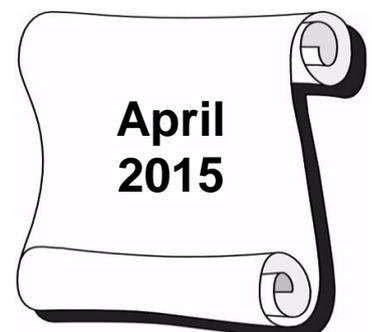


# ChainLincs

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



The latest observed ride out saw 8 members, plus a potential member, riding around the Lincolnshire Wolds. See Chairman's Chatter for the write up.



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Lincolnshire Advanced Motorcyclists

Meetings are held on the first Monday of each month starting at 8pm  
in the Nags Head, Middle Rasen, LN8 3JU  
Middle Rasen is on the A631 about 1.5 miles west of the Market Rasen

The next issue of ChainLincs will be in May 2015.

Please provide any copy to the editor, Ian Firth, by **Monday 27<sup>th</sup> April 2015** at  
the latest, earlier is better. You can send a copy by email to

[iancfirth@yahoo.com](mailto:iancfirth@yahoo.com)

## EDITORIAL

Hi and welcome to this April edition of ChainLincs. Thanks to all those who have been in touch with articles, photos and information to be included in this edition. The clocks have now moved forward and with increased daylight, we are seeing more and more bikers out on the roads. Hopefully, this finer weather will see greater participation in the LAMS ride outs, details of which are at the back of this newsletter.

We have received an article challenging some of the tips given in the last month's newsletter about riding in windy conditions. This is a positive way of clarifying much of the advice given by IAM and other recognised authorities on riding skills. With that in mind, I have intentionally included an article offering advice on fuel economy, which I hope will not just be a list of well-known facts, but that will have us question why some of this advice is given or whether it contradicts what we are taught. Some of the points are basic skills, such as sticking to the speed limit, but let's be honest, don't most of us like to save a pound or two when it comes to fuel?

Mick also introduces the Brayford Warf event for 2015, so don't miss this opportunity to meet IAM to the many bikers who attend. It was at this event last year that I met some of you and took away a few newsletters, information leaflets etc and then made contact to take my Skills For Life course. A few months later and I'm a full member of IAM, so I can attest to how such events can be very important.

### Contents in this newsletter:

- Chairman's chatter
- Membership update
- Rambling on
- Fuel economy
- From the top
- Diary of events

## CHAIRMAN'S CHATTER

As the better weather reaches us it must have sparked something in local motorcyclists as we have had 6 new members join us this year already. Not only that but some have also been out with their observers. Welcome to Chris, Roland, Andy, Andy (not a typo, there are 2) Paul and Simon – good luck with your advanced training and enjoy!

For the new members don't forget to find our Facebook page Lincolnshire Advanced Motorcyclists (<https://www.facebook.com/groups/301610040008772/>) and ask to join so you can post and join in.

I already noticed that one of them is interested in becoming an observer in the future, great news as more observers are always needed. At the moment we could do with some of our current observers taking the National Observer qualification, so guys please give it some thought. You will need to read the Motorcycle Observer Qualification and Assessment guide to check you are doing all that is required and then an IAM Staff Examiner will take you on a qualification ride to make sure you meet the criteria. We'll even refund your fuel costs!

Last month's group observed ride from Brigg was well supported with 8 (3 observers and 1 associate amongst them) members and a potential member. We were led across from Brigg towards the Wolds and back again by John Harrison who found some dirty roads; at least they were dry so just dusty. Paul, the potential member was late so somehow managed to find us in the middle of nowhere! After the ride he said he had enjoyed it and particularly the progress that we made sounding really keen to sign up – unfortunately we are still waiting for him to follow that up!

Next ride is 12 Apr at 0930hrs from Willingham Woods.



The Committee have been busy trying to arrange speakers for the monthly social meet at the Nags Head. Already this year we have had Roland from the Lincs and Notts Air Ambulance who gave us a great talk on the work done by the air ambulance working with limited resources and funded totally from donations. We have a LIVES talk booked for June and are also trying to get somebody along from the Lincolnshire Road Safety Partnership (LRSP) and also Lincs Police Road Policing Unit (Police Interceptors!). Please come along to the monthly get together and support these speakers.

