



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](http://www.mbeam.org.uk)

# Welcome !



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Morecambe  
Bay  
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 14 for details of our web site and Committee e-mail addresses.

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## Welcome to MBEAM

- Phil Natusch
- Michael Blackledge
- Ailsa Bunch
- Phil Golder
- Helen Dixon
- Ray Dalton

## Congratulations on becoming a Senior Observer

- Frank Wood

## Congratulations on passing your test

- Sarah Galvani
- Darren Williams
- Ian Barrie
- Barbara Wyatt
- Martin Dixon
- Steve Newby
- John Clark
- Bill Lennox

# Chairman's Bit

Angela Young



As I write this the wind is howling and the rain lashing against the window, an everyday story of life in Morecambe this summer/autumn. It feels far too soon for the biking season to be drawing to a close when summer hardly seems to have got started. But I know there are hardy members out there who will continue to brave the colder weather.

We have Associates who have recently signed up and our hardy Observers will be out on the road with them whenever possible. I remember one of my sessions when Clive had us turn round from a high level road as his frost warning was flashing. We learned a useful wet weather tip, I think from Bob, on the Ireland trip. I didn't realise that Gore-tex technology causes moisture to move from warm to cool, so if you use heated grips in wet weather Gore-tex gloves will draw the moisture in. The gloves can be effectively dried by holding them open under a hand drier – there were some strange looks at the Dublin ferry terminal as the guys queued up to blow the hot air into their gloves!

I led my first ride out in September, a scary experience. I was surprised that some of the roads

to Tan Hill and beyond were new to a number of riders and pleased that they enjoyed them as much as I had whilst doing the recce. The breakfast in Thwaite went down very well too. Talking to other IAM folk at the conference this weekend I think we have a particularly high standard of food and brew stops – no prizes awarded for that though! I am sure there are other many other routes in the area that are new to a lot of us. If you have a favourite please get in touch with Frank as he is already putting together next year's programme and always welcomes fresh ideas.

A cafe recommendation this time is at the Lead mining museum at Kilhope in Weardale. Simple fare, great homemade cakes – the date slice is delicious and the portion so large it would sustain you for a whole day! The entrance adds interest to a ride as you have to go through a ford – in which this time we all managed to stay upright! We plan to visit again next year with the option of doing a tour of the lead mine.



# Events

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



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.

The forum can be found on a link from our homepage at [www.mbeam.org.uk](http://www.mbeam.org.uk)

Staveley Meeting  
Sunday 20 November 10.00

Staveley Meeting  
Sunday 18 December 10.00

Committee Meeting  
Wednesday 11 January

Staveley Meeting  
Sunday 22 January 10.00

Committee Meeting  
Wednesday 8 February

Staveley Meeting  
Sunday 19 February 10.00

Committee Meeting  
Wednesday 14 March

Staveley Meeting  
Sunday 18 March 10.00

For full details the above events and more see the forum:  
[www.mbeam.org.uk](http://www.mbeam.org.uk)

## Full Member Refresher Training

At a recent Senior Observer meeting it was decided that Full Members are to be offered on the road refresher training.

It may have been a few years since you passed your Advanced Test so an informal riding assessment based on current practice and tips on Group Riding may be of benefit.

Feedback will be given and if there be any areas for improvement you will be advised on how to restore your riding ability to the required standard.

These refresher rides are FREE (apart from buying your Observer a brew ) and will be conducted by a Senior Observer who has been tested by an IAM Staff Examiner.

Contact a Committee Member or the Training Co-ordinator to arrange.

# Westmorland

## County Show

On September 8th we joined forces with KASLAM on a stand at the Westmorland County Show at Crooklands. In spite of the rain and liquid mud we had a successful day. There were a number of useful conversations, packs handed out and details taken. There were several who returned after visiting the stand last year. One signed up on the day, much encouraged by his wife! It was good to be here with KASLAM and present the road safety message on a united front. It was interesting to talk more to family groups than one would meet at a bike shop event. There is an enthusiasm in families for Dad, husband, son, brother to be a better, safer, happier biker! I hope we will be able to return for next year's show.



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# Northern Route

A funny thing happened on the way...



Wow - what a summer (if that's what you called the weather...) - busy, busy busy! Test passes galore, Lancaster's taken off big time, caught up with some 'old' friends, I've become an allotment widower and I've had to buy a new bike... intrigued?? Read on and I'll explain...

