

Issue No 5
December 2005

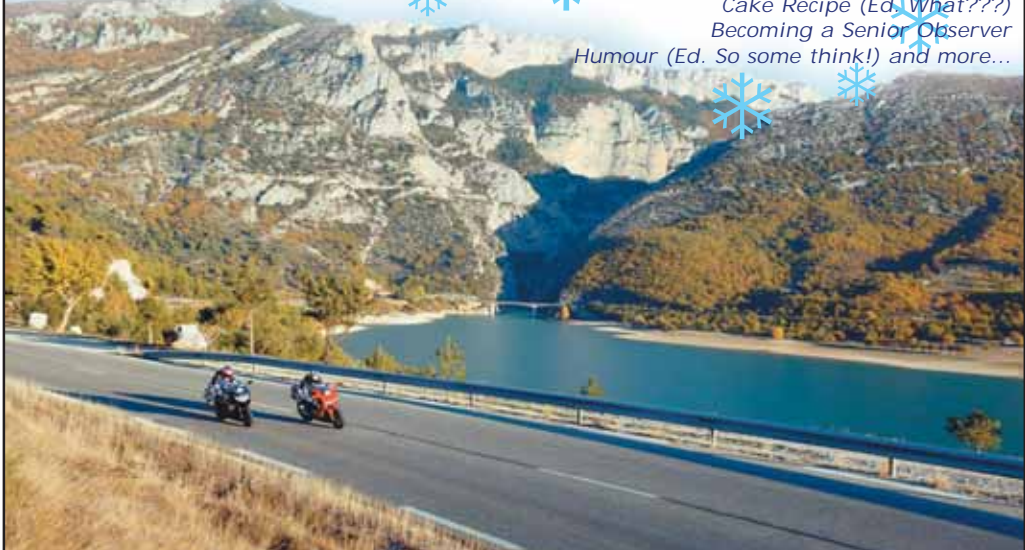
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The Right Line!

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would like to wish you a very...

*Merry Christmas!
& A Very...
Happy New Year*

In this Edition...
News from Switzerland, Code Breaker
Advice for trips abroad, Test News
Results of FBoS Competition
Membership Information, Wobbly bits
Cake Recipe (Ed. What???)
Becoming a Senior Observer
Humour (Ed. So some think!) and more...



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Letter from the Chairman

Well here we are – the last Newsletter of the year and nearly the last from me in this 'ever popular' Chairman's spot!



I would like to take this opportunity to thank all our members (Full and Associate) for the support which they have given to the Group in 2005.

In particular the dedication and hardwork of the Observers has meant that the Group has managed to keep up with demand and do well in terms of its pass rate. We have expanded the Senior Observer cadre and are now looking to get more people both to this level and to Qualified Observer level. We are also looking to induct more Trainee Observers and, with the Festive Season so close, I have decided to hold the next Introductory Session for Observers on a date when I know most of you will not be at work – 1st January 2006. It will start at 6am in the morning at.....ONLY JOKING! The next session will be held in January 2006 but I will contact you all later about the actual date!

Thanks also to our non-members, the examiners, in particular to Ian D'Arcy and Mike Bentley. It was to these two that fell the task of testing most of our membership during 2005 (and, indeed, during the last few years when we were a section). I have to say that I have never heard one criticism of either Ian or Mike from candidates be they successful or otherwise. On the contrary, I know that those who did not secure a pass on the first attempt were all keen to be allocated the same examiner so that they could demonstrate that they were good enough to qualify. I believe this speaks for itself.

On the social side we are hoping to build up more events for 2006 but we need your help. We will be attending the event being organised by Lancashire and Cumbria Constabularies which is currently scheduled for Easter Sunday somewhere near Devil's Bridge but we want people to volunteer ideas for events and rides. We also want volunteers to coordinate them. Don't be shy – contact us with ideas via the Forum; telephone; email; snail-mail; semaphore; hand-signal (not that one!) etc.