As usual we will be having a stand at the Lincoln BikeFest this year. Those on FB will already have seen that it will take place on 7 Jun and is planned to be bigger and better than ever spanning both side of Brayford Pool. We will need help from about 0830 to set up and then through the day to man the stand and talk to the public. Please put the date in your diary and let me know if you can help out on the day.

Finally, for those of you that haven't heard, Ian Firth has been appointed as the Regional Operations Manager for Central England and Wales. Many congratulations to Ian and good luck in the new job.

Hope to see you all soon, stay safe

Mick

# MEMBERSHIP UPDATE

## Membership Update etc.

Group Web Site: [www.l-a-m.co.uk](http://www.l-a-m.co.uk)

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

<b>Member</b>	<b>Observer</b>
Paul Collins from Scunthorpe	Dave Butt
Simon Till from Kirton Lindsey	Dave Butt
Andrew Hirst from Welton	Andrew Kitchen
Dean Plumtree from South Leverton	Full Member

The group membership is currently comprised as follows

Full Members	89
Associate Members	18
<b>Total Group Membership</b>	<b>107</b>

Don't forget that it is membership renewal time – you should all (up to membership number 724) have already received the paperwork from me.

I will be at the Nags Head on Monday 6 April for those wishing to bring it along on the night.

That's all for this month, ride safely:

*John Cheetham*

## RAMBLING ON

It's been some time since I rambled on, but it seems like the IAM don't want us to ride like the wind; as if we would. The tips they give on the whole make good sense, but some need a little thought before considering putting them into practice.

As people keep reminding me, I know that I am getting on a bit and it comes as a disappointment to some that I arrive at meetings in the winter on four wheels. Nowadays, the cold does eat into to old bones a bit, although if it's cold without snow or ice being present, I will still ride; albeit well wrapped up. In my younger days I rode the bike all year round, come what may. I rode to work whatever the weather, as I think the boss would not think too kindly of me if I rang up and said I'm not coming in today as the wind is blowing a bit too much. As for wind chill and keeping warm, a

copy of the Grimsby Telegraph inside the old waxed cotton Belstaff and a pair of overmitts were all that was required against the worst winter could throw at me.

I've never had luggage on a bike as a rule, but when I do, it's only a pair of panniers. Top boxes seem the most ridiculous things to me. They are placed at the furthest point from the headstock and any weight or wind, or even both, are going to upset the handling of the bike.

The next tips made were about making observations and making adequate progress for the conditions at the time, which is common sense. When you are buffeted, should that not read when you are being buffeted, I find that I ride as above, but I also ride with a positive throttle to lean into the cross wind. As for the type of machine, I can tell you that heavier bikes do get blown over too; as if they were top heavy lighter bikes, such as happened to me one day. My bike got picked up and blown onto the other side of the road. Regarding gaps and buildings; many years ago my brother in law was riding to work on Grimsby Fish Docks around Ross House, a tower block of offices with a front shaped to resemble the bridge of a ship. He was blown clean off the ground, bike and all were deposited on a traffic island and the wheels never touched the full sized kerb and that was on a 350 Honda, which was no light weight. Lowering the body towards the tank, head down, neck cricked at an odd angle, arms not at best position to counteract any sudden changes, extra weight on the wrists, eyes not able to see into the mirrors to be aware of the rear view, need I go on.

When sheltering behind a larger vehicle, what about our forward vision? The following position and the two second rule? The braking distance? Not forgetting all the turbulence? Need I go on? Now you're following (I hope not) the large vehicle, by all accounts into a head wind, so the only vehicle that could be blown towards you must be in front of the vehicle you are following closely, so once again need I go on. I am sure that the other members of our group that ride all the year round have their own thoughts on riding successfully against the elements, but as I said earlier the most of the tips make good sense, as with a lot of things they need a bit of thought.

The article inferred that spring is windy. What about autumn. Sound and constructive advice at the appropriate time about the seasons riding conditions would be very welcome. Wind and foul weather in autumn, ice and snow in winter, low sun and showers in spring (Not necessarily too much wind, I hope) and the heat of summer. As was pointed out it about the social meeting in the last newsletter, it was heavy snow, not wind that caused issues that night, so perhaps winter advice would have been better. With all this global warming, though, perhaps any advice at any time of year will be helpful; who knows?

