

ChainLincs

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



Becci Ellis (our guest last month) ready for a record breaking speed run at Elvington



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Lincolnshire Advanced Motorcyclists

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

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

The next issue of ChainLincs will be in September 2014.

Please provide any copy to the editor, Mick Smith, by **Friday 22nd August 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

Welcome to the August edition of ChainLincs. This month I have had a flood of articles so a fairly full edition. Many thanks to Lynne Watson, Peter Yaxley, Garry Calladine, Ian Morrison and Chris Wright – without you guys the newsletter would be a much poorer read, please keep them coming. 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.

LEBBS are still looking for riders in the Lincoln Area to help move blood etc. 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.

Don't forget we have our own Facebook page. If you are Facebook give it a visit. Search Lincolnshire Advanced Motorcyclists on Facebook or follow this link <https://www.facebook.com/groups/301610040008772/> . Please note that this is a new Group page, feel free to become a member and post anything bike related on there.

Finally don't forget monthly social meeting at the Crown Inn on 6th Aug and the monthly group observed ride on Sun 10th starting at 0930hrs (be there a little earlier) from Ancholme Leisure Centre, Brigg.

Mick

MEMBERSHIP UPDATE

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

Also last month I mistakenly put that Garry Hume was from Reedness – apologies for that, I have amended it below.

Member	Observer
Garry Hume from Washingborough	Don Ford
Mick Exeter from Scothern	TBA
Ian Firth from Grantham	TBA
Jonathan Reyes from Newark	TBA
Kevin Seddon from Goxhill	TBA
Nick James from Washingborough	TBA

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

I have three test passes to report – well done to both candidates and Observers.

Member	Pass Date	Observer
Chris Reeve	31 May	Jeff Picking
Peter Yaxley	23 June	Ady Crane
Kevin Turner	2 August	Don Ford

The group membership is currently comprised as follows

Full Members	81
Associate Members	22
Total Group Membership	103

That's all for this month, ride safe:

John Cheetham

BECCI 'ANGELPAWS' ELLIS - THE FASTEST WOMAN ON A MOTORCYCLE IN THE WORLD

Lynne Watson

At the July meeting we were lucky enough to have a visit from Becci Ellis, who talked to us about her recent success in becoming the Fastest Woman on a Motorcycle in the World. For those of you who weren't able to come I'd like to tell you a bit about her achievements.

Becci has been involved with motorcycles from an early age passing her test after a six week training course then getting her first big bike, a Suzuki GS550. As she'd enjoyed her training sessions so much she spent a lot of time helping the instructors. When the new CBT test was introduced a new training school offered Becci a full time job as an instructor. She spent ten years teaching learners, from beginners to advanced level, including Direct Access. By the time Becci gave up teaching she had done over 100,000 miles.

During this time she met and married Mick who then introduced her to 'sprinting' with the National Sprint Association. Mick was a competitor who had already achieved a number of world records. Becci started her sprinting/drag racing career on a black Suzuki RVG250. Having just a chock behind the wheel, a scratched starting line and simple lights to go Becci entered loads of events, winning plaques and trophies for her efforts. Winning the Knock Out Event at Esholt near Yeadon, Leeds led to her being thrown in the air by a group of very large men. Apparently that was the result if you won. It also led to a shield presented by Charley Butterworth of NSA and an article in MCN.

Becci then met Trevor Duckworth who started up Straightliners and ran drag racing events at Elvington, Santa Pod and Melbourne. As well as running quarter mile drag racing events in Elvington he also ran record events where a rider runs a measured flyer in both directions on the main runway within one hour. An average from both runs is taken, this determines if a record has been created or broken. Taking part in this made Becci determined to become the Fastest Women on Two Wheels!



Becci and Mick had bought a standard Hayabusa for spares but Becci decided to try it out at the first Top Speed event to be held at Woodbridge in 2008. Winning the Fastest Lady trophy with a speed of 183.1mph inspired her to continue competing over the full season. She re-affirmed her title of Fastest Lady at every event! In the final round she achieved a speed of 183.4mph in 30-40mph crosswinds, giving her second place overall in her class and a trophy for overall Lady of Speed 2008.

2009 saw her win again with a record speed of 193.5mph on the Hayabusa and in 2010 it was a speed of 192.4mph on a friend's Kawasaki 1400cc bike. In 2011 Becci got a personal best of 198.7mph, barely stopping at the end of the half mile braking area and ending up six feet onto the grass! Determined to help Becci achieve a speed of 200mph Mick planned to alter the gearing and to

pump more torque into the engine. Following Becci's outstanding performance in August, Team Mess Racing in Bolton and Protec Racing in Scunthorpe agreed to sponsor her.

