



Bournemouth & Wessex Advanced Motorcyclists



Newsletter — February 2006

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NEWS

Read all about it

New officials to be appointed at AGM

The Club's Annual General Meeting on 20th February will see a number of new officials appointed following several recent resignations. While all Committee posts are, as every year, open for re-election, these three are definitely vacant, and *must* be filled for the Club to function:

- **Chairman**—after threatening us with it for several years, Chris Reed says that 2006 will definitely see him relocate to Australia. The Club therefore requires an equally forceful and persuasive new front-person and caller-to-order of meetings.
- **Secretary**—Paul Savage has coped valiantly with the Club's constitutional necessities, as well as the rapidly growing bureaucracy associated with the IAM's role as officially approved advanced training provider, but regrets he can do so no longer.
- **Chief Observer**—responsible for meeting the Club's primary objective of providing guidance leading to Test passes, Nigel Jones faced the challenge of mandatory observer qualification and introduced the club's successful structured approach. Nigel and the Senior Observers have unanimously agreed that **Steve Hines** should be nominated as Chief Observer at the AGM in February. Steve has a proven track record in the training of Associates and Observers and he will provide the continuity required to maintain the high standards of the group. He will need to satisfy the IAM's stated aim of doubling membership in the next five years.

The posts of Vice Chairman and Events Co-ordinator have been vacant since last year. Whilst Chris has chaired the Club to great effect without a deputy, the next Chairman may appreciate more support. Nick McMullen has, of course, kept members informed and enthused by a full riding programme without formally accepting the role of a co-ordinator—but could a dedicated person in this slot provide more co-ordination of other events too?

Should you wish to put yourself, or anyone else, forward for these or any other of the posts listed on page 6, then please contact Paul Savage (Secretary for the duration) —using the form on page 7, or not, as you prefer. Thank you.

Steve Strong Award

Each year the club hands this shiny trophy to the member judged to have made the most personal effort to the benefit of the club. Last year we honoured John Topping for his energy and vision in promoting the Sunday morning rides now enjoyed by so many members and observers. Who, in your opinion, did as much for the club in 2005? Again, express yourself, via the form on page 8, or otherwise if preferred.

50mph limit in force on A31

The long anticipated 50mph speed limit on four miles of the A31 dual carriageway between Tricketts Cross and Ashley Heath has now come into force. It's to be hoped that the resulting improvement in safety will justify the addition of up to 15 minutes a week to thousands of commuters' driving time.



Mansell takes the wheel at the IAM

F1 Racing legend Nigel Mansell is to be the new President of the IAM.

Mansell passed his Advanced Driving Test last August, 19 years after scoring his first Formula One victory at Brands Hatch. As IAM President, Mansell brings a lifetime of driving experience to the IAM.



“I believe driving expertise isn't just for the race track,” said Mansell.

“My grandfather always told me that it is no good lying on a hospital bed saying 'But I had the right of way'. That is why drivers can gain so much from preparing for their IAM test.

“I am honoured to take the Presidency of such a well regarded organisation and I hope that in this, its 50th Anniversary Year, we can inform and educate more drivers and riders than ever before,” he said.

With 31 Grand Prix wins, Nigel Mansell already has his place in the Formula One Hall of Fame. He has joined John Surtees, the late Graham Hill, Sir Stirling Moss and Geoff Duke who all passed their IAM test.

Continued overleaf

Forthcoming Events

2006 diary solutions

4th February - New Members' Ride / Assessment Day

Saturday 4th February, 1:00pm at Avon Heath Park Café.

20th February - Club Night: AGM + DVD

Your opportunity of a direct input to the running of the club. Hear club officials' reports on the past year's activities, raise matters of concern to you, and put in place those who will guide us through the coming twelve months.

Because of resignations it's a certainty that your new Committee will have at least three new members (see page 3). Will one of them be you?

After the annual rituals (see page 6), JT will present a training DVD produced by East Kent Advanced Motorcyclists. Their use of techniques that differ from ours should provoke stimulating discussion afterwards.

