

ChainLincs

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



Roland Johns & Andy Tofts were presented with their certificates at the August social meeting



**September
2015**

GROUP COMMITTEE MEMBERS

Mick Smith mick.carron@btinternet.com	Chairman	01673 860853 07979 912740
John Cheetham lincs-am-sec@pobroadband.co.uk	Group & Membership Secretary & Newsletter Mailing	01427 616864
Lynne Watson witchylynne@live.co.uk	Vice-Chairwoman, Minutes Secretary & Associate Co-ordinator	07739 571610
Sam Kirwan Samng41@icloud.com	Treasurer	07745 774215
Ian Firth iancfirth@yahoo.com	Newsletter Editor	07813 062130
Dave Hall lincolnian1@virginmedia.com	Events	01522 274989
Jerry Neale jerryneale@tiscali.co.uk		01522 681613 07885 494607
Ken Pike ken.pike@btconnect.com		01522 778357
Kevin Turner kevturner59@sky.com		07796 954004

CENTRAL ENGLAND & WALES REGIONAL OPERATIONS MANAGER

Ian Firth ian.firth@iam.org.uk

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

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



Lincolnshire Advanced Motorcyclists

Follow us on twitter at :- @lincsbikers_iam

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 September 2015.

Please provide any copy to the editor, Ian Firth, by **Wednesday 30th September 2015** at the latest, earlier is better. You can send a copy by email to
iancfirth@yahoo.com

EDITORIAL

Apologies for the late completion of this month's newsletter. Work and planning for the IAM Spring forum meetings has taken up much of my time. You may or may not be aware that a regular bike examiner for the IAM has recently handed in his resignation. It is a sad day to lose a very highly respected examiner of Andy Trevithick's calibre, but there are other examiners who will pick up the tests and all the examiners are of a similar ilk as Andy. Thanks to Andy for his hard work and expertise over the years and for giving me a good report on my test day last year. I'm sure we all wish him the very best for the future.

The weather has not been the best of late, but the latest forecast has indicated a decent few days in September, so if you are able to make the ride out next weekend check out the events page for starting point details and I hope to see you there. There will not be many more chances to ride without being wrapped up like the Michelin man, with the year rolling around so very fast.

Just a quick personal note. A friend of mine from the RAF days has come back to bikes after a 20 year absence. He asked my advice on a number of things and once he had decided to buy his bike, took my advice and completed his Bike Safe course with Andy Kitchen and is now ready to do his Skill for Life course. He lives in Newark, but I reckon I've persuaded him to join LAM. It's great to see a very good friend looking at his post test training seriously and I really hope he joins this friendly & great group of riders.

Safe riding,
Ian

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- Be a smooth operator
- Banbury run
- Rubber
- Becci Ellis
- Diary of events

CHAIRMAN'S CHATTER

Welcome to the September Edition of ChainLincs. I will keep it short and sweet this month as I still don't seem to have as much time as I would like to be involved in Group matters.

John will already have mentioned the one new member in the past month but welcome to Graeme McQueen from Louth, hopefully meet you at a meeting or ride soon. Many congratulations to Jerry Neale who has successfully completed the Local Observer training under the expert guidance of Don Ford becoming the Groups first observer qualified using the new system. Well done Jerry and thanks to Don for the all the work required to achieve this. We do have some more in the pipeline so hopefully a few more qualified in the coming months.

Anybody interested in becoming an observer don't forget the Observers meeting at the Nags Head on the last Weds of the month (details in the diary of events on the back page of ChainLincs). Jerry Neale is doing a great job with help from John Harrison organising training for the observers, thanks guys.

The new group website should be live soon, there have been a few teething problems relating to the registration of the domain name (www.l-a-m.co.uk) but by the time you read this hopefully they will be resolved and the website live again.

The annual Barrie Heath quiz to fight for the prestigious Barrie Heath Trophy will be upon us in October. We are looking for a team of 4 to take part again this year, plus a few supporters. The quiz will take place on 14th October at the Redbourn Club on Cemetery Road in Scunthorpe starting at 8.00 pm. If you fancy being a member of the team please let me know. The questions are usually general knowledge but it is down to the hosting team to set them.

