



Morecambe Bay Estuaries
Advanced Motorcyclists

THE RIGHT LINE



We are the local bike group of the Institute of Advanced Motorists
Visit our website to find out more about us and to join: www.mbeam.org.uk

Welcome !



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Estuaries
Advanced
Motorcyclists

We are the local bike group of the Institute of Advanced Motorists (IAM)

By joining us you can participate in the "Skills for Life" training programme which can lead onto Membership of MBEAM and of the IAM.

Successful training leads to better roadcraft and safer riding.

We also offer regular meets, social events (biking and non-biking), ride-outs, meals, long and short break biking holidays, full day rides to specific attractions.

See our "Contact Us" section on Page 18 for details of our web site and Committee e-mail addresses.

Congratulations on passing your test

- Stewart Foster
- Dave Brown
- Les Biles
- Paul Noble

Chairman's Bit

Angela Young

Christmas greetings to you all!

The weather of the last couple of weeks will probably have confined the bikes of even the most hardy members to the garage. But no doubt as the snow and ice recede the ACF spray will be out and the bikers will return to the roads. I confess my baby beamer is still tucked up and happily connected to the trickle charger, it will take more than the joys of heated grips to get me out for a while. I have turned into a softy. Looking through the catalogues it amazes me how sophisticated the cold weather gear is becoming, it seems you can get pretty well every bit of clothing heated, though it must be a bit tricky if you need to get off the bike in a hurry!

I read with interest Joe Hurst's post on the Forum about the results of research at Not-

tingham University on the effects on rider training and bike safety. The final quote on the post is:

"This is real cutting edge research and the hazard perception results, in particular, have shown that advanced riders were quicker to identify hazards and had a greater awareness on their responsibility to themselves and other road users."

This is the essence of our task as we promote road safety and advanced training for bikers and it is encouraging to have fresh scientific research confirming what we have known. We have a long way to go in getting the message out there and it is our hope that in 2011 we will be even more effective in recruiting and training new associates and developing the skills of members.

There is still time to book in for the MBEAM

New Year dinner at the Keys, Hest Bank on 29th January. Just add your name to the post on the Forum. I look forward to seeing you there.

Cafe recommendation:

Cross View Tea Rooms Richmond. We had lunch here after our tour of the Altberg factory. Good food and friendly service with a view of the market square.



Events

During the season we meet twice a month from April to October and once a month during the off season.

Venues:



Staveley
Wilf's Cafe
Mill Yard
Staveley
LA8 9LR



Lancaster
Cafe
West Quay
Glasson
Lancaster
LA2 0BZ



Broughton
The Square Cafe
The Square
Broughton-in-Furness
LA20 6JA

The Sunday meetings commence from 10.00 and frequently we depart at 11am on an ad-hoc ride out. Please read postings on the Forum for any suggested ride-out routes.

The ride-outs and trips organised by the Group are open to full members and associates.

Non-members by invite only – just email one of the committee.

Details of the events will be posted on the forum as they become available. Events are all on a Sunday unless shown otherwise.

Committee Meeting
Wednesday 12 January - 19:30

Kendal/Staveley Meet
Sunday 16 January - 10.00

Committee Meeting
Wednesday 9 February - 19:30

Kendal/Staveley Meet
Sunday 20 February - 10.00

Committee Meeting
Wednesday 9 March - 19:30

Kendal/Staveley Meet
Sunday 20 March - 10.00

Glasson Meet
Sunday 3 April - 10.00

For full details the above events and more see the forum:
www.mbeam.org.uk

The forum can be found on a link from our homepage at www.mbeam.org.uk

A visit to the NEC

by Clive Pollard

Well it was that time of year again when Graham & I had our annual pilgrimage to the NEC for the bike show (now known by the snappy official name of "Carole Nash Motorcycle Live 2010").

As a show it seemed to me to be much better than last year with all the major manufacturers having a stand (as well as some that I had never heard of). Interestingly they seemed to have spread the manufacturers around the halls with the smaller stands interspersed. This meant that whenever I said - where is the xyz manufacturer stand then Graham's route always seemed to involve a trip past the lovely ladies on the Carole Nash stand.



The Stelvio looks even wider than the GS!



KTM Adventure in Traditional colours

Anyway, moving rapidly on lest I offend the growing number of lady riders in the group! In the past 12 months, for a number of reasons, I haven't done as many miles as in previous years and given the current weather conditions this isn't going to be rectified any time soon. However the GS will be ready for its first MOT and a 24,000 mile service in the spring. This set me thinking at the show - what next?

Of course you see the problem - the GS is such a brilliant bike but what do you replace it with? This is my second GS but do I really



KTM 990 SMT in non KTM colours

want another - yes they have upgraded the engine but is it really enough to make me want to change? Also I am at that age where I feel that I am becoming a bit of a stereotype - you know, ageing rider (a particular milestone having been passed this year!), IAM member, hi-viz, BMW bike etc. So where does that leave me? I certainly don't want to go back to a sports bike because I enjoy the upright position on the GS as well as the wind and weather protection.

