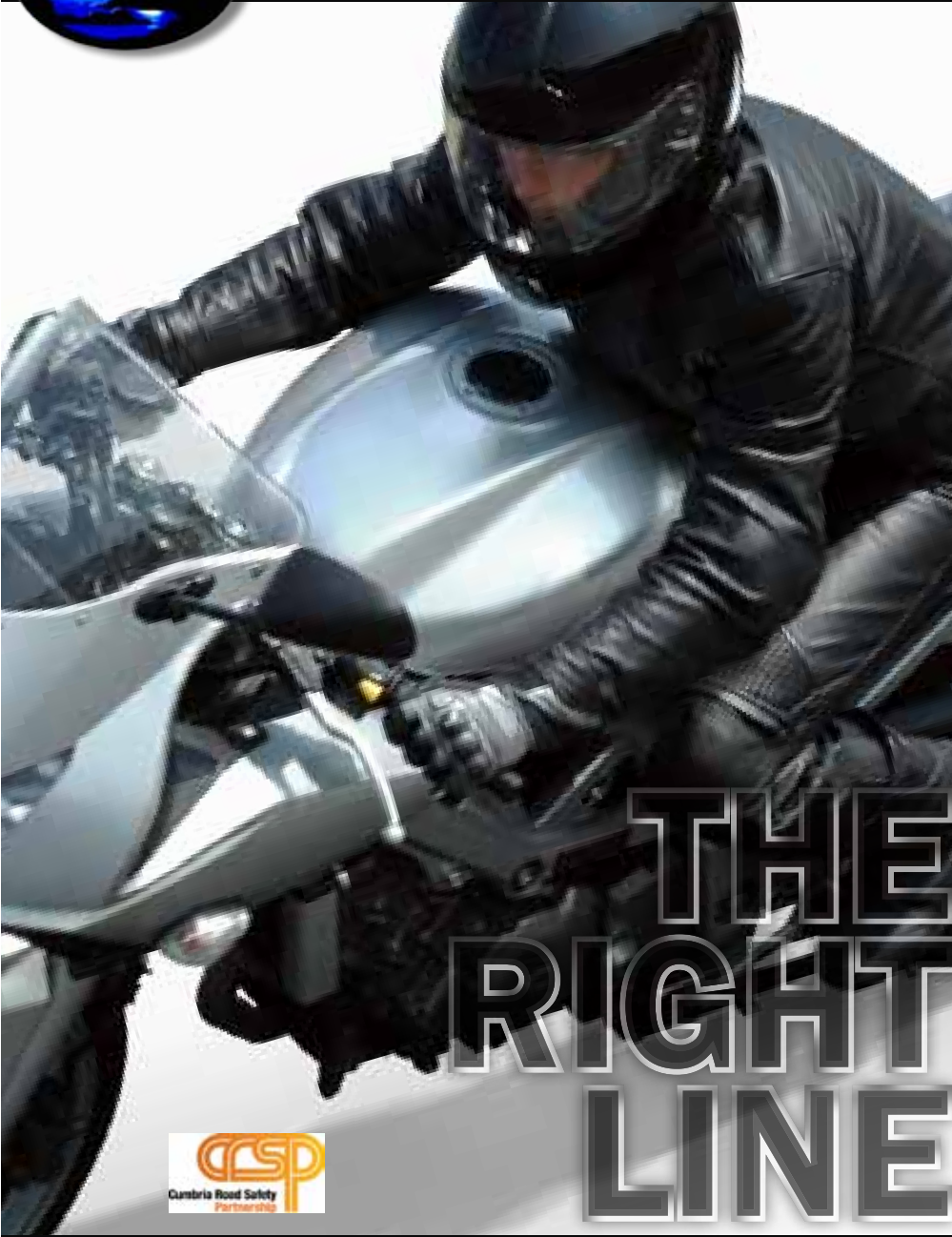




Morecambe Bay Estuaries
Advanced Motorcyclists



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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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.