In 2012 Becci's dream of beating the 200mph barrier came true when she reached an amazing speed of 225.4mph! This made her the fourth fastest woman on a motorcycle. For Christmas 2012 Santa, aka husband Mick, presented Becci with a present that every woman would want (?) - a turbo, a set of pistons and rods and the rest of the equipment to build a turbo-tuned Hayabusa!

With Mick's help she could really go for it. However, disaster struck. Mick severely hurt his back and was immobile for over four months. Although Becci was frustrated with this she still supported the other riders and in her role of official Straightliners Photographer would take their photos of their successes. These are available to bike magazines, riders and on the web.

Mick had helped to refresh a turbo Hayabusa engine for another member of the team, Tony Foster, and he kindly offered the bike to Becci so she could compete in the May and June speed events. Becci was overjoyed and to prove it hit speeds of 231.1mph in May and 224mph in June.



However, the biggest meeting was in August and that's the one Becci had her heart set on. With help from Team Mess, Rick Stubbins (European Champion Drag Racer) and Brad O'Connor (Motec Wizard) the build was finally finished. Fortunately fast speeds couldn't be held in August due to the bad weather but were planned for the September meeting. This was held at RAF Woodbridge and again Becci had a fantastic event smashing all her personal best speeds and achieving a speed of 237.7mph. What a brilliant way to end the season.

So, was 2014 to be the year? In

March Becci was back out on the track. Her very first run was at a speed of 235.6mph, another personal best. The boost on the bike was increased and she prepared for a second run. Everything felt right, the power was increasing just as it should and soon the throttle was at 100%, the gear changing was smooth and Becci and the bike flew through the trap. The throttle was eased off and the brakes gently applied and Becci rode back to the pits for the verdict. All the team had big beaming smiles on their faces so it should be good news - it was, a speed of 239.2mph. Wow! Another personal best and another Fastest Rider award. How to go home on a high!

On 17 May Becci was the first woman to get a British National Record with the Official Speed Record Club. She had run both ways on the runway within an hour and the average was taken, the speed was 233.21mph. The previous record had stood at 231mph by Mike Grainger. There were only 16 people who were on this list, one of whom was Malcolm Campbell who was one of the fastest in the world on land and on water before he died. Becci then got another personal best at 241.9mph. A thorough check of the bike took place and the tyres were sent for inspection to Andy at A18 Tyres and Michelin.

The next event was on 17 June. And that's when it happened....Becci smashed the world record for the Fastest Woman in the World. She did two runs, the first at a speed of 247.4mph and the second at 248.5mph! The previous record holder was Jennifer Robertson at 243.6mph. This was from a standing start, a one measured mile run on the runway in one direction with about half a mile to stop

in. Becci's speed of 248.5mph also broke the track record on this runway as the fastest woman ever on two wheels.

So what does Becci ride?

It's a land speed bike built and prepared by BDR Performance Engineering, a 550bhp Turbo Hayabusa with potential speeds of 250mph.

The engine is a 1300cc Suzuki Hayabusa with a GT35 turbo, BDR exhaust pipes, flowed polished head, Wiseco low compression pistons, Carrillo rods, balanced crank, undercut gearbox, billet output shaft, billet selector shafts, Upperton lockup clutch, M400 MOTEC ECU and data logger by Brad O'Connor and steering geometry attended by John Warrington Motorcycles. Tyres supplied by Michelin and A18 tyres.



It's a great achievement by Becci but it wouldn't have been possible without all the help and encouragement of husband Mick and the rest of the team at BDR Performance Engineering. All told, between them there's 35 years of engineering experience, outstanding race performances and numerous World, European and National track records.

Pictures courtesy of Chris Wright who took them at Elvington in Jul when Becci equalled her record of 248.5mph – Thanks Chris.



MOTs

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

From a Lincolnshire Advanced Motorcyclists Member

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OBSERVATIONS ON OBSERVATIONS.

Ian Morrison

So, I've become the recent addition to the 'observers pack'. What can I say about it?

How did I get here?