The bike show therefore became a shopping ground for potential candidates outside of the BMW stable. The obvious contender and one that I looked at this year is the new Multistrada from Ducati. On paper it certainly ticks all of the boxes and will be in its second year in 2011. However it seems that the cam belts need changing every 15,000 miles so the cost of that service is about £500. I have owned Italian bikes



The Multistrada seems to fit!

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Northern Route

A funny thing happened...

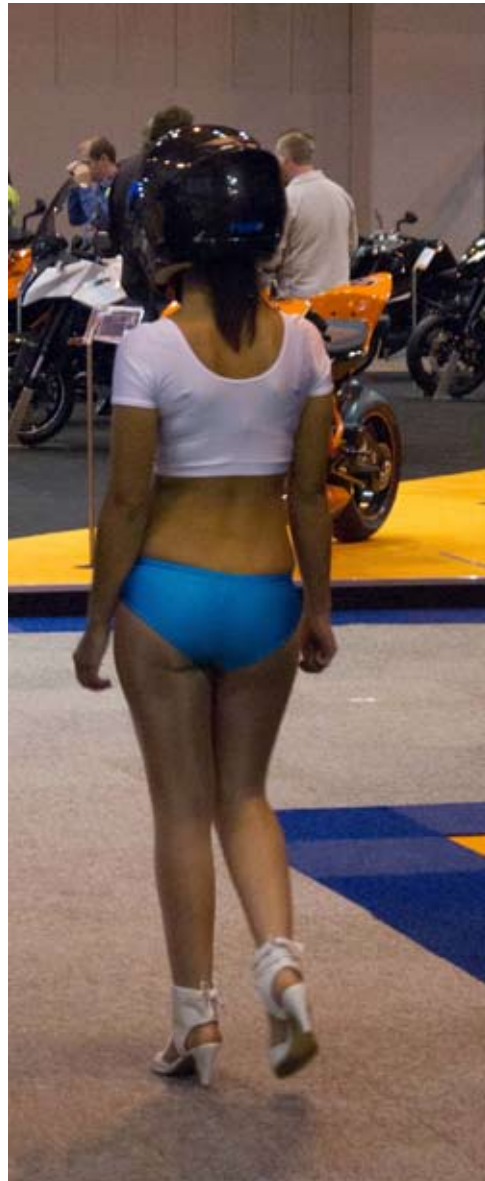
before so I know that they are great on style but what about reliability? Next was the Moto Guzzi stand with their GS competitor – the Stelvio. I have always had a soft spot for Moto Guzzis but never actually got around to owning one - I think that it is the engine configuration that I like. Of course they are Italian and I love pasta and pizza but what about the reliability of the bike? It is interesting that both the Stelvio and the Multistrada are in BMW territory when it comes to price.

Where else to go – well of course there is KTM – you know, the guys who turned down Ewan and Charley. I had a test ride on the Adventure about 18 months ago and was certainly impressed by the engine / gearbox combination which made the bike feel quite nippy with easy brisk overtakes. My friend Alastair was test riding the KTM SMT which is another possible contender (he eventually chose a Moto Morini – but that is another story!). Of course I know you are all going to ask me why not include a Triumph Tiger on the list? Quite right, it should be there.

The other consideration is the location of the nearest dealer. Living in Milnthorpe seems to mean that everywhere is going to be a bit of a hike – but then so is Southport. I can see that I am going to have a busy winter doing the research and a busy spring doing the test rides – I'll let you know how I get on!

Of course I had to take some pictures.....

Clive



OK I've found my helmet - who nicked my leathers?



Well, m'dears, that time of the month already.....as usual loads to report, so I'll save the niceties and ram on.....

Charley's had his first accident! Not my doing I hasten to add, the GS was reversed into by some dizzy bint who'd abandoned her car outside my office right in front of the 'keep clear/access required 24 hrs' signs. The most annoying part about it - other than there was plenty of room for her to get out - was that she walked past the bike to get to her car. She then bugged about with her mobile for 5 mins, put it down, selected reverse and then wallop - straight into it.....then she had the audacity to tell me she forgot it was there!

Anyway, details were exchanged, by the Monday morning her insurance company had been in touch, I had a 1200 Bandit for 10 days whilst the Beemer was repaired by Graham and now it looks like new again. Luckily, I'd fitted engine bars the week before, otherwise it'd been a lot more expensive as she hit them rather than the left hand pot, so it was scuffs and scratches to the plastics more than anything else.

If any GS owners want some panels etc and you're not bothered about the odd scuff, give me a call.....otherwise the parts'll be on

eBay in the next couple of weeks.....

