



# Bournemouth & Wessex Advanced Motorcyclists



## Newsletter — August 2005

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## **NEWS**

### **Second BWAM publicity evening at Poole Quay**

Paul Savage and volunteer helpers will be manning the Mobile Display Unit on Poole Quay for a second time, the evening of **Tuesday 30th August**.

Poole Quay Tuesdays (*now to be entitled “Condor Ferries Dream Machines”*) are a regular biker get-together, with riders from all over the South enjoying the scene. By

displaying some of our attractive machines as well as IAM publicity, and building on the interest and experience gained on the previous occasion in July, we hope to raise awareness of road safety, the IAM and BWAM, and possibly sign-up some new members from among those who may be receptive to the BWAM message.



Members who would like to put their bike on display to the Quay-goers, and/or be the public face of BWAM while having an enjoyable evening of bike viewing and chat, please contact Paul Savage for details.

### **Top Fuel Giant Charity Raffle raises £200**

At Club Night on Monday 18th July, members enjoyed a presentation by Top Fueler Steve Carey, and a close look at his bike.

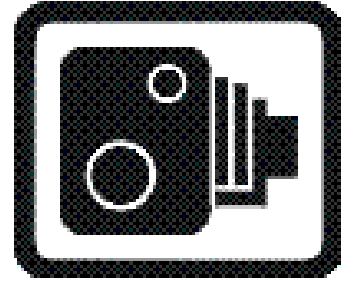
The charity raffle of two weekend tickets for the Top Fuel European Finals – value £100 – drawn by Steve Carey, raised £186 for the Dorset Air Ambulance, with a donation from the club to make it £190.

Dave Ferguson was the lucky winner. Unfortunately Dave couldn't go, and kindly recycled the value to raise yet MORE money via an online auction.

The winning bidder was JT's of £20. Dave receives half this, with the remainder proceeding to the Air Ambulance, making a grand total of £200 raised for that worthiest of causes. Enjoy the day out!

### **Dorset cameras raise £4M**

Dorset speed cameras raised £3,959,040 in 2003, according to figures just released by the Department for Transport. Of this, £884,215 was passed to the Treasury and £3,074,825 went back into the coffers of the Dorset Safety Camera Partnership. (*Daily Telegraph*)



### **Cameras inaccurate on bikes says MCN**

Mobile speed cameras can be inaccurate when used on motorcycles, according to a report in *Motor Cycle News*. It says that laser guns used in speed camera vans have not been tested on bikes and at least 10 percent of readings are inaccurate. The inaccuracy increases when the laser is trained on the front of a bike and the rider is wearing black leathers.

Police laser/video evidence has been successfully challenged in court although the laser gun manufacturer, Tele-Traffic, maintains that the equipment has been tested on motorcycles.

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## **FORTHCOMING EVENTS**

### **Monday 15th August - Club Night**

Members' and Associates' social evening. Chat about bikes and riding, meet friends and associates, arrange rides. Raffle. IAM literature and merchandise on sale.

Monday 15th August, 8:00pm at the Cobham Social Club.

Ride-in from Wimborne Somerfield car park leaving at 7:00pm

### **Tuesday 30th August - Poole Quay publicity evening**

As last month, we will be manning the Mobile Display Unit on Poole Quay for the evening of Tuesday 30th August. We would like BWAM Observers to attend and anyone else with some motorcycle exotica! It really did make a difference to see the bikes in front of the stand!

It would be a good idea for everyone to get there by 1730 hrs.....we need to set up the MDU etc, do a briefing etc. The gate to Poole Quay front shuts at 1745hrs. BWAM can get their own personnel through the security etc, so this is not a major issue.

*Paul Savage*

### **Sunday 11th September - Santa Pod**

Santa Pod Top Fuel European Finals! Fantastic mind blowing power, speed and acceleration! Miss it at your peril. If you haven't been before, it will blow your mind. If you have been before then you already know the addiction that this sort of adrenaline brings to one's bod!

Only for the hardy. Leave Ringwood @ 07.00, breakfast en route or at the track. Racing finishes about 17.00, back about 22.00 (won't go if it's raining.)

*JT*

### **Saturday 17th September - Yeovilton Air Day**

Howard Avery will lead a ride to RNAS Yeovilton for the Air Day. The five hour flying display will feature the roar of fast jets from RAF Tornados, Jaguars and Harriers, nostalgia from the Battle of Britain Memorial Flight and the Royal Navy Historic Flight, and thrills galore from the RAF's world-famous aerobatic team, the Red Arrows. There will also be static aircraft and Services displays, sideshows, trade stands, vehicle exhibitions and much more. A grand day out especially if you were disappointed at the cancellation of the Duxford ride.



Air Day tickets are £20 at the gate, or save 20% by buying in advance, either from <http://www.yeoviltonairday.co.uk> or by phoning 0870 800 4747.

Saturday 17th September 2005, 9:00am at Avon Heath Park Café.