My observer passed a comment to me on one of our rides about the future prospect of my becoming an 'observer'. I thought he was clearly off his head (sorry John, but I bet that's not the first time). I felt that partly because I would never have the time, partly because I didn't fancy what they did (how did I know what they did?) and partly because I thought it was a bridge too far, and maybe too exclusive? Then I started to settle in my riding, and by chance, I'd turned up at the venue after a ride out with an observer, and saw everyone sitting around a table. I couldn't see the cauldron bubbling away, but I knew it must be in there somewhere.

What happens at the meetings?

I expected the meetings to be held 'on the bike'. Practising and honing the 'black art'. Under constant review (criticism or guidance depending on your perspective) from the other 'wizards'. It is not at all like that. The vast majority of sessions are classroom based. Discussing subjects, kicking them around the table, ensuring that everyone is on the 'same sheet'. Everyone has an opinion, a slightly different angle on a subject, and has an opportunity to air it. Sometimes some of the discussions are difficult, ie when there has been a spill, some negative event, or some other event worthy of discussion. But mostly, I leave feeling enthusiastic, about the condition of the group, the club, and my own riding.

What do I get out of it?

It reinforces what I've read in the books and encourages me to think for myself, and not just follow by rote. I'm sure you will remember passing your own IAM test, and thinking that you had 'made it', only to recognise (if you continued with club rides) that this was just the base level and the more senior club members were riding at a different level altogether. To be able to explain why I might encourage this or that style of riding to some fictitious associate, as opposed to a different style means you need to try and really understand your own riding, which in turn should keep you on your toes, and (hopefully) from slipping back into the 'old ways' before your own test. I started the 'Skills for Life' package to try to keep improving, and I personally don't want to stop improving. Any kind of two wheel riding has an element of danger. We all think it is worth it, that's why we joined. We have all heard the phrase 'if you don't use it, you will lose it'. We are all human. (Apart from the wizards.)

What does the club get out of it?

Any club is only as good as its members. Without enough willing members stepping up to the plate and taking their turn, any club will fail and disappear. There are a lot of members in this club, but most are inactive in most respects. As with most clubs, It does seem to be the die hards that keep it going. But these die hards have pressures of their own, and at some point I'm sure would welcome the chance to step back. So, someone out there reading this, come and give it a go. If it's not observing, then some other aspect of club life. If you don't use it, you may well lose it.

SOMEBODY ONCE SAID TO ME

Peter Yaxley

Somebody once said to me” the art of going fast is knowing when to go slow” but when it comes to going slow, now that’s a different story.

So to begin, a day out with RAMAG (Redditch Advanced Motorcyclists Group) June 29th 2014. The day started at 6am, shower, bowl of Shreddies, put gear on, get bike out STOP! Story actually starts Thursday 19th June, parts arrive for bike, spend the day fitting new cam chain setting cam timing and all valve gaps. Boy what a difference, good to remember, keep it well looked after. A rattley cam chain, poor tick-over and heavy fuel consumption can only be put up with for so long (that’s the bike speaking as well) went out for couple of test runs check for any leaks and ignore all the rattles and bangs. Sat afternoon run through all checks. Monday up early Test day out for an early run round to get into the groove, Test Taken and passed, ecstatic, now park bike up for week. Friday pull bike out for short run treating myself to some of those Kevlar trousers it’s been too warm for the all-weather ones. Bike running as rough as a dog with a wooden leg and a hernia. Limp back to base, seat off, tank off, found water in the spark plug recesses shorting out the cap and plug, fitted new set of plugs and set of caps. Make note will have to cover up better so that torrential rain won’t run down onto top of engine when on side stand. Short test run all tickitty boo again. Now let’s get back to the story line.

6 am start (skip to 7 am) pulled out of drive heading out of Lincoln on A 46 Leicester M1, M69 Coventry, head for Warwick take M40 down to Junction 12, the sun was up but a slight chill in the air, as I left Coventry towards Warwick the sun’s rays were warming my back, the roads were damp in places from overnight showers. I had chosen the main roads as my preference is to arrive places in plenty of time if not early as well. I arrived at the Heritage Motor Centre just off junction 12 of the M40 to my relief I was in the right place as over the rise parked motorcycles and persons clad in leather moving barriers and railings came into view. As I parked the bike two members of RAMAG came over to introduce themselves and asking from whence I’d come. This was Phil Edwards and Mike Richardson. Preparations were well under way for the day, the gazebo was up, the urn was on and the little generator was giving its all to bring water to the boil. I gave a hand in setting cones in place for something called the path amidst calls to bring THE PLANK!