But who really wants to know all this stuff at this time of the year?!?!.....

All I really want to say is

'Happy Christmas and New Year to you all!'



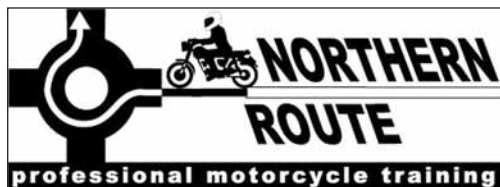
Daughter's letter to mother

A mother passing by her daughter's bedroom was astonished to see the bed neatly made and everything picked up. Then she saw an envelope propped up prominently in the centre of the bed. It was addressed 'Mum'. With the worst premonition, she opened the envelope and read the letter With trembling hands:

"Dear Mum, It is with regret and sorrow that I am writing to you and Dad. I had to elope with my new boyfriend because I wanted to avoid a scene. I've been finding real passion with John and he is so nice, even with all his piercing, tattoos, beard and his motorcycle clothes. But it's not only the passion, Mum. I'm pregnant. John says that we will be very happy.

He already owns a trailer in the bush and has a stack of firewood ready for the coming winter. He wants to have many more children with me and that is one of my dreams too. John taught me that marijuana doesn't really hurt anyone and we'll only be growing it for ourselves and maybe a little over to barter with his friends for some cocaine and ecstasy. In the meantime, we'll pray that science will find a cure for AIDS, so John can get better. He really deserves it! Don't worry Mum, I'm 15 years old now and I know how to take care of myself. Some day, I'm sure we'll be back to visit so that you can get to know your grandchildren.
Your daughter, Meredith

PS. Mum, none of the above is true. I'm over at the neighbour's house. I just wanted to remind you and Dad that there are worse things in life than my report card that's on my dresser. I love you. Call when it's safe to come home.



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Chicken Surprise

A couple go for a meal at a Chinese restaurant and order the "Chicken Surprise". The waiter brings the meal, served in a lidded cast iron pot.

Just as the wife is about to serve herself, the lid of the pot rises slightly and she briefly sees two beady little eyes looking around before the lid slams back down.

"Good grief, did you see that?" she asks her husband.

He hasn't, so she asks him to look in the pot. He reaches for it and again the lid rises, and he sees two little eyes looking around before it slams down.

Rather perturbed, he calls the waiter over, explains what is happening, and demands an explanation. "Please sir," says the waiter, "what you order?" The husband replies, "Chicken Surprise."

Your going to love this.....

"I bring you Peeking Duck"
Ah... so sorry," says the waiter



Christmas Party? Blue Motorcycle Cocktail Recipe

1 1/2 oz tequila

fill with sweet and sour mix

1 1/2 oz rum

1 splash 7-Up® soda

1 1/2 oz vodka

1 1/2 oz gin

1 1/2 oz Blue Curacao liqueur

Build over ice in a medium size glass.

Fill with sour mix and add a splash of 7-Up

**NB. After a big night out people may feel able to drive
but in reality there is every chance they are still over
the limit and at risk being convicted.**



Things That Are Difficult to Say When You're Drunk

Things That Are Difficult to Say When You're Drunk

Innovative
Preliminary
Proliferation
Cinnamon

Things That Are VERY Difficult to Say When You're Drunk:

Specificity
British Constitution
Passive-aggressive disorder
Transubstantiate

Things That Are Downright IMPOSSIBLE to Say When You're Drunk:

Thanks, but I don't want to sleep with you
Nope, no more booze for me
Sorry, but you're not really my type
No kebab for me, thank you
Good evening officer, isn't it lovely out tonight?
I'm not interested in fighting you.
Oh, I just couldn't - no one wants to hear me sing
No, I won't make any attempt to dance thanks, I have zero co-ordination.
Where is the nearest toilet? I refuse to urinate over the nearest cash machine or shop front.



