, Usk Further details on page 17.
	Sunday 11th	Llandovery - (100 miles) Departure time 10:00am at Edlogan Way Battery run. Another chance to charge those batteries!

PLEASE NOTE:

THE WEBSITE IS UPDATED FREQUENTLY AND HAS DETAILS OF ALL UPCOMING RIDES AND ADDITIONAL RIDES.

IF ANY GROUP MEMBER HAS ANY IDEAS OF A PLACE TO VISIT, PLEASE CONTACT STEVE VIA THE WEBSITE OR BY PHONE.

Unless otherwise stated :

- Sunday rides (May to September) leave RSC, Edlogan Way at 9:00am
All other Sunday rides leave at 10:00am
- Wednesday evening rides / events at 7:30pm

Additional Information

Approximate mileages have been added against each Sunday rideout, in order to provide some idea of the duration.

Weekend Tour for 2006 – Opinions requested

Proposed to be a long weekend instead of a week (Thursday to Monday).

Possibly over the August Bank Holiday weekend.

Please submit any ideas for a possible destination to a member of the Bike Committee. Details on page 4.

General Information

Newsletter in Electronic Form (PDF)

If people would like to receive or access a PDF copy of the Newsletter then this is available via the new website. Access is restricted to members only, contact Steve Williams on steven.williams5@ntlworld.com for more details.

Advantages of having an electronic copy of the newsletter - you will be see the pictures in better detail and in colour too!

In Addition . . .

Why not subscribe to our e-mail list, you will be updated of any last minute events or relevant News Releases as they occur.

Your e-mail address is secure and not viewable by other parties.

You can un-subscribe at any time.

Visit www.gwent-advanced-motorists.org/mail_list1.htm

Whilst you're on the site why not sign our guestbook - it can be found at the top of every page.

Polo Shirts and Sweatshirts

Group Polo Shirts and Sweatshirts which can be personalised can now be obtained through Tony Blane and the shop (contact details on the front inside cover).

The price for the Polo Shirt is £10 and for the Sweatshirt £14 (plus any postage and packing if necessary) in sizes S, M, L and XL and in colours Black, Red, Navy, Royal Blue, Bottle Green (dark), Grey and Maroon – the writing in each case is in white.

Please remember to provide proof of IAM Membership when placing your order.

Rideout report – Rutland Water (SAM Group)

The following rideout report covers a rideout to Rutland Water, organised by the SAM (Severn Advanced Motorcyclists) group where a number of the Gwent Group attended.

The article is reproduced by courtesy of the editor (Alastair Lord) of the SAM Group.

Ride-out: Rutland Water, 21 Aug 05

Andy Woodward, Ride Leader

Perfect biking weather, 0830 - 1900 hrs, distance 240 miles for most, 270 for others!!

Pilot	Bike
Andy Downs	VFR 800
Tom & Lesley Ann Stevens	Black Bird
Tim Rodway	Fazer 1000
Alastair Lord	VFR 750
Dave Preest	Lovely Guzzi, minus operational indicators
Simon Forryan	Bandit 1200
Budge & Di	Silver Bird
Andy & Sue Woodward	Blue Bird

And our guests from the **[most excellent – Ed]** Gwent Advanced Group:

Greg Sullivan	Sprint 955
Courtney Purnell	Sprint 955
Paul Richards	XJR 1300

Whilst perusing the large scale road atlas in 2004 looking for interesting destinations, my finger fell on a blue blob in the Leicester area. Rutland Water a likely possibility. Yeah, been past it but never stopped. OK then, connect it to BEW via various green and yellow ribbons on the map and a run was born. A date set: September 12th 2004. A bright sunny morn arrived and I waited and waited. Not a soul in sight! Oh well, 11 months on and a rescheduled run for August '05.

So as I arrived this time at BEW, there were half a dozen gleaming machines glinting in the sunlight with their riders awaiting expectantly. But **NO** BMWs! Surely not! There must be something in the constitution to prevent this! Could this be a record??

Shortly after 0830 the convoy headed out for the day's play. Broadway and Stratford came and went along with a plethora of pretty North Cotswold villages. With quiet roads and tyres suitably exercised in the twists of the B4632 & B4455 we all arrived at the Brekkie stop near Rugby, ready for that early starter. (Yes - I had to use one of those places). It would appear the drop off system's working - bonus! **[thanks to your excellent marker dropping, thanks Andy – Ed]**



Nice legs, Andy

Unfortunately Simon headed home at this point, still not fully fit [***but full of invective and wit! – Ed***]. Hope that back gets better soon.