John Harrison

# FUEL ECONOMY TIPS

Can't face swapping your super sports for a commuter? Here's some top tips on how to get the best out of bike from Ian Biederman, Chief Instructor at BMW Rider Training:

1. Tyre pressures - One of the simplest things to do and something that is often overlooked is to ensure your tyre pressures are correct and in line with the manufacturers guidelines. As a positive consequence this also improves the bikes handling characteristics and makes you feel happier and more comfortable on the bike.
2. Maintenance - Ensuring your bike is regularly serviced and well maintained can make quite a difference to the economic properties of the motorcycle. A poorly set up machine will certainly use more fuel.
3. Setting off - Smooth careful application of the throttle especially when moving away from a stationary position improves economy dramatically. Try to avoid traffic light races, a motorcycle is considerably lighter than a car and can easily get up to road speed with minimal effort and strain. You will find that just a small turn on the throttle will happily keep acceleration of your motorcycle ahead of other traffic. Try to avoid aggressive throttle action, it uses far more fuel.
4. Use the mid range - Try to avoid labouring the engine at low revs and adversely avoid the top third of the rev range. Both extremes use far more fuel.
5. Plan ahead - Look further to anticipate what other traffic is doing. This way you could avoid usage of the brakes and allow the just engine braking to reduce the speed of the bike. With careful planning and timing you can often avoid coming to a stop altogether and just gently keep the bike rolling. However, be aware that this gives little or no information to following traffic and mindful of our limited visibility compared to a car we need to be careful that the vehicle behind doesn't run into the back of us. A light caress of the rear brake pedal may be required at times to inform other road users that we are slowing.
6. Obey speed limits - Unsurprisingly this will not only save fuel, but also keep your licence nice and clean.
7. Luggage - Those lovely panniers may look great on the bike, but they increase both weight and drag and will require more fuel to keep the bike travelling at speed. If you carry very little in them consider wearing a rucksack instead.
8. Posture – When travelling at higher speeds consider how you are sitting on the bike. Motorcycles are tested in wind tunnels with riders on them to work out the best airflow. If you are sitting up out of this airflow or your arms and legs are sticking out you are

creating a drag on this which will use more fuel. By tucking in a little you reduce drag and often find that the wind noise is reduced thus saving your hearing and allowing you to arrive at your designation less drained.

## **FROM THE TOP**

As the driving test reaches its 80th anniversary in the UK, leading road safety charity the Institute of Advanced Motorists (IAM) says its time the way we teach new drivers received a comprehensive overhaul to keep it relevant to today's driving landscape and to the problems faced by young people on the road.

The Road Traffic Act was passed in 1934; the legislation that paved the way for compulsory driving tests in the UK a year later. The biggest developments in the driving test came into effect in the past two decades: in 1996 a theory test was added to the practical element. From 2002 learners also had to pass a hazard perception exam.

However as it stands now, the driving test does not include any testing of a driver's ability to cope safely with country roads, poor weather or driving at night – three aspects we know are the main risk factors in the first six months of solo driving.

Road accidents remain the biggest killer of young people in the UK, higher than both alcohol and drugs. In 2013 there were 191 people under 24 killed and 20,003 injured as drivers and riders of cars and motorbikes.

In the past five years (2009-13) there were 1,037 people under 24 killed and 120,958 injured on UK roads as drivers and riders – while the overall trend has been falling, these figures are unacceptable.

Neil Greig, IAM director of policy and research, said: "The driving test needs to become a much more integrated part of a graduated licensing system that picks up on best practice from around the world. For instance, Austria has a 'second phase' licensing system, where young drivers come back in the first 12 months after the test for further interventions to examine attitude changes and skills."

Young male driver casualties have dropped by a third in Austria as a result of the initiative.

The IAM advocates the following changes to the driver training 'system' as part of its

manifesto: road safety education to be part of the National Curriculum, support for a minimum learning period prior to taking the practical test, the inclusion of high speed roads in the test itself, support for limits on peer passenger numbers after the test is passed, and a lower drink-drive limit for new drivers.

The IAM also wants to see learner drivers allowed on motorways so they can learn from an expert rather than on their own after passing the test.