Cumbria Constabulary

Ian D'Arcy (who has examined many of our candidates over the years) has written to say 'Good news for next year, a colleague at Ulverston together with myself will be running a 'Bike Safe' type course in the Furness area next year, things are still in the planning stage and PC552 Steve Kosak at Ulverston will be the driving force behind it. I will update you with the info as it comes to light.'

This is a welcome development as, this year, Cumbria Constabulary had been unable to provide anything in the South Cumbria area. So thanks to Ian and Steve for volunteering! I have told Ian the project has our support and to just ask if he or Steve needs help which we can provide.

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IAM Group Support Manager

The IAM is pleased to announce the appointment of Bryan Davis to the post of Group Support Manager. He is an IAM Examiner and qualified Group Observer. He has been a long term supporter of the IAM having undertaken various roles both at Group and Regional level. For the last 6 years he has been a Member of the IAM Council as DCM for the Midlands and South West.

Bryan will report to Bob Hinchliffe and though whilst home based, will be in IAM House on a regular basis. His normal contact details will be:

Address: 244 Highfield Road, Birmingham, B28 0DW. Tel: 0121 702 2417. Email: bryan.davis@iam.org.uk

We asked the IAM what this new post entailed and received the following explanation:

'At this point there is no job description available for circulation. However you can describe Bryan's job purpose as working with Regional Coordinators to provide, nationally, coordination and management of IAM liaison with, and support for, IAM Groups. In many ways this is the counterpart of Dave Shenton's role as Motorcycle Manager, in his case focusing on car rather than motorcycle Groups. Bryan and Dave will however work as a team and in some projects their responsibilities will embrace all Groups rather than just bike or car.

One of Bryan's main initial responsibilities will be to (continue to) work on the observers recruitment and training systems with the objective of working with Groups to increase the IAM Group movement's Associate handling capacity. This is in support of one of the key IAM objectives resulting from the recent Strategy Review.'

Brian can be seen on page 20 of the IAM's Winter 2005 Advanced Driving Magazine. We wish him well in his new post.

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Destructions

Christmas is upon us and we will all be receiving those things which our loved ones know we will never use!

I just hope that, when you do open your gifts, you have more luck than I did in following the destructions for my latest colour display monitor for the reversing camera on the 'cramper' van.

A selection:

'Never put this machine within certain box at your will or place it at too-oscillating place and under further severe collision.'

'Never extrude or frictionize this machine with sharp objects.'

'Never make the TV set under affection of moisture, dust or oil smoke etc. Environment.'

'Please wipe the machine cover, display screen and buttons with soft cloth dipped with little soft abluent.'

If anyone has any spare 'soft abluent' that they don't want could they let me know?

*Weave, wobble, oh sh*t, foot down AGAIN.*

As Advanced motorcyclists, we are expected to be able to control our machines to a slightly higher level than the majority of bikers, if only to pass the advanced test. At some point the examiner will want to see low-speed control, which might be through heavy traffic in a town centre or possibly whilst manovering through livestock loose on the road. Whatever the situation, the basic principals are the same....practice, practice, practice!

Most people can get on their 'bike and enjoy the days riding without too much thought, but can YOU ride at 2-3 mph with both feet on the pegs and not wobble if the need arises? Try it sometime, see if you can do it as well as you think you can.

The techniques are the same whatever the situation, and there are 5 basic rules:

1: **DON'T LOOK DOWN, LOOK AHEAD...**if you watch where the 'bars are going, it will worsen the weave. Like cycling if you look at the pedals, your centre of gravity moves, so you try to over-compensate and the loss of balance is enhanced.

2: **THROTTLE...**if you don't have the throttle open, like any engine , it has no power so therefore it will stall. A little over-revving will save the embarrassment of re-starting the engine every time you move off.