Congratulations on passing your test

- Rupert Douglas-Jones
- Jamie Bush
- Michael Blackledge

- Colin Wheatley
- Clive Barber
- Christopher Rouse
- Terry Rush-Morgan
- Bob Craven
- Tony Whiteside
- Amanda Harrop
- Matt Jackson
- Ben Hadler
- Christine Nelson
- Chris Cianci

Welcome to MBEAM

- Wyn Roberts
- Mick Hartley
- Jamie Bush

Chairman's Bit

Angela Young



The summer biking season is now well underway. Having been part of two wonderful tours, one to Northern Ireland and one to the Scottish Islands, I feel the cobwebs have been well blown away and am geared up for a great summer's riding.

Andy Griffiths led his first Northern Ireland tour for MBEAM, and a splendid job he did too. The riding, accomodation, food and the craic combined to make it a memorable time. If he does another one I can strongly recommend you get your name down quickly! The weather was extremely kind to us and we saw the place in its best light. The Antrim coast is spectacular, the road and the scenery. The Bushmills distillery provided an interesting aside – we were able to take the samples with us rather than drink them there! On the Sunday, while some took 'recovery' time, five of us went on a circular trip down to Sligo across to Eniskillin, along Loch Erne and back to Donegal. The roads were clear and twisty, the scenery great and two superb cafe stops! We found a Parisian baker called Christophe in Strandhill who sold almond croissants, baby mousse cakes and other delicious bakery delights to die for. He directed us to a little cafe at Mullaghmore where we sampled possibly the best bowl of fish soup I have ever tasted. Well worth a return visit!

When I see Scotland in the sunshine, I wonder why I need to go anywhere else in the world. What a breathtaking place it is. I could ramble on for several pages about the wonders of the Scottish Island tour, maybe in the next edition! It was a wonderful time, some challenging riding, not least on one day when the monsoon didn't let up. I was very pleased to have treated myself to some new waterproof gear which kept all but the periphery dry! There was much discussion about the effective use of Nikwax! The Altberg waterproof boots that some of us bought last year were well tested and kept the toes cosy and dry.

Group riding is a highlight of MBEAM activity and I hope we will see many of you out over the summer. You will see from the programme that we have a wider variety of rides on offer this summer and I hope they will provide opportunity for many more of you to join us.



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
Broughton Village
Bakery
Princes St
Broughton in Furness
Cumbria
LA20 6HQ.

The Sunday meetings commence from 9.30am 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

Kendal/Staveley Meet (Wilf's)

Sunday 22 July - 9.30am

Glasson Meet

Sunday 5 August - 9.30am

Committee Meeting

Wednesday 8 August - 7.30pm

MBEAM Tanhill and Beyond Run

Saturday 11 August

Broughton Meet

Sunday 19 August - 9.30am

Kendal/Staveley Meet

Sunday 2 September - 9.30am

Committee Meeting

Wednesday 12 September - 7.30pm

Glasson Meet

Sunday 16 September - 9.30am

Broughton Meet

Sunday 30 September - 9.30am

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

Northern Route

A funny thing happened...



Well guys and gals, that time of the quarter again...as usual loads to tell, so I'll ram on....

Tank (aka Marco) came up with the goods, i.e money for the ZR7 - a few issues ago I mentioned he'd always wanted one - anyway to replace it I've now bought a 900 Diversion. I've had a couple in the past so I know them well and I found it on Fleabay up in Carlisle at Lloyds Honda. Got in just in time as the salesman was off to an auction the same day - long story short, we did the deal before he went so he couldn't go back on it. I spoke to him the following day and did the deal proper, but he told me there was nothing at the auction he wanted as George White had just gone tits up so the market was flooded...to the point where even dealers/traders were paying over the odds just to get decent stock. Regardless, I was really cheeky when we first spoke - told him I am in the trade, had Glasses guide in front of me and offered him £300 under what he was asking, he said yes, so that was that. So when you see me working next I'll be on a burgundy Divvy...or is it me?????

I took on a really good guy at the beginning of April who's now full-time, so it could be either of us. I had to let my previous employee 'go' - not something I want to go into here though - but needless to say the new guy's getting to grips with things already. I'd approached him last year about the possibility of getting on board, but timings etc weren't right for him...

new year and a new start for both of us and all's going really well. Some of you'll probably know him as he used to work at Lancaster Honda.....in fact you might've bought a bike from him.....