Don't forget the next Group ride on Sunday 13th Sep from Brigg Leisure leaving at 0930hrs prompt.

For the new and existing, 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.

Finally, many thanks to Kev Turner who has set up a group twitter account. If you are on Twitter have a look at IAM Lincolnshire (@lincsbikers_iam).

Hope to see you all soon, stay safe

Mick

MEMBERSHIP UPDATE

Group Web Site: www.l-a-m.co.uk

We have one new member to welcome to the group recently, as follows:

Member	Observer
Graeme McQueen from Louth	Ken Rose

There is one test pass to report – congratulations on your success and a big thank you to your Observer.

Member	Pass Date	Observer
Chris Riley	3 September	Morris Howe

The group membership is currently comprised as follows

Full Members	84
Associate Members	23
Total Group Membership	107

Please note that membership will be due for renewal from 1st October for those with membership numbers in the range 725 to 739 inclusive. The rate due is £4.00 to cover until 31 March which will bring you in line with the main group membership renewal date.

You should receive a letter which will contain the Renewal form, a Gift Aid Declaration Form and an addressed envelope (please note stamp required) to return to me.

That's all for this month, ride safely:

John Cheetham

OBSERVERS MEETING

The latest meeting was another well attended and very busy observers meeting. There was mounted practical bike training for all observers and Ken Rose led the team to a set of bends near Wickenby where we dismounted and under guidance from Ken had an in depth analysis of the bends, the limit points and breaking points whilst walking them. Following the analysis the team then rode the bends before returning to



the Nags Head for refreshments and some Local Observer training. Thank you to all observers that attended and worked hard to make it a very thought provoking evening with many interesting discussions. Don't forget that the observer team is always available for any member of the group who would like to have a one to one in order to maintain their program of continuous personal improvement.

Jerry

BE A SMOOTH OPERATOR

We all know that filtering through stationary or slow-moving traffic is not illegal – but as motorcyclists we must make sure that we overtake without putting other road-users at risk.

- Make sure you concentrate on everything around you and use your peripheral vision to monitor changes in traffic before overtaking. If you see something moving unexpectedly in your peripheral vision, slow down if necessary and only overtake when it is safe to do so.
- Hazards are more likely to be concealed behind parked vehicles – anticipate these risks by looking as far ahead as possible and travel at a safe speed. The earlier you identify a hazard the quicker you can react to the situation and think about your manoeuvre.
- Avoid overtaking when you are approaching a set of traffic lights. If you do, the driver you are overtaking will be forced to apply their brakes suddenly and may react angrily. The same applies for overtaking a long vehicle – you probably

won't be able to get in front of it before the lights change red so hold back and wait.

- Look out for any tall vehicles such as lorries and buses that may obstruct road signs. If you're taking an unfamiliar route and need to follow the signs don't simply overtake because you can. Stay back until you can see the sign and position yourself in the correct lane as instructed.
- You should not filter through traffic at speeds above 15-20mph as vehicles above this speed can change direction quickly with little or no warning, forcing you to swerve and lose control.
- As a rule of thumb you should not filter through traffic which is moving at more than 20mph. If you do filter, don't ride more than 10-15mph above the speed of the traffic around you.
- Make sure there is enough space available for you to overtake, allowing for sufficient distance between you and the vehicle ahead of you. Avoid overtaking if you're riding through a single carriageway road with oncoming traffic as there will be little or no space to manoeuvre.
- Look out for any road signs that allow motorcyclists to use a bus lane. Although stretches of a bus lane maybe empty this is not an opportunity for you to speed up. Beware of any junctions and side roads that allow vehicles to make a turn using the bus lane. Give yourself enough time to react by riding at a safe speed and by increasing the distance between you and other traffic at all times.
- Always be courteous to other road users, don't tailgate and don't get impatient or aggressive simply because you want to get to your destination. Be patient and filter through traffic bearing in mind other road users' safety.