As the more observant of you'll have realised, I now sign out with 'DIA Dip' after my log-in....correct, I passed the course during the last week in November with a Distinction and rolling average of 95%. The course was over 5 days of theory, classroom presentations, instructional ability and commentary demonstration rides...pretty full on to say the least.

The instructor of our group - Mike Addison - was an absolute star, especially when he did the 'role playing' part of the candidate, giving us every possible scenario from born-again ex-Squadron Leader to sex-pest (can I say that?) and to say the least, some of his roles were hilarious....a little too close to some of my ex-pupils for comfort! I've certainly got a few pub stories to tell about the week, also some of the other guys on the course had some great stories of past experiences, so all in all it was a real mix of characters.

As we were piloting the course, we didn't have to pay but still got the qualification, having said that when it goes 'live' it'll be in the realms of £500+ if Joe Public wants to do it, so I'm not sure if there'll be many takers.....still, it's another certificate for the office wall and more proof that I do know what I'm on about.



Gary was running NR HQ whilst I was away (I stayed in Preston at a Premier Inn instead of commuting 90 miles a day), so things carried on ticking over nicely - 3/4 Mod 1 passes so now I'm waiting for the weather to change before I book a test day for the Mod 2's. As I type, it's snowing AGAIN at the moment, I'm bloody sick of the stuff already! The last time I rode a bike was to get to the office last Saturday, the night after the first fall.

Second gear slipping the clutch virtually all the way round town....the gritters hadn't been out and the bits they had done they might as well have not bothered - probably the same where you are. Anyway, Charley did me proud and didn't lose it's footing once but needless to say I've a great pic on my phone of the bike outside the office.... snow all around and none on the bike except where it should be - on the tyres ;-)

Tell ya what though, I'm sick of the amount of idiots I've seen driving around over the last couple of weeks with a 'letter-box' shaped clearing on their windscreens - one bloke was about to leave the road opposite like that when it was a really hard frost one morning....that is until I walked out of the house.

I presume he thought I was one of Marc's colleagues - hit the hazard lights, jumped out and proceeded to clear the rest and his two side windows as well. I heard from the local filling station attendant that the Police are stopping people from now on if there's more than an inch of snow on the roof of the cars....to the tune of the usual fine and 3 points! Too right - if that lot lands on the windscreen they'll see nowt....except blues in the rear-view mirror! We've all seen them doing it and it's about time something is done...especially if they're on a mobile at the same time.....yup, I've seen it.....

Remember in the last newsletter I mentioned the lad whose Mod 1 was the day before his Mod 2 after it'd been cancelled due to the site being waterlogged? Well, he passed,



as did 3 other candidates in Kendal and another 4 in Barrow, so I've had 100% pass rate for November. The 'independant ride' section of the test that was brought in at the end of October hasn't affected the test that much, and as I said to one of the examiners when we were talking about it, the bike test has been doing that for years, especially at high speeds or if the batteries go flat. Modern technology might be good but even DSA's radios aren't infallible, but in certain areas that are flat-spots, nothing rarely works as it should....

Righty-hum, enough from me for now, elsewhere should be the first installment of 'Herbert's Adventures in Ireland '10', so I'll let you find it and have a chuckle.....if you do as much as we did on the run have some Kleenex ready.....see y'all in the New Year - Have a good 'un!

Should Auld Acquaintance Be Forgot
Andy - Northern Route
DIA Dip"



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Herbert's Adventures

in Ireland 2011 Part 1



Well.....what a hoot...from the second we planned it 'til the second we got back.....comfy knickers on? Then I'll begin.....Once upon a time.....sorry, wrong audience....it started the day we got back from the rip last year - we decided it was going to be an annual event, as soon as we could this year we booked the tickets, the time off work and the run was ON !!

Also this time, Stu and Dave said they'd definitely make it, so instead of last year's 3 Amigos, it was going to be the Famous Five....I contacted a mate of mine who designs/prints stuff, sorted the t-shirts with call signs on the back, an evening was arranged for a pre-run meeting including maps and routes.....so we were organised...or so I thought.....

Trace/Power Ranger/Rent Boy couldn't make the meet as he had custodial duties, but the rest of us met up at my house one evening in August suitably armed with red wine, olives, cheese (see, I'm not as uncouth as you lot think I am....) oh aye, and Cider... Stu's tippie. After much craic and nibbling, we put the map on the table and started planning the route - more miles this time due to a longer break - Bushmills (of course)

then Antrim for a night, Donegal, Galway, Limerick (Munster were playing at home), Birr to catch up with another mate of mine, County Wicklow to see some of Dave's relatives, Navan for the final night then home.... well, that was the plan....

