



EXHAUST



NOTES

IAM Group: 1250

October 2007

www.wabam.org.uk

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As 90% of WaBAM's members are on the Internet, Exhaust Notes has been designed so that it can be viewed page by page when distributed electronically. This is why the format of the paper copies is unusual - turned on its side, so to speak.

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Members should seek confirmation of event details prior to attending since, regrettably, last minute changes are sometimes necessary.



The Chairman Rites

Martyn Buckland

Well, it wasn't such a great summer was it, although, I have to say that I'm sitting in the back garden writing this in glorious mid-October sunshine?! Climate change? Bring it on if we get Springs' and Autumns' like 2007 (oops - sorry to all of you who have to take holidays in August...)



I know a lot of us got out of the UK this year and rode abroad to get their dose of sunshine. As far as I know everyone had a great time on their respective trips and two of our number, **Jon and Lorraine Neville**, even managed to get their trip/photo mentioned in "Bike" magazine. They had a nice little poodle over to Croatia - as you do - as well as a number of other cross-channel sorties

on their Sprints ST's.

It's good to know that we have a membership that really get the most out of their bikes. I'm often surprised that I get bikers ask whether we ride throughout the year. I suppose if you really have a piece of sports exotica that wears rubber that can only run in the dry and a finish that will disintegrate at the first sign of a gritter, then no, you don't have much choice but to lock the garage door and wait till next Spring. I don't know many folk who run bikes that fall into that category though and remember, WD40 is wonderful stuff for keeping the corrosion at bay. My brake discs look great with a quick



You don't want this on your bike!

wipe over (don't try that one at home kids!)

The number of sunny winter days that we get seem to be on the increase, so, to those who are just setting out on the "IAM road", I say get out there and enjoy your bike all year round. With your increasing skills, you'll soon learn to ride within your own, your bike's **and** the weathers limitations - and you'll be surprised how little your riding is compromised as long as you've got the right kit and you take it easy when it really gets bad. We run our Group Rides right through the year so why not come along and see what it's like with more of the roads to ourselves!

On a completely different subject, I recently received a letter from our

President, **Chief Constable Martin Richards**, informing us that he's left Wiltshire for the West Sussex Constabulary and advising us accordingly that he is going to have to relinquish his Presidency. I'd just



Former Wiltshire Police Chief Constable and WaBAM President, Martin Richards, moving on to pastures new

like to thank Martin for his consistent support since **WaBAM's** creation and for letting us use Police HQ for our Annual Meetings. His patronage really gave us the credibility that we

needed to launch and had made a real difference to our standing in the local community.

The new appointment won't be made until 2008 but rest assured that we will be asking Martin Richards successor to continue the relationship. Again, Martin has offered us his support in this and I know that the whole Membership will want to join me in wishing him success in his new position and all the best for him and his family in their move east.

That's all for now, apart from to wish our Associate Co-ordinator, **Iain Gauld** - and his wife **Cheryl** - a speedy recovery after being victims of a SMIDSY incident in September. I've got some stick for highlighting the misfortunes of our Membership this year but I'm having none of it (see "Ad' Cam").

By the time you read this I sincerely

hope that they'll be back on the road again. I know Iain was planning on an addition to the garage (if he can find room in it) so I hope that next time we see him he may be playing with a new toy!

Enjoy Autumn and I hope we'll get another Newsletter out before Christmas as I'm bug*ered if I'm going to wish you Happy New Year whilst I'm preparing a BBQ!

Cheers, Martyn



Martyn obviously doesn't have a BBQ for all seasons!

Welsh Tour – A View From The Rear

'Mitzy'

Well, let's start at Devil's Bridge or rather the Haford Hotel when during the relaxed contentment of bikers with full stomachs Nick asked if anyone would like to write a report of the days ride-out....everyone looked a bit sheepish (..blended in well with the locals!)....myself included but it did cross my mind that I would at least write a 'thank-you' email. However, during the return trip I thought I would make more of an effort as although I am only a 'back

seat biker' I enjoy the privileges of being included in the group and always made to feel welcome....so here is the 'long way round' from a pillions perspective.