Now - again a few mths ago I wrote I'd been to a reunion of the Salutation MCC....well, it's 'Sally's 21st' birthday next weekend so I'm off to Coventry on Saturday for an invite-only do. No doubt a couple of shandy's will be consumed along with a pre-dinner sherry (?) or two....needless to say I'll be heading back up the M6 on Sunday with a few good memories if the last one was anything to go by...just as well I've sorted the Sat Nav I bought at last years NEC bike show.

To be honest, Joe did whilst we were in Ireland last weekend. I borrowed a charger off him on the boat as I hadn't used it for a while but it still wasn't playing.....so a bit of fiddling around in the Giant's Causeway's car-park had it working. Nothing serious, it turned out to be a dicky connection on the wiring. It's amazing what you can do with a multi-tool and a bit of time, not to mention some good weather, but more about that trip in a separate article.... read on...

The DSA's decision to mess around the test procedure hasn't dampened the ardour of the 'phone ringing though, it's still going daft. I brought another of my part-timers in to help out whilst I was away....don't think



he realised how well things are going until he spent a couple of days manning the office. Having said that, two of the guys I should've taken to

Carlisle for their Mod 1's are kinda 'helping' the cause...one had gone out over the Easter weekend and left his wallet (containing his driving licence...) in a taxi and subsequently couldn't go due to loosing the photo-card, the other couldn't find his theory or counterpart so he couldn't go either! The only one I did take had all his docs in order so I didn't have a completely wasted day, and due to the others being before him the examiner let him take an earlier slot. One's got his re-sit this week, but the other's still having to wait until he can get a replacement certificate/licence.

The lad that did go (and pass) has recently passed his car test, but due to the ridiculous charges for his insurance (£3k to insure a Peugeot 106) it's cheaper for him to get his ZZR 600 restricted and use that. Approx. £600 compared to £3k???? No-brainer really, especially as he's been around bikes all his life as his Dad has a couple of classic Brit bikes and he's also got a 'Girlie Guzzi' - his words not mine, it's a V50 - but on a slightly differ-

ent tack, one of the few machines that fits into the new 'min 395/max 34bhp' bracket is a new Royal Enfield 500 Bullet...either sales of those will go through the roof or restrictor kits for everything else'll be flying off the shelves when peeps realise that's the max they can ride without re-sitting another test....

Yup, it is a reasonable idea to restrict the power for the less-experienced, but to create a category that few bikes fit in is pathetic. A good friend of mine has contacts in high-ish places re the 'bike industry and has sent out the 'good (?) word', but so far none of the Big Four have a bike that fits into the category....so peeps'll either ride something they shouldn't or keep renewing CBT's until they're at an age where they can ride what they want. Thanks for that, DSA, as usual it's been really well thought out by someone who's probably not got a bike licence.....

Okey dokey, offski for now, but elsewhere hopefully should be the first thrilling instalment of 'MBEAM Does Ireland'.....flick on and have a giggle.....we did!!!

Until next time....

Andy - Northern Route"



Honda Crosstourer

Colin Lamb



We go for ages with no new models released into the market then two have showroom releases within 10 days of each other. With new Adventure bikes from Honda and Triumph the market for this type of machine has just got a lot more competitive.

At first look the Honda Crosstourer is an attractive bike and with so much fairing it could be argued that it is a hybrid rather than an out and out Adventure bike like the class leading BMW GS. Rider comfort from all the plastic at the front end does look like a higher degree of wind and rain protection would be offered compared to other Adventure bikes. It has a 1200cc 4 cylinder engine which is the same as the 1200 VFR but with a different power delivery. Also; there are plenty of options available such as crash bars, supplementary lighting and luggage. With these extras fitted to a standard bike it could soon be kitted out into what potentially would be a very good all rounder.

