

# *Burgess Hill & District Motorcycle Club Newsletter*



**Club members on a trip to Fort Nelson**

**September/October 2011**

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**Club Secretary Paul Stevens Tel. 01444233838**

## Paul Stevens Membership Secretary

As membership secretary I feel it is my duty to thank all of you for renewing your membership and also welcome those of you who are new to the club. £16 a year is still great value if you consider what you can get from your club. This year has been a good one for the club with some 60 members and Monday night weather being mostly good to us although the evenings are now drawing in!

Well it's all over and done with for another year! That's the German trip I am referring to. We managed to get to the Black Forest in Germany and back, relatively incident free! (Winston would have been proud of us). The only incidents to report were a few hangovers and some lost keys. The above has made me sleep better at night since our return. I was convinced that, with a group this size, something would go wrong, happily I was proved wrong. Now the planning and worry start again for next year's trip! The destination and dates have still not been decided. But if you fancy a trip but have never been keen on going alone, keep an eye out in your newsletter and on the club emails.

The 2012 main trip may well be in the UK with a shorter trip in May to the LeMans Moto GP in France if there is enough interest.

We are a very pro-active club with a lot of people working in the background to make the club what it has become but without your support we would not have a club so thank you and please keep turning up to all the events arranged for your pleasure. If anybody has any ideas for new club activities/venues, even ideas for guest speakers during the winter months, please let a committee member know as we do want more ideas to move the club forward.

Club clothing – with the winter months approaching fast this might be a good time to order a club fleece, for more details please speak to Alan Johnson who has arranged our clothing catalogue for you.

Please spare a thought when you read this newsletter for Phil who has taken over production of the newsletter again after a year's absence from the committee it is a thankless task harassing us for info as he produces the news letter and needs input so if you have an interesting story to tell please let him have it.

Peter and Stephen have started looking at events for members to enjoy, like the Karting which Peter is arranging and the Christmas meal and even next years camping.

Just a reminder of what discounts can be had as part of your membership to BH&DMCC.

**P&H Motorcycles** offer club members 10 % off clothing parts and Servicing, ( Not included on any item already discounted ) <http://www.phmotorcycles.co.uk/>

**Dobles Honda**, offer club members 10 % off clothing parts and Servicing <http://www.doble.co.uk/>

**Regent Garage Doors**, Club Member (Bob Wort ) will offer discount to club members, on new Garage doors, repairs, servicing, roller shutters, electric remote control garage doors & manual/electric gates [www.regentgaragedoors.co.uk](http://www.regentgaragedoors.co.uk)

*Also dont forget we have a new club clothing range that can be purchased, for more info please speak to Alan Johnson !!*

If anyone has any other offers of discount to club members for services they offer please let me know.

All the above discount are offered on production of a club membership card only.

Regards

Paul

## **RIP Peter Merrifield**

It was with much sadness that we learned that Peter had passed away following a heart attack. He had not been active riding with the club for some time but did support events such as BBQs.

When I first met Peter he was riding a BMW RT80 – a tourer with a huge fairing – he rode with style and confidence and was in his day a very good rider.

He travelled extensively on his bike, not only with our club but also frequently with the BMW club and often had a tale to tell.

His funeral was held in Brighton and was well attended with representatives from the various interests Peter had had through his life – from cricket and cycling to motorcycling and scuba diving – our club was very well represented and the family really appreciated us being there.

Mick

## **A new generation of speed cameras which use satellites to track average speeds over several MILES are being secretly trialled in Britain.**

The high-tech devices – called SpeedSpike – are an enhanced version of the spy cameras which enforce London's congestion charge.

They combine number plate recognition technology with global positioning satellite (GPS), enabling average speed to be measured over long distances.



The manufacturer claims they are so small and cheap they could be used to target rat runs and reduce the need for speed bumps on smaller roads.

Police hope the new cameras will enable them to re-create the system used on motorway contra flows on virtually any road.