BANBURY RUN JUNE 2015

The run took place on a warm & sunny 21st of June with Geoff & Glen Everard, Ian Morrison & myself meeting up at Newark for the ride down to the Gaydon Motor Museum, where the Banbury is now held. Our route started on the A46, turning off onto the A606 to Melton Mowbray, then the B6047 to Market Harborough and the A4304 to Lutterworth, finally picking up the Fosse Way to our destination.

The 500+ classic bikes left Gaydon at various intervals for a run into the countryside. There were 3 classes:

Class A - Mainly veterans prior to 1915 with a gentle 30+ mile route.

Class B - Early vintage; 1915 – 1924 with a 50+ mile ride.

Class C – Vintage; 1925 – 1930 with a 60+ mile ride.

(Both the B and C classes had to negotiate the notoriously steep Sunrise Hill)

On leaving the Museum area they ride down a main road to a roundabout (outside the Land Rover Factory) which was where we stood watching and taking pictures for some

time. The route is sign posted for the riders and there were lots of modern bikes parked up along the route, with their riders watching the event.

We then walked to the Museum grounds (£8 entry) while the huge variety of old bikes continued to set off, which included a number of makes we had not heard of. Inside the museum grounds were approximately 100 stalls selling all sorts of goods plus an auto-jumble, where large sums of money were being asked for rusty old wrecks. In the Bonhams Auction marque, a couple of Brough Superior bikes were to be auctioned. One was expected to sell for between £120,000 - £160,000. The other, a basket case, expected to fetch £220,000 – 240,000. One can but dream!



While Geoff & Glen went for a bite to eat, Ian & I had a wander around the stalls and then went into the Motor Museum where lots of interesting cars were on display, from very early cars to more modern ones, race cars, rally cars from numerous manufacturers, even the DeLorean car from the film “Back to the future”. After a good look around we went back outside into the warm sunshine, where some of the competitors were arriving back from their

run. Sammy Miller MBE (See photo above) was riding around the grounds on a 1912 Verdel 5 cylinder radial engine bike, an early board racer with exhaust pipes that were only about 3 inches long. He actually rode a 1925 1000cc Grindley & Peerless St1 around the road route. There were singles, twins, 2 & 4 stroke bikes some with wicker sidecars and many riders dressed accordingly. What a great sight and atmosphere. There were also a number of lady riders taking part and even riders from the continent who came to ride in the event, it is that popular.



Around 4pm we made our way back to the bikes, meeting up again with Geoff & Glen for a leisurely ride back up the Fosse Way, A5 - M69 – A46. I certainly enjoyed the day and hope my fellow riders did too. Thanks for your company Geoff, Glen & Ian.

Dave Hall



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

From a Lincolnshire Advanced Motorcyclists Member

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CONTACT DAVE FOR MORE INFORMATION

07887 528623

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RUBBER

At a recent meeting about motorcyclist casualties involved in serious accidents, I was shocked to find that one of the biggest contributing factors was tyre condition; in particular, tyre pressure and tyre tread. This got me to thinking about how often I checked my tyres and the answer was “Not often enough”. I’m now making a much more concerted effort to do regular checks of my bike tyres before each trip. I also looked into advice on tyres and a well know British tyre manufacturer came up with some great information and advice.

I will focus on a few areas that may not be as straight forward as the manufacturer’s recommendations that riders ensure they only fit a tyre marked “Front wheel” or “Rear wheel” on the correct rim! I mean, who would get that mixed up? Well a good friend once fitted his own rear tyre and put it back on his bike with the tread facing the wrong way, so simple mistakes can sometimes happen.