3: **CLUTCH CONTROL....**like the car, if you set off too quickly, you'll have to brake. On two wheels, braking takes away your momentum, which in turn reduces balance. A 'bike works like a gyroscope i.e. take away the movement and it wants to fall over, so balance a little throttle and the clutch, slipping it just at 'biting point'. That way, because you keep the momentum, you keep moving.

4: **REAR BRAKE ONLY...**remember what you were taught when you first got on a bike - back brake is the controller, front is the stopper. Pull the front brake at low speed, the weight will transfer forwards and you loose balance.

Use the rear and you are dragging the weight, so you won't stop as effectively, but it will be controlled. So, when you do have to stop, make sure your braking foot stays on the 'bike.

5: **PRACTICE....**find a road with a slight uphill gradient, or a quiet car-park and try, try again. Use the methods I mentioned above and you will suprise yourself how much more slowly/controlled/better balanced you feel, also more importantly, how soon your low-speed control starts improving!

Andy - Northern Route"



Pictures above taken from bcriders.com



Well done Raceways!

One dark morning last month I left home at 6.55 am on the FJR to ride my usual commute to Preston some 26 miles away. Ten minutes into the journey and I notice occasional puffs of white smoke in the rear view mirrors but the instruments read

Ok so I push on.

By the time I'm beyond Galgate on the A6 I'm really smokin' and the temp gauge is on its way up. So it's into the car park of the New Holly and kill the engine. In the dim light of dawn I can see the radiators dripping coolant from the right hand side and within a few minutes she's empty. Closer inspection with a torch reveals a flat spot on the fins - the radiators' been stoned.

It's now 7.20am and a call to my breakdown service assures me recovery within the hour.

This situation is a first for me so I'm sceptical but it's about 8.45am when the recovery vehicle, with the bike safely strapped on the back, leaves the car park in the direction of Raceways at Fleetwood.

Without prior warning of our arrival Dan willingly accepts the bike but can't promise a quick fix as half the staff are at the NEC Bike Show; can't be helped but my biggest problem was how to get back to Heysham kitted out in winter riding gear.

Fortunately there's a very nice man I know who lives not very far away.

Thanks for getting me home Frank but sorry to spoil your lie in.

A surprise phone call from Dan at Raceways 3 days later and the bike's repaired and serviced ready for the road. Fantastic! These guys really know how to look after their customers.

It's not the first time I've used Raceways and it won't be last. I can highly recommend their friendly, efficient and quality service.

Well done lads and thanks.

Phil Butler

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Becoming a Senior Observer



Taking the Senior Observer test may sound a daunting task so I'll share with you my own experience when I took the test a few months ago.

Having been a Qualified Observer with MBAM Bike Section prior to the formation of MBEAM I'd decided to have a go at becoming a Senior Observer during the summer months of this year. Shortly after my application form had been sent to IAM House I received a phone call from Graham Buxton, a Staff Examiner based in the Midlands. We agreed a couple of provisional dates so that I had the opportunity to contact my Associate at the time, Dave Watson, who fortunately was willing to take part on one of these dates.

Once finalised I set about planning and riding a suitable route noting hazards, speed limits and road types so that it met the required criteria outlined in the Observer Training Manual. I also included the route in Dave's guidance sessions prior to the one that we would use on my test.

Test day arrived and I met Graham after work one warm summer evening at Bilsborrow on the A6. My initial briefing from Graham was to make sure I fully understood what he was expecting from me, firstly as Dave's Observer and secondly when I gave a demonstration of Advanced Riding. Both parts of the test needed to be approximately 45 minutes in duration.

We then moved on to meet Dave at the pre-arranged starting point and after introductions I took over the guidance session with Dave whilst Graham looked on.

The linear route I had planned took us from Bilsborrow to Lancaster via Garstang and Cockerham, covering all types of road apart from a motorway. We had a short de-brief at Cockerham before going on to complete the route with a second de-brief before Dave rode off into the sunset on his gleaming VTX1800.