### **Saturday 1st/Sunday 2nd October — Bob Foster Run**

Once again the organisers of the Bob Foster Run would love to have us help with marking the route around Dorset for the annual run by the Velocette Owners Club.

Saturday, marking out the route, from 13.00 onwards. Sunday, marshalling and assistance, starting 08.45 from Bere Regis Shell garage to 'convoy' to the start point.

Make a date now, for a day out looking at and listening to wonderful machines, with refreshments provided!

Saturday 1st and Sunday 2nd October 2005, 13:00/08:45 at Bere Regis.

## **Learning my ABC**

*On 24th July a group of members undertook a Biker First Aid course*

In a six-figure riding mileage I've never yet been the first to arrive at an accident scene. Even were that to happen, there's still only a small probability that with the rudimentary skills gained on a one-day course I could do anything useful. But however unlikely the event, if it ever occurred then one could make a huge difference to some poor bugger, was the thinking behind spending a day being trained in Biker First Aid by **Hampshire BikeSafe**.



Hugh and JT practise advanced strangulation techniques on Roy  
(pic: Paul Savage)

As well as the actual first aid we covered accident scene management – safety, the emergency services to notify, how to do so, what to tell them. The risks are not all obvious. We were told of one good Samaritan's offer of a seat in his car to a walking-wounded who complained that his back hurt. As soon as the rescue crew heard that the car contained a suspected back injury, they smashed the windows and sawed off the roof, to rescue the patient on a stretcher.

Possible reasons for being a mere rubbernecker include lack of knowledge, fear

of being sued, not wanting to make injuries worse, and the idea that helmet removal will cause further injuries. The course dealt with all this and we were assured that no-one would ever face legal action for applying common-sense techniques – airway, breathing, circulation – in a sincere effort to help.

Our tutors were a copper, a doctor, and a paramedic, trained emergency response riders as well as bike enthusiasts, giving the course on their so-called rest-day. As IAM members we are of course comfortable with the idea that top training is provided by dedicated individuals giving up their free time. What impressed me more was their confidence that lives can be saved by training groups of bikers in roadside CPR. But one previous participant has already done so. It really works!

*Martyn Dryden*



Dr Tamayo and Pan-European  
<http://www.hants.gov.uk/basics/imbike.htm>

## **FERRY TALES**

*John Evans wonders if you've heard this one*

Heard about the 'FAST CONDOR FERRY CROSSING' departing from ST MALO at 1800hrs, arriving WEYMOUTH 200hrs 'WINTER ROUTE'?

I experienced this 'fast service' last year and duly arrived at the Port of Saint Malo and joined the line of two cars ahead of me, the time being 1720hrs. It was cold and a rather unpleasant evening. I sat and read for half an hour awaiting other motorists to join the line behind me. I saw the booking office window open and the engine of the car in front burst into life and began to creep forward. I started my engine and checked my rear view mirror – Nothing! – only three cars in total!

We drove on board and having parked, I made my way to the lounge, where I was greeted by a very charming steward who requested my boarding pass. I just couldn't resist asking why he wanted to examine the pass when there was so many vacant seats. "Ah!" he said, "We are full, every seat taken." I thought I must get these spectacles changed! He directed me to seat No.71, which turned out to be on the lower deck, second in line to the window and facing aft! I was the only passenger seated in an otherwise vacant lounge! Now I'm not at all fussy but I do like to see where I am going when travelling, so I waited for the steward's departure to other duties and quickly moved myself plus small travel bag to the other seat, next to the window to settle down with my paper.

Another steward appeared, female this time, she smiled sweetly and I enquired if I was having a lone cruise. "Oh no Sir!" she replied, "We are full." I thought I really must have my eyes tested once we get to the U.K.

The Captain announced that everyone on board should pay particular attention to the 'Safety Film' even if one was a regular passenger, this of course would assist all the other novice passengers! I checked all around me, no-one in sight, other than the staff, who of course were all highly trained. I settled back and had a coffee, having had the facilities of the buffet bar to myself.

The 'Fast Ferry' eventually reached its first Channel Port and sure enough, a few passengers got on and again the same steward appeared and requested their boarding passes. Several people had to search their pockets and baggage to secure the pass, which seemed of paramount importance to this steward. All these people were making somewhat loud protests as there were so many vacant seats to be seen. After a considerable delay, for which the Captain apologised, we were off again, with another showing of the 'Safety Film'.

Everyone settled down and once again the Captain announced that he was sorry for the delay at the last Port and as the weather was getting worse in the channel, we would be delayed getting to Jersey. However, he hoped to make up speed thereafter, it being capable of 40 knots plus!

Following what seemed an endless period of time we reached Jersey. Suddenly, the 'Fast Ferry' became packed with passengers. I think just about the whole of the over sixties population had decided to have a cruise to Weymouth.

