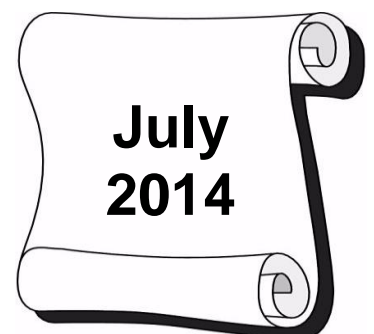


ChainLincs

THE NEWSLETTER OF
THE LINCOLNSHIRE ADVANCED MOTORCYCLISTS
IAM GROUP 7176, REGISTERED CHARITY 1049955, SUPPORTERS OF THE BMF



View from Lucy Tower Street Car Park along the Brayford at the Lincoln BikeFest – Spot our stand!



GROUP COMMITTEE MEMBERS

| | | |
|--|--|------------------------------|
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IAM Motorcyclists Regional Group Co-ordinators, Central England & Wales (Eastern)

| | | |
|-------------|--|--------------|
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|-------------|--|--------------|

Group Web Site <http://www.l-a-m.co.uk>

Webmaster Scott Healy Email: scott.healy@gmail.com



Lincolnshire Advanced Motorcyclists



LincsAdvancedBikers

Meetings are held on the first Wednesday of the month starting at 8pm
at The Crown Inn, Glenthams

Glenthams is on the A631 about 2 miles east of the A631/A15 junction at Caenby Corner

The next issue of ChainLincs will be in August 2014.

Please provide any copy to the editor, Mick Smith, by **Friday 25th July 2014** at the latest,
earlier is better. You can send copy by email to

mick.carron@btinternet.com



WANTED YOU!

To help Lincolnshire Advanced Motorcyclists we need members to:
Join the committee,

Sell advertising in ChainLincs or the web site or

Put on a social run

Help out at an event where we have a stand publicising the group
IF YOU CAN HELP PLEASE CONTACT A COMMITTEE MEMBER
HELP THE GROUP SURVIVE

EDITORIAL

A big welcome to the July edition of ChainLincs. Many thanks to Andy Kitchen for his piece on his new bike, other than look out for a couple of adverts for fund raising ride outs by LEBBS and St. Andrew's Children's Hospice

We had a busy social meeting last month with a visit and interesting talk from Andy Bolton who is the IAM Regional Operations Manager, many thanks Andy. At the same meeting Tony Tempest, Garry Calladine and John Taylor were presented with their IAM certificates having recently passed their advanced tests. Well done guys and also to your Observers Ken Rose, Ian Morrison and Ady Crane. Unfortunately that means I have to publish your pictures in ChainLincs so here we go:



Looks like it is turning into a good year for the Group as there was also another test pass on 9 Jun, well done to Alan Crowder and his Observer, Andy Kitchen. Then on 23 Jun Peter Yaxley passed achieving a coveted 'First' test pass. Congratulations to Peter and also his Observer, Ady Crane. Look forward to seeing your pictures in here soon.

We had a good day out at the Lincoln Bikefest on 15 Jun. Much better this year thanks to Lindum Rotary Club who organised this years event, far more dealers and stands than last year – great effort. Many thanks to Andy Kitchen, Ken Pike and Don Ford along with yours truly spending the whole day talking to potential members and anybody else that wanted to talk to us. There was plenty of interest so hopefully this will translate into a few new members. I have added some pictures of the day below.



LEBBS are still looking for riders in the Lincoln Area to help move blood around the county. If you are interested you can contact Martin Wright at wo5131@hotmail.com or have a look on the LEBBS website (<http://lebbs.org/index.php>) for contact details.

My usual plea for items to include in ChainLincs, big or small, all welcome. I know it takes time to write these articles and they are much appreciated. Please keep the articles coming as I need your help to make this newsletter a worthwhile read. If you have anything for upcoming editions then please get it to me soonest.

