

ChainLincs

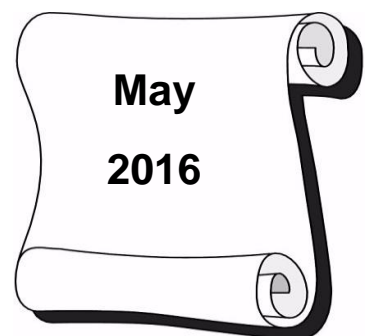
THE NEWSLETTER OF

THE LINCOLNSHIRE ADVANCED MOTORCYCLISTS

IAM GROUP 7176, REGISTERED CHARITY 1049955, SUPPORTERS OF THE BMF



Helimed 29 with Dale Fordhams' race bikes at the WAVE during the Ride to Save Lives 2016 event



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Lincolnshire Advanced Motorcyclists

<https://www.facebook.com/groups/301610040008772/>

Follow us on twitter at :- @lincsbikers_iam

Meetings are held on the first Monday of each month starting at 8pm

at the Nags Head, Middle Rasen, LN8 3JU

Middle Rasen is on the A631 about 1.5 miles west of Market Rasen

The next issue of ChainLincs will be in June 2016.

Please provide any copy to the editor, Lynne Watson, by **28th May** at the latest,
earlier is better. You can send any articles by email to

lynne.iam1@gmail.com

EDITORIAL

Hello and welcome to the May edition of ChainLincs. There are some great articles from people in this month's newsletter and my thanks go to them. I need your help to keep it going so all stories, photos, events or information you think will be of interest to other members, please send to me for inclusion. My email is lynne.iam1@gmail.com

The next social is on **2nd May** even though it's a Bank Holiday. There will be a ride out from the Nag's Head setting off at 6.30pm and getting back about 8pm for the meeting. So, plenty of family time then out on the bike for a bit of fun!

There's a lot happening over the next few months so check out the events diary and our Facebook page to make sure you don't miss anything.

We are also including pieces on members of the group so if you read something that one of them has done or is planning on doing and you fancy having a go or joining them, get in touch. If enough people contact them (or me) an event or ride out can be organised.

Also, if you have an unusual job or hobby send me a short piece about it and it can be included in the magazine.

If you're planning a ride out and its short notice, put it on our Facebook page, there may be others that are free and would like to join you.

Whatever you do,
Have fun, Lynne

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CHAIRMAN'S CHATTER

Welcome to the May edition of ChainLincs. Another good turnout for the April social meeting where, instead of Ian Firth bringing us up to date on the changes at IAM, a change of speaker meant we were joined by the editor of Ride Magazine Simon Weir. Simon gave a good presentation on his Top 10 European Touring Routes.

Our next Social night is on 2nd May. Although this is a Bank Holiday we are still planning on meeting up, however, we are having a ride out beforehand. Meeting up at the Nags Head at 6.30pm. Dave Hall will be leading the ride around some of the lesser known roads in the area.

The next Sunday Group ride out is on 8th May at Willingham Woods. Meet there at 9am for a 9.30am start.

The Ride to Save Lives event was a huge success. Well done and thanks to everyone who helped or attended. See the write up later in the magazine.

Well done to our latest test pass, Paul Collins, a F1RST! Many thanks to his observer for his efforts. Paul has worked really hard to improve his riding and it has definitely paid off.

There are lots of events coming up in the next few months, watch this space and our Facebook page for details. Anyone who wants to help with an event would be most welcome. Contact a committee member for information. If you have an idea for an event or ride out then let us know, there's bound to be someone who'll want to do it.

For the new, and existing, members don't forget to find our Facebook page, Lincolnshire Advanced Motorcyclists [here](#) and ask to join so you can post and join in. We are also on Twitter at IAM Lincolnshire (@lincsbikers_iam).

One last thing! I am sure some of you have already seen that Mark French is riding 1300km across India to raise money for the Lincs and Notts Air Ambulance. This is his Justgiving page <https://www.justgiving.com/Mark-French3> so please sponsor him. His target is £5000.

Hope to see you all soon, stay safe

Mick

MEMBERSHIP UPDATE

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

We have five new members to welcome to the group recently, as follows:

Member	Observer
Christopher Luck from Cranwell	Richard Busby
Manny Buttigieg from Lincoln	Full Member
Sam Hall from North Kelsey	John Harrison
Lee Coulbeck from Welton	Andrew Kitchen
Glyn Trundle from Sleaford	TBA

There is one test pass to report since my last newsletter update - congratulations on your success and a big thank you to your Observer.

Member	Pass Date	Observer
Paul Collins	9 April	Malcolm Heaton

The group membership is currently comprised as follows (renewals still coming in)

Full Members	66
Associate Members	16
Total Group Membership	82

A brief reminder that group subs are now due for those whose membership number is 742 or below. All should have received the renewal paperwork through the post. Don't forget the postage stamp. Alternatively, bring along to the next social.