The Home Office is currently testing them at two sites – one in Southwark in London and another on the A374 between Antony and Torpoint in Cornwall.

SpeedSpike uses automatic number plate recognition (ANPR) technology, which in 2008 took photos of 64 million of motorists in Britain – ten times more than the previous year.

Details of the secret trials emerged in a House of Commons report and have been slammed by civil rights' groups and MPs.

Torrige and West Devon MP Geoffrey Cox said "fundamental" questions had to be addressed before the "alarming" level of surveillance was extended.

He said: "You always have to ask if it is really necessary to watch over people, to spy on them and film them.

"Unless we keep asking the question 'is it necessary?' we will get to a point where it becomes routine and it should never be a matter of routine that the state spies on its citizens."

The SpeedSpike cameras have been developed by PIPS Technology Ltd, an American-owned business with a base in Hampshire.

In the company's evidence to the House of Commons Transport Committee, it boasted of "number plate capture in all weather conditions, 24 hours a day" as well as the system's "low cost" and ease of installation.

The company believes the cameras can be used for "main road enforcement for congestion reduction and speed enforcement", can help to "eliminate rat-runs" and cut speeds outside schools.

It said: "We have an urban test site at Salter Road in Southwark and are working in conjunction with the Metropolitan Police.

"We also have an inter urban test site located on the A374 from Torpoint to Antony at which we are working with the Devon and Cornwall Constabulary."

The trial is being carried out in conjunction with the police and the Devon and Cornwall Safety Camera Partnership.

Superintendent Tim Swarbrick, chairman of the partnership and head of roads policing, said it was being tested "on a live road system to assess how effective and accurate it is".

He added: "Average speed recorders have proved to be very successful in roadworks on the major trunk roads. They have reduced injury and deaths and we would like to replicate this positive effect on more rural roads.

"To this end we are assisting the Home Office in piloting a new version of this equipment to gauge both its accuracy and operational effectiveness.

"The equipment is not being used for enforcement purposes, as it is not Home Office approved at this stage."

The Home Office said it was unable to comment on the trials because of "commercial confidentiality".

It is not known when the cameras might come into use.

**Paul Harwood**

### CRASH CARDS

You may well have seen these advertised in the press and at shows— they are a great idea—you put a sticker on the right side of your crash helmet and fill in the small card with details about you—in the event that you need help from a paramedic but are unable to communicate with them—they will know that inside your crash helmet they will find the card with useful information on. This may be particularly relevant if you have any allergies.

We have a plentiful supply of these cards so if you want one—or more—please ask any committee member

## Motorcycle Sales Not All Bad News says Motor Cycle Industry Association

Motorcycle registration statistics released by the MCI for the end of 2010 show that despite battling against the economic recession and bad weather the figures aren't all bad news. Throughout the year there has been some important growth. The beginning of 2010 started with a 41% drop in total registrations, however over the year the industry has seen a gradual slowing down of the decline in new powered two-wheeler sales, with the total number of registrations ending 14% down compared to 2009.

Although the statistics show a drop in new sales the situation is more complex than the headline figures suggest and there are some important trends developing in motorcycling. There is a growing interest in the use of bikes for commuting and as the industry's Get On campaign is taking effect there is an upwards trend in smaller machines with lower capacity bikes (up to 125cc) gaining a 10.4% increase in their market share. 'Scooters' also had a 9.3% increase in their market share.

Overall interest in motorcycling remains strong and the most recent Government statistics show that there were 1.3 million motorcycles licensed for use on the road, a significant increase of 77% since 1995.

Steve Kenward, MCI's CEO commented, " Although the motorcycle industry has been battling the problems associated with a poor economy and the exceptionally bad weather, the industry as a whole is not in decline. It currently employs 65,000 people and generates annual turnover of more than £2 billion to the UK economy."

" The industry's Get On campaign is helping more new riders start to enjoy the practical and financial benefits of riding on two wheels. Since the campaign started 21,000 people have booked a free one-hour ride with a local trainer."