Don't forget we have our own Facebook page and Twitter account. If you are on either of these social networking sites give them a visit. Andy Greenslade manages them and is doing a great job. Search Lincolnshire Advanced Motorcyclists on Facebook or follow this link <https://www.facebook.com/groups/LincolnshireAdvancedMotorcyclists/> and [LincsAdvancedBikers](#) on Twitter.

That's it for now; plenty going on in the next few months so have a look at the Diary of Events on the back page.

Mick

IAM COMMENT ON 2013 ROAD CASUALTY STATISTICS

The latest Department for Transport road casualty statistics released on 26 Jun 14 show a decrease by 2 per cent compared with 2012. This is the lowest figure since national records began in 1926.¹

- In 2013, 1,713 people were killed in road accidents, the lowest number on record, and half as many as in 2000.
- In 2013, 21,657 people were seriously injured in road accidents.
- The total number of casualties of all severities in 2013 was 183,670.
- Car occupant fatalities in 2013 decreased to 785, down 2 per cent compared with 2012 and 44 per cent compared with the 2005-2009 average.
- There were 398 pedestrian deaths, 5 per cent fewer than in 2012.
- The number of pedal cyclists killed decreased by 8 per cent from 118 in 2012 to 109 in 2013.
- The number of motorcycle users killed increased by 1 per cent from 328 in 2012 to 331 in 2013, the first increase since 2006.
- The number of people killed on motorways increased by 14 per cent to 100 in 2013, the first increase since 2005, Seriously injured casualties also increased by 1 per cent to 660, the first increase since 2007,

IAM director of policy and research Neil Greig said: "The IAM welcomes the overall decrease in road deaths in 2013 which maintains the recent downward trends despite our roads getting a little busier as the economy picks up upward. We are however still killing nearly five people every day."

"It is worrying that motorways have seen a 14 per cent increase in deaths which is only partly explained by a 1.5 per cent increase in traffic on them. It is vital that the government keeps a close eye on these figures as the Highway Agency rolls out its programme of widespread hard shoulder running as opposed to proper motorway widening."

"The problem of death and serious injury among motorcycle riders remains and the IAM want to see more use of training opportunities and partnerships to improve both skills and attitudes."

MEMBERSHIP UPDATE

We have two new members to welcome to the group this month as follows:

| Member | Observer |
|----------------------------|-------------|
| Kevin Hewson from Tathwell | Morris Howe |
| Garry Hume from Reedness | Don Ford |

Also, there a couple of new members in the pipeline, I am just awaiting receipt of their Skill for Life paperwork before proceeding further.

I have two test passes to report – well done to both candidates and Observers:

| Member | Pass Date | Observer |
|--------------|-----------|----------------|
| Tony Tempest | 9 May | Ken Rose |
| Alan Crowder | 9 June | Andrew Kitchen |

The group membership is currently comprised as follows:

| | |
|-------------------------------|-----------|
| Full Members | 78 |
| Associate Members | 20 |
| Total Group Membership | 98 |

That's all for this month, ride safe:

John Cheetham



ALL CLASSES OF MOT
1, 2, 4, 5 & 7

From a Lincolnshire Advanced Motorcyclists Member

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AND NOW FOR SOMETHING COMPLETELY DIFFERENT!

Andy Kitchen

After many years of riding 'big' bikes, I came to the conclusion that I no longer enjoyed 'fighting' the weight of the bike and didn't really need (or use) the power these bikes produced.

Smaller, lighter bikes became quite appealing - but what were the options? A walk around the NEC bike show certainly narrowed down the list considerably. What has happened to bike design? Most are 'pig ugly', looking as if they've been thrown together from the parts bin by a visually challenged designer. The latest craze seems to be to attach bits of strange shaped plastic in the most bizarre locations and to design the most curiously shaped headlight. I'd accepted that this was an age thing ("bikes looked much better when I was a lad" - and all that!) but Ben, my 17 year old son, agreed so perhaps most new bikes are just ugly now!