Monday 20th February, 8:00pm at Cobham Social Club

20th March - Club Night

Monday 20th March, 8:00pm at Cobham Social Club

17th April - Club Night

Preceded by Committee meeting

Monday 17th April, 8:00pm at Cobham Social Club

15th May - Club Night

Monday 15th May, 8:00pm at Cobham Social Club

21st May - Chocolate Box Run

Led by John Spinks. Travelling through picturesque Dorset, pillions very welcome. Further details to follow.

Sunday 21st May, departure TBA.

News—continued from p3

The first IAM President was Lord Sempill and the most recent was HRH The Duke of Gloucester, who held the position for 32 years, before resigning upon being banned from driving after totting-up no fewer than four speeding offences in three years.

19th June - Club Night

Preceded by Committee meeting

Monday 19th June, 8:00pm at Cobham Social Club

17th July - Club Night

Monday 17th July, 8:00pm at Cobham Social Club

21st August - Club Night

Monday 21st August, 8:00pm at Cobham Social Club

18th September - Club Night

Preceded by Committee meeting

Monday 18th September, 8:00pm at Cobham Social Club

16th October - Club Night

Monday 16th October, 8:00pm at Cobham Social Club

20th November - Club Night

Preceded by Committee meeting

Monday 20th November, 8:00pm at Cobham Social Club

Correction: the AGM on 20th February will not be preceded by a Committee meeting as reported last month. Apologies for any confusion.

New Members' Rides / Assessment Days from 25th March onwards have been removed from the calendar pending confirmation. Watch this space!

Test Passes

Applause and congratulations, please

Vince Whooley passed his advanced test on Christmas Eve, Observers being: Alec James, Pearl James, Nigel Jones and Chris Green.

Kevin Wright also took and passed his on December 24th 2005, observed by Chris Reed.

Tim Dunsby took and passed his test on 14th Jan. Tim was also observed by Chris Reed.

Annual General Meeting

Bournemouth and Wessex Advanced Motorcyclists are holding their Annual General Meeting on Monday 20th February 2006. This meeting will be held at the Cobham Social Club, Wimborne, Dorset and will commence at 2000 hrs.

The following BWAM Committee posts will be vacant and anyone who wishes to apply for the year 2006, please use the application form on the opposite page and / or contact the Club Secretary .

BWAM Committee Positions

Chairman	Chief Observer / Training Officer
Treasurer	Webmaster and Newsletter Editor
Group Secretary	Guidance Co-ordinator
Vice Chairman	Events Co-ordinator
Membership Secretary	Associate Liaison Officer

Other vital BWAM positions but non Committee

BWAM / IAM Club Shop Club Night Raffle Organiser Auditor

Please apply / contact the Group Secretary should you wish your name to be put forward for any of these positions. Use the form on the opposite page.

BWAM AGM agenda for Monday 20th February 2006

- 1 Open the Meeting
- 2 Apologies
- 3 Minutes of AGM 2005
- 4 Matters arising from Minutes of AGM 2005
- 5 Chairman's Report
- 6 Treasurer's Report
- Approval of BWAM's Annual Accounts and Appointment of Auditor(s)
- 7 Membership Secretary's Report
- 8 Training Officer's Report
- 9 Guidance Co-ordinator's Report
- 10 Voting in BWAM Committee Members etc for 2006
- 11 AOB
- 12 Close the Meeting

Group Secretary Paul Savage (Tel 01202 828428)

IAM Anniversary

Fifty years on four wheels / thirty on two



“This year the IAM celebrates its 50th anniversary. During this time we have become the UK's leading road safety charity dedicated to raising driving standards.

“Our work carries on relentlessly; we now have ambitious plans to make an even greater contribution to improving road safety over the next 50 years,” said Christopher Bullock, IAM Chief Executive.

As part of the IAM’s 50th Anniversary during 2006, it is introducing a new facility - Weekly Driving Tips from the IAM. These may be viewed on the IAM Web site at URL <http://www.iam.org.uk/Pressroom/Tips/> and no doubt will also receive extensive media coverage, further increasing public interest in BWAM as the local two-wheeled IAM outlet.

Fact: the IAM Advanced Motorcycle Test was introduced in 1976. Lord Strathcarron, riding a BMW, was the first candidate to pass.