At another dealer I got the chance to have a look at another bike which was kitted out with bars, additional lights and luggage, whilst the bars looked OK I cannot say the same for the supplementary lights which simply do not compare to units available from Touratech. Then there is the luggage, a top box

with a zipped fabric band that increases the height to improve capacity but does nothing for security. That is not all the bad news, the look and feel of the material that the luggage is made from lets it down; definitely Touratech or SW Mowtec hard luggage would be a better option.

On launch day I took out one from my local dealer, the model was basic with no additional extras other than the double clutch automatic transmission as seen on the VFR 1200. In my view the single seat for rider and pillion that is fitted to the Crosstourer does not offer the adjustments that the Adventure market bikes requires, that said it did prove to be comfortable for me. With the bike off its stand it felt well balanced and the class leading heavy weight of the bike did not make it feel top heavy. On the move its sheer physical weight was not noticed and on coming to a stop no problem was experienced and it was easy to hold upright with one leg.

The handling at speed was very good with straight line stability and a predictable turn in rate. On the other hand the low speed handling was vague and affected by the road surface with the test bike steering requiring larger corrections than I expected. The ride comfort was good for the full duration of the test ride and I would be quite happy to cover a considerable distance on the bike.





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The engine is another matter, quite simply stunning with arm lengthening acceleration when the throttle is opened fully. As it had an automatic gearbox the transition from zero to no license was seamless and very rapid with no noticeable change of gear. The automatic gearbox is a first for me on a bike and it took no time at all to get used to it, if the rider wants then there are the flappy paddles on the left hand grip for going up and down the box as required, overall the auto box was a pleasant experience but probably not one that many riders will go for.

Now for the conclusion, is it a better bike than the GS? My answer would be yes; but then I am biased after having a BMW 1200 RT for three years and with the engine and gearbox in my own bike being the same as the GS it can best be described as agricultural.

After the ride I asked myself the question, would I buy one? Yes, was my answer; but not yet as a test ride on the new Triumph Tiger Explorer 1200 was booked for the following day. As you read this you will no doubt wonder what happened next, well if you see me at any MBEAM meet you will see the answer.

I have ridden a GS on a couple of occasions and whilst I liked the ride, the handling and comfort of the bike as I have mentioned the engine and gearbox is another matter. With the Crosstourer and the Triumph Explorer now in the market it may well be that the King of the Adventure bikes has a couple of contenders for its crown, time and buyers will tell.

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MBEAM Does Ireland



Well....what can I say....I thought me and the lads had a belting time a couple of years ago! It's a pity the image of the IAM is still 'Sam Browne, pipe and slippers'...jeez, that image was well and truly shattered last weekend - honeymoon couples, hen parties and committee members letting their hair (what's left of it....) down!!! Intrigued???? Read on.....

Most of the guys had ridden up the day before, so Friday 13th saw three riders and one pillion meet up in the lay-by at Kendal Rugby Club - myself, Gareth, Anne and AndyC were the hardy souls that braved the near sub-zero temperatures as we crested Shap summit approx. 06.45 that morning....as we hit the M6, the sun shone on the righteous and continued



to for the majority of the weekend. Including a fuel stop, we got to Cairnryan just over 2 1/2 hours later - now, before anyone starts whingeing about the distance/time it took us, the roads were clear-ish due to the schools still being on holiday making good progress possible.....

This time it was my turn to get frisked at the port (last year it was Zoe's....), so after me pointing out that I was wearing a winter jacket full of armour, the panniers were closed and through we went. The others also got searched - I'm sure I heard AndyC say he enjoyed it so much he wanted to go back - but soon we all met up on the port and the craic started. New friends were made, old ones refreshed then before we knew it, the gates were opened and onto the boat we went. In true Chair tradition, Angela led from the front and



guided us all onto the vehicle deck where the bikes were secured and up we went in search of food. A few of us hadn't eaten, so were ready to eat the table by the time the cafe opened....but we were greeted by a Polish Hitler in knickers! Due to the time, we couldn't have the full brekkie we wanted, only the version she was willing to let us have....anyway, we eventually got fed then rejoined the others (after I'd charged my Sat Nav at P&O's expense.... :-) A quick look at the map, laughed lots at the RSA's equivalent of the Highway Code and we were there.