Ultimately, Get On is helping to grow the customer base of new riders, over time they are likely to buy a new machines which will bring a gradual upturn in registrations.

## **.Baden Baden, Monday July the 4th**

Wikipedia is a wonderful source for general information on nearly everything, so I won't repeat it here, other than to say this spa town is the capital of The Black Forest and has its double name to indicate the town is located in the region of the same name.

The brick paved pedestrianised town centre has many trendy boutiques but I saw nothing of particular architectural interest and nothing older than 150 years or so, though I claim no expertise in the subject and did not explore far in my leathers in the middle of a hot sunny day. However, I did find a shaded coffee shop which sold me a huge wedge of apple and pastry cream tart and coffee for not too much, which I made short work of while sitting at an outside table watching the shoppers go by. Relaxing with a cigar completed my visit and prepared me for the return to Titisee, by an indirect route, of course; more of that later.

For any self-respecting biker in the area, this lovely town's main claim to fame is that it sits at one end of the revered B500 country route - the unofficial Black Forest race track. This northern section of thirty miles which I alone chose to explore was well worth the petrol. Unlike the southern sections, there are only a handful of slow speed sharp bends. Instead, I was rewarded mainly with magnificent sweepers which seemed to go on for miles, e.g. a ninety degree turn spread along a mile of distance travelled with a clear view and constant radius, so you just wind on the power to achieve the level of lean you are happy with. The views were excellent, not just of the scenery but also the road ahead as it followed the ridges of the hills and one sweeping bend connected with another in succession, so that for about twenty miles I was hardly upright at all; fantastic. You all missed a treat folks!

With some photo stops delaying progress, time getting on and still a dip in the lake on the agenda, I decided that a whizz down the autobahn to the next scenic bit would be best; so on to the A5 and get the old girl up to warp speed for fifty miles to exit 64a just south of Freiburg. Here I turned east towards Titisee via Feldberg. The L123 from Staufen to Wieden is like a miniature B500; narrower with less distance between bends which are just as tight. The aroma told me that, no it was not me over-cooking the bends but that I was deep in rural Germany, where little hamlets of perfectly timbered dwellings dotted the green hillsides. The peace and tranquility was almost overwhelming; a shame then that I was thundering through. Still, what are good roads for? The high spot, literally, of my excursion was Feldsee, at 1493m but although the view is panoramic, it is not particularly pleasing unless you like monotonous rolling green. However, just like Baden Baden, it's not what it's like so much as how you get there.

Rechecking my notes I see that I covered a mere 222 miles on my solo round trip; a day well spent I think.

Geoffrey Curtis (blue CBR1100XX Super Blackbird [Honda lightship])

## Day trip to the Zeppelin Museum 01/07/11

After a nice breakfast a smaller group of single riders got prepared for a day out – destination Friedrichshafen and the Zeppelin museum.

However, before I continue with what happened that day I want to tell a short anecdote about what happened the previous day when we went to Triberg and the waterfalls.

Paul had been praising the currywurst dish long before we went on holiday and it was on offer in a café we visited. Now Paul reiterated how wonderful it is, with Andy concurring, and ordered one. I thought that I can't miss the opportunity to taste this culinary delight and ordered one as well. Well, the combination of wurst and curry always sounded strange to me – and believe you me, it really is strange! I wondered who ever came up with the idea of serving a very nice sausage drenched in curry sauce. My thought was that it must have been a British expat longing for the British national dish – the curry. I was so intrigued that I had to look into it and it turns out the invention of currywurst is attributed to Herta Heuwer in Berlin in 1949 after she obtained ketchup, Worcestershire sauce and curry powder from British soldiers. She mixed these ingredients with other spices and poured it over grilled pork sausage. So my assumption that there must have been a British involvement in the creation of such a culinary wonder was correct!