BWAM Committee Proposal Form

To: The Secretary, 1 Fern Bank, Three Legged Cross, Wimborne, Dorset, BH21 6PB

From: Name Date

Position

Proposed by

Seconded by

Can the French be trusted?

Chris Reed digests the month's international bike news

Police test camera hidden in motorbike helmet

MONTPELLIER, France, Jan 4 (AFP) - Motorists in France beware: police in the south of the country are testing a new mini-camera worn by officers riding unmarked motorbikes to catch traffic offenders.

"We film what's going on in front of us and can immediately send by radio the licence plate of the vehicle committing the offence," the police commander behind the initiative, Captain Didier Gurnot, told AFP.

The test has been carried out in the region around the Mediterranean city of Montpellier for several weeks and, if it proves effective, is likely to be extended in France.

The camera is so small that it is hidden inside an officer's helmet, making him indistinct from any of the other one million civilian motorbike riders in the country.

Gurnot said the use of an unmarked motorbike and rider meant motorists were unaware they were being spied upon and therefore could not warn other drivers of a police presence by flashing their lights, as they otherwise often do.

Those who break the road rules are not pulled over. Instead a ticket is automatically sent to the vehicle owner's address, as is the case with France's system of automated roadside radars.

Steve Strong Trophy Voting Form

To: The Secretary, 1 Fern Bank, Three Legged Cross, Wimborne, Dorset
BH21 6PB

From: Name Date

For the award of the Steve Strong Trophy I would like to vote for:

NAME:

Old Beemer baits speeders

As reported by the French magazine Moto-Journal: In the western suburb region of Paris (Yvelines- 78) and in the Nantes region(44) , the police have thought of a new way of trapping motorcyclists; they send a "normal" motorcycle, in this case a BMW R75 (in other words an old motorcycle) onto the road. Many kilometers behind it are "normal" police motorcycles. The R75 is in communication with the police patrol.

When a biker passes the first bike at too a high speed, the "undercover" police officer radios to the patrol who will then intercept the speeding biker. You'll never even know that you passed the trap until they stop you!

Other regions in France are interested in the experiment and might follow suite shortly.

And from closer to home:

More bikes, fewer crashes in London

London's congestion charge system has produced an expected drop in car traffic. And because motorcycles are exempt, it has also produced a rise in motorcycle use. What was not expected, though, as *Motorcycle News* reports, is that while motorcycle use went up 20% in the congestion zones, motorcycling fatalities dropped by 15% during the same period.

Are you reading in black and white?



Look closely at the above logo. Is it:

- (a) Black and white?
- (b) Red and yellow?

If your answer is (a) and you have normal vision, then you're reading the paper version of this newsletter. For full enjoyment, why not switch to the electronic edition? Not only is it a feast for the eyes, but it benefits the Club by saving photocopying time and effort, and the cost of stationery and postage.

Sign up at URL: <http://www.bwam.org.uk/newsletter/>

Automatic Reaction

Speaking up for scooters

I never harboured childhood dreams of owning a traditional motorbike - it was always a scooter I hankered after. (Yes, I was a weird kid.) The look, the sound, the small size and the ability to hop on and go appealed to me from the age of twelve or so, but I was twenty before I had a scooter of my own.

I took CBT in 1997 and the A1 Light Motorcycle licence a year later, and was perfectly happy with my succession of retro-looking 125cc Vespas. However, a week of trying to keep up with the Pans on the BWAM France trip in May 2005 convinced me that I needed something bigger. In June I took another test and graduated to a maxi-scooter.

I took the full automatic licence - I still didn't fancy all that messing about with gears. Luckily the current crop of scooters includes a wide range of large-engined machines, known as maxi-scooters, and the day after passing my test I took home a 500cc Gilera Nexus. The extra oomph has given me a lot more confidence in my vehicle, especially when joining motorways and on overtakes, has allowed me to range much further afield and gives me a chance of passing the Advanced test (only possible on a bike that can sustain the National Speed Limit). Although I don't regret a single moment of the years I spent on 125s, I love my 500 to pieces.

What is a scooter anyway?

Some people will refer to anything scooter-shaped as a 'moped' (or indeed 'hairdryer'). A moped, of course, is a motorcycle with an engine capacity of less than 50cc; the Nexus has ten times that!