That's all for this month, ride safely:

John Cheetham

Social 2nd May 2016

This month's social is a Bank Holiday, which usually means enjoying time with family and friends. This time, after a fun filled day come down to the Nags Head at Middle Rasen and join the ride out organised by one of our members. Meet up at the pub ready to go at 6.30pm. We did these ride outs last year and they were well attended. Even the rabbits joined in! There's some great roads around Middle Rasen and our members know them well, if you don't, then this is a good time to ride them.

April's Social

April's Social was advertised as a catch up on changes within the IAM but Dave Hall managed to persuade Simon Weir from Ride Magazine to come and talk to us about touring in Europe instead. An email went to all members and there was a very good turn out.

Chip Run

Fancy going on a run to Sutton-on Sea for fish and chips? Roland Johns will be leading a ride out on Thursday 12th May with food in mind! Anyone wishing to join him should be at the Nags Head, Middle Rasen ready to leave at 6pm.

Brackley Motorcycle Festival

Dave Hall is going to the Brackley Motorcycle Festival in Northamptonshire on Sunday 14th August. If anyone wants to go with him the plan is to meet at the McDonalds at Newark, ready to leave at 8.45am. For further information or to confirm you're going please contact Dave Hall on 01522 274989.

BBQ and Band

We are planning a BBQ and Band event at The Nags Head on Saturday 25 June. This is a family event so all are welcome. It will start at 3pm and continue until late. We are looking to have some things to entertain the children (and those who are still young at heart) so if you have any contacts or ideas then please contact a member of the committee. Any help to organise would be appreciated. We're looking to all members to support the event.

Tickets for the MCN Festival

There are 2 tickets available for the MCN Festival at Peterborough 14 or 15th May, if anybody is interested. They cost £15.00 each, but reasonable offers considered. Please email me if you would like further information. Lynne (email address in Committee information)

April's Ride Out

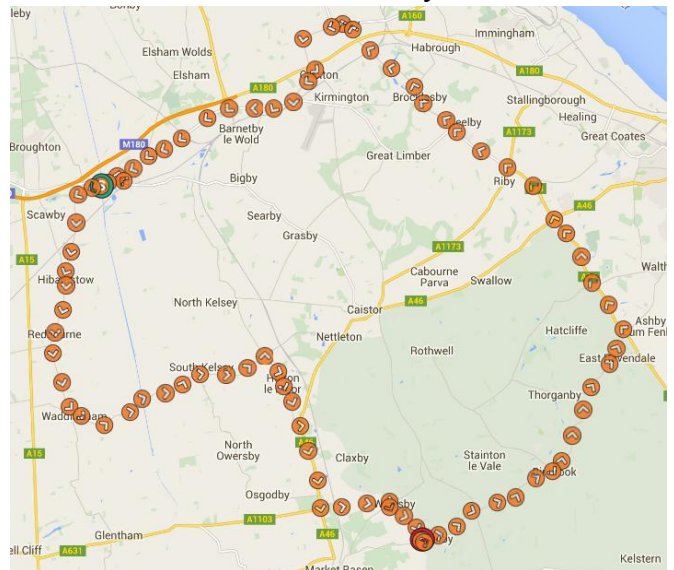
Sam Kirwan

The morning of our monthly ride out on April 10th started out with some fairly wet roads but, fortunately, lots of sunshine! Despite the clash with the Air Ambulance ride out, an impressive 10 members plus 2 potential members turned up for the ride out from Brigg Leisure Centre.



After a short introduction for the potential members, we split into two groups, one led by John Harrison and the other by Ken Rose.

I joined the group led by Ken and we headed west out of Brigg before heading south towards Waddingham and then towards Market Rasen, incorporating roads with plenty of bends to give our potential member, Kyle, a good idea of what to expect should he sign up. After a brief stop at Tealby to check on Kyle, we carried on through the Wolds to join the A18 and headed back towards Brigg via Brocklesby, Ulceby and Melton Ross. The ride totalled approximately 56 miles and, apart from in a few shaded areas, most roads had dried out and stayed dry!



Our potential member, Kyle, seemed to have enjoyed the ride and gave the impression that he's keen to take on the Skill For Life course and attend more of our rides. He explained that he'd stopped motorcycling after having children but wanted to restart and also improve his riding in the hope that it will help him stay safe for both himself and his family.

Although I'm not an observer (yet), in my opinion Kyle's riding didn't look too far off IAM standard and confirmed that he'd already been reading up on what the IAM test involves. I've since spoken to a mutual friend of mine and Kyle's and hoping to convince him to come along and hopefully sign up as well.