Back to the Zeppelin museum trip – the Black Forest roads once again gave everyone an early morning buzz and we had a great start to the day. The roads are made for bikers, the roads are just bend after bend after bend. You think it can't go on for much longer and it must end after the next bend but it just goes on and on and the fun continues, so much so that after a while we stopped to let the adrenalin levels reduce a little bit... After a short break we continued towards Friedrichshafen on the shore of Lake Constance, or Bodensee as it is called in German. The day got sunnier and nicer; it was a perfect biking day.

We didn't have the chance to see too much of Friedrichshafen but what we saw looked very nice. It is the district capital of the Bodensee district in the federal state of Baden-Württemberg. Friedrichshafen has a population of c. 58,000. Ferdinand von Zeppelin established his famous dirigible factory at the end of the 19th century. The 128m-long LZ1 rose from its mooring on July 2, 1900. Other aviation companies, including Maybach (now of course a famous car company) also arose in Friedrichshafen to help service the industry, which received a major impetus from the First World War.

The museum provided a detailed history how the Zeppelins were invented and the various designs of the airships. There was also a replica of the passenger compartment which was really luxurious, especially space wise compared to modern cramped air travel. However, the most intriguing question for me was, how could people be so eager to fly in a box attached to a de facto gas canister ready to explode?

Some of us had a schnitzel for lunch - for a change - and then our journey of exploration continued. After fiddling with his sat nav for a while (a very frequent occurrence by the way, as evidenced by numerous photographs) Paul suggested that if we take the ferry across the lake we can have a nice ride through the Swiss countryside and then back into Germany. And that's what we did. Lake Constance is

a beautiful lake on the German, Swiss and Austrian borders. A Zeppelin was even flying around the lake and gave us a demonstration how it looked when it was the transport of choice, a very impressive sight.

The ferry took us across the lake to the Swiss town Romanshorn. The crossing took a good half hour as the lake is some 8.7 miles wide at its widest point. The lake is 39 miles long and has a total surface area of 207 square miles, so it is quite a substantial lake. The whole area around the lake is very picturesque and we could admire beautiful scenery. We made the crossing in bright sunshine, which had returned after a short light rain shower that luckily took place while we enjoyed our schnitzels.

We had heard that the Swiss authorities are pretty keen on speed enforcement and therefore we had a leisurely ride – and I mean leisurely – towards the German border. It felt to me the border was hundreds of miles away even though in reality we only did some 40 miles in Switzerland. It has to be said that these were the most boring miles during the holiday. We had plenty of time to check out the country side, in fact I would have had the time to take a photo of each house we passed, perhaps even each tree we passed...

Then finally came the sign “Deutschland 200m” in view – I have never seen a nicer road sign in my life. It was just such a beautiful sign.

We had done a lot of mileage without refuelling and I believed my fuel was running out so we were looking for a petrol station, but as always when you need something you never find it. We saw an unmanned petrol station and I intended to put in fuel for 10 euro so we get to the next open petrol station. The machine happily accepted my money, asked a lot of strange questions in German that Paul responded to, but it didn't give me any fuel. Thanks for your help Paul!

Great, that wasn't very helpful and I could already see myself stranded somewhere in the forest. I had done 150 miles and the fuel warning light was not even on, I tapped it but it still didn't work, I was convinced it was broken.

When we did find an open petrol station I learned something new – my fuel last for a much longer distance when doing just above walking speed. I got an incredible mileage from a tank and still had 5 litres when filling up. However, I'm not sure I could continuously ride at a speed where I would even hold up David with his caravan.

Back on the German side we were able to up the speed a tiny weenie bit and again enjoy the incredible roads. We enjoyed the part of D500 that we hadn't ridden on before. My fuel consumption was back to normal.

We all arrived safely back at the hotel quite late after a long but interesting day. It was time for dinner and a couple of beers, just a couple...

Peter Jackson

**Riding a motorcycle after dark can be anything from a sub-par and dangerous experience to one that is an enjoyable and equally safe alternative to daytime riding. A number of factors affect where you will find yourself on this scale, and fortunately most are in your control.**

As it is, some riders avoid the night because unless extra steps are taken, it is usually harder to see and be seen. What's more, in many regions splattering bugs can be an issue, as can deer or other nocturnal animals. And if you crash in the middle of nowhere, well, that could be a bad scenario, no doubt.