One bike that did appeal was the slightly unusual Honda NC750x - an adventure style bike (but not too radical in the style department) with a parallel twin engine which produces quite moderate power (55bhp) but loads of torque at low revs and excellent fuel economy. Probably not the most exciting bike in the world, but worth a try.

A test ride was arranged from GP Honda at Grimsby, on the 700cc version (last year's models). This was, however, the Dual Clutch Transmission (automatic with flappy paddles for manual changing) which I wasn't particularly interested in but it would give

me an idea of whether it was for me.

NC750x enjoying a fine view of the mountains of Torridon



This was the first time I'd ridden an automatic bike (I'm well used to an auto car, but not bike) and at first it was quite strange - repeatedly looking for the clutch and gear lever (which were, of course, not there). Once I'd settled into the concept of not changing gear, the qualities of the bike became apparent - lightweight (compared to my Pan and Tiger) very low centre of gravity and very manoeuvrable. This handling felt more like a 250 than a 700.

The engine felt powerful enough for normal riding and, due to producing loads of torque, pulls well where you need it most. 55bhp may not sound much but, for most of us, it's more than adequate and very usable. The red line on this bike is at 6500 revs, but when peak torque is at 4000 revs this isn't really an issue. The big bonus is that fuel consumption can touch 80 mpg.

The auto gearbox was the biggest surprise – smooth gear changes at lowish revs (in Drive mode) or at higher revs in Sport mode. There is a manual option if you want to change gear, by buttons on the left bar, and you can manually change gear at any time – the auto will take over shortly after. The fact I wasn't changing gear certainly didn't detract from the enjoyment of the ride.

I came away from the test ride liking the bike and being very impressed with the DCT automatic gearbox. I was, however, convinced that a further test ride in January, on the 750 manual version, would convince me that this would be the way to go. Surprisingly, it didn't – although the bike was still good I preferred the DCT version as it seemed better suited to the characteristics of the engine and was more pleasant to ride. The auto version is also slightly quicker.

After much deliberation, I decided to order the DCT version of the NC750x. Yes, it's totally different to what I've been used to, but it's a lot of fun to ride, light, very manoeuvrable, reasonably priced and looks good. Will I miss changing gear? I doubt it – the heavyish clutches on the Pan and the Tiger have been causing me pain in my left hand (after a couple of hours), so I certainly won't miss that! If I want to change gear I just push a button.

I collected the bike on 1st March and have so far done 2000 miles on it. All the qualities, that impressed me on the test ride, remain as good if not better - it feels light, turns very quickly, has a good riding position, is comfortable for a full day in the saddle (with an Airhawk seat pad) and is averaging over 70 mpg. The auto box is brilliant, only occasionally changing gear when you don't want it to (mid-corner!) – the change is, however, so smooth you sometimes don't realise until you look at the gear indicator.

The only negative is the very fast - wearing tyres. For some strange reason Honda have fitted Dunlop Trailmax tyres, which are a soft compound semi off-road tyre which doesn't like tarmac!! The rear tyre is worn down to

the wear indicators in 2000 miles. You can understand that on an enthusiastically ridden sport bike, but not a mild-mannered middleweight. This is a common fault on the 750 and Honda have, at last, agreed to replace these for something more suitable.

If you get a chance to ride one, do. You never know you may be tempted – I was! So, it seems was Dave Hall (see Dave's article in ChainLincs a couple of months ago) and Allan Crowder (my former Associate – he's just passed his test. Well done Allan). Although they've both chosen the 700 (still available for a while) manual model.