I must be doing something right against the odds with the good ol' DSA, not had many fail either Mod 1 or 2 recently....having said that, the daftest ones I've had have been really daft - one lad was asked to do the emergency stop....only he didn't! He pulled up next to the examiner rather than in as short a distance as possible, but couldn't get his second chance run as he'd hit the speed requirement. The other clown on his Mod 2 decided a safe place to stop way in a bus stop - the goon then said he thought he could pull up there - my answer was, "You can - if you've got another forty-odd f\*\*\*ing seats behind you"! As you can tell, I wasn't impressed....still, they'll be back - hopefully with a bit more logic next time.

Now then - Lancaster.....it's really taken off down there, I've had some really good test results from the guys and girls in the town, on average 4/5 passes on Mod 2's which are still being held at Sugham Lane (commonly known as the 'shed'). To say the waiting room is 'compact and bijou' is an understatement - six chairs, two tables and a loo that a tall/large person would struggle

to use just about sums it up for those who've never had the pleasure. Anyway, Salt Ayre's working well, all the dealers are morethan.com.fortable to have me in the town, getting loads of calls from the area.....geez, if it carries on I'll be recruiting more staff....any takers? :-)

I recently got an email off one of the guys that's still a member of the Salutation MCC, the club I rode with that was originally based in Amble-side. I went to one of the meets about four years ago when there were four of the original members there, myself being one....this year I was the only one. Still got the t-shirt (and it still fits :-), caught up with some old (and new) faces and I tell ya what, it was like I'd never been away. Soon the craic was flowing, caught up with some familiar faces, got buried in one as well (Thora), had my pic taken...well the tee did...then all too soon t'was time to leave - duty called the following morning, so I had to say my farewells and head off into the night. If you get bored on one of the long winter nights, check out [www.salutationmcc.com](http://www.salutationmcc.com) and have a look for yours truly....yup, there's a couple of mugshots on there.....

Since I've been so busy over the loosely termed 'Summer', I've become a widower.....to Zoe's allotment! Yup, she's gone all Monty Don/Alan Titchmarsh/Hugh Fearnley-whotsiface on me! The amount of times I got text messages saying she was up there I thought she had another man hidden in the shed.....not the case I hasten to add, but I tell ya what though, veggies taste

a lot better when they're home (?) grown. I must admit I did my 'time' up there also, I got the interesting jobs to do - drop the old shed and lay the base for the new one, build the raised beds, take the strimmer and tidy the grass....I have to very quietly say I didn't mind though, it made a pleasant change and was an excuse to get away from the office. There's only so many Poles you can try to explain how the licencing system works over here before you start losing the will to breathe, especially when you get a telephone call and they start with "I want to learn motorbike"....

Talking of bikes, Charley hasn't gone but I've bought another to try and keep the miles down on the GS - it's now reading 35 1/2k after being in my ownership for thirteen months. This one's a Kawasaki ZR7S, not a comfy, tall or grunty as the Beemer, but a lot more forgiving around town. As soon as I got it, I checked it over, replaced the brake seals and pads, put a decent tyre on the back (stay away from Maxxis rubber - read 'Japanese hula hoop') as I almost had a couple of brown-out moments until I changed it, but now it's a pleasure to ride....oh aye, and I've already sold it! Marco/Tank of Herbert Run fame saw it, his eyes lit up (well opened...), he disappeared off up the car-park on it and when he got back asked me when it was for sale! I told him next spring when I find another to replace it, so if anyone has a reasonable 'hack', give me a ring next March - I could be interested.....

A bit of a short one this time, dear reader, but elsewhere should be the first thrilling installment of the Northern Route tour of Ireland - yup we made it there and back without mishap this time, but it got me thinking....I know the country so well (probably better than my own) that I'm toying with the idea of running some guided tours over there next year - any takers? I'll be doing a couple of 'dummy' runs over the next couple of months, got a few contacts/B&Bs already lined up and I'll also be putting a page together for my website advertising the trips, so if anyone fancies doing a pilot run, feel free to come along.....although it will mean riding in crap weather, so I guess all you wusses that've taken your bikes off the road already won't be



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# IAM Annual Conference

2011 - By Angela Young



The Annual IAM Motorcycle Conference was held at Warwick University on 9th October. There were about 130 delegates from the 8 regions across the UK along with head office and regional staff. We were addressed by the Chairman Alistair Cheyne and Chief Executive Simon Best. Since his appointment, Simon Best has been working hard to sharpen up the organisation, increase its efficiency and effectiveness and to develop strategies to take it into a successful future.