But this said, many commuters wind up riding in the dark of the early morning or after the sun has gone down, or both. And many others may finish a day of riding after sundown. So, if you expect to ride in the dark, you'd be well advised to assess your equipment and decide whether it is really all you need it to be.

And even once you are satisfied with your setup, you will still want to ride within limits.

One old adage is "do not over-ride your headlights." You can only see what they illuminate, and if you cannot bring the bike to a safe stop

within the range of your window into the darkness, you are asking for trouble.

While this article is not meant to be comprehensive, it will highlight some practical suggestions. Making sure you are ready for night riding could one day save your life.

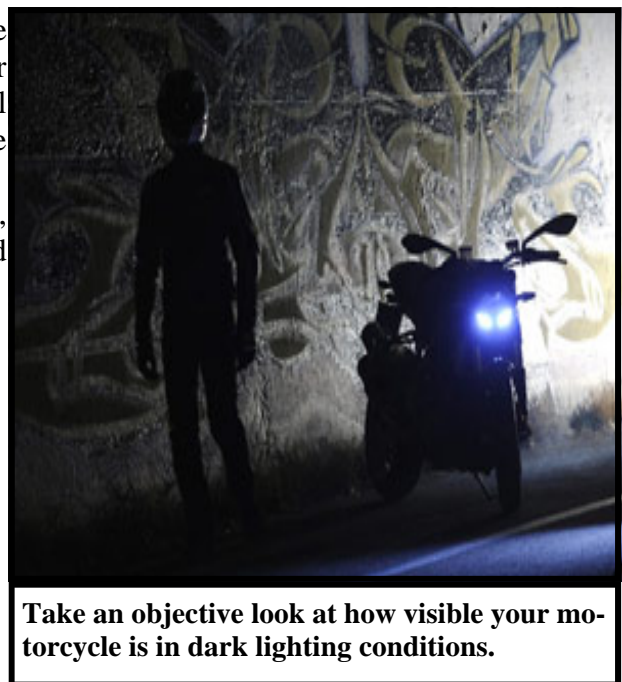


### Seeing

Assuming your eyesight is OK, the rest of the equation is determining how up to the task your lights are. Some touring bikes may be pretty well endowed with lighting. On the other hand, some sportbikes and others may be just so-so.

This is a judgment call based on your skill, vision, and risk tolerance, but a lot of stock bikes could stand a headlight upgrade. Is yours one of them? Headlights perform a few functions: "low beams" offer wider, shorter-range beam patterns with a "cutoff" in the height of the pattern so as not to blind other drivers. Driving lights or "high beams" offer longer, generally narrower-angled beam patterns meant to throw as much light down the road as possible.

White-colored fog lights are really just another form of low beam with a sharp cutoff so the light does not reflect back in your face and blind you.



**Take an objective look at how visible your motorcycle is in dark lighting conditions.**

According to Gordon Robertson, VP of powersports lighting for PIAA Corporation USA, the main reason fog lights were once commonly amber colored is because manufacturers did not have good control of the lens design, and amber offered less obnoxious reflection off of the oncoming haze.

Today the aftermarket is replete with lighting choices. You can upgrade your existing bulbs with brighter, but same wattage replacements, and you can try to upgrade the wattage or type of bulb too. If upgrading bulbs, you want to be sure not to melt your wiring, switch housing, plastic headlight bezel, or over-tax your alternator, so do your homework.

Nor do you want to be obnoxious to others. Running super-bright high beams is OK for back roads, but around town, auxiliary lights or even white fog lights that approximate a low beam are the way to go. Assuming your electrical system can handle the draw, you can increase both low and high output and not blind others.

Helping you pick your best solution is beyond the scope of this article, but you can be sure if you do it right, you can easily double your output or more over stock.