As we all know the ride-out was organised and led by Nick Atkins and we all (all but one – and you know who you are!) met up at Severn View Services for an 8.30 get away. The weather was gloomy verging on miserable but several people had check the forecast and it was looking good for the rest of the day so spirits were bright and cheery as we set off. The first leg was a bum numbing not stop ride of 104 miles to Newtown... luckily I had found out my old padded cycling shorts as my pillion seat is not (yet?!) of the BMW armchair variety. Apparently I wasn't the only person to be wearing underwear of the lycra

variety (your secret is safe with my Martyn). The weather failed to improve, at one point we were riding through cloud along the top of a mountain struggling to see the fantastic view that you just knew was there but not quite able to see. As a pillion I have the advantage because I have the opportunity to just look around and enjoy glimpses of the unexpected like the big water wheel on the side of the building that was crying out for a photograph as were



the old 'black' crumbling buildings on both sides of the narrow road – was it an old quarry we were riding through?

We arrived at Newtown for a most welcome break as there was the need to re-fuel bikes, eat chocolate and carry out a head count....umm! So tell me again Steve why was I stood under that road sign like a leather clad hooker for so long? Marking what? Waiting for who?.....Try to stick together boys!

So nicely topped up with 'no girls yorkie' (Oh sorry I thought it was mine!) We set off again this time taking notice of the markers....was that because the promise of food was getting nearer, Oh yes Paul I do remember you putting the Hotel reference into your sat-nav so I was keeping an eye on which way you were going. Imagine my surprise on arriving at the Haford Hotel to be shown into the dining room, table laid with white and pink linen, vase of

fresh flowers and crystal wine classes – my mind worked overtime...was I in for a surprise? Oh Steve you shouldn't have! (and he didn't!).



The seeds of a newsletter article are planted!

Following a leisurely lunch – I had roast Welsh lamb which after a week in a caravan (me – not the lamb) it was wonderful to eat real food again, we toggged-up ready to move on again. We left Devil's Bridge and although not raining the weather was still rather gloomy but it was impossible to be anything than

impressed by the route as we snaked behind Nick along routes that only a local could be familiar with. At one point I looked around at the views to see ribbons of tarmac dotted with our bike snake winding through spectacular countryside. I was left speechless by the dams, the sheer drop, the size, and how does such an expanse of concrete suddenly become stunning? The views through the valley of mountains to the mountains beyond were incredible and each time I saw the purple heather I found 'All Things Bright and Beautiful' popped into my fuzzy brain – sorry but it's true!

Somewhere around this point we stopped for a group photograph but whether or not one was taken is a mystery to me as I was taking in scenery of a different variety....umm nice leathers!

The return journey to the services was a more direct route than Nick



Don't read too much into the location of this shot!

the hour and probably because we had such a relaxed lunch but none the less it took nothing away from the day.

I must apologise if this reads like a kids essay of "things I did on my holidays" but the whole day was so enjoyable that the order has gone by the by. I remember wanting to stop to take photographs at the just about every turn the scenery was just stunning and I can't thank you enough for leading such a fantastic day out – justice has not been done



in these words.

Thank you Nick – when can we do it again?
Mitzy

Taking Your Bike 'Off Road'?

No, not the dirt track type of 'off road'. If you have a bike you're not going to use for a while, don't forget you can register it with DVLA as SORN (Statutory Off Road Notice), which means you do not have to pay for road tax while you are not using your bike. However, make sure you do not use the bike on the road whilst registered as SORN.

The DVLA has launched its 'No Way Out' campaign which aims to remind bikers not to take their bikes on the road if they have a Statutory Off Road Notification (SORN) in force.