Graham and I then set off in the direction of Caton via the roads at Quernmore before heading back along the A6 via Lancaster town centre to our initial meeting point almost 3 hours ago. Now I know what the Associates must feel like as we Observers tag along behind watching their every move. Whilst dismounting in the car park of the Premier Lodge Graham thankfully told me I'd passed, what a relief but chuffed as mint balls. Another de-brief and a few more minutes informal chat and I'm on my way home.

What I learned from the experience was to plan ahead, know your route, know your theory and take charge of the 'observing' session with your Associate. It's all about good communication.

The Observer Training Manual has all the information you need and the Group pays for the test.

So if you're a Qualified Observer why not have a go?

My thanks to Dave for his assistance and Graham for his time travelling from the Midlands to put me through my paces.

Since my test Andy Griffiths has also been successful in becoming a Senior Observer, with Graham Buxton his Examiner.

Phil Butler

'A funny thing happened on the way to the Test Centre'

Things are starting to quieten down a bit on the ol' DSA front just recently, must be something to do with the weather.....still, I firstly must apologise for saying in the last Newsletter that the examiner is getting an R1150 GS - he is too short for one of those - it is the 850RT (I think)....no doubt sometime soon a pipe-smoking, Sam Browne-wearing, flat cap-sporting BMW rider will put me in the picture (or punch my lights out) for getting it wrong again!

Anyway, 3/3 test passes the week before I went on my European Tour last month.....very happy ex-customers all chuffed to bits, so I must still be doing something right. One of the lads was a quivering wreck as the examiner asked him at the end of the test 'what handling and balance differences would a pillion passenger make to the machine'.....6-foot 3 of Geordie quaking in his Alpinestars...most amusing (well, from where I was stood). When things quieten down more, I'll explain in full the test procedures from start to finish - it will make some interesting (?) reading for the more "mature" riders who did their tests in the good old days when the examiner ran from corner-to-corner watching the candidates on test, rather than as they do now by following on another 'bike.

"European Tour", I hear you murmur...."He didn't tell us he was going on a European Tour". Actually, we flew from Manchester to Zurich to meet my Father-in-law for the first time....quite an experience (just before take-off the plane reversed slightly, so I asked Zoe if it was the captain backing it into the catapult.....she didn't laugh either, but I thought it was funny). Really nice bloke, Sam, we all got on really well, especially as I cooked him a proper English breakfast every morning.

I actually didn't drive a mile/kilometer for the full 10 days we were there, so I had a holiday as well !!! Old habits die hard though, on one of the few occasions I was in the front of the car, I still managed to pull the hand-brake on when we stopped....it was next to my left hand.....that's my excuse and I'm sticking to it !!! Good news on the kit and parts fronts though, I bought myself a corking pair of winter boots whilst we were there, I've been using them constantly since we got back, not so much as a wet little toe! On the parts front, I managed to find a petrol tank for Zoe's li'l CM.....a note for the traveller, Switzerland is EXTREMELY bike friendly - a bike-shop in virtually every village or small town you go through. We saw loads of CM125's around, so when we asked in a John Deere (sorry, Harley) shop near where we stayed, his parrot bit me, then the owner directed us to a Jap-bike dealers close by who had one in stock. We went back the following day, 2 small dints in it and he was asking rather sheepishly for 40Francs (about £18). I ummed and aahed, then said OK, and

left grinning like a village idiot! Next problem - how do we get it home? Simple - in the suitcase!!! Logistics never bother me, clothes out and into rucksacks, gifts and presents into carrier-bags, Zoe's knickers as a bandana and off we went !!! I must admit, every time the tannoy sounded in the airport, I was half-expecting my name being called and having to explain to some machine-gun totting Swiss guard what exactly I was trying to get out of the country, or why I was wearing a frilly bandana !!!

Right, enough of my waffling, enjoy the rest of the newsletter and see you on the road.

Auf Weidersein... Andy - Northern Route

FBOS Competition

The answers were 1.....a • 2.....b • 3.....b • 4.....c

There was only one winner, congratulations to Paul Worden.