I was approached by the same male steward who gave me one of those 'You have been a very naughty chap' looks and advised me, very loudly, that I was occupying someone else's seat! Now I'm not exactly a small chap, but the new arrival was male and built like a 'brick outhouse' and to top it off, he insisted on sitting next to me wearing a large full length black overcoat. I was squashed into silent submission, as he said "Thanks for keeping my seat warm!" We were joined by two ladies who sat opposite.

The Captain's voice came over the tannoy again. "Sorry everyone for the delay, it's going to be rough and I intend to hug the coastline as far down as I can prior to crossing the channel, please remain seated as far as possible, the stewards will be available should anyone require assistance! Please now pay attention to the Safety Film".

As we moved off the ship seemed to be struggling somewhat, and checking the overhead small T.V. monitor with the map outlining our progress, I again checked my spectacles. We didn't seem to be going anything like the advertised 40 knots! It began to get very, very rough and several of the passengers looked rather 'Green'. I noticed the stewards passing out a few disposable Bags!

The Captain again on the tannoy. "Sorry everyone, it's rather rough now and we have entered the channel. I regret that we have developed engine problems, and our estimated time of arrival in Weymouth will be delayed."

Moans from fellow passengers and one or two colour changes and use of the 'Bags'. Captain again. "Please remain seated, we have a cross wind and lack of engine power. We shall arrive in Weymouth at approximately midnight." (Pregnant pause) "No I'm sorry, I estimate 12.30.a.m." Many more groans and now stewards working at full pace, wearing latex surgical gloves, armed with paper towels, sprays, and those 'Bags'.

I was very pleased that my enforced travelling companions were not feeling ill.

*Continued on p15*

## ***Deux Jours en Bretagne***

*By Votre Soleil Reporter (A Sun Reporter)*

All the talk had finished: it was time for action. Paul Savage had gently persuaded Mandy it was a chance to put his two wheels down on foreign terrain. He picked up the phone and dialled “John, it’s done”. Paul’s voice sounded jubilant and “Mandy’s up for it.” “That’s great” replied John, “Geoff has booked and Roger is still trying to get Christine to join us but he is booking his place tomorrow.”

At 6pm on a lovely summers evening four gleaming machines awaited their riders’ turn of the ignition as having checked their respective kit, ensured each had their passport, they rode off into the late evening sunshine headed for the ferry port of Portsmouth for the overnight crossing to Saint Malo.

The smiley faces of the voyagers concealed their inner fears and trepidation of living under a strange roof in a strange bed with people they hardly knew! What would it be like? The place, the food, the people, Paul Savage, Mandy his lady wife (biker chick), Roger Braithwaite, Geoff Hearn, and John Evans. At least they had been promised their own room, it was not going to be a dormitory situation.

After an uneventful ride duly arrived at Portsmouth for the overnight crossing to Saint Malo. None of the party wanted cabins so each slept on a reclining chair, ‘slept’ was not how one or two of our companions would have described it despite having eaten a hearty meal and passed several hours being entertained in the bar by a rather good cabaret act.

### **Day One**

Morning broke with beautiful sunshine as the ferry slowly moved toward its berth in the spectacular port of St Malo. The sun was already warm as we watched the ship manoeuvre into position ready to drop its ramp. Looking across from the port the magnificent walled city stood proudly in the morning sunshine, a splendour of ancient tale of smuggling and piracy. We had planned to ride into the walled city known as ‘Intra Muros’, park the bikes and walk all along the ramparts which meant the efforts of climbing up several rather high series of steps. Having reached the pinnacle the view was well worth the breathless effort. St Malo could be circumnavigated with views of the timber yard with its cargo awaiting export to all parts of the globe to actually being able to look straight into the private residents’ rooms of the flats within the city walls. To the exterior lay the beaches and the roads which passed alongside the Quay where ships from all nations brought their trade.

Roger (David Bailey the II) was very busy with the digital masterpiece once he had recovered from the strenuous climb up the steep steps onto the perimeter walkway of the ramparts. After a quiet perambulation we retraced our route back down to the life of the inner city just awakening this early morning. We chose a very nice café and sat outside enjoying our *café au lait* or *chocolat chaud* when suddenly one member of our group was unable to locate his bike keys! The horrifying thoughts were a picture to see. After much searching and several words not contained in any normal dictionary, they all returned to the parked bikes and a certain Pan owner was overjoyed to find his keys still in the ignition come two hours after leaving them in! This was Bretagne not Bournemouth! The leaving of keys in the ignition is called a senior moment.

We crossed the bridge near the port and headed towards the scenic route of the D756 away from the tourist rabble taking the “Toutes Directions” signs and made our way down the long steep twisting roads which led us over the “Barrage de Rance” which we found beautifully breathtaking as three sail craft had first signalled their intention of passing through. We were faced with flashing red lights as the barriers dropped and the two halves of the bridge lifted. We switched off the engines and just sat and chilled out, admiring the beautiful scenery and early morning sunshine.