So two hours after setting sail and a bit of craic on the 'smoking lounge' we were on foreign soil. Into Larne, the first call over the radio was for a fuel stop so as we started on the Causeway Coastal route, the filling station up the hill was taken over by 11 bikes. We were soon following the coast and the views met everyone's approval - comments were passed via the radios, warnings from the front (moi) about how the road literally cuts through the rock-face, then after following a detour through more stunning countryside we stopped for a brew. Satiated, off we set for the first destination - Bushmills town. En route, some of the guys wanted to check out the Giant's Causeway, so after blagging our way in and

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only paying for 8 bikes, the energetic walked down and the rest bussed down to the view-point. Myself, Joe and Paul stayed in the car-park and fiddled around with my sat-nav to get it working - turned out to be a simple matter of a loose connection - so when the others finished their ramble/bus ride along with the obligatory ice cream, off we set. Into the town, we found the digs easily enough.....wow, what a place! 10 mins walk from the town, the Montalto House was/is one of the best places I've stayed in. The landlady had also very kindly booked us a table in a local restaurant, so the first evening meal set the tone.....about an inch above gutter level....and here was me thinking I'd brought 'nice' people with me.....



As the Guinness/wine flowed, the conversation was littered with double entendres, silly jokes and general frivolity.....which carried on through the rest of the evening, especially when JMPB (now known as PAC-Man due to his 'interest' in Personnel Access Covers - I'm sure it's the other spelling of 'personal'.....) and Frank started in the pub later. We took over a small room, but the laughter was heard right through - the bar was at the other end, but the barman could hear us to the point where he was joining in when he came to collect the glasses! I took the opportunity near the end of the evening to 'educate' the Whiskey drinkers by buying an Irish Mist for everyone to try - that went down rather well, so we headed off to the digs in extremely good cheer.

Due to taking our time the previous day, we'd decided to postpone the Distillery Tour until the following morning, so Saturday we met up



in their car-park except for Anne and AndyC - he'd mentioned over dinner the night before his brakes were spongy from time to time, so Joe and Mary went to see if they could help whilst the rest either waited in the car-park or did the tour. When we met up later Andy and Anne had already set off to a bike shop in Coleraine to see if they could help. As is often the case, when their techie checked the bike all was well, so when we re-grouped Andy decided to come with us rather than head to Donegal on his own. Next stop, after again following some awesome roads/scenery, was the Magilligan ferry to take us into Eire.



More pic's and craic in the car-park whilst we waited for the ferry, then the same again on the very short crossing. Skirting 'Derry, we then headed further south onto the N56 towards Ballyboffey and the coast road around the county. Everyone at this point was loving the roads, scenery, weather as we followed the Atlantic coast towards Crolla, about half-way along the route. As usual, I found a most salubrious eatery, namely a filling station..... hey, the ice creams went down well, what more d'ya want???? After filling up - us and the bikes - we headed on towards Donegal, the second nights destination leaving the N56 and onto an 'interesting' road, namely the R262. Imagine the Hawes road on steroids, minus the good surface, double the bends and half the cross-views and you're getting close....I'm pretty sure I had the GS air-born at least once along there, so when we got to the end and headed towards the town, "This is your Captain speaking, thank-you for flying Willy Griff Airways.....by the way, at the T-junction we're turning left", was heard over the radio.

We'd landed (safely I have to say....) in the town with enough time for the proverbial 3 S's before dinner at the Harbour restaurant, who'd very kindly given us our own room upstairs....maybe they'd heard about the previous evening.... Anyway, Jim, my mate from Birr had arranged to meet us in the town, so he joined us for the evening of more frivolity and a few beers afterwards. We'd found a pub with proper fiddle-dee-dee music - it turned out the fiddle player was the all-Ireland champion at the ripe old age of 17 - so we basically encamped in the place until closing time, enjoying the craic.....



Sure, I'd fill the newsletter if I carried on, so y'all will have to wait for the next one to see how the rest of the weekend panned out.... Frank's dad-dancing doesn't go down well, Sarah's rendition of Abba classics over the radio, Trevor Eve and Angela almost 'pulling' in 'Derry..... got ya now eh?

Tell more then
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:

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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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