Regalia

DR Design have been retained to supply us with Regalia – for example, baseball caps; 'T' shirts; sweatshirts (politically correct ladies version would be a 'glowshirt' I suppose!); and fleeces. Other items (mugs; pens; key rings etc may be available later subject to demand).



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Code Breaker?

These questions are taken from the DSA's bank of questions for the official theory test which learners must pass before being able to take the on-road test. The numbers refer to the question number contained in the 'AA Theory Test – Official Questions & Answers' (ISBN 0 74953792 2). How would you do?

Answers at bottom of page

301

Braking distances on ice can be

Mark one answer

- A: twice the normal distance • B: five times the normal distance
C: seven times the normal distance • D: ten times the normal distance

282

You are riding on a motorway in a cross wind. You should take extra care when

Mark two answers

- A: approaching service areas • B: overtaking a large vehicle
C: riding in slow moving traffic • D: approaching an exit
E: riding in exposed places

268

On a wet road what is the safest way to stop?

Mark one answer

- A: Change gear without braking • B: Use the back brake only
C: Use the front brake only • D: Use both brakes

124

The legal minimum depth of tread for motorcycle tyres is

Mark one answer

- A: 1mm • B: 1.6mm • C: 2.5mm • D: 4mm

Advanced Tests

Just a quick reminder to all those taking their tests in the future.

The IAM does not notify the Group of a candidate's test dates; details of the examiner; or even the test result. If you want us all to know and you want to be invited to join MBEAM as a Full Member after passing your test you need to let us know.

Email or contact the Training Coordinator or any committee member and we will make sure that your result gets the publicity it deserves!

Fruitcake Recipe

Sample the whisky to check for quality.

Take a large bowl.

Check the whisky again to be sure it is of the highest quality. Pour one level cup and drink.

Repeat. Turn on the electric mixer; beat 1 cup butter in a large, fluffy bowl.

Add 1 teaspoon sugar and beat again.

Make sure the whisky is still OK. Cry another tup. Turn off mixer. Break 2 legs and add to the bowl and chuck in the cup of dried fruit.

Mix on the turner. If the fried druit gets stuck in the beaterers, pry it loose with a drowscriber. Sample the whisky to check for tonsisticity. Next, sift 2 cups of salt. Or something, Who cares? Check the whisky. Now sift the lemon juice and strain your nuts. Add one table. Spoon. Of sugar or something. Whatever you can find. Grease the oven. Turn the cake tin to 350 degrees. Don't forget to beat off the turner. Throw the bowl out of the window. Check the whisky again.

Go to bed. Who the hell likes fruitcake anyway?

- 1 cup water
- 1 cup of sugar
- 4 large eggs
- 2 cups dried fruit
- 1 teaspoon baking soda
- 1 teaspoon salt
- 1 cup brown sugar
- lemon juice
- nuts
- 1 gallon whisky

Liaison with Police

It is encouraging and rewarding for us to be involved with both Lancashire and Cumbria Constabularies in their approach to road safety on the biking front. Of course, there is only so much we can do from our side of things but positive developments are on the horizon in both police areas. We have assured Lancashire and Cumbria of our support in areas where they see we can be of value and we hope to continue to develop the liaison links we have forged over this and previous years. Both Constabularies value feedback and if MBEAM members have any then please free to use us as a conduit either by contacting a committee member or via the Forum at <http://www.mbeam.org.uk/forum/viewforum.php?f=27>

It is pleasing to see that the talents of both Mike Bentley and Ian D'Arcy (who have both been unstinting supporters of what we have been trying to achieve in North Lancashire and South Cumbria) have been recognised and are being put to good use by their respective Constabularies.
Road Safety can only benefit from their involvement.