Roger (DBII) used this as another excuse to get in some more digital practice! Shortly after our enforced stop we found ourselves passing through lovely wide clear departmental roads with fields of maize and on into small picturesque villages with their particular style of Bretagne stone beauty.

We had arranged to meet John Evans’s wife Jacqueline (Jac) in the little village L’hermitage Lorge outside La Chez Maralene at noon for lunch. Jac had been in France for a couple of days prior to our arrival just to give the red carpet a Hoover and to air the bedding. The restaurant is extremely popular with the local community and places tend to full very quickly. We had a buffet starter of all types of meats, patè, eggs, vegetables etc, a choice of two main courses, black sausage or breast of chick with mashed or frites, cheese, a variety of desserts, plus wine, cider, water and coffee all for the princely sum (incl wine/cider) of 10 Euros! Everyone was more than impressed.

The bikes bore the additional after lunch bodyweight extremely well as we rode off down the D44 in brilliant sunshine towards Corlay and the very small track roads through the heart of the St Mayeux commune farmland under the archway of the Route Nationale 164 Rennes-Brest to chill out on the grass banks of the Lac De Guerledan. This is a freshwater lake 15 miles long.

We were all feeling a bit worn after the ferry night crossing in a recliner and a

fairly lovely ride and a large meal, consequently it wasn't long before certain members were in the land of nod!

Early evening found the bikers entering the driveway of John and Jac's Bretagne home at Ker Jean Le Haut Corlay. We secured our bikes in the *cave* (garage below the ground floor), loads of room, and were shown our rooms.

It was great to get out of the leathers (it was not after all an stm! break) and into the shower. We enjoyed a very nice evening meal of French sausages, new potatoes and salad and the vin de plonk flowed freely, however it was an early night for most as it had been a long, colourful and enjoyable day with more to come on the morrow.

## **Day Two**

Everyone appeared at breakfast looking very fresh and enjoyed the freshly baked croissants which John and Geoff had purchased from the local patisserie earlier that morning on their way back from their run!

Once again we were blessed with blue skies and sunshine, and having mounted up we headed North towards the pink granite coast, Bretagne's Cornwall. We took the very twisty test route of the D747 to Guingamp and rode through this very old medieval town and turned right up the D8 towards Tregier where we found this ancient town packed with locals as it was market day. It should be noted that on our way to Tregier a small petrol tanker decided to overtake each one of us whilst riding through a village with obvious speed limit restrictions, it was a not a pretty sight! Acceleration Sense after an overtake ... non!

The colourful market stalls of Tregier were bedecked in splendid colours which made a fantastic setting with the huge Cathedral in the background. Roger's digits on his digital were all but numb clicking. We found our way through the stalls to a small side street and the restaurant we were seeking where we passed for more photos then inside for *moules marinières et frites* for 8.40 Euros.

After a leisurely lunch we had a look at some painting on glass by a local artist, helped a lost Dutchman with directions, and then made our way up the D8 to Perros Gourac Treburdan and eventually parked near a small grass bank. Making our way up the bank, on reaching the top we saw the eye-catching spectacular sight of the sea with granite rocks which gave the appearance of a giant playing five stones some huge boulders lying alone in the sand exposed as the tide was out, others literally balanced in a perilous position one on top of another as it a breath of wind would bring them crashing down into the sand beneath. It was truly an awesome sight. We sat on the sand and chilled out taking in the spectacle, which seemed unbelievable.

We rode on eventually and took a turn down to the foreshore where we were treated to an ice cream by generous Geoff.

We sat and watched Paul strip off and without a care in the world skinny dipped whilst we shielded Jac and Mandy's eyes from such a shocking sight. I mean who would really want to see Paul's feet anyway paddling in the sea? Let alone naked hairy pasty white legs!

After cheers of appreciation on Paul's return from the sea we made our way yet again towards Lannion and the Route Nationale 12, one of France's busiest and fastest roads. It was the chance to forget the bends and severe corners taking roundabouts on the wrong side of the road! We had a very enjoyable pretty quick ride down to the Bretagne capital of St Briec where we met most of the population making their way home from working in the city. Having overcome the *priorité à droite* and having numerous vehicles trying to discover what was in our top boxes, we successfully managed to escape the rat race and made our way homeward via the D790 to Le Haut Corlay.

Following a brilliant day's ride we changed, showered and had a lovely meal of quiche, salad and all the trimmings from the garden where the wine (*vin rouge*) flowed liberally and the sun seemed to last well into the very late evening. It was still light at 10:30PM French time.

### **Day Three**

We had to be up at 7AM as the ride to the ferry port of St Malo was some 80 miles away and the sailing was for 10:45 hrs. Once again sunshine and a very pleasant steady ride up to R.N. 176 to St Malo.

For a small group of members of BWAM who had no idea what they were letting themselves in for when they took up John and Jac's invitation to try some of the roads in Brittany and stay a couple of nights in their Bretagne home all without exception are awaiting their next invitation. Just "Rocking and Wicked" quoted one member, "Looking forward to next year!"

*John Evans*  
*Paul Savage*  
*Roger Braithwaite*  
*Geoff Heans*

## **Chat up**

The amount of data served from the BWAM Web site in July was almost double what it had been in June, largely due to the new Message Board feature, already proving popular with members. As a way of keeping in-touch and up-to-date it cannot be beaten. So if you haven't already, go to:

<http://www.bwam.org.uk/discus/>

Register as a user (quick, painless, free) and start chatting!

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## **Are you reading in black and white?**

*In this day and age ...*

Don't forget that you can read this Newsletter with glorious colour pics on the BWAM Web site: <http://www.bwam.org.uk/newsletter/> Read it online in your browser, or download and print it.

If you enjoy reading the Newsletter electronically, and would like to save the Club some effort and money, then you can also sign-up to receive the Newsletter by email each month, instead of by post.

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## **Link of the Month**

There is now a copy of the Borough of Poole's Motorcycle Policy (as featured in these very pages in March 2005) on the boroughofpoole.com Web site - please follow the link below.

As we live in the area it's good to know that we warrant some positive attention (as opposed to the other type!).

[http://www.boroughofpoole.com/docs.asp?act\\_doc=display doc&id=156](http://www.boroughofpoole.com/docs.asp?act_doc=display doc&id=156)

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## **Gliding certificates — got yours?**

Andy Mansfield has still got most of the certificates from the Lasham gliding event. If people who went actually want them (they're not very impressive!) then let him know via email [admansfield2000@yahoo.co.uk](mailto:admansfield2000@yahoo.co.uk) and he'll be happy to post them out. He'll also bring them along to Club Nights. Any still remaining at Christmas will be auctioned on eBay!

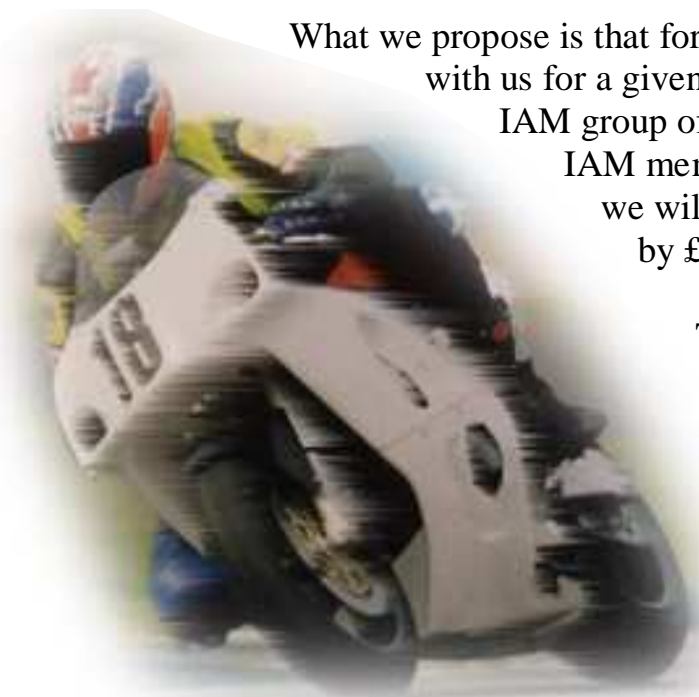
## **Track Days - Special offer for IAM groups**

*Received from The Motorcycle Folly:*

Dear Group members,

Since we started running track days on a not for profit basis in 1988 we have seen a regular number of IAM members attend our days in order to improve their riding by learning more about bike control. Some IAM members return on a regular basis to continually develop their skills.

Earlier this year we attended the IAM Motorcycle Conference and were pleased to chat about our days and hear more about what your members want. Out of those discussions we want to offer the IAM something that will help both the members and their respective groups.



What we propose is that for every 10 IAM members booking with us for a given trackday we will donate £100 to the IAM group of their choice and for any individual IAM member who has never done a track day we will also reduce the price to that person by £10.

To keep things simple there has to be an element of trust and we suggest that your members simply prominently mark their booking form 'IAM member + nominated group' and we tot up the numbers. For those who have never done a track day we suggest they mark the booking form 'IAM member +

nominated group + track day newcomer' and then send us £10 less than the advertised price. This offer would be valid for the rest of the 2005 season and payment does not have to be made via one cheque where several members wish to book to qualify for the £100 group donation (ie:- total number of IAM members applying would be totted up and payments made to the nominated IAM group or groups).

Offer of places on trackdays are subject to availability and are handled on a first come first served basis. Please remember that you will be required to produce you driving licence on the day and that only one piece or zip together

two piece leathers (zip must go all the way around) are allowed on track.

Our next day is at Mallory on 23rd August. All information about us is at <http://www.motorcyclefolly.co.uk>

Please feel free to forward this offer to other IAM motorcycle groups. If anybody has any queries please give me a call on 07766 667627.

Best regards,

Jeff Brown  
**Motorcycle Folly**

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*FERRY TALES continued from p8*

The black overcoat slept most of the way, after having had a read of his 'Daily Telegraph' which he spread across the small table which separated us from our lady travellers. As for the two ladies, they appeared to be enjoying the 'Entertainment' at least they were both smirking as they watched the stewards working flat out, and obviously earning every penny of their wages on this trip!

The ladies also must have been hardy seafarers, as I witnessed them devouring cheese and tomato sandwiches earlier, without any ill effect whatsoever!

Well, our 'Fast Ferry' finally arrived at Weymouth at 12.40.a.m. and by the time I had driven off onto dry land and passed through the Customs check barrier, it was approaching 01.00a.m. So I can't really recommend the 'Fast Ferry Winter Route' to our readers. However, I'm certain that every trip can't be like that. I sincerely hope not, as my dear wife Jacqueline is due home on the same route this week!

*John Evans*

## ***“British Hospitality”***

*Humour from Paul Savage*

An American tourist in London decides to skip his tour group and explore the city on his own.

He wanders around, seeing the sights, and occasionally stopping at a quaint pub to soak up the local culture, chat with the lads, and have a pint of Guinness.

After a while, he finds himself in a very high-class area ... big, stately residences ... no pubs, no shops, no restaurants, and worst of all ... NO PUBLIC TOILETS. He really, really has to go, after all those pints of Guinness. He finds a narrow side street, with high walls surrounding the adjacent buildings, and decides to use the wall to solve his problem. As he is unzipping, he is tapped on the shoulder by a London bobby, who says: “I say, sir, you simply cannot do that here, you know.”

“I'm very sorry, officer,” replies the American, “but I really, really HAVE TO GO, and I just can't find a public toilet.”

“Ah, yes,” said the bobby, “Just follow me”. He leads him to a back “delivery alley”, then along a wall to a gate, which he opens.

“In there,” points the bobby. “Whizz away sir, anywhere you want.”

The fellow enters and finds himself in the most beautiful garden he has ever seen. Manicured grass lawns, statuary, fountains, sculptured hedges and huge beds of gorgeous flowers, all in perfect bloom. Since he has the cop's blessing, he unburdens himself and is greatly relieved.

As he goes back through the gate, he says to the bobby “That was really decent of you ... is that what you call British Hospitality?”

“No sir”, replied the bobby. “That is what we call the French Embassy.”

*Paul Savage*

## ***Magic Mushrooms Banned***

*What next? Motorcycles?*

Magic mushrooms – fungi which contain psilocin – will become a Class A drug in their own right. Previously such fungi were only prohibited in circumstances where they had been prepared usually by drying. Exceptions include:

- where the magic mushrooms are growing uncultivated,
  
- where the magic mushrooms are picked by a person already in lawful possession of them, for example the landowner on whose land the mushrooms are growing, for the purpose of delivering them into the custody of a person who is lawfully entitled to take custody of them so long as the mushrooms remain in that person's custody for and in accordance with that person,
  
- where the magic mushrooms are picked, by anyone, for the purpose of either delivering them into the custody of a person who is lawfully entitled to take custody of them or destroying them as soon as is reasonably practicable and then held, whether by the person who picked them or by another, for and in accordance with the purpose of destroying them as soon as is reasonably practicable,
  
- where the magic mushrooms are picked for the purpose of destruction as soon as is reasonably practicable and then held, whether by the person who picked them or by another, for and in accordance with the purpose of delivering them as soon as is reasonably practicable into the custody of a person who is lawfully entitled to take custody of them.

A licence may be issued by the Secretary of State in respect of the production, supply, offer to supply or possession of those fungi.

*Chris Reed*

## **Membership matters**

### **Test Passes**

John Evans passed the test on Saturday 30th July. Congratulations! (Observer: Paul Savage.)

On the same day, also passed Paul Gardiner (observer Chris Reed). Once again, congratulations!

### **Subs renewals**

The following members' subscriptions are due in August:

To renew, please send (preferably) a cheque to:

**38, River Way, Christchurch, Dorset. BH23 2QR**

**telephone 01202 267797 and e-mail [membership@bwam.org.uk](mailto:membership@bwam.org.uk)**

Graham Clements

Kelvin Crocker

Ray McIlmurray

Jonathan Moore

Mark Priest

Paul Savage

Vince Woolley

### **Late subs**

Failure to respond to a second reminder, within a few weeks, results in the simple deletion of your membership. Should you be moving on to other interests it would be appreciated if you could let me know via a note, phone call or email.

### **Membership Fees**

Associate Membership: First year £22 (includes documents), £16 thereafter.

Full Membership: £8 (plus IAM membership, payable separately).

*John Spinks*

## **Club Shop price list**

Please see Ian Newey at Club Night for any of the following items from the Club Shop.

### **Available To Members**

IAM Metal Badge	£6.50
IAM Square Badge	£6.50
IAM Key Fob	£2.00
IAM Lapel Badge	£2.00
IAM Stick Pin	£1.10
IAM Cloth Badge	£2.00
IAM Vinyl Badge	£1.00
IAM Reflective Disc	£0.70
IAM Tank Wings	£1.10
IAM Helmet Sticker	£1.10
IAM Small Sticker	£0.20

### **Available To Members and Associates**

Pass Your Advanced Motorcycling Test (IAM)	£7.99
Motorcycle Roadcraft: The Police Rider's Handbook (IAM)	£11.99
The Highway Code (DSA)	£1.49
Know Your Traffic Signs (Dept of Transport)	£2.50
Not the Blue Book (by Dave Jones)	£4.50
The Assessment of Advanced Motorcycling (by Dave Jones)	£4.50
BWAM T Shirt	£10.00
BWAM Polo Shirt	£14.00
BWAM Sweat Shirt	£15.50
BWAM Baseball Cap	£7.50

## **Your Committee**

Chairman	Chris Reed	
Secretary	Paul Savage	
Treasurer	Andy Mansfield	
Vice Chairman	Vacant	
Membership Secretary	John Spinks	01202 267797
Chief Observer	Nigel Jones	
Guidance Co-ordinator	Mark Bezzant	
Events Co-ordinator	Vacant	
Associate Liaison	Chris Green	

### **Other volunteers:**

Club Shop	Ian Newey
Auditor	Doug Grimes
Photocopying	Malcolm Merry
Raffle Organiser	Tim Balmer
Newsletter Editor and Webmaster	Martyn Dryden

Names and addresses of all members are retained on magnetic media and stored in a computer database. Access to this information is restricted to certain committee members and is used for mail purposes only.

### **Email addresses**

To contact any group official by email, please use the following addresses:

Associate Liaison	associates@bwam.org.uk
Chief Observer	chief_obs@bwam.org.uk
Events Co-ordinator	events@bwam.org.uk
Group Secretary	secretary@bwam.org.uk
Guidance Co-ordinator	guidancecoord@bwam.org.uk
Membership Secretary	membership@bwam.org.uk John Spinks 01202 267797
Newsletter Editor	newsletter@bwam.org.uk
Treasurer	treasurer@bwam.org.uk
Webmaster	webmaster@bwam.org.uk

You can send a quick note, easily and conveniently, using the form on the BWAM Web site at the following URL

**<http://www.bwam.org.uk/people.php>**

## **Your Observers**

The latest organisation chart appears on the next page.

### **Observer Expenses**

There is no charge for the guidance offered by the IAM, but significant expenses for Observers, who offer their time for no financial reward. It is polite to make an offer towards Observers' running costs so that their enthusiasm for guiding others isn't dampened by the financial drain.

The committee has agreed that Observers should be offered £7 per ride. If there are two Associates then they should offer £3.50 each. It is then at the Observer's discretion what to accept.

### **Fuelling**

Can all Associates please make sure that they have enough fuel in their bike before they begin their ride. This will avoid inconvenience to the Observer and fellow Associates on the same ride.

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## ***IAM Membership Matters***

### **Test Application**

It would be appreciated if all Associates would send off their test applications by their third or fourth ride. This indicates to us the Associate's commitment towards their guidance and the test. The fee for the test is £45.00, which includes £15.00 for your first year's membership of the IAM. The £15.00 will be refunded to you if you fail the test.

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

### **IMPORTANT**

Please write 'Associate Preparing For Test' at the top of your application and also ensure that the Group number '1208' appears in the box at the bottom of the page.

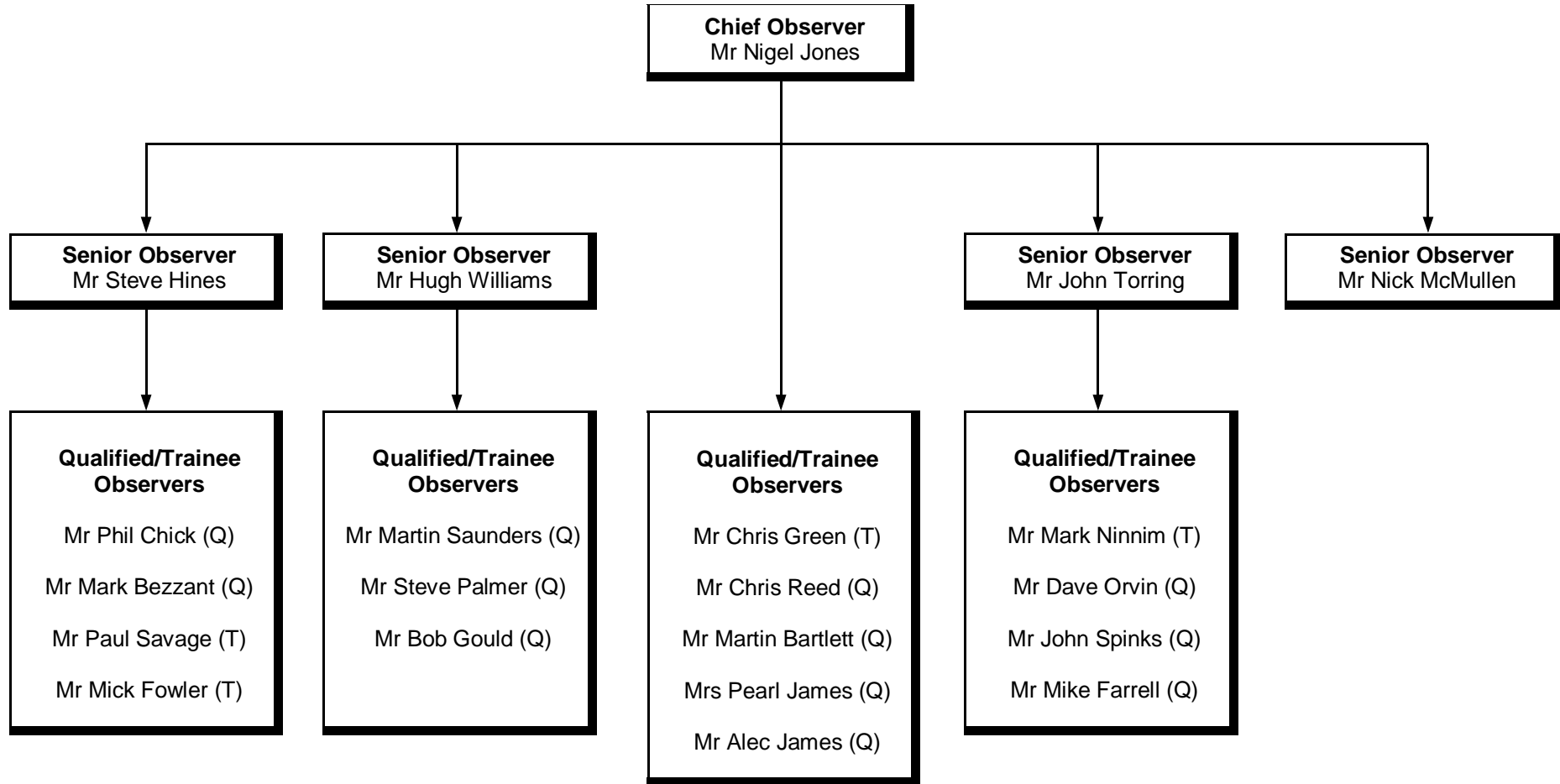
### **Club Membership**

The IAM fee is separate from the Bournemouth & Wessex Club Membership, therefore once you have passed your test you will still need to pay the £8.00 annual subscription to BWAM in order to remain a member of the Club.

# **BOURNEMOUTH & WESSEX ADVANCED MOTORCYCLISTS**

## *Observer Organisation Chart*

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## **Notice Board**

*Something to sell? Offer a service to members? Free advertising!*

### **Leathers For Sale**

Hein Gericke leather trousers, size 40 UK, £50. Bought new last year and only worn twice due to weight loss. Contact Trevor Fairbanks —  
trevor@fairbanks.org.uk

### **Chesil Cottage**

ETC 4\* rated Portland stone cottage, approx. 50 metres from Chesil Beach. The cottage sleeps 4 in one double and one twin bedded room. Prices start from £130 per week in November which includes gas, electric, bedding, towels and welcome pack. For more details please phone Heather on 01305 820940, Mobile 0781 8213579, Email heparsons@tiscali.co.uk or visit <http://www.portlandholiday.co.uk>.

### **Apartment in Los Christianos, Tenerife**

First floor; 1 bedroom; large lounge + sat TV; fully fitted kitchen + w/mach; balcony overlooking swimming pool. Level access to pool + promenade, 10 min stroll to town. Rental c£200 pw. Malcolm or Marie Merry 01202 381871

### **Gervis Court Hotel**

A biker friendly hotel close to the pier and shops, bars and restaurants. The seafront, beach, and BIC are only a short walk away. We pride ourselves on our well-maintained and presented gardens. We are one of the fine hotels in Bournemouth. For your choice of holiday accommodation in Bournemouth, the Gervis Court is ideally placed for you. All rooms are non smoking, please check out our tariff page for more details.

<http://www.gerviscourthotel.co.uk/tariff.htm>

Tel; 01202 556871 or email enquiries@gerviscourthotel.co.uk

### **ACF-50**

Are you letting your bike corrode away? Is salt melting the metal this winter? Use ACF-50 and say “No!” to corrosion. John Tarring has some amazing deals available to BWAM members only. Catch up with John at the Club Night or contact him at Worldwide Aviation 01202 511282

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