The scheme is backed by sports presenter Suzi Perry who said: "It's all too easy to jump on your bike for a quick spin. But it's very important

that all bikers ensure that their bikes are road worthy and taxed, even if they don't use them regularly. That's why I'm supporting the No Way Out campaign to promote rider responsibility."

So, don't get caught out, Tax it and use it or SORN it and lock it, but don't mix it!

South Coast – A View From The Front

Rob Blackburn – *Group Rides Organiser*

Early June and having been on the WaBAM committee for a while 'without portfolio, Martyn B suggested I take the role of Group Rides Coordinator, after Huw Doman had vacated the role. Martyn had clearly said I didn't have to lead any myself (on the proviso that I'd got someone else to run them). Well, I accepted thought "I may at least do one", that *one* being the most immediate on the 17th!

I know these rides don't tend to get written up by the organiser, but I thought in this case I would, as being new to the coordinators role I was also very new to leading (having never done it before). So, for those who aspire to organise a ride (and I do need a few more people please), there's a few lessons in the following, and as you'll see, there's a recovery

position for everything that goes wrong too.

My approach was to follow on in the footsteps of the expert, and out came Auto route – free with the computer, and hadn't really been used, apart from reading Martyn B's route to France.

Destination Keyhaven - (overlooking the Solent and Isle of White, with a large car park and café), via the New Forest. So there's an interesting ride, and somewhere to stop for an hour or so. Having ridden and driven these road a fair bit, it didn't take long to work out a route down via Marlborough, Andover and Beaulieu, then back via Salisbury, Warminster and Melksham. 170 miles and a 3.5 hour ride it said. So adding in lunch breaks and stops, it looked about right.

Logged on to the WaBAM website, refreshed myself with how the marker system works, (its about arm movements I'm told), printed my map off and was all set.

Now the fun starts.

The first comment I had when I arrived at the start was "Oh, are we going to the beach? Told my wife it was mid Wales, she would have loved this destination". This view of Wales seemed to be common. It was only when I got back that I realised that JUNE **06 WALES** was still in what's on and many people hadn't followed the instructions to **07**

So, learning point no 1 – try and get the website aligned to what's happening (*Now sorted, check it out, Ed*)

Organised the tail man, and having

briefed everyone, I set out fairly confident in leading. Of course, the easiest route was straight through Chippenham and on to Marlborough. No, I followed my printed route around the ring road. Yes Bill, you were right, I hadn't actually thought through if my auto route had taken the most logical route.

Learning point no 2 – Do think about the route and don't just assume the automatic gizmos we have do it ALL for you.

So far so good, may have been "the long way round", but I still had my convoy and I was being careful not to stretch them out too far. Used a couple of opportunities by slow riding of squeezing them together so everything looked ok. A few had said up front where they would be leaving (don't forget, if you come along on a rideout, you don't have to stay for the whole route), so as numbers dropped it seemed fine. Wrong - lost one rider due to call of nature very

early on. He'd stopped in a lay-by, but being away from the bike and no way to ID him the tail man had gone right by.

Leaning points 3 and 4 - Brief properly, and try and make sure very one has the arm bands on.

(What about making sure everyone has relieved themselves sufficiently to last to the first convenient stop too. – Ed)

However, at this point I was blissfully unaware of all of this – I was happy riding the route, only it wasn't actually the route I'd planned. No, I'd forgotten to turn left at Collingbourne Ducis for Andover, and by the time I realised, I decided to reroute from memory via the B3084, just after the turn off for Thruxton race circuit. I'd done the route about two years previous so thought the villages (Wallops) would be interesting. Unfortunately, there came a cross roads where I should have avoided the very minor road

right opposite, and gone right followed by a left about 400yds further on. With no map and memory fading, I did what I thought any good organiser would have done and continued on my 'uprated route' and with a little intuition and great deal of luck, managed to get us back on route. Was a lovely ride at 20 mph along the minor road but probably a little slower than the conger eel had been looking for.

Learning points 5 and 6 - If you get lost, stop for a second and think, and if you've not had the sense to take a proper map with you (rather than the small computer print out) use someone else's map.