Lancashire Constabulary

The meeting at Lancashire Constabulary's HQ on 26 October 2005 went off as planned and was seen as useful by those who attended. The official minutes can be found at <http://www.mbeam.org.uk/forum/viewtopic.php?t=142> but a summary of some points is included here. Ch Insp O'Gara stated that Lancashire Police had developed a new Road Policing Policy which would be introduced on 1st December 2005. She stated that there would be a greater emphasis on education and diverting offenders on to appropriate courses rather than prosecution. She added that certain serious offences such as drink driving would always be dealt with via prosecution, but for minor offences the police were looking to issue more cautions. She briefly outlined the work that had been undertaken in relation to speeding, stating that within certain parameters drivers were either cautioned or offered a place on a Speed Awareness Course as an alternative to prosecution. Ch Insp O'Gara concluded by stating that the police would continue to publicise where and when enforcement would be taking place.

Chris Gradwell (LPFRS) stated that he and the team were offering to visit bike clubs over the winter months and give brief talks on road safety and some tips on hazard perception and observations. He asked if representatives could let him know of any groups who would like a visit. Chris outlined ideas for a joint event with Cumbria which would be headed up by both Camera Partnerships and the respective police forces. The day would be primarily to raise awareness of biker safety and would feature talks, stands, mini-motos, as well as some slow speed manoeuvres training. He stated that the proposed date was Sunday 16 April (Easter Sunday). A venue would be sourced on the Lancs/Cumbria border possibly near Devil's Bridge. He asked the group for support with this event and to feed any ideas to himself or Linda Sanderson.

Chief Inspector O'Gara advised that the Ride Course had been developed by Lancashire County Council to divert riders into education for certain offences rather than prosecution. She stated that it will operate in a similar way to the Driver Improvement Scheme, in that the police officer would recommend the rider for referral to the course. The offences that would be considered appropriate for the RIDE course were currently being discussed and agreed. In answer to the question regarding the course being offered to other riders who may just want to improve their skills, Rob Winn (LCC) stated that this would be a decision for senior management once the course had been fully approved for implementation. He added that he did not see any reason why bikers couldn't pay to go on the course as this was an accepted practise with the Driver Improvement Scheme.

Mike Bentley informed the group that Assistant Chief Constable Griffin of Humberside Police was taking the lead nationally and that the secretariat for the BikeSafe Committee resided with Cheshire Police (PC Phil Edwards). Mike advised that there had been concern that this sort of 'training' should not be given by police motorcyclists as they were not qualified to conduct assessments. There were also significant differences in the way that individual forces delivered BikeSafe.

Mike stated that the new strategy seeks to standardise the way BikeSafe is delivered and to ensure national co-ordination of the scheme. The intention is therefore for Bikesafe to 'bridge the gap' between post DSA test riders (at whatever level of experience) and professionally delivered accredited training. The DSA have indicated their support for BikeSafe providing it leads to further training rather than replaces it and have stated that they may be in a position to provide assessor training to support BikeSafe staff.

The mechanism by which this would be achieved was currently being discussed but it had been suggested that bikers attending a BikeSafe Course would be issued with an assessment of their riding skills recommending further training with a registered provider. They would then have their certificate signed off once they had undertaken further training which would give them a discount for their insurance. In order to facilitate this a voluntary Accredited training providers register would be compiled. Ch Insp O'Gara stated that a number of issues surrounding bike safe would have to be considered by the force.
In view of time constraints, Cheryl stated that she would organise a further meeting in early January 2006.

Top 10 Travel Tips for Bikers Going Abroad

Are you planning a trip abroad for next year this winter?

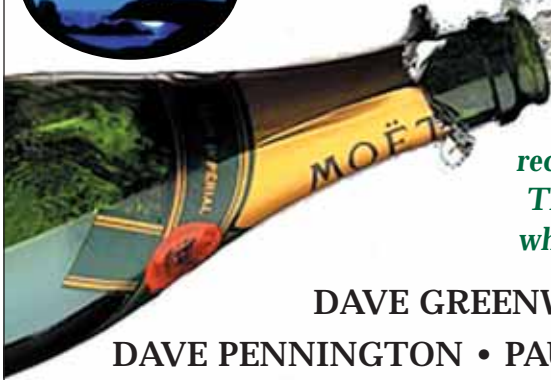
The tips below will hopefully remind you of the small things you may forget during the excitement of preparing for the off!