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CONTACT DAVE FOR MORE INFORMATION

07887 528623

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MOTORCYCLE RIDE OUT



TO RAISE FUNDS FOR THE LINCOLNSHIRE EMERGENCY BLOOD BIKE SERVICE

MEET AT WILLINGHAM WOODS ON SUNDAY JULY 13TH AT 10am
LEAVING AT 10.30am

ENJOY A 2-2.5hr RIDE THROUGH THE LINCOLNSHIRE COUNTRYSIDE,
STRAIGHT ROADS AND WINDING BENDS
FINISHING AT THE CROWN, WEST STREET IN HORNCastle FOR A BBQ LUNCH



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THERE WILL ALSO BE A **RAFFLE**

Annual Motorbike Run



Sunday 7th September 2014

Join us, departing from any of the following places:-

MARKET RASEN

Willingham Woods Kiosk – 12 noon

NOCTON HEATH

The Kitchen Café, (A15) Sleaford Road – 1.30pm

CONINGSBY

The White Bull, High Street – 2.30pm

LITTLE CAWTHORPE

The Royal Oak, (Splash), Watery Lane – 3.00pm

For Barbecue, Auction & Raffle

Total Journey Distance = approx. 65 miles

Entry Fee £5.00 per bike payable on day

For more details

Or if you would like to join our Motorbike
Run Committee & help to organise this event

Call Angela on 01472 350908 ext 265



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Find us on Facebook at: StAndrewsHospice - Follow us on Twitter @helpStAndrews



DIARY OF EVENTS

Contact point: Dave Hall 01522 274989

The Sunday morning Group Observed Runs are open to all members and also potential members who may be considering preparing for the IAM test. The prime purpose is to provide the opportunity for all to improve their skills through riding with fellow members. Individual assessment rides may be available for members and potential members depending on Observer numbers attending. The runs last around 2 hours, usually with a mid-point refreshment stop, starting at the following venues:

| | |
|--|---|
| Ancholme Leisure Centre (Brigg) DN20 9JH | South side of A18 |
| Willingham Woods picnic site LN8 3RQ | A631 east of Market Rasen |
| Hartsholme Country Park LN6 0EY | South side of B1378, Skellingthorpe Road (off Lincoln Bypass) |

Social runs will incorporate café stops unless an alternative is specified. Please try to arrive at the meeting point in good time and with a full tank of fuel. Please note that due to an IAM directive regarding insurance cover for affiliated groups, Social Runs are for group members only. Guests are welcome as pillion passengers.

JULY

Weds 2nd - Monthly evening meeting at the Crown Inn, Glentham LN8 2EQ (A631) at 8.00pm.

Sun 6th - Group Observed Run from Hartsholme Country Park. Meet 9.00am for 9.30am. Prompt start.

Sat 19th - Lincoln BikeSafe

Weds 30th - Meeting for Observers and those interested in becoming Observers. Venue - Offices of LK2 Architects, Nettleham unless otherwise stated.

AUGUST

Weds 6th - Monthly evening meeting at the Crown Inn, Glentham LN8 2EQ (A631) at 8.00pm.

Sat 9th - Lincoln BikeSafe

Sun 10th - Group Observed Run from Brigg Leisure Centre. Meet 9.00am for 9.30am. Prompt start.

Weds 20th - Committee Meeting, Offices of LK2 Architects, Nettleham. Prompt start at 7.45pm

Weds 27th - Meeting for Observers and those interested in becoming Observers. Venue - Offices of LK2 Architects, Nettleham unless otherwise stated.

SEPTEMBER

Weds 3rd - Monthly evening meeting at the Crown Inn, Glentham LN8 2EQ (A631) at 8.00pm.

Sun 7th - Group Observed Run from Willingham Woods. Meet 9.00am for 9.30am. Prompt start.

Sat 13th - Lincoln BikeSafe.

17 – 19th - Dambusters Annual Charity Ride out - 'Ride to the Bridge 2014' to Arnhem! Contact Andy Greenslade for more details or visit www.dambusters2014.org.uk

Weds 24th - Meeting for Observers and those interested in becoming Observers. Venue - Offices of LK2 Architects, Nettleham unless otherwise stated.

ANYONE READY TO OFFER TO PUT ON A RUN OR OTHER EVENT TO LIVEN UP THE CALENDAR PLEASE CONTACT DAVE HALL ON 01522 274989