'Scooter' is more a stylistic term than a technical one. As the fuel tank is located under the seat or between your feet, you mount a scooter by stepping through rather than swinging your leg over. You sit more upright than on most bikes, with nothing between your knees, and rest your boots on a footboard rather than pegs.

Modern scooters are automatic, using a continuously variable transmission (CVT), so there's no clutch, and the back brake is operated from the left handlebar, as on a pushbike. Acceleration and speed are controlled entirely by the throttle and very smooth.

Because there's no engine braking you'll use the brakes more than you would



on a geared bike, but scooter brakes tend to be very efficient with newer models having linked brakes or ABS.

There are many different styles of scooter. The Piaggio X9 is a great commuter machine, while the 600cc Honda Silver Wing and 650cc Suzuki Burgman eat up holiday miles and easily swallow a week's worth of luggage. Gilera's Runner and Yamaha's TMAX are at the sportier end of the spectrum. The Vespa GS and LX marry classic looks with modern technology. Whatever your needs and tastes, and whatever shape and size you are, there's a scooter to suit you.

What are the advantages?

Scooters are very comfortable. Because your feet are tucked behind the legshield, they don't get so cold - and you'll have more protection in a crash, if you manage to stay on the bike. It's easy to adjust your posture to prevent stiffness. Seats are wide and soft. Hardcore bikers might scoff at the idea of being comfy on a bike, but it's common sense: if you're in physical discomfort you can't concentrate properly on the ride.

The lack of gears makes a scooter the best choice for stop-start city traffic, not to mention nippy away from the lights. But don't write them off as urban runabouts; that comfortable riding position means they're ideal for longer journeys too.

Fuel economy is excellent, with 250cc and 500cc scooters commonly doing

50 - 70 miles to the gallon. It's not unheard of for owners of big thirsty bikes to keep a scooter for commuting and trips to Sainsbury's.

One warm summer evening I visited the Mucky Duck at Effingham with a group of maxi-scooter riders. While other bikers juggled helmet, leathers and luggage, we strolled into the bar unencumbered having stowed everything safely away. There's room for a full-face helmet, sometimes two, under the seat, and it's easy to fit a topbox too. A glovebox for your map, sunglasses and other paraphernalia, and a hook on the legshield (popularly known as the 'curry hook', since it's a great way to transport your takeaway) further increase the storage capacity.

Who rides them?

Think of a scooter rider and you'll probably envisage a Mod in a fishtail parka or a chav with his helmet perched cheekily atop his head. When I acquired the Nexus I joined an online forum for maxi-scooter enthusiasts and soon learned that these vehicles are owned by a wide range of bikers, from students to grannies. Forum members use their machines for picking the kids up from school, for travelling solo across continental Europe, and everything in between. I've yet to encounter a chav, but I know of four other scooter riders who are IAM Members or Associates, and several who are members of MAG or BMF.

Some scooter riders are unable to get their leg over a bike due to illness, injury or advancing years, but find a step-thru suits their needs. Some are car drivers sick to death of queues, the congestion charge and the price of petrol, who want a bike that's easy to handle and good in traffic. And some, like me, simply love scooters in the way that other bikers are passionate about Harleys or sports bikes.

More and more scooters are appearing on our roads, and they are getting bigger and faster all the time. Technology is advancing, allowing more efficient and powerful automatic transmissions to be developed, and the big motorcycle manufacturers are taking more interest in scooters as their share of the market increases. There are rumours of an 850cc model from Piaggio, while Honda's proposed 'sports automatic', the E4-01, looks a lot like a 900cc scooter to me.

Let's hope that the riders of these powerful machines elect to take some advanced training - and that the IAM makes them welcome.

Alice Dryden

I raced a Harley today ...

Internet anecdote

I raced a Harley today, and after some really hard riding I managed to PASS the guy. I was riding on one of those really, really twisting sections of canyon road with no straight sections to speak of and where most of the curves have warning signs that say "15mph". I knew if I was going to pass one of those monsters with those big-cubic-inch motors, it would have to be a place like this where handling and rider skill are more important than horsepower alone.