The bulk of the day was spent in 3 interactive workshops. The first of these was to look at the proposals for and offer views on the development of Observer qualifications. Currently the standard across the regions and groups varies tremendously which is cause for concern. The proposal is to have an externally validated training programme for Observers and Senior Observers. From our perspective, looking at the Group's high test pass record, this will probably mean little change from what we do already, but it will encourage us to maintain our current high standard. The changes are going to be

piloted in 2012.

Our 2nd session was spent looking at marketing. Very interesting statistics were presented looking at the difference between the providers and the users of a service. Basically the providers tend to think they are doing much better than their consumers do. Again this gives us a challenge to look at what we offer and the way in which we offer it, so that we can be more effective in presenting the message and meeting the needs of bikers in the area.

The 3rd session was an entertaining interactive session on the role of 'trusted advisor' as opposed to 'salesman'. This was a very useful and instructive means of showing how to be on a recruitment session, the 'dos' and 'do not's'. For some a much easier task than for others (I am definitely in the 'others' category!)

It was good to spend time with other delegates over coffee and lunch swapping stories and ideas. The impression overall was of a number resistant to change, satisfied with the way things had always been. But it is abundantly clear that if the IAM is to survive and develop, change is inevitable. I hope we as a group we will be flexible to adapt to changing times, increase our effectiveness and still have a great time biking together!

# Night Riding

Philip Butler



Unfortunately long summer days are now behind us and the lack of daylight makes the thought of riding in the dark less appealing. For those who do use their bikes all year round, either through necessity or pleasure, some consideration is needed if you have to ride in the dark.

The main issue will be lack of visibility both for rider and other road users. If they can't see you then you could be in real danger.

A bike has a relatively small profile when viewed from the rear with often only a single red light showing. When following other vehicles try and move your road position so you don't blend in with their tail lights. Wearing hi-visibility clothing will create an outline of the rider but bear in mind that a top box or rucksack will reduce this outline. Reflective decals on panniers and top box will create additional outlines and if you carry a pillion they should also be suitably attired.

For you to see your headlights must work, including main beam, and be adjusted correctly with clean lenses. You could also consider upgrading the bulbs to the ones with a brighter specification.

Use main beam whenever safe and respect oncoming traffic. If you are dazzled by oncoming vehicles don't retaliate by switching yours on, slow down and look away from the offending beam of light. Clean your visor and check for scratches, use a pin lock system or insert to

help prevent condensation and misting in the cooler night air. If you go out for the day and use a tinted visor, carry a clear replacement or fit the clear one before you set off. Once darkness falls a tinted visor could be illegal as well as dangerous.

You may have to adopt your riding style as the distance and quality of what you can see will be reduced. Pot holes and other road surface problems may not be as obvious until it's too late to avoid hitting them. On unfamiliar roads it may not be obvious which direction the road takes so you may have to ride slower bearing in mind that your headlight doesn't turn with the front wheel so the beam of light on sharp bends may be pointing in a different direction to your line of travel.

Riding slower leads to another problem in that following vehicles could catch you up. So it may be beneficial to apply enough pressure on the rear brake pedal to illuminate the rear brake light when slowing further for bends.

On country roads wild life, particularly rabbits, can be stubborn enough to freeze as you approach so be prepared to take avoiding action.

Night riding can be a strain on the eyes over long distances and the ability to stay focused and alert diminished. So take a break and park up somewhere safe. Have a brew and get warm if possible.

It doesn't sound like much fun but with the right preparation and mental attitude a ride out on a clear crisp winters day needn't be rushed if you're confident of Night Riding.

# NR Does Ireland

Not like that - read on...



Well guys, time to put fingers to keyboard once again and tell y'all what you missed....t'was a couple's run this time, the only couple were Zoe and myself! Marco and Trace couldn't, Kat and Dave didn't, so 1st September Gallon Gob (herself) and Garmin (myself) left the Auld Grey Town at the usual time heading for Cairnryan....