Europe's Top Ten Touring Destinations

Simon Weir, Deputy Editor Ride Magazine

Simon has been riding for more than 30 years and been a journalist for more than 25. He has worked on everything from local and national papers to Gardeners World and Amateur Photographer. He started working for Bike magazine in 2003 then moved to sister magazine, Ride as Deputy Editor in 2008. He has also been a RoSPA instructor for eight years. Simon is allowed to 'play for a living' and so doesn't consider it work. His philosophy is 'any ride out that includes a night away from home is a tour'. Unless it's a breakdown, then it's a problem!

He began his presentation on the Top Touring Destinations by asking the crowd their opinion. They were in reverse order and the first one came as a surprise:



Simon Weir and his Top 10 European Tours

10 – Wales

Has good roads with little traffic. Some tiny little roads off the beaten track worth searching out. Easy to get to, ideal for a short break, easy to budget for a tour.

9 – The Vosges (France)

Easily reached from Calais. Ideal for a first European trip. There are three main areas: south (highest peaks), north (lower rolling hills and forests) and middle (more castles and attractions).

8 – Austria

Some famous roads like Grossglockner pass, which is a toll road, but there are lots of little roads into the mountains including Europe's highest paved road. Beautiful country and very clean. Best time to visit is September, but certainly after end of May.

7 – Western Alps (France & Italy)

Fantastic scenery. France has many famous roads – Route Napoleon, the Route des Grandes Alpes, Alpe d'Huez – and it's not just passes that are great but also spectacular gorges. There are lots of roads with lots of hairpins, in particular Col de Chaussy, which has 19 hairpins in 1 mile (known as Les Lacettes de Montvernier).

The French side of the mountains has lots of passes, but In Italy there are lots of dead-end roads. One of the most spectacular is the Colle del Nivolet outside Turin, where the bus scene in The Italian Job was filmed. The Alps are busy in August, but from September to the middle of October is brilliant.

6 – The Picos de Europa (Spain)

The best way to get to these mountains in Northern Spain is on the ferry to Santander. Full of amazing roads and very good value. We found one immaculate, empty road that's 35km in length and was built just to provide access to a reservoir.

5 – Andalucia (Spain)

Has it all, great weather, great scenery and is great value for money. Don't go during school holidays as prices rise. Roads all about 'pace and flow'. There are lots of mountains. The further east you travel the more desert like it becomes. In the west, the Rio Tinto (the Red River) is beautiful but is so toxic you can't even paddle in it. The catch is how far away it is: but you could do a fly-ride trip there from the start of March to the end of November.

4 – Scotland

It's easy to get to and the scenery is spectacular. There are great roads everywhere. Midges can be a problem in summer but not if you keep moving, they can't fly over 4mph! There's great riding in the Southern Uplands that lots of people overlook. Applecross Pass is not good for pillions.

3 – The Dolomites (Italy)

Perhaps the most beautiful mountains in Europe. Well known passes like the Sella and Pordoi are very busy but if you go further south you find much quieter but equally scenic passes that provide great riding. The nearby Stelvio Pass has 48 hairpins on each side and is another must-ride... but don't go on "national ride Stelvio day" when it's too busy.

2 – Corsica

Unfortunately, this is very difficult to get to but if you can it's definitely worth it. Riding alongside the sea is invigorating and the scenery in the inland mountains spectacular.



Members of the group listening to Simon. They were enjoying it, honest!

Road conditions go from race-track-smooth to really rough – and watch out for wild boar in the woods. Everywhere is shut in March. The best time to visit is June.

1 – Portugal

Has everything you want in a touring destination: amazing scenery, great roads, very little traffic, brilliant weather and it's really good value for money. Like the best bits of all the other destinations. The only catch is how far away it is so, again, the best way is to go by boat and ride through the Picos.

During the presentation it was made clear that there were other places that provided decent tours including the Black Forest, Switzerland, Belgium and Luxemborg, they just hadn't made this top-10 list today, but might do tomorrow!

Simon prefers shaft-driven bikes for touring as adjusting chains when you're on the road is a pain – especially if someone's removed the bike's toolkit. Because Simon does at least 25-30,000 miles in a year and often does more than 400 miles a day he also prefers a large tank and his luggage must work. It's really important to keep wet waterproofs away from dry clothing, apparently!

His last recommendation for any tour is a bike puncture repair kit – but don't take it unless you know how to use it. Practice on an old tyre first if you can.

The bikes he rides for testing are always provided to the magazine by importers and distributors which can make it difficult to check on less popular bikes like Chinese-made machines imported in small numbers by small companies.

If you've done a tour somewhere that you think is worthy of a mention in Ride magazine then send Simon an article and some pictures. Either your piece will be included or it may make them go check it out for themselves!

Free Taster Sessions

So far there have been 31 enquiries on the free taster sessions just for our group. This is really positive, however, it is difficult to respond quickly to these requests due to Observer numbers. Please, if anyone is interested in becoming an Observer, and full training is given, contact