Neil said: "The driving test today does test a driver's ability to a very high level, but it has fallen behind what is urgently needed today in 2015. This must be addressed as a matter of urgency by the next government."

He added that the driving test needed to take into account whether the influence of new technology and driver aids; such as satellite navigation and cradle-held mobile phones used as navigation devices, should play a part in a 21st century driving test.

Editor's Note: While the article refers to driving throughout, it is relevant to riding too, which is why it is included in this edition of ChainLincs. Thanks to Kev and Lynne for forwarding this press release to me for inclusion

## FOR SALE

1974 CB750 K2 for sale with 51K miles.



Owned since January 2002. It has had 5 former owners. Acquired through John Wyatt (author of the definitive book on the bike and owner of Rising Sun Restorations) the bike belonged to his chief mechanic. It comes with history, a photocopy of the workshop manual and the parts manual together with several books and publications. The bike is completely original, with the exception of the 4 into 1 exhaust system and is in good working order. It will be sold with a new M.O.T. Price £4450 ono. For more info and photos. Tel: 01507 343412 (Lincolnshire Wolds)

Brand new pair of TCX S-Sportour WP M/C boots for sale. Black, EU Size 43/ UK Size 8.5. All tags in tact and in original box. They normally retail over £120.00. For sale at just £50. Contact Ken Rose [k761rose@btinternet.com](mailto:k761rose@btinternet.com) or 07790651342



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## OBSERVERS MEETING

At the last observers meeting, 4 observers attended and a number of items including risk assessments, practical training for observers, on the road on observers evenings or Sunday mornings and class room input for new observers. Lincolnshire Advanced Motorcyclists are always in need of new observers, so if you are keen to assist, all meetings are held at the Nags Head, Middle Rasen on the last WEDNESDAY of each month at 7.30 PM. Feel free to attend and let John H know if you are interested

## DIARY OF EVENTS

Contact point: Dave Hall 01522 274989

The Sunday morning Group Observed and Social 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. Potential members considering taking the IAM test may have an individual assessment ride. It should be noted that members are free to group up as they feel fit and embark on a purely social run of their choice without any “observing” etc., merely enjoying the opportunity to ride with fellow like-minded bikers. The runs last around 2 hours, usually with a mid-point refreshment stop, starting at the venues listed below.

Brigg Leisure Centre parking area	South side of A18
Willingham Woods picnic site	A631 east of Market Rasen
Hartsholme Country Park	South side of B1378, Skellingthorpe Road

Group 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 Group Social Runs are principally for group members only. Please let the run organizer know if you want to invite a guest. If carrying a pillion passenger you should ensure that this is covered by your motorcycle insurance policy.

**It is you, as the rider who is deemed to be in control of your motorcycle at all times during an observed or social run.**

## APRIL

**Mon 6th** - Monthly evening meeting at the Nags Head, Middle Rasen at 8.00pm

**Sun 12th** - Group Observed Run from Willingham Woods. Meet 9.00am for 9.30am prompt start

**Weds 15th** - Committee Meeting, Nags Head, Middle Rasen. Prompt start at 7.45pm

**Weds 29th** - Meeting for Observers and those interested in becoming Observers.

Venue - TBA

## MAY

**Mon 4th** - Monthly evening meeting at the Nags Head, Middle Rasen, LN8 3JU (A631) at 8.00pm

**Sun 10th** - Group Observed Run from Hartsholme Country Park. Meet 9.00am for 9.30am prompt start.

**Weds 27th** - Meeting for Observers and those interested in becoming Observers.

Venue the Nags Head, Middle Rasen, LN8 3JU (A631) at 7.45pm unless stated otherwise.

## JUNE

**Mon 1st** - Monthly evening meeting at the Nags Head, Middle Rasen, LN8 3JU (A631) at 8.00pm.

**Sun 7th** - Group Observed Run from Brigg Leisure Centre. Meet 9.00am for 9.30am prompt start.

**Weds 17th** - Committee Meeting, Nags Head, Middle Rasen. Prompt start at 7.45pm

**Weds 24th** - Meeting for Observers and those interested in becoming Observers.

Venue the Nags Head, Middle Rasen, LN8 3JU (A631) at 7.45pm unless stated otherwise.

**PLEASE NOTE THAT MONTHLY MEETINGS ARE NOW HELD ON A MONDAY**