

MAG energy

THIS ISSUE'S CORRESPONDENT IS ..

Jake Holmes

I'm 15 and live in Leeds, I'm a member of MAG Midis and my mum, Sheila, is the Yorkshire Regional Rep (proud!). All of my family have been into biking for as long as I can remember and so by default I am, it's OK though cos I like bikes, biking and the whole biking community scene thing.

This article's another way for me to get more active in MAG, like all of us need to be, we can't let the adults have all the 'fun', otherwise we can't get to know MAG for when it's our turn to run it.

Aside from this I volunteer at rallies sometimes for whatever odd jobs need doing, like selling MAG merchandise and memberships at Rufforth. The best thing are the rallies where I party to loud music! My favourite rally by far is the Farmyard.

As for getting a bike of my own, I think something that's quite tall...and fast! Oh and it has to be shiny, cos like a magpie, I like shiny things! But seriously I think a trail bike would probably be best for me to start, with a 125 engine. Something small that doesn't require masses of care and time to maintain. And after I've passed all the tests I'll probably go for a 600cc.

WANT TO BE A 'MITIME' MAG ENERGY CORRESPONDENT? – Email us about you, your time, and bikes on fastbike@supanet.com

MAG MEMBERSHIP FEES

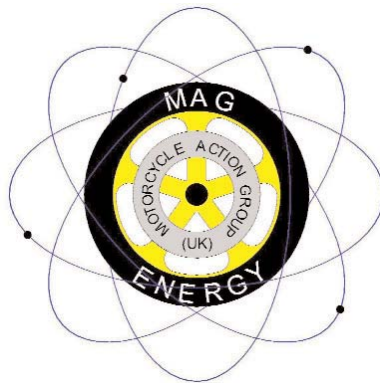
MAG Juniors (up to 7 years old) & MAG Midis (8-15 years old) - £3.50.

A reduced Membership Fee of £15, for the first year, for 16-25 year olds was agreed at the April 2007 AGC.

MAG ENERGY now have their own mini moto race team! The Riders aged 12-14 from West Norfolk have signed up to the free mini moto racing project – Moto KL and will be competing against teams including MAG Sport J's in the league. To follow MAG Energy and the other teams, visit www.motokl.org.uk

INSIDE THE HEAD OF 16 year old Racer ALEX GAULT

We asked Alex about his thoughts just prior to a race“It really depends on what kind of race it is and if you're fighting for a championship. I always find myself being more anxious than nervous before a race, though when points really count towards the end of the season and the standings are so close and the slightest



mistake could result in finishing second rather than first, you are always a lot more aware of the consequences that an error could have. I can't ever recall having butterflies before a race, instead I always feel a lot more concentrated and focused on the bike and my riding.”

ABOUT TO HEAD OUT ONTO THE ROAD?

You need a CBT! Your CBT should cost about £100. The CBT includes: (1) A talk about the goals of the CBT and general road safety. (2) Learning the controls of the motorcycle and the checks that you must perform on the bike to insure that it is safe to ride, how to use the stand of the motorbike, wheeling the bike, braking properly, and starting and stopping the engine. (3) How to actually ride the motorcycle - changing gears, observation and indicating, manoeuvring, braking and parking. (4) A classroom style lesson which covers many of the dangers on the road and teaches you the techniques required for riding safely. You will cover defensive driving, correct positioning on the road, observation and other relevant topics. (5) Follow the Instructor on your motorcycle and ride in the traffic. The instructor will check that you can perform the basic manoeuvres that you were taught during the practical on-site riding on the actual road. If you complete the day at an acceptable level of competence, then you are issued with your Certificate.

Top ten CBT tips from Arrow Motorcycle Training proprietor Keith Cotgrove (www.arrowroadcraft.com)

Make sure you have the correct in date provisional entitlement on your licence. “A” for motorcycles and “P” for mopeds. Wear sensible clothing for your CBT. You don't need to spend a fortune to start with, but a sturdy jacket, jeans and boots that cover your ankles are essential. Most trainers will help with helmets and gloves. If you wear glasses or contacts remember



to take them. You will need to read a vehicle number plate from 20.5 metres. Be prepared to ask questions about anything that you are not clear on. The more questions you ask the happier your instructor will be.

There is no need to worry if others on the course are progressing quicker than you. The structure of the course allows for this.

You will ride on the road for at least 2 hours and possibly up to 4 hours or more to reach the safe required standard. Make sure you ask your instructor if you need a break, particularly in cold weather. So you have passed your CBT and rush off home to get your machine out on the road. It will take a good few miles to get used to the different handling and braking characteristics of your bike compared to the school bike so it will probably be best to take your first few rides alone and meet up with your mates later.

Remember that you will not have the instructor whispering in your ear “shall we cancel our indicator now?” or “can you smell diesel?” so total concentration will be required.

Maintain your bike as if your life depends on it, because it does!

It is pretty cool to get rid of those “L” plates and be able to carry a pillion so why not take some further training and a theory test and pass the DSA moped or motorcycle test.

THE MAG ENERGY COMMITTEE Committee members Shan Tedder, Andy Timms, Archi Hipkins, and Chrissi Wood would like to thank fellow Committee Member - Eastern Region Rep Muz Web for his valuable input. Due to workloads with other roles Muz has sadly had to resign from the Committee.