I saw the guy up ahead as I exited one of the turns and knew I could catch him, but it wouldn't be easy. I concentrated on my braking and cornering. Three corners later, I was on his fender. Catching him was one thing; passing him would prove to be another.

Two corners later, I pulled up next to him as we sailed down the mountain. I think he was shocked to see me next to him, as I nearly got by him before he could recover. Next corner, same thing. I'd manage to pull up next to him as we started to enter the corners but when we came out he'd get on the throttle and overpower me. His horsepower was almost too much to overcome, but this only made me more determined than ever.

My only hope was to outbrake him. I held off until the last instant. I kept my nerve while he lost his. In an instant I was by him. Corner after corner, I could hear the roar of his engine as he struggled to keep up. Three more miles to go before the road straightens out and he would pass me for good. But now I was in the lead and he would no longer hold me back. I stretched out my lead and by the bottom of the canyon, he was more than a full corner behind. I could no longer see him in my rear-view mirror.

Once the road did straighten out, it seemed like it took miles before he passed me, but it was probably just a few hundred yards. I was no match for that kind of horsepower, but it was done. In the tightest section of road, where bravery and skill count for more than horsepower and deep pockets, I had passed him. though it was not easy, I had won the race to the bottom of the canyon and I had preserved the proud tradition of another of America's best bikes.

I'll always remember that moment. Never pedalled so hard in my life. And some of the credit must go to Raleigh, too — they really make a great bicycle.

Anon

One Thing Leads To Another

John Evans spins a yarn

They had to be caught! The lives they had destroyed, and the damage they had caused to innocent civilians was horrendous, and to do it in such a cowardly and evil manner was beyond belief. A series of letter bombs, delivered to Army wives living their normal everyday lives in ordinary houses on the outskirts of a garrison town, was no doubt an easy target.

Now all that we were left with was the mangled bodies of those who had suffered the main effects of the blasts when opening their respective packages. All the warnings previously given of caution had been unheeded, nothing was likely to happen to the wives and families surely?

Colonel 'Billy' Hayes had spent his entire life in the Parachute Regiment, and was very proud that he had risen through the ranks, and been commissioned, and was Commander of his Battalion. He had served in the Falklands War, and Bosnia, but had never witnessed anything like this cowardly act to his own men's wives and families. He was determined to bring those responsible to Justice.

The Police and Forensic experts visited the scene, and the Army did their best to comfort the bereaved.

A conference was held, headed by Colonel 'Billy' Hayes, and senior police officers, including the Army's Special Investigation Branch were in attendance. The evidence gathered from the bombings was discussed at length, and a plan of action formulated.

Detective Sergeant Johnny Johnson, was in the small office on the first floor of the Yeovil Police Station. This little known office was the 'home' of the No. 7 Regional Crime Squad, responsible for the investigation of Murder, Terrorism, and the like, from North Devon to South Gloucestershire.

D.S. Johnson was 5' 10", a stocky built man with very rugged features, he had very fair hair which was shoulder length, and would certainly not be tolerated in the uniform branch. Johnny sported a large moustache which was of the Mexican style, and in truth his appearance was likened more to a villain than an officer of the law.

Johnny was thirty-two years old and had been born in Belfast to an Irish

mother and an unknown Father. Mother was never too sure of his real Father's identity, only that he had been a seaman.

The telephone rang and D.S. Johnson answered. "R.C.S. Johnson."

Johnny listened and began to jot down notes of the instructions. As the caller drew to a close Johnny was replying "Yes Sir, I understand, a covert operation."

He replaced the telephone. "My God!" he exclaimed. "This is going to be a bit hairy to say the least".

He examined his notes, and began to make arrangements for his new role.

One week later a stocky built, long fair haired man with rugged features, and a Northern Ireland accent reported to the foreman at the Site Cabin of Cementation Construction Roadworks, near Flax Bourton, ready to commence work on the new construction of the M5 Motorway.

The foreman examined his P.45, and H.G.V. Licence, and said "Right, Michael O'Shaunnessy, follow me, I'll show you over the site and you can have a look at the eight wheeler you'll be using, O. K. ?"