If your aesthetic tastes or your bank balance object to upgraded lights mounted on your bike, well that's another matter, but you may otherwise want to consider it. Some have found extra lighting opens up a whole new world they never knew was on the other side of sundown.

### **Being Seen**

You see the whole gamut out there. Some riders load up their bikes with LEDs, extra running lights, neon kits, and reflectivity. Others - like some sport riders - opt for under tail kits, and downsizing their turn signals/front running lights that, while looking more "racer," can make it all the more difficult to be seen.

If you want to be objective, one dark night you should park your bike somewhere with the lights on, and stand off at a distance to assess how visible it really is from the front, back and side. While you are at it, shine a light on it to see how reflective it is.

Now imagine how well a car driver who is sleepy, fatigued, stressed, drunk - or all of the above - will be able to see you. Or imagine they are texting at night, and you are cruising on your two-wheeled, dimly lit rocket. It's your call, but this is a word to the wise.

Another advantage of dual or auxiliary headlights is you are more likely to be identified sooner as a motorcycle, rather than a car at a distance, or with one headlight out. Reflective bits placed strategically can also help a lot.

Reflective tapes come in a variety of colors that may nearly match spots on some bikes to be less conspicuous in the daytime. Or if you are really against covering your bike with tape swatches, there are reflective decals that look like flames, or other designs. Or you could carefully cut some reflective tape and discretely place it in a way that does not call attention to itself in the daytime, but will still do the job at night.

Some of the best reflectivity comes from tapes meeting specifications set by the International Convention for the Safety of Life at Sea (SOLAS). There are two types of design in the SOLAS world: prismatic and glass beaded. Both have their advantages, and both are available in colors from different vendors. The glass-bead type is about 1/3 as reflective as the prismatic type.

Also, bear in mind that the DOT specifies the color red for the rear of a vehicle, amber for the side,



**Different motorcycles feature a variety of lighting options**

and white for the front. Keeping the reflectivity colors to spec may help others know if you are coming or going. And aside from your bike, the same goes for your clothing and helmet. You want to be easily identifiable as a person when riding. And if you fell and were injured on a dark road, you would want to be visible well before another motorist could run over you.

### **Be Proactive**

Always wear clear, clean, unscratched eye protection at night, and understand that even with up-rated headlights, details of the road's surface may escape you. Carrying a small non-abrasive microfiber cloth and water or safe solvent to clean your face shield is advisable. And bringing an extra layer or other suitable clothing for nippy evening temperatures is likewise recommended.

Odds are that you are sharing the roads not just with nocturnal creatures, but one of the most dangerous animals there is: the inattentive driver. As bad as some are in the daytime, at night they are statistically more likely to make mistakes, so do not let them tailgate you. Give yourself plenty of space too.

And if you are tired as well, don't underestimate it. Being fatigued or stressed can make you as disadvantaged as someone with alcohol in his system.

But aside from being aware of possible pitfalls, with enough rest and preparation, riding at night can be a great contrast to daytime riding. In the summer it can be comfortably cooler and possibly less crowded. Everything looks different and you may see sights you'll never see in the daylight. Whatever you do, don't just leave it all up to your luck. If you realistically anticipate conditions, you will have a better, safer ride.

*Jeff Cobb is the editor and publisher of [Motorcycle Safety News](http://Motorcycle Safety News). Comments, and questions can be directed to [jeff@motorcyclesafetynews.com](mailto:jeff@motorcyclesafetynews.com).*

### **Please see below the great deal Vicky has organised for us all at P&H Motorcycles Crawley.**

Hello everyone,

I have been updating the ongoing discounts at P&H Motorcycles, and just wanted to let everyone know that from now on it remains you all get 10% off all the clothing and Parts that you need but also I have managed to get 10% off all the motorcycle servicing now. If you book your bike in for service please let them know you are a member and then show them your membership card when you pay your bill. If you buy any clothing or parts just them see your card when you order or pay for anything. If you dont have your card we can not give you your discount. Many thanks and hope to see you all soon.