- 1- Service – Have your bike serviced well before your departure date to ensure that it is running smoothly and no problems can occur during your trip. Also make sure you have plenty of time left on your MOT and Tax, so it doesn't run out on holiday as this could invalidate your insurance.
- 2- Motorcycle Insurance – Check with your current insurance provider to make you are fully insured to travel within the EU. Also ask details regarding what happens if you have an accident or your bike is stolen during your trip. Its better to know what you are and are not covered for before you go away. Bennetts covers you in any country within the territorial limits of the EU providing your trip does not exceed 45 days.
- 3- Passport – Make sure you always carry your passport. This is not only useful to get back into the country but also required to register at many continental camp sites/hotels and useful to have if you are crossing a number of borders in your trip.
- 4- Driving Licence – Make sure you keep your driving licence with you at all times.
- 5- Vehicle Registration Document – All EU countries request that you keep the original V5 document with you during your travels for proof that the vehicle is registered to you. In France the police can actually detain you if you can't prove ownership of your bike.
- 6- Travel Insurance – Make sure you are covered to travel abroad. It is best to use the E111 form as a back up to your existing travel insurance policy.
- 7- Form E111 – This form is available at most Post offices and is useful to have if you are taken ill abroad and need treatment. Always best to take a couple of photocopies with you as if you are treated for illness a copy will be retained and you may need treatment again.
- 8- Travel/Breakdown Cover – Check with your current breakdown cover provider that you are definitely covered to travel abroad and exactly what the policy covers. The last thing you want to do is travel abroad, break down and not be able to get your bike back to the UK.
- 9- GB Sticker – Your bike must display a GB Sticker when travelling abroad. Modern number plates tend to have the EU marking on and are accepted in all EU countries instead of a GB sticker.
- 10- Mobile Phone – If you plan to take your mobile phone with you check with your mobile phone provider to make sure phone calls can be made and received abroad if necessary. Always ask what the charges will be for the country you intend to travel in so that way there are no surprises when you come home to your bill!

Other things to look out for:

- Camping Card International – If you're planning to go camping whilst abroad, Camping Card International might be a valuable investment as you receive good discounts at many campsites and tourist attractions. The card is valid for a year and can be obtained from the RAC or the AA.
- Always carry spare light bulbs
- Continental Adapter – always handy to keep with you to charge your mobile phone or other electrical items you may carry with you on your journey.
- Tie Downs – Always useful for the ferry crossing to ensure your motorcycle is secure and not going to move.

Congratulations



...to all those who have recently passed their advanced test. Thanks again to all the Observers who contributed to their success....

**DAVE GREENWAY • GARY KILLIP
DAVE PENNINGTON • PAUL WORDEN • KARL YOST**

We also welcome Paul Worden, Karl Yost & David Greenway as Full Members of our Group

Welcome to our New Associates

New MBEAM members joining us are extended a very warm 'bikers' welcome!

*Phil Bowker
Kristian Cann
Craig Lowe*

**And a Special
Congratulations Goes to...
'Andy Griffiths'
who Passed the Senior
Observer Test Pass**

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We are always on the lookout for articles to include in your newsletter. Please consider sending a contribution to ***newsletter@mbeam.org.uk***

Help us broaden the content and ease the burden on the regular contributors.

*Jokes, Biking Tips,
Bad/Good Roads etc
Send it to us!*

The views expressed in this newsletter are not necessarily those of the Editor, the Group or the IAM. Any complaints should be forwarded in writing to the MBEAM Group Secretary

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