After signing in and paying the very modest sum of £10 for the day all attended a safety briefing delivered by Ian Hart. A good point to remember here is listening carefully at these briefings as some of the words would and will become very pertinent as the day wore on is very important.

The group of about 30 riders, plus trainers were split into two groups, group A, us, went inside the Motor museum for a lecture on “THE SYSTEM”. Having attended several of these occasions where sleep is the best option I was very surprised and delighted to find an excellent presenter/trainer in Phil Edwards this was not a lecture but a very interactive session with various ones asking questions about the application of various aspects of the system, with hazard perception asking what mistakes the rider had made, why, and what he could do differently. This wrapped up about 11.00 we headed back to the car park and the other group took to the classroom.

A safety meeting and split into smaller groups of 3 riders and our start points designated we headed for our bikes and played follow the leader round the perimeter of the car park, carrying out various exercises, signal left (arm signal) easy you say, now do it standing up at walking pace, then ride side saddle or kneel on seat, all I can say here is none of us will be on the display team. Now off to start places.

As the area available is quite large there were five challengers for us to face. I started on the slalom, you know, in and out of cones turn round at top and same back again to start. Well that’s supposed to

happen, watch the experts and it does, watch me and you get start off (good), through first gap (good), miss second gap (bad), through next gap gingerly round the at the end and then with some coaching from the trainer" LOOK WHERE YOU WANT TO GO" this worked as the run back went around all cones through each gap YIPEE.

Next came straight line speed control without the use of the clutch, pass first cone take cup off top the next and place it on the third. Sounds easy, to help on the first run just touch the top of the cones, or should I say touch second cone (yes), evasive action to miss second cone stop at third. Has anyone ever said to you "if at first you don't succeed try, try again" this was a reoccurring theme throughout the day, these were skills to go away and practice, practice, practice. On the next two runs I managed to both pick up the cup and deposit it properly, again some help from the trainer "use the rear brake to control the speed".

I found the cat's cradle a challenge, but with application of what I had learnt so far this went reasonably well, although, (and this always sounds stupid and something we should all do quite naturally) looking where you are going takes on new meaning and is certainly needed when going at less than walking pace on a bike that seems to prefer going where you don't want it to. The figure of eight I also managed, again to the cries of; "look were you want to go".

The last challenge for the morning session was the walk with added plank. Follow the narrow path and drive onto and along the plank to finish. This was my Achilles heel this I couldn't do for some unknown reason the bike would not go onto full left lock and continue to move it insisted on forcing me to put my left foot to the ground to provide the needed support as replacement for the side stand as when used with a parked motorcycle, some said this down to rider error what do they know? At the start of the day Ian Hart had told us that if we thought the bike just won't do it he would prove us wrong and he did, however although good to his word it took three attempts at the path with one particular bike, those watching this felt much better and all have a good understanding that practicing these skills is a must for them to develop. The great thing about today was looking round seeing all sorts of bikes from Tourers to Trails bikes, ladies and gents all enjoying the learning process in a safe controlled environment , the result, all learned all improved and no broken bikes.

For the grand finale THE BRAKE AND SWERVE. I watched many of the others accelerate toward the BOX (cones strategically arranged of course) at the first two larger cones brake, at the second two off brakes swerve right and out through the exit. Interesting to watch what happens to your front tyre under heavy braking and the difference with ABS operating. I gave in, deciding I ought to give it a go, never know when it may be needed (of course this will only be when other drivers have made a mistake and nothing to do with any sort of error on my part). Sitting at the start of the run waiting for the wave of the trainers hand made me think, DON'T GET THIS WRONG, it will be embarrassing, it will hurt and you need to get home, a wave of the hand and gas on clutch out up to 30 hard on the brakes, maximum but don't lock up, off brakes swerve right, that gap looks awfully small, through. Yeah do that again! So I did this time a bit faster. I wasn't on my own on scuttling a few cones on the exit, pesky panniers.

The way home was a nice leisurely ride through undulating countryside with mostly dry roads and light traffic. The down side was the stark reminder of why we do extra training and take the time to do something for which there is no legal requirement. The solitary police patrol car with officer turning vehicles round due to road closed.

Well that's it, a day out with RAMAG slow riding, well, well, worth it . I am now looking for a huge car park and a shed load of cones so as to practice, practice, practice. If you get an email later in the year for the next Day slow riding I would say GO ENJOY.