"That's grand" replied Micky as he followed the foreman to a huge eight-wheeled lorry parked under cover of a temporary garage building. "Let's see you reverse it out, and turn it around Micky boy" said the Foreman.

Micky jumped up into the cab, and after checking that all was in order, he gunned the starter. The engine burst into life and Micky reversed it out and drove up the muddy track and turned it around in its own length.

The foreman shouted above the noise of the engine, "OK, that's enough, come on, I'll show you where you can bunk down, and meet the other drivers."

Michael parked the lorry and followed the foreman to a long galvanised building, as they entered he saw other workers, coming out of the shower rooms, and others entering. As they moved through the building Micky saw that parts had been sectioned off for a Mess Room, sleeping accommodation in the style of a dormitory, a large T.V. area with an array of comfortable looking armchairs facing it. Another was a games room, with snooker and darts, plus two table tennis tables. In the far corner was a well stocked Bar.

The Foreman spoke. “This is where you will sleep, eat and relax when you're not out there dumping that soil, by the way I'm Ted McManus and I don't take kindly to work shy bastards. Get it?”

“Sure Ted, I get you fine, you'll have no problem on that score with Micky here.” Once alone he selected an empty bed space, and a locker. He took stock of his surroundings, but was not at all happy with the lack of privacy, and decided that the locker was no place to conceal his mobile phone, which he had placed in his sock. This was going to be more difficult than he first thought. He was not expected to leave the site, after all everything had been provided.

After settling in, he had a couple of pints and spoke with some of his fellow workers. At 11p.m. Micky went to bed ready to make a start at his new job at 0800hrs the next morning.

As he lay there surrounded by other men, he thought of that phone call received only a week ago. What was it the Governor said? “The explosives that did the Para's came from the M5. Forensic are certain of that.”

After breakfast he was ready to start his day. Ted was already at the garage giving out his instructions to the other drivers. The engines were started up and the convoy of huge beast like vehicles trundled off to their various destinations along the carved out route which within a few months would be bursting with life as yet another motorway.

As he drove to his pre-designated area he thought of the ways he could befriend his fellow workers and extract the information he required without arousing their suspicions.

Micky soon learnt that at eleven sharp each morning the drivers stopped at a small hut on the edge of their route. This was the 'Eleven's Café', where large mugs of tea were consumed with bacon sandwiches, amid jovial chatter, mostly in broad Irish accents. Micky was soon part of this daily scene and became accepted as one of their number, as soon as they heard his familiar Belfast accent.

Several weeks passed, and Micky was beginning to piece together bits of loose Conversation overheard between two particularly close allies, and in particular, their reference to the Mother Country and the 'Cause'.

Micky noted the location of each of the explosives stores placed along the

motorway route, and learnt the names of those who had access to them for blasting operations.

Six weeks had passed and Micky had gained the confidence of his fellow workers and mixed freely with all except the two close allies who, although reasonably friendly kept themselves to themselves. Patrick Flynn and Thomas O'Malley may well have been their real names, but Micky had his doubts. The P.N.C. check revealed nothing known.

It was Saturday night and Micky knew the routine well enough by now, Patrick and Thomas would get well pissed and not return to their beds until the early hours. He knew what had to be done, but he must not get caught!

It was dark in the dormitory and everyone was either in the Bar or the Games Room. Micky used his pencil torch cautiously, and located the lockers, Flynn's and O'Malley's. He opened them with ease and carefully checked their interiors before removing the special filter light from his jacket. As he flashed the filter light over the top shelves of both the lockers, a vivid orange tint illuminated from the shelves. 'Bingo'. Micky replaced the special tool, and took a miniature brush from his pocket and two plastic bags, he began to sweep the shelves individually and place the tiny particles into the plastic bags, then sealed and labeled each. He heard footsteps approaching and dived onto his bed after quickly securing the lockers. The lights of the dormitory came on flooding the room with light, he blinked and opened his eyes. It was Ted, he breathed a sigh of relief, as Ted spoke.

“Phone call for you Micky, it's your Mam, she's taken a turn for the worse, you'll have to pack up and get to her. I'm very sorry Mick, I'll see you get your wage packet.”

“Oh! Dear God, I hope I get to her in time, thanks a lot Ted, you've been a grand feller.”