With personnel and equipment refuelled, time to set out into the Leicestershire countryside, along the rollercoaster that is the B6047, 17 miles of glorious blacktop. No time to checkout the views, the roads taking all the attention, WOW!. Ideally we should turn around and do it again, but I've a schedule to keep (yeah right!!).

With a lunchtime arrival at Rutland, everyone looked ready for more refreshment which was provided by the Watersedge Café. As its name implies it has impressive views from a balcony across Rutland Water and a great selection of hot and cold meals.

Rutland is the largest man-made lake in Europe and was created by damming off the east end of the valley in the early 1970's. It was then flooded, submerging several villages. The Church at Normanton was saved and is now a Museum and visitor centre. Check out www.rutnet.co.uk for more info.



Synchronised leg dangling

All too soon it was time to head home; what, more B roads? Oh go on then. The B664 from Uppingham is well worth a run. Through Northampton... Hooray I didn't get lost! But then a wrong turn onto the M1, b*****s! Brainfade or what? Three lemmings followed me, sorry guys **[hey, who are you calling a lemming?! – Ed]**!. Oh well down to the next junction and turn round. I had to make a mistake onto a Motorway didn't I?!! Anyway, thanks to route directions handed out at the outset the rest of the crew made it to the next planned stop at Buckingham, where we all reconvened.



Time to go home

The schedule was slipping behind a bit so those with pressing appointments carried on for home. So after coffee it was on toward Stow and separate for home about an hour later than advertised, ooops!.

A great day was had by all (I hope) into an area we don't often go. Perfect weather, good company, good roads and an excellent standard of riding.

My thanks to all who attended, especially Greg, Courtney and Paul from Gwent who had a particularly early start and late finish. What dedication! And thanks finally to Budge and Di for bringing up the rear, so to speak! It was an eerily quiet run. Can't quite put my finger on the reason!!!

Hmmmmmm!

Thanks Alastair for your rideout report. Looking forward to more joint events.

– Ed.

IAM News Articles

Like father, Like Sons, says Racing Legend Mansell

Issued: 2 August 2005

Nineteen years after scoring his first Formula One victory at Brands Hatch, racing legend Nigel Mansell has passed his Advanced Driving Test with the IAM - and for good measure, so have his two sons.

Leo Mansell, now 20, was just a year old when dad Nigel first shot to fame - and Greg Mansell (17) wasn't even born.

But all three of them showed IAM examiners that driving expertise isn't just for the race track when they passed their IAM car test using a route around the Woodbury Park Hotel and Golf Course near Exeter in Devon last month (July 2005).

Ted Clements, IAM's Road Safety Adviser, had been encouraging Nigel to take the test for many years.

"It was worth the wait - especially for the hat trick!" said Ted.

"I knew that Nigel would pass with flying colours - but it was great that his two sons were able to take their advanced driving test as well at the same time. Young Greg only took his L-test last year, so he did very well indeed. It must run in the family!" said Ted.

"My grandfather always told me that it is no good lying on a hospital bed saying I had the right of way. That's one of the reasons I was so pleased that the boys could do the IAM test as well," said Nigel.

Nigel did his advanced test in an Audi A6 and younger son Greg also chose an Audi, an A3. Leo opted for a Chrysler.

The IAM examiners were Steve Mead, assistant chief examiner, and Ian Harris, a serving police officer with Avon and Somerset Constabulary, based in Bristol.

With 31 Grand Prix wins, Nigel has his place in the Formula One Hall of Fame. He joins John Surtees, the late Graham Hill and Sir Stirling Moss as racing drivers who have passed their IAM test and legendary motorcyclist Geoff Duke who took his IAM test in 1960.

The IAM has a network of more than 200 Groups across the UK, with Observers who help thousands of drivers a year to prepare for and take their advanced driving or motorcycling test.

Mobile Display Unit (M.D.U.)

The M.D.U. has been to various locations through the Summer, the first being the Steam Rally held in Abergavenny over the Spring Bank Holiday. Weather-wise it was dry and warm. Sunday was the busier day of the two, Monday was also dry and warm, but not quite so many enquiries from the public on how to become Advanced Motorists.

Sunday June the 12th the M.D.U. visited Police Headquarters for their Open Day, the weather was very kind to us once again, we had two Members of the Public join the Gwent Group on the day and also a number of enquiries. So a good day was had by all once again.

Saturday 13th of August the M.D.U. attended the Chepstow Agriculture Show

Now is the time of year when I look at possible locations and events for the M.D.U. to attend next year (2006). If any Member has any ideas for possible venues for the M.D.U. to visit, please contact me as soon as possible.