REAR ENDED AT A JUNCTION

(on my brand new Triumph Explorer 1200)

Garry Calladine

We train, we learn, and we endeavour to put it all into practise. However how can we avoid being shunted from behind. Before you answer let me explain what happened to myself only last week. Whilst making our way out of Horncastle I believe on the B1183 on my brand new triumph explorer 1200, I approached the Junction leading onto the A155 where I wanted to turn left to head into East Kirby for the Lancaster bomber night. I was being followed by my buddy who was carrying a Pillion on his Harley Davidson. The roads were busy in all directions, and we had been passed by many sport bikes. Prior to the Junction I had been passed by three bikes at speed who took the junction without stopping. I was in a position where as I approached my early view of the junction had been obscured by the bikes, so I had no way of seeing if anything was coming along the very busy main road, It was an easy decision to stop and take a look. It wasn't rushed, my mate was a bit further back, I indicated, changed gear as I slowed gently, applied my brakes to come to a final stop in the correct position for turning left. My foot was down and I was in the process of looking right to see if was safe to move out when BANG. The next thing I knew I was on my back on the side of the road having been completely thrown off my bike. Luckily it was onto a soft verge.

What Happened, my very good friend had been paying attention to the traffic coming from the right at the junction, thought he could get out without stopping, and hadn't seen I had stopped. To make his quick exit, he powered up his 1300 (gave it some welly) then looked at his exit, he swerved but to late his engine bars hit my right pannier demolishing it, his passenger then hit me and I was down. Luckily he stayed up, although shaken he was uninjured.

Fortunately I only received a bruised right shoulder, and thigh, bruised left shoulder, and ribs from when I landed. His pillion also received bruising to her left side. Damage to the bike. Broken left clutch handle, left front indicator. Smashed right pannier, and pannier support bar. Cracked right pillion foot peg frame. I was so relieved the wife had decided to stay at home that night she would have without doubt broken her leg or ankle.

Not knowing if we could ride home, we contacted the RAC as we are both members. Guess what they didn't want to know. Because it was an accident, and not a breakdown, it was going to cost £120 for each bike to be recovered, plus a fee of £1 per mile per bike even though they would be on the same lorry. The total cost to repair my bike was around £500. Once access had been taken into account, it wasn't worth a claim.

So could I have done something different to avoid the collision? My friend fully accepts responsibility, he has never stopped apologising, and I know he feels really bad. One decision we have made is that he goes in front from now on! I have questioned myself several times as you do, should I have stopped? It was safe to do so, but unsafe to take the junction. I made a decision which I believed was right, surely it's just as unsafe to be indecisive.

I was impressed with the amount of other concerned bikers and a car driver that stopped and asked if we were ok. Many thanks to all of them. We made minor repairs at the scene (always have some gaffa tape handy) and decided it was safe to limp home, but it was a long steady journey back. By the way we are still the best of mates.

DO YOU KNOW YOUR CROSS PLY FROM YOUR RADIAL?

Lynne Watson

Most riders have a basic knowledge of the tyres on their bike, but Andy, from A18 Motorcycle Tyres knows them inside out. He has been involved with motorcycle tyres for over 11 years. He also knows chains, sprockets and brakes and as he's not tied into any one manufacturer he can advise on the best type for your particular pride and joy.

The legal limit for a tyre is 1mm over 50% of the tyre, if it is less than that anywhere else on the tyre then it is illegal and needs changing.

Buying a tyre on price, speed rating or because your mate uses them on his bike can cause major handling or safety problems.

Tyres need to work together. Manufacturers recommend a specific type of tyre for their bike. This is based on the loading, weight and expected speed of the machine and the tyre is rated as either a ZR, H, V etc. therefore, it's false economy to use a different tyre than that recommended. Under acceleration the load on the tyre increases. A 180/55zr17 rear tyre has been seen to expand 10mm at 180mph (which no one does, obviously) in diameter when at 36psi. Therefore, the recommended rated tyre is able to absorb the extra weight and loading caused where a lower rated tyre could burst. Weight and loading are more important than the maximum speed the tyre can cope with. Lower rated tyres aren't always cheaper either. Newer sports bikes have 190/55 tyres but older ones have 190/50. Changing to the newer rated tyres on an older bike can affect the handling, as well as how much of the tyre is actually in contact with the road.

Mixing tyre types isn't a good idea, even if they are by the same manufacturer. Running a bias ply front tyre and a radial rear tyre can be acceptable in certain applications but you should never run radial front and bias rear tyres as this can create an instability issue. If a tyre says steel where the ply rating is then it will be a radial tyre.