The advice given included following pressure recommendations shown on the manufacturers Motorcycle Tyre Application Guide and motorcycle handbook. This not only helps with fuel economy, but the correct pressure will provide the bike with the optimum amount of rubber in contact with the road surface and give best results on bends. Under-inflated tyres can result in imprecise cornering, higher running temperatures and overheating cracks, irregular tread wear at the edge of the contact patch, fatigue cracking, overstressing and eventual failure of the tyre carcass. Over-inflating tyres does not increase load-carrying capacity, but will result in a hard ride and accelerated tyre wear in the centre of the contact patch.

Repeated loss of inflation pressure may result from undetected tyre damage. Visually inspect tyres for punctures, cuts, abrasions, cracks, bulges, blisters or knots. It is necessary to dismount the tyre to complete an inspection for internal damage and any need for repair. Only certain punctures in the tread area may be repaired, and only if no other damage is present. Even then, it is recommended that the tyre is replaced or a professional tyre fitter is consulted as the lining of the tyre may prohibit such a repair.

Replacements for worn, differently patterned or constructed tyres will not react in the same way. When new tyres are fitted, they should not be subjected to maximum power, abrupt lean-over or hard cornering until a reasonable run-in distance of approximately 100 miles has been covered. This will allow the rider to become accustomed to the feel of the new tyres or tyre combination and achieve optimum road grip for a range of speeds, acceleration and handling use.

To ensure optimum safety and maximum enjoyment of your tyres you should:

- Check air pressure at frequent, regular intervals, particularly just before and during long trips. Always use an accurate tyre gauge** and check pressures only when the tyres are cold (i.e. wait one hour after running)
- Inspect your tyres as often as possible. Look for irregular wear, any signs of cracking in the sidewalls and tread, blisters, knots, cuts or punctures
- immediately remove and replace damaged tyres

It's OK having the power to accelerate and brakes to slow down quickly or stop, but without decent and fully serviceable tyres, power and brakes could become redundant, so look after them and they will hopefully, look after you.

Ian

BECCI ELLIS

You may have heard recently that Becci Ellis, from Scunthorpe area and well known to LAM members was involved in a high speed crash while attempting to beat her own record of 264mph. Becci was riding along Elvington airfield in North Yorkshire and had hit around 254 mph when a gust of wind blew her and her 1300cc superbike off course. This saw Becci coming off the runway and onto the grass at around 220 mph. Amazingly, she managed to keep the bike upright until the bike had slowed down to



around 90 mph, when the front end dug itself in and she was thrown from her bike, resulting in her being airlifted to Leeds Hospital as a precaution. Becci suffered a broken ankle and bruising. I'm sure we all wish Becci a speedy recovery and hope that she is soon fit enough to get back in the saddle and breaking records, rather than bones.

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.

SEPTEMBER

Mon 7th - Monthly evening meeting at the Nags Head, Middle Rasen, LN8 3JU (A631) at 8.00pm.

Sun 13th - Group Observed Run from Brigg Leisure Centre. Meet 9.00am for 9.30am prompt start.

Weds 23rd - Meeting for Observers and those interested in becoming Observers. Venue the Nags Head, Middle Rasen, LN8 3JU (A631) at 7.45pm unless stated otherwise.

OCTOBER

Mon 5th - Monthly evening meeting at the Nags Head, Middle Rasen, LN8 3JU (A631) at 8.00pm.

Sun 11th - Group Observed Run from Willingham Woods. Meet 9.30am for 10.00am prompt start.

Mon 19th - Committee Meeting, Nags Head, Middle Rasen. Prompt start at 7.45pm.

Weds 28th - Meeting for Observers and those interested in becoming Observers. Venue the Nags Head, Middle Rasen, LN8 3JU (A631) at 7.45pm unless stated otherwise.

NOVEMBER

Mon 2nd - Monthly evening meeting at the Nags Head, Middle Rasen, LN8 3JU (A631) at 8.00pm. commencing with the group **ANNUAL GENERAL MEETING**.

Sun 8th - Group Observed Run from Hartsholme Country Park. Meet 9.30am for 10.00am prompt start.

PLEASE NOTE - No Observers meeting this month.

PLEASE NOTE THAT MONTHLY MEETINGS ARE NOW HELD ON A MONDAY