Including a fag-stop, we made it to the boat @ 09.40 after leaving Kendal three hours earlier. A great run up, the weather was on our side, Charlie despite having everything strapped/packed aboard (including GG's hairdryer.....) didn't miss a beat but when we got there, for some reason the Harbour police were searching virtually every vehicle. Yup, I even had to open the top-box and tank-bag whilst herself was literally 'frisked'! Never did get to the reason why, but we sailed on time and arrived in Larne two hours later.

This time we took a different route from the norm and headed through Belfast then south around the east coast. The first night's destination was Strangford, a place oft written about but not an area I'd been to previously. GG hasn't had a hol for the last couple of years due to knee ops, so when I showed her the place prior

to setting off, "Yes please" was the response.... and what a place! The A2 isn't a road I would advise unless you're riding a GS (read shite), but when we got to Portaferry on the far side of the lough, you could see it was a typical Irish village - awesome hospitality/beer/people and the food! Check out the Seafood Platter served at the Cuan, the hotel we stayed in! It was fairly expensive but worth every penny, so the first night set the tone....full of food, beer and cheer as we headed off to snore....

The following morning we left @ 11am and again followed the coast. Warrenpoint, Dundalk (where a very kind barber let us use his car-park for free), then into the second night's destination, Navan. I think I'm spending too much time over there because the barman recognised the bike and myself from last years run. "Andy - howareya" says Ronan.....needless to say, beer and craic were had with himself before we headed into town for food. I took GG to the restaurant where we had the 'last supper' last year and she loved it...the only problem was when we got back to the hotel, the local village idiot (I kid you not) took a liking to us - there was a band playing and he wanted to dance with everyone...us two included! Still, he was harmless (and by the end of the night legless too) so a good time was had by all, especially himself....

A top tip to the traveller....buy an up-to-date

map before you set off! On day three we set off for Waterford.....only to find the 'scenic' route had been replaced by a motorway!! I did detour off following the signs for a services, only to find ourselves in a place called Loughlinbridge..... think 'Irish equivalent to Deliverance'....you could virtually hear the locals licking their lips.....a filling station, hotel and the road out....guess which one we took? Correct - at a great rate of knots! Still, a couple of hours later (after passing the Magners brewery....) Garmin got us exactly to the hotel within 20 mins of getting into the city. It's certainly beautiful, very clean and loads to see and do but it was f-expensive! Having said that, there was a free open air festival going on not far away from our hotel - we didn't venture in but could hear the music from our room, so it was like being there but not....

So far the weather hadn't been too bad.....but when we left the following morning and started heading up to Birr, the wind started to pick up.... bit showery but until then we'd only seen a bit of rain the day before - tail end of Hurricane Katrina I think...regardless of the weather, we met Jim, a fellow instructor on day four, after again finding a 'new' (to my map.....) motorway, stayed again where we had on a previous trip but for the first time on this run we didn't eat seafood - found a Chinese with an 'all you can eat for €20' along the road, so we left there fat and full before meeting up with himself. The following morning we went up to his house, a couple of brews and watched the county championship Hurling final on TV before heading off to the next destination.

The shortest run of the trip took us the longest to get there - Birr to Galway is about 65 miles - but due to the traffic jams in the city, we did three miles in about 50 minutes! One poxy set of temporary lights virtually brought the city to a standstill....and by this point it was proper Irish rain - not down, but sideways (both at the same time) up and from every other direction you can think of! When we got to the B&B, we hung the good ol' HG gear in the bathroom, batted down the hatches and stayed in the room out of the weather - pointless attempting to go anywhere, you'd be soaked before you got out of the front door - even GG didn't venture outside for a smoke, so it must've been bad. The food that night wasn't though, the landlady very kindly rang a cab for us up to O'Donnells in Barna, about 10 mins away - if ever you're in that area, it's the best place to eat, but be prepared to wait as they're busy seven nights a week....

Okey-dokey peeps, if I carry on the newsletter will be re-titled "Northern Route's guide to Ireland", so you'll all have to wait until the Winter (I think) issue to read the second part of our little ramble though the land of our forefathers (Z's grand-dad was Irish...which would account for an awful lot.....), so 'stay out of the ditches' as they say over St George's Channel and I'll continue then....

Safe Home.....

Garmin"  
Andy



# 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](http://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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