Micky quickly packed his few belongings and left the site.

Several days later Detective Sergeant Jonny Johnson was seated in the Station Sergeant's Charge Room at Yeovil Police Station facing the Station Sergeant's Desk, when the door opened and two men he instantly recognised as Flynn and O'Malley entered accompanied by several uniformed and plain clothed officers. They placed the two men in front of the Station Sergeant's desk. The senior officer said to the Station Sergeant. “These men have been arrested on a

Continued on p19

Strange encounter

A funny thing happened at the supermarché ...

We were in St Briec the other day, a fairly large town, about to enter Carrefour's large store, when we heard a lot of shouting and looking around saw a French soldier in full uniform being chased by several Gendarmes. As the last Gendarme passed us somewhat breathless I enquired what all the commotion was about. He quickly stated that the soldier had been posted with his Unit to go to Iraq but did not wish to go.

Shortly after the Gendarme disappeared we saw the soldier, who had obviously doubled back, emerge from behind a stationary car and rush past us into the store, whereupon he saw a Nun in full habit and quick as a flash lifted the Nun's skirts and hid underneath. Well, we were aghast! After what seemed an age, the soldier re-appeared and spoke to the Nun. He said "Thank you so much Sister for protecting me from the Gendarme, incidentally I have to say I know you are a Lady of God and all, but you have the most beautiful legs."

The Nun replied "Thank you young man, had you looked a little higher up you would have seen a big pair of 'Bollocks'. I have no wish to go to Iraq either."

John Evans

Link of the Month

The Power of Dreams

Honda's two-minute TV spot was perhaps the best entertainment on the small screen this Christmas. With Andy Williams' *The Impossible Dream* as soundtrack, our dapper moustachioed singing fantasy hero drove monkey-bike, C90, quad-bike, sports-car, Gold Wing, TT racer, Fireblade, F1 car, powerboat, and finally a hot-air balloon.

On the Web site you can not only watch the ad as many times as you like, but also interactively explore all the vehicles via movies and animation, and perhaps win a trip to New Zealand to fly in a balloon.

If you've got broadband then you owe yourself the pleasure of :

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

Membership matters

Subs renewals

The following subs are due in February: Michael Fowler, Bob Gould, Tim Gray, Ray Shipley, Jackie Trowbridge.

And in March: Nigel Baker, Terry Dibden, Trevor Fairbanks, Peter Gray, Claudine Lock, Peter O'Neill, Phillip Parker, Pamela Poulton, Bryan Trowbridge, Simon Vianello.

If you who wish to pay your subs by Standing Order using forms available at your Bank, the club's Sort Code and Account Number are

30-99-56 and (0)1944635

respectively, and the reference will be the first 10 letters of your surname plus the 3-digit club reference number, with no spaces in between, eg

MANSFIELD367. *Please be sure to include this reference so that we can identify your payment.*

Alternatively send a cheque to:

38, River Way, Christchurch, Dorset. BH23 2QR
telephone 01202 267797 and e-mail membership@bwam.org.uk

Subs at present are £8 for members and £16 for Associates renewing.

Overdue subs

There are 25 or so dating back to June to whom I have written, some twice.

We do take a very relaxed view on overdue subs to the extent that I don't write until you're at least 3 months in arrears but it is important to respond please, as I automatically delete your membership after the second letter. The envelopes are very pretty these days so you know that you've received them.

John Spinks

One Thing Leads To Another — continued from p17

charge of Murder, and being in possession of Explosives. As the Sergeant recorded their details, both turned and saw me sitting on the bench, as if waiting my turn to be processed. Flynn spoke. "The bastards got you as well then, Micky!"

"Yeah" I replied, "You know how it is Paddy, one thing leads to another."

John Evans

Club Shop price list

Please see Sandie Gear 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	£3.00
IAM Lapel Badge	£3.00
IAM Stick Pin	£2.50
IAM Cloth Badge	£3.00
IAM Vinyl Badge	£1.20
IAM Reflective Disc	£0.70
IAM Tank Wings	£1.10
IAM Helmet Sticker	£1.50
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	
Newsletter Editor and Webmaster	Martyn Dryden	

Other volunteers:

Club Shop	Sandie Gear
Auditor	Doug Grimes
Photocopying	Malcolm Merry
Raffle Organiser	Tim Balmer

Access to membership information (names and addresses) is restricted to Committee members 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

Congratulations and welcome to a newly qualified Observer: Chris Green passed his Qualified Observer's test in December 2005.