Of course, I was only able to admit points 3 to 6 to the group at the unscheduled petrol stop. *(Should have kept Schtum and waited to see if they'd notice, then and only then, make your excuses – Ed)*_

Leaning point 7 - Make sure the

petrol stop you're planning to use still exists, there could be trouble for fellow riders!

I'm not sure that the open admission of all of these faults to fellow members of the conga eel was the right thing to do, but I had humorous support, which I took to mean approval (though Bill's comment about 50 mile speed limits and a lengthy ride on slow roads led me to identify point 8)

Learning point 8 - The speed limits as you remember from three years ago, may no longer be valid. It is unlikely they will have been raised.

I can report no other mistakes on the way out. I was back on route, with a smaller eel following and we did get to Keyhaven. We had the hour break and set off in good spirits to return via Salisbury. Smaller eel again as a

few more left early on, or stayed for longer. All organised and known about.

I'd also changed the route back, as the majority of those who were left wanted to press on. So Warminster and Westbury were cut, going for the direct route up to Devizes. I got lost once more at a cross roads, but this time stopped to check with fellow riders. It was Bill's superior knowledge of the area rather than maps that put me right, but I had learnt from my previous mistake.

We split up at Devizes and went our separate ways, and I eventually arrived back roughly on plan, fairly tired, but more than happy about the day out.

I hope the learning points have not put any of you off leading a ride. I'm more hoping that you'll realise that

even if a few things do go wrong, it's still fairly easy to do and nobody is going to lynch you.

Eventually, we will be publishing some briefing notes on the website that will hopefully stop you making a few of the mistakes I did. So go on, volunteer to lead a ride - I'm more than happy to talk any idea through. They are bound to be better than mine!

Rob

Please support Rob in his new role. If you can lead a ride, would like to talk an idea through, or just find out more about what is required, get in touch with Rob. He'll be pleased to hear from you. He can be contacted on:

0771 548 0626 or

[Rob.Blackburn\(a\)btinternet.com](mailto:Rob.Blackburn(a)btinternet.com)

Rob



Adverse Camber

Martyn Buckland

I made mention in this issue's "Chairman Rites" that I'd got some criticism for bringing the plight of those of our Membership who had been unlucky enough to have been in accidents to the attention of anyone who reads "Exhaust Notes". Some felt that it wasn't a good idea to dwell on these incidents as it would deter some prospects (and their loved ones) that were hoping that an IAM course might spare them from such incidents.

Although I have some sympathy for that view, I think we should also acknowledge that although we have learned additional skills, we're not immortal either. I once got told that there wasn't one collision that wasn't avoidable by applying the System and the principles in "HTBAAM" and or "Roadcraft". Personally, I think

that's b*lllocks (oops, there goes the Newsletter of the year award again). I think you can definitely mitigate the results of collisions by appropriate speed and forward planning, but by God, if they're out to get you, the best you can hope for is some bruises and some scratched paintwork.

Tragically, this is proven by a recent fatal accident that has happened to two of our colleagues in Severn Group (SAM), Budge & Di Burridge whilst on a Group Event in the Lake District. Budge was sitting stationary when he was hit from behind, causing Di who was riding pillion to leave the bike and resulting in a fatal injury. What could they have possibly done to avoid that? Our thoughts go out to Budge and Di's families at this awful time.

So, if there are people out there who

think that by passing an IAM test that they're going to be immune from accidents then I believe we have a duty to disillusion them, not shield them from the truth. By learning "A Skill for Life" we are talking about reducing the odds – drastically – of having mishaps. This is something to be proud of and to aspire to, but thinking that we are able to cope super-humanly with any situation without coming to grief I believe leads to over-confidence, hence the reason we always remind those people who have just passed their test in their "Congratulations" letter to remember to temper their pride with caution.