The Ts arrived a couple of days before we set off.....only Tank (Marco) and Rent Boy's sizes had been mixed up - small and extra large the wrong way round - Tank's was like a girlie skinny-fit and Trace's was like a marquee....chuckle number 1! The others were okay, so were distributed accordingly....until Dave had to back out due to a frozen shoulder. He'd had physio but still couldn't get it sorted so we were now the Fantastic Four.

Anyway, the rest of us met up in the usual lay-by at the rugby club in Kendal at 06.30 and off we set. I wanted to take the XJR but I couldn't get it exactly as I wanted it, so Charley being in my possession for 3 days was the steed. We had the best run ever to Cairnryan, including a fuel stop at Todhills it took us just under 3 hours to the port. On arriving, Stu (Ginger Whinger - GW from now on - I'm not typing that lot every time....) asked Tank what'd fallen off his bike - "Nothing - why?" was his answer...."Well, something blue nearly took me 'ead off about 30 miles back" was the retort. As it happened, the anodised tax disc holder

was the culprit, apparently it bounced off the road at about 60mph, GW ducked and it nearly got RB also...so the craic started....

The boat was on time, the breakfast good, the jokes unrepeatable in polite company and as we landed at Larne the sun shone on the righteous! Wonderful weather as we rode up the coast, a brew in Cushendall then up to Bushmills for the purchasing of the good liquid and the distillery. RB stayed with the bikes (not a Whiskey fan) as we did the tour, then over to Paddy's in Antrim for night No 1. Fed and watered, his mates arrived and all was well with the world - the dogs got under everyone's feet, the beer flowed, next door's Akita was petted over the wall, more dirty jokes were told then as it started to get cold, snore called. RB and T in the caravan, GW in the double, SN (me) in the computer room...ahh bliss....oh aye, and Herbert the orange was 'placed' in T's pack for the tax disc incident....

Next morning, we woke to again glorious weather. Brekkie consumed, bikes loaded and away we went. The plan was to cross Lough Foyle at Magillan via the ferry, into Donegal county then down to the town for the night - it worked!! The ferry was little more than Windermere's, but it was running, so we arrived in Eire just after 2pm. A quick fuel stop in Muff (yes that is the name of the town), then onto the N56 outside of 'Derry which is the coast road around the county. We all enjoyed the run/scenery except RB - that road was not designed for an R6...apparently certain parts of his anatomy were twice their normal size and in his throat.... we got rooms in the same place as last year and 'sampled' the town's hostelry after a great feed in a restaurant.

The following morning, T, GW and I had a wander round the bay and the castle, then mooched up to a craft centre just out of the town to look for presents for our respective significant others. RB still doesn't appreciate Irish 'hospitality', so he stayed in the B&B whilst we did the touristy bit.....and

Herbert shape-shifted. As you can imagine, orange isn't a popular colour in Eire, so we bought a laughing leprechaun cuddly toy on our way back to the digs...and left him with RB whilst we went for a run later on that afternoon. As we couldn't find anything for the girls earlier, I suggested a ride up to Be-leek pottery for gifts etc, which was agreed by the other two (RB was still 'not well'....), so we geared up and set off.

The plan was to go the long way round (not that one) Lower Lough Erne, up to Enneskillen then back along the north side to the pottery and return to Donegal after spending lots....ooh no, that would be too easy....about half way along the outward route, T got a bad case of vision fixation on a sweeping right-hander, panicked and went grass-tracking on an ER5...not a good idea! His options were: i) make the bend, ii) follow me and make the bend, or iii) fixate on the bend, fill his nappy, grab the front brake and narrowly avoid a tree about 4 feet up a grass banking, fall off and break a collar bone...yup, you guessed it, option iii) was taken! It sounds/reads worse than it was, but consequently an ambulance was called, locals helped arrange everything including storage of the bike until we could organise its road-worthiness....all was sorted except the paramedic's hearing when they gave him an injection in the ambulance - I was on the other side of the road but it sounded like he was next to me....I dunno, some people'll do anything to avoid spending money....

Okey-dokey, if I carry on I'll fill the newsletter, so tune in next time for the second thrilling installment including the Irish nurses, fingers and toes check, T's whingeing, how an ER5 should be ridden, Belfast city and how GW and RB gelled....not like that, just wait and see.

"Safe home" as they say across St George's channel...

Sat Nav"

Contact us!

Help us broaden the content by sharing your experience

- Jokes, Biking Tips,
- Road and Ride Reviews
- Bike Reviews
- Accessory Reviews

We're always on the lookout for new stuff for the newsletter, whether it's interesting facts, experiences, reviews or opinions, send them in...

The views expressed in this newsletter are not necessarily those of the Editor, the Group or the IAM.

Any correspondence should be forwarded in writing to the secretary:

MBEAM Secretary
PO Box 216
Morecambe
LA4 9BE
www.mbeam.org.uk

Not a member of the FORUM?

Then why not follow the link on the web site and join for access to current MBEAM information and other members?

Let's be safe out there!

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