The Group would like to hear from any Member that could assist in the towing of the M.D.U. to and from events. Also it would be very much appreciated if more Members became involved with the M.D.U., so if anyone has a few hours to spare and is able to assist with the M.D.U. at events next year please let me know.

Yet another call for assistance, this is with help putting together the Newsletter, if anyone is able to give a hand, please contact me or any Member of the Committee.

Mervyn Thomas

Members' comments

Riding in the Rain

The big problem for many riders when riding in the rain is that they have no idea of the limits of the tyres or how hard they can use the brakes. As a result, they are often excessively cautious. Many reduce their speed unnecessarily - on a deserted straight road with a good surface and a good view, it's usually safe to maintain a decent rate of progress even in the wet. Perhaps not quite as quick as in the dry, but not that far off. In traffic, you may well have to go with the flow to avoid being harassed by other drivers - but remember to compensate by opening up your braking gap and planning ahead. There is nothing wrong with taking care in the wet, but too much caution and we start holding up other drivers. If you understand the limitations and dangers of riding in the rain, a wet ride can be a lot of fun!

Searching for Grip

Think about how grip will be affected by rain. Use common sense - look at the road surface, has it been raining long? Wet surfaces clearly have less grip than dry, and you will have to reduce your lean angles and increase your braking distances accordingly. However, on a wet surface that is otherwise clean and in good repair, a bike on modern tyres has surprisingly good grip.

Problems arise when the surface isn't good or clean. There is nothing that you can do about the road surface. You have to take it as it comes. The quality of the surface has been steadily deteriorating for the last twenty years or so, and finding a perfect surface is now the exception rather than the rule.

Look ahead up the road. Note changes of surface early and try to spot whether it gets better or worse - a line across the road often warns of a change. Note changes of colour or discoloured patches - they may be wet patches, potholes or polished patches at a distance.

You have probably found that the bike will slide more on some surfaces than others, some surfaces which are fine in the dry are barely rideable in the wet, and others give near race track levels of grip. Some surfaces offer average grip wet or dry. It helps to know which is which, before you find out the hard way...

Think about which surfaces are slippery when wet:

- metal manhole covers
- cat's-eyes
- white lines and road markings
- tar seams
- polished and worn road surfaces
- leaves
- oily surfaces

They are all shiny when wet! A good general rule is to treat any shiny patch on the road as slippery and to avoid it if possible.

Avoid places where accumulation of oil and grease is most common:

- between the wheel tracks at traffic lights or stop signs
- to the outside of a lane in a turn (i.e. the right side of the lane when turning left, the left side of a lane when turning right)
- roundabouts

The biggest danger is spilled diesel. Figures published by FEMA, the European rider's organisation show that 10% of all motorcycle accidents are caused by diesel. Use your nose - you will often smell diesel before you spot it, but treat dark shiny streaks or rainbow patterns with a lot of care.

In general, the roads are at their slipperiest after a short shower during the summer, immediately after a dry spell - oil dripped onto the road mixes with the worn rubber on the surface, creating a slick. Prolonged rain washes all the oil and rubber away and given a decent surface, the roads actually have quite a lot of grip.

Watch out for surface water beyond the norm! Expect flooding and the slight possibility of aquaplaning on standing surface water after a storm. Streams may burst their banks and flow into the road alongside leaving mud and gravel behind or under the surface water - don't be surprised to find a slippery surface at the bottom of a hill after heavy rain. Dips may well be filled with deep water which can cause you to lose control if you hit it too fast - look at things like fence posts or where the kerb disappears to get an indication of how deep it might be. Avoid riding through puddles as a matter of course - they may conceal a pothole or debris.

The name of the game is compromise. The key to finding grip in wet weather is to look for it and to compromise your perfect riding plan to take advantage of it. Most importantly don't pick lines that give you no options. Keeping away from extremes of position allows you to change your line should you need to. Keeping off tar seams and white lines in corners allows you to corner without worrying about a slide. Braking either side of a manhole cover or a painted arrow that you cannot avoid stops you worrying about locking the wheel as you ride over it. Not very difficult if you look ahead and think about what you are doing!

The key rule to riding in the wet is be smooth. Avoid sudden changes in speed or direction. Smoothness is all - pure minimalism. The fewer control inputs to achieve a result, the better.

Speed in the wrong places or following too close are bad ideas. Your braking distances are doubled or more, so remember to leave good gaps. When you brake, do so smoothly and progressively - you will be surprised how much grip is available if you allow the suspension to settle. If you grab the front brake you will lock it - in the wet, it will tuck under faster than you can react. Just as in the dry but even more importantly in the wet, the best way to enter a corner is with the brakes released and the weight transferred to the rear with a gentle application of throttle.