Vicky Green.

Clothing advisor

Just to remind you all, the 10% discount is not with anything that you have already got a deal on, If you have a deal on the servicing and parts then please don't ask for another 10% off.

## Club Camping and Barbeque Weekend 2011

This annual event took place over the weekend of the 3<sup>rd</sup> – 4<sup>th</sup> September at the Rother Valley Caravan Park, Northiam (the same venue as last year).

This year there were more members and their families arriving on the Thursday and Friday so by Saturday morning we had taken over most of the main field. The BBQ team set up the club gazebo, and the Drew's erected their 12-man tepee which was used as a crèche for the day, with Jen and I being elected as "honorary grandparents" for the weekend.

This year, we introduced a tug-of-war competition, and, with a little bit of arm bending, found ourselves with two ladies teams and four men's teams. The ladies competition resulted in a 2 – 1 win for Sue Fairhurst's team (with a little help from Alan as anchor man). The men's competition consisted of two heats and a final – the first heat was between the teams of Sean Scott and Andy Fairhurst, Andy's team winning by two straight pulls. The second heat, between the teams of Phil Gregory and Steve Goldsmith, went to a deciding pull with Steve's team winning. The final was won by Andy's team by two straight pulls, a fun event with no injuries, but there was some



heated discussion about the slope of the field giving an unfair advantage to Andy's team.



Once the club members got their breath back, the traditional helmet tossing got under way. This year the young members were split into Juniors (10 and under) and Seniors (over 10's), followed by the Men's competition, then the Ladies. Members must have been training for the event, as there was excellent throwing this year, with no throws backwards into the crowd (sorry Dave!).

Results were as follows:-

Juniors:	Adam Drew
Seniors:	Brandon Scott
Men's:	Geoff Curtis
Ladies:	Ann Gregory (again) with Sue Scott a very close second.

Unfortunately, we ran out of time due to firing up the barbeque, so the traditional 'Rounders' did not take place, sorry folks, I should have started the silly games earlier – will do better next year!

The barbeque went well, thanks to the hard work of the “volunteer” cooks, and the club circle around the converted washing machine camp fire kept members warm until the small hours with a considerable amount of beverages to give us internal warmth.



The Sunday morning breakfast also went well (except for the late arrival of the eggs) and nearly everyone managed to pack their tents and awnings away before the rain set in. It was another excellent club family weekend, thanks to the efforts of the committee and the volunteer helpers – looking forward to next year.



P.S. We noted that the Station Hotel at the entrance to the Park is to be an Indian restaurant, so next year we could have a curry weekend.

**Pat Drew**

### **Club Christmas Dinner**

The club have organised a Christmas dinner on Saturday 3rd December at the Roebuck Hotel, Wych Cross, Forrest Row. We will shortly be sending out menus and booking forms to members. For more information on this event you can call Peter Jackson on 07729 498606 or email the club at [bhdmcc@talk21.com](mailto:bhdmcc@talk21.com) and in the subject box put Peter Jackson Xmas Dinner.

# NOTICE BOARD

Please let me know what you want to put on the Notice board or an article for the newsletter by the last Monday of the month. If you can email the club at [bhdmcc@talk21.com](mailto:bhdmcc@talk21.com) and in the subject box put either notice board or newsletter (use Word if you can) so it can go in the next newsletter. On a similar theme, when the club programme announces a run to somewhere like the BMF shows, members make ad hoc arrangements to go together. If anybody plans to go to these types of events, let me know where and when you plan to meet and I can then act as a central point to let others know what's happening.