We have had an extremely unusual year with regards to the number of incidents where I've found myself having to write "get well soon" notes

and in the case of Budge and his wife, much worse. Not all of these have been related to biking however and even when they have been, it doesn't imply any fault or misjudgement on the part of the

riders involved. All of the incidents that have occurred this year have actually happened to Observers – from trainee Observers to Senior Observers. I know them all personally and I totally respect their

riding skills and capability – so, none of us are immune and there but for the grace of our Gods, go we.

Safe riding....

Martyn

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WaBAM Observers Day - Colerne

Ken Fryer – *Chief Observer*

Saturday 15th September 2007

The object was to get, as many Observers together as possible to:

- 1) Bring everyone up to date with latest developments and procedures, (Class room stuff),
- 2) Meet a local examiner (Jim McCarter) to ensure Observers are bringing Associates up to test standard and identify any areas of improvement.
- 3) Do some practical riding to



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make sure Observers are up to scratch!

Twenty-two out of thirty four observers attended and the line up of bikes made an impressive sight. In addition the local IAM examiner Jim McCarter attended on his bike and acted as guinea pig and tried out the slow control and braking exercises first thing as he was off to carry out an IAM test mid morning.

The classroom session covered updating Observers about various administrative matters including the team structure, the “new” test application form, ride-outs and attending bike safe events.

Jim McCarter gave a very personal view of what he expected as an examiner, how he conducted the IAM test and how Observers could help Associates by ensuring they had:

- 1) Ridden on all types of roads, including motorways,
- 2) Dealt with all types of static road hazards, e.g. roundabouts.



3) Been encouraged to be self-critical and once they understood their "faults" learn how to "correct" them.



The new Observer jackets were distributed to those who wanted them prior to the practical session. The weather was perfect for the practical riding sessions, clear sky, sunny and dry with a little light breeze! The exercises were:

Slow Control

This was to ensure that Observers can control their bikes at low speeds as all motorcyclists passing the DSA test after October 2008 will have

been tested to ensure they can! A course was set out that reflected that part of the DSA test, and it was discovered that practice makes perfect, and if you plan ahead and get the first cone "right" the rest of the exercise would be achievable.

Machine Control At Speed And Braking

This enabled Observers to test the limits of their machine in a controlled environment. What was discovered was the amount of effort required and distance covered to stop a bike from "high speeds".

Hazard Avoidance And Braking

This exercise was to enable riders to compare the braking distance of their machines against the Highway Code guidelines.

It proved that all bikes could be stopped in dry conditions from speeds ranging from 30mph to 80mph well within the guidelines, however when adding in the thinking

distance, in this case due to visibility the overall stopping distances as set out in the Highway Code are still very valid. Those with ABS were allowed to try the exercise in the wet, thanks to the fire engine!

A fine "Curry lunch" was organised by Bill in addition to tea, coffee and biscuits for the refreshment breaks.

Finally a big thanks to Bill Ferrol (Squadron Leader) for allowing us to



use the Bristol University Air Squadron facilities for the training day.

Ken

WaBAM's Newest Member



Why has Martyn our Chairman been riding around with a stuffed toy attached to his bike?

Well, Martyn has a habit of using the phrase "Spotty Dog!" - as in "great" or "fantastic!". As a result of this, on the 3rd annual ride back from France this year, the other WaBAM Members who were on the tour presented him with this Spotty Dog who has now become the Group Mascot and has been on the Group Rides since then.

Now you know.... Here he is during a recent rideout, very effectively blocking the oil cooler (oops!).



WaBAM Goes Racing

Nigel Lavender – *Social Secretary*

A select WABAM group had an enjoyable evening Go Karting in August.

The low number of entrants resulted in us being able to run formula racing, which meant we all had longer in the track – about 1 ½ hours in total.

Everyone took part in 4 heats and it soon became clear that there were some “pros” amongst us. Namely Neil David and a mate - sneaky!



Leader board after heats :

M Clark

Neil David

Bill Ferrol

Following 2 thrilling semi finals, the final placing was as follows with Rob Jones coming an impressive second.