When you accelerate, do so smoothly and consider changing up early. This reduces the probability of the back end breaking loose when opening the throttle or, equally likely but often overlooked, on the overrun if the revs are high. However, you should not make the mistake of forcing the engine to run at very low revs either. Most motors are reluctant at low revs, and need more throttle than usual to keep spinning. If you hit a slick patch and the rear wheel spins, this extra throttle will spin the motor and wheel unexpectedly hard, and it may not grip again on the far side. Keep the motor in its "happy zone" but towards the bottom end rather than the top.

The correct technique for corners is the same as recommended in the dry, but it is that much more important to get it all correct. Get all the braking done in a straight line, off the brakes, let the suspension settle, turn in smoothly, keeping a little power on through the turn (this obviously demands a line that allows you to

accelerate gently along it, which in turn means picking a late apex through the corner), this loads the back wheel and allows the front to get on with steering.

Accelerate very gently when leant over, just enough to avoid coasting, applying throttle carefully as you chase the exit only apply more acceleration when upright. Wheelspin in a straight line is controllable, just a gentle wag from the rear of the bike - wheelspin in the wet whilst leant over leads almost instantly to a high side.

You can almost certainly lean over further than you expect, but try to avoid sudden or jerky motions - in the dry we have talked about late turn in points and quick steering to turn quickly and square off turns. You can still use this technique in the wet. It is still safer because it opens out the exit to the corner, but slow down and make the steering manoeuvre a little more gentle, open out your lines a little and make them smoother.

This does not mean turning in too early - most riders turn in far too early even in the dry which means they run out of road halfway round the turn, and touch the brakes mid corner in an attempt to lose speed - in the wet this is even more a recipe for disaster than in the dry. Err on the side of 'slow and smooth in, and faster out' - it's not that important to ride fast in the wet.

If you have to brake in the corner, use the rear lightly, and be very careful with the front. You may get a good amount of grip from it, but you if you lock it, you will probably crash. You can often catch the rear if it locks by releasing the brake and pulling in the clutch to disconnect drive from it. It may waggle but if you are quick enough you will not highside.

Kevin Williams, Survival Skills. Affordable rider training for everyone from newbie to experience with a BTEC qualified professional instructor. 01622 862910

www.survivalskills.co.uk -- survivalskills@clara.net

Many Thanks to Kevin Williams for this article.

Biking Beats Bank Holiday Blues and Boosts Business Too

As the August Bank-Holiday approaches, new research by the Motor Cycle Industry Association reveals that UK motorcyclists not only enjoy a head start over jam-bound cars, they contribute nearly £400 million to the UK tourism.

In its survey of more than 2,000 riders and non-riders from across the UK in July 2005, MCI found that 84% of the UK's 1.5 million riders prefer to holiday by motorcycle for holidays, short breaks and days out – even though the majority have access to a car.

Using a bike or scooter to travel around the UK offers many benefits that other forms of transport can't compete with. Travelling independently means riders can choose to go exactly where they want to and not be held to the pre-planned routed of trains, buses and coaches whose timetables can sometimes be very limited especially in rural areas

One-quarter of riders use motorcycles as their preferred mode of transport to enjoy days-out in the UK, one-in-six take weekend short-breaks by bike and one-in-fifteen holiday on two-wheels - average spend is £68 per day on accommodation, food and entertainment.

Craig Carey-Clinch MCI's Director of Public Affairs said, "Motorcycling is more than just an alternative form of daily transport. Holidaying by bike is an excellent way of seeing more of the British Isle's breathtaking scenery at your own convenience. It contributes a significant amount to local tourism, opens up great opportunities for exploration and means that you can get avoid the time and expense of driving by car or the restrictions of public transport."

Motorcycle Section Christmas Meal

Saturday 10th December in The Nags Head, Usk

Spaces are limited, so if you are interested, please contact Steve Williams (details on page 4) as soon as possible. A deposit of £10 is required to secure your seat.