## Summer Programme see web site for full calendar

### October

- |           |   |
|-----------|---|
| Monday 3  | Farmers, Scaynes Hill                   |
| Monday 10 | The Bull, Shermanbury                   |
| Monday 17 | Devils Dyke                             |
| Monday 24 | Half Moon, Warninglid                   |
| Monday 31 | Ride out ending, St Francis Social Club |

### November

- |           |                          |
|-----------|--------------------------|
| Monday 21 | Prize Giving Evening TBC |
|-----------|--------------------------|

### December

- |            |  |
|------------|--|
| Saturday 3 | Club Christmas Dinner, The Roebuck Hotel, Forest Row |
|------------|--|

**NB—the details of events are as at time of printing and are subject to change without notice—please watch for emails for latest updates**




**british motorcyclists federation**


**[www.bmf.co.uk](http://www.bmf.co.uk)**

**BMF Discount code to go on your BMF affiliation cards ( BHD10A375 )**

T Shirts		Fruit of The Loom (100% Cotton)								(CC011)
	Size	White or Black	Navy or Sky Blue	Royal Blue	Red or Maroon	Heather	Yellow	Bottle Green	Logo Colour (Black/White/Gold)	Price
	S (33-37)									9.50
	M (38-40)									9.50
	L (41-43)									9.50
	XL (44-46)									9.50
Polo Shirts		Fruit of the Loom – Heavy (65% polyester/35% cotton)								(CC030)
	Size	White or Black	Navy or Royal Blue	Ocean or Sky Blue	Red or Maroon	Khaki	Bottle Green	Yellow or Heather	Logo Colour (Black/White/Gold)	Price
	S (35-37)									15.00
	M (38-40)									15.00
	L (41-43)									15.00
	XL (44-46)									15.00
Micro Fleece		Regatta - Zip Neck (Adjustable draw cord at hem)								(CC045)
	Size	Black	Navy	Royal Blue	Red	Maroon	Bottle Green		Logo Colour (Black/White/Gold)	Price
	S (38)									18.00
	M (40)									18.00
	L (42)									18.00
	XL (44)									18.00
Fleece		Regatta /Heavy Weight - Full Zip (Two Front Zip Pockets)								(CC040)
	Size	Black	Navy	Royal Blue	Red	Maroon	Bottle Green	Charcoal	Logo Colour (Black/White/Gold)	Price
	S (38)									26.50
	M (40)									26.50
	L (42)									26.50
	XL (44)									26.50
Fleece		Fruit of the Loom - Zip Neck (Two Zip Pockets, Open hem with drawcord)								(CC043)
	Size	Black	Navy or Royal Blue	Red or Maroon	Bottle Green or Olive	Orange	Yellow	Grey	Logo Colour (Black/White/Gold)	Price
	S (35-37)									25.00
	M (38-40)									25.00
	L (41-43)									25.00
	XL (44-46)									25.00

Ladies Fleece		Wearmaster ladies classic fleece jacket (10% polyester) (CC047)										
	Size	Black	Navy	Sky Blue	Red						Logo Colour (Black/White/Gold)	Price
	S (35-37)											21.50
	M (38-40)											21.50
	L (41-43)											21.50
	XL (44-46)											21.50

Ladies V neck T shirt		Wearmaster premium lady fit v neck – 100% cotton (CC017)										
	Size	White or Black	Navy or Sky Blue	Red	Fuschia or Pink	Heather	Yellow	Lime			Logo Colour (Black/White/Gold)	Price
	S (35-37)											8.75
	M (38-40)											8.75
	L (41-43)											8.75
	XL (44-46)											8.75
*Other Colours & Sizes may be available on request											Total	

High visibility jacket		Zipped High visibility service waistcoat) without logo £6 (HV130)										
	Size	Hi Vis Yellow	Hi Vis Orange								Logo Colour (Black/White/Gold)	Price
	S (35-37)											9.75
	M (38-40)											9.75
	L (41-43)											9.75
	XL (44-46)											9.75
*Other Colours & Sizes may be available on request											Total	

**Please print order form**

Contact details:

Name: ..... address.....

We can supply a range of quality T Shirts, Polo Shirts & Fleece all embroidered with our Club logo on the breast.

For enquiries contact: Alan Johnson directly on 01444 459118.

Cash or Cheque with order please. (Cheques payable to BH&DMCC)