The following are the legal fitments for crossing of tyres

- Bias ply front and bias ply rear
- Bias belted front and bias belted rear
- Radial front and radial rear
- Bias ply front and bias belted rear
- Bias ply front and radial rear
- Bias belted front and radial rear

Illegal crossings are

- Bias belted front and bias ply rear
- Radial front and bias ply rear
- Radial front and bias belted rear

If in doubt, check with a trusted tyre fitter, he's an expert and your safety may depend on it!

Tyres usually have an inner tube although tubeless tyres are available. However spoked wheels traditionally can't hold air and so an inner tube is required. If you change the tyre then for safety the inner tube needs to be done at the same time. Nearly all radial tyres are tubeless, this means that if they do get a puncture then they will deflate slowly which is much safer.

Tyres up to V rating can have a mushroom repair so long as it's within 50% of the centre. Any tyres rated above V the manufacturer doesn't recommend a repair. There are puncture repair kits (one make is 'Rema Tip Top Kit') available that have a bradawl and a wick or bung that can repair a puncture, but any tyre that is repaired in this way needs to be changed as soon as possible as it's only safe for use for very short mileage. Some riders use a sealant (one make is 'Puncture Safe') that is put into the tyre when new and is permanent. If they get a puncture when the offending object is removed the sealant fills the hole. You then need to check your tyre pressure before riding. Again, the tyre does need to be changed as soon as possible, particularly if the damage is 50% from the centre. Some people think the sealant is a waste of money if the tyre only requires changing because it is worn and not for any other reason.

Puncture safe kits can be used in older Sports bikes but are not really suitable for the latest Sports or Super Sports bikes. Michelin Tyres are the only manufacturer who advises that tyres rated to W can be puncture repaired.

When replacing tyres, whether due to a puncture or just because they are worn, you should always replace the inner tube and if the valve is a rubber one that should also be replaced at the same time. The tyre will then need balancing to get optimum wear. Check the pressure too as less pressure means less mileage and the cost of another new tyre much sooner.

New tyres are renowned for causing owners problems due to the coating that is on them to stop them deteriorating once formed. A popular myth is that they need 'scrubbing!' Scrubbing doesn't remove any coating and is a waste of time. The only way to bed in a tyre is to ride it for at least 100 miles. The heat from the road removes the coating. That's an art in itself! Continental Tyres are the only manufacturer who uses a traction skin instead of a release agent and so can be ridden as normal from fitting.

Tyre manufacturers recommend tyres are disposed of after 7 years as they can deteriorate quite badly in that time. All tyres have a date on them, eg 3213, this is the 32nd week of year 2013. This was adopted in 2000 to comply with EU regulations. If there is no date showing on the side of the tyre then the tyre is pre-2000. If you've not done much riding or the bike has been stored for a while then check the condition of the tyre. If the tyre pressure has been low and is then corrected before being ridden this can cause cracking or splits in the side wall, the tyre can become grainy and hard and when ridden can split or lose traction on the road. Keeping the tyre at the correct pressure during storage is very important.

If you ride a Sports Tourer it's worth asking about the tyres. Heavier tourers complete with luggage and a pillion wear tyres quickly but there are now GT (Grand Terissimo) tyres available that give more mileage.

Any questions on any tyre, chain or sprocket problem then go see Andy. He's happy to advise. In fact his knowledge is such that he's been asked to provide the tyres for the latest attempt on the Fastest Female on a bike world record. Andy likes feedback on the service provided and also on the tyres you're using and if you're happy with the combination you have then it's as well to stick to it. See Andy at A18 Tyres on the Sandtoft Road. Contact him via email at sales@A18motorcycletyres.co.uk or call on 01724 711360 for directions.

B & B MOTORCYCLES

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CONTACT DAVE FOR MORE INFORMATION

07887 528623

WWW.MOTOTOURS.CO.UK

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



making each day count...

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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.

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 Ancholme Leisure Centre, Brigg. Meet 9.00am for 9.30am. Prompt start.

Weds 14th - 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.

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

OCTOBER

Weds 1st - Monthly evening meeting at the Crown Inn, Glentham LN8 2EQ (A631) at 8.00pm.

Sun 5th - Group Observed Run from Hartsholme Country Park. Meet 9.00am for 9.30am. Prompt start.

Weds 8th - Committee Meeting, Offices of LK2 Architects, Nettleham. Prompt start at 7.45pm

Weds 29th - 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