FIRST - M Clark

SECOND - Rob Jones

THIRD - Neil David



The Top 3 on the Podium

Once the Karting was over and the presentations made to the winner and runners up, the group adjourned to the King Alfred for an excellent curry.

Lets see more of you next year when we will run another Karting event.

Nigel



Pit Lane Action

Editors Notes

Martyn Jefferies – *Newsletter Editor*

It's been pleasure and pain putting this months newsletter together. A pleasure because we've had so much input for this months edition. A pain, for the same reason, the fact that I've had so much input, I've had to decide what to leave out!!

Well, you've now had the chance to view the content and I hope you enjoy reading the finished article.

Maybe the write ups from the various rideouts have persuaded you to get yourself out on the next one, or maybe you're even thinking of leading a ride in the near future. Sure Rob will be very pleased to hear from you, and it really isn't as difficult as you might think. As Rob has explained, things don't always go perfectly to plan, but it will sort itself out and the other members on the ride will just be more than happy to be taken along some different roads, one of the joys I

have often taken from the rideouts I have been able to attend. (Only wish I could remember where they were, It can make you very lazy when the marker system works so well and you really don't have to think too much about where you are going).

Which kind of brings me on to a subject covered by our chairman, Martyn. With several of our members being involved in accidents this year, and the more recent most unfortunate loss of Di Burrige of Severn Advanced Motorcyclists, it really goes to prove that although we have proven our motorcycling skills are of a sufficient standard to pass the advanced test, it does not make us invincible, and we must remember that we are always at risk. Hope everyone is well on the road to recovery and I'm glad to hear that your experiences have not stopped

you wanting to ride again.

On a lighter note, Martyn now has a regular pillion on our rideouts, the new club mascot, Spotty Dog. Perhaps we can get of picture of spotty dog at the destination of each rideout. If you have the opportunity to 'snap' him while you are out, we would like to see your results. In fact it would be great to hear your thoughts on any of the rideouts, along with any pictures if you have any, so that we can continue to put together an interesting and varied newsletter. Also, if there's something you'd like to see included in the newsletter that we haven't included yet, drop me a note too.

I look forward to hearing from you. Keep it safe.

Martyn J

Events – Regular or Not

Group Rides

Group rides don't stop for the winter. The next being:

November 18

Matthew O'Grady has volunteered to lead this one. Destination as yet is to be announced, but be assured Matt will be finding some great roads. Meet at the usual place, Little Chef A350, Chippenham at 09:00 for a 09:30 departure.

December 15

SATURDAY December 15 will see WaBAM members join up with the Pinkertons Motorcycle Club on their annual Toy Run. The actual Toy Run leaves Swindon Rugby Club at 12:00 midday for a rideout culminating at the Great Western Hospital where the toys will be delivered and there's usually a cup of tea and a biscuit

waiting. No doubt there will be a ride from Chippenham to join up with this worthwhile cause. All you need to bring is a kids toy, no need to wrap it, and yourself, and remember you're also invited to the Party in the evening at the Swindon Rugby Club. For further information you can find the Pinkertons web site at www.pinkertons.co.uk.

Events

December 8

It's time for the WaBAM Christmas event, which takes a different format to the last couple of years. The 'do' this year is at Blunsdon Greyhound Stadium as WaBAM 'goes to the dogs' for Christmas. You will need to pre book for this event and the cost is £15, which includes the following:

- **Admission and racecard**

- **Hot turkey and stuffing or pork and apple roll with chips**
- **or Vegetarian option**
- **Free ticket to nightly prize draw**
- **Two drinks**
- **£1 Jackpot bet**
- **Return admission**
- **Christmas hats and novelties**

Contact Our Social Secretary Nigel Lavender to book your place for a Christmas get together with a difference. Gates open at 18:30, first race commences 19:35.

More to come

Lot's of planning in the pipeline, watch this space, keep an eye on your inboxes and visit the website to stay in touch.



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