The latest organisation chart appears on the next page. Mark Bezzant takes over from Hugh Williams following Hugh's retirement and move to France.

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.

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

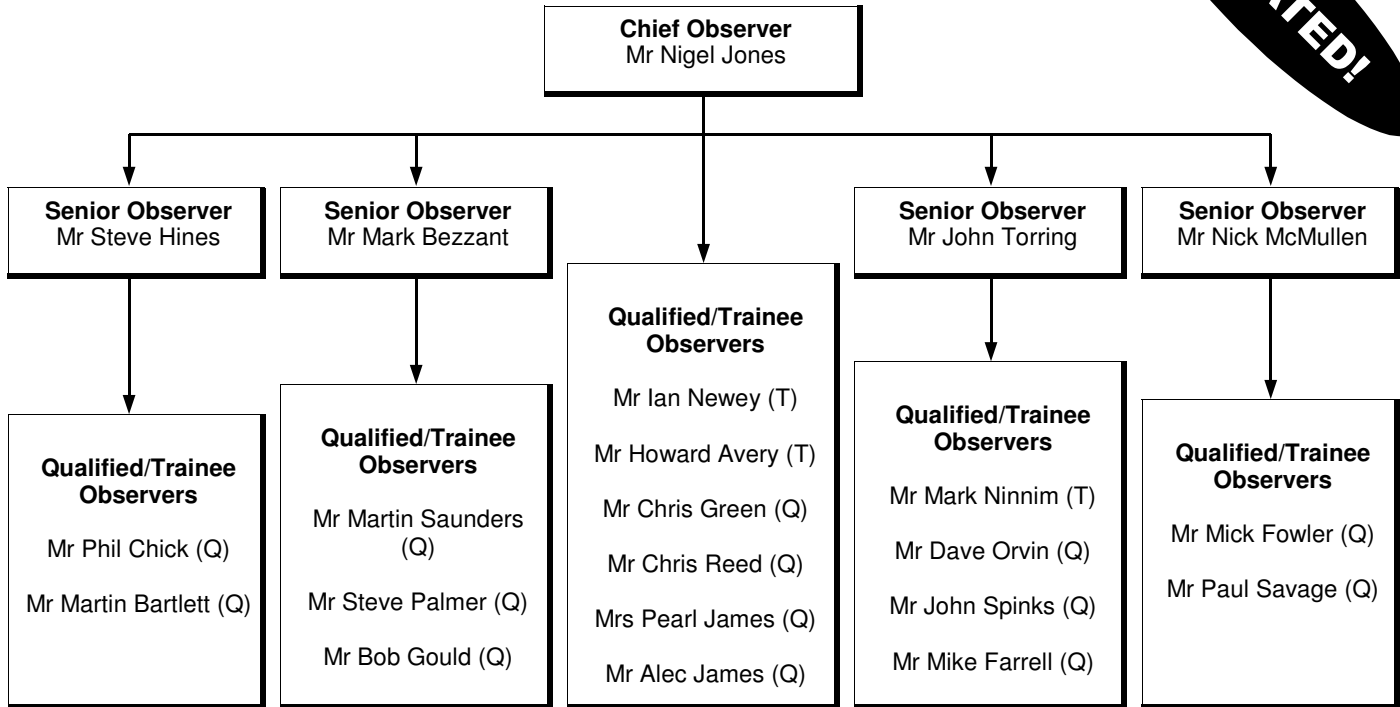
Please write 'Associate Preparing For Test' at the top of your application and also the Group number '1208' in the box at the bottom of the page.

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



Notice Board

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

Tank-bag for sale

For sale: Hein Gericke expandable tank bag, 20 to 30 litre, will hold full face helmet. Non-magnetic attachment, to fit bikes with plastic tanks, eg Pan-European. £25. Phone Terry on 01202 891403

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 Topping 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