There are two menus available:

Menu 1 - £15.00

Soup or Pate or Prawn Cocktail

Fresh Monmouthshire Turkey, Bacon Rolls – sausages – Stuffing
Fresh Vegetables

Christmas Pudding or Blackberry & Apple Pie or Hot Chocolate Fudge Cake

Menu 2 - £18.50 (A choice of four main courses)

Starters

Soup or Pate or Avocado & Prawns or Whitebait

Desserts

Christmas Pudding or Hot Chocolate Fudge Cake or Cheese Board

Main Courses (all served with Fresh Vegetables)

Fresh Half of Local Pheasant in a Port Sauce or

Half of Duck in a Cointreau Sauce or

Fresh Scottish Salmon (simply poached) or

Welsh Black Beef Sirloin Steak, Garnished with Onion Rings

CROW VALLEY BOARDING CATTERY

(off the A4042 between Usk and Pontypool)

SINGLE AND DOUBLE ACCOMMODATION
HEATING AND HEAT REFLECTIVE BEDDING

**VACCINATED CATS ONLY, OPEN ALL YEAR ROUND
WEEKEND TO LONG STAY WELCOME**

FOR BOOKINGS AND MORE INFORMATION
PHONE 01495-785546

<http://www.crowvalleycats.com/>

HOME OF CROWVALLEY BRITISH SHORT HAIR SILVER TABBIES



Looking for property in Spain?

Don't be misled or misguided!

Small enough to care - Big enough to cope!

Call today for a complimentary no obligation private consultation either at our studio or your own home. Discuss your options and get ready for life long holidays.

It's easier than you think!!

P.S. "Don't tell the kids or grandkids.....Yet!

1st Floor 9 Windsor Road, Griffithstown, Pontypool, NP4 5HY

Tel: 01495 759729 Fax: 01495 760100

Email: info@costadelsolutions.com

www.costadelsolutions.com

Holiday Homes • Mortgages

Retirement Homes

Property Investments

Development Finance

GOOD JUDGMENT COME FROM EXPERIENCE
UNFORTUNATELY, EXPERIENCE COMES FROM BAD JUDGEMENT

Advertisement Rates

Number of Insertions	1	2	3	4	5	6
For Members	£					
Half Page	5.00	8.00	11.00	14.00	17.00	20.00
Cost per Issue	5.00	4.00	3.60	3.50	3.40	3.33
Full Page	7.50	12.00	16.50	21.00	25.50	30.00
Cost per Issue	7.50	6.00	5.50	5.25	5.10	5.00
For Non-Members	£					
Half Page	7.50	12.00	16.50	21.00	25.50	30.00
Cost per Issue	7.50	6.00	5.50	5.25	5.10	5.00
Full Page	12.50	20.00	27.50	34.00	42.50	50.00
Cost per Issue	12.50	10.00	9.17	8.75	8.50	8.33

Advertisers should send a copy of the required advert, indicating whether full or half page is required, to the Editor. A printout of the advert as it will appear will be supplied to the advertiser with a request for payment.

Cheques for payment at the appropriate rate should be made payable to Gwent Group of Advanced Motorists and be sent to the Group Treasurer, Ron Palmer, 8 Maple Close, Llanmartin, Newport NP18 2ET at least 7 days before the first day of the month of issue.

Small 'For Sale' type ads, from members only, will be accepted free of charge up to a maximum of 30 words. Please send a copy of the wording to the Editor.

Whether you are just starting out or wish to improve and develop your riding skills, RiderSystems.com has a uniquely tailored Course for you.



Qualified, patient instructors provide training seven days a week on sites in South Wales

- | | | |
|---|--|--|
| ✓ | CBT: Gets you on the road – Safely. | The South Wales |
| ✓ | DAS: Pass this test and ride larger bikes. | Motorcycle Safety Centre |
| ✓ | Take a holiday and pass your test in a week whilst enjoying the scenery of Mid Wales meeting with other bikers. Bunkhouse accommodation. | Corporation Road
Newport |
| ✓ | Rusty Rider: Be safe and brush up your skills – Welcome back. | Tel: 07000 125 500 |
| ✓ | Advanced Rider: Achieve your potential | www.ridersystems.com |

NOTICE TO ASSOCIATE MEMBERS

IF AN OBSERVER HAS NOT CONTACTED YOU WITHIN THREE WEEKS OF JOINING THE GROUP, PLEASE CONTACT THE CHIEF OBSERVER (DETAILS ON PAGES 2 & 4 OF THIS NEWSLETTER).

IN ORDER THAT THE GROUP MEMBERSHIP RECORDS ARE CORRECT AND UP TO DATE, PLEASE

INFORM YOUR OBSERVER OF THE DATE OF YOUR ADVANCED DRIVING TEST AS SOON AS YOU ARE NOTIFIED OF THIS.

WHEN YOU HAVE THE RESULT OF THE TEST, PLEASE INFORM YOUR OBSERVER.

IF YOU HAVE BEEN SUCCESSFUL, PLEASE INFORM THE MEMBERSHIP SECRETARY OF THE MEMBERSHIP NUMBER OF THE IAM WHICH YOU WILL HAVE RECEIVED FROM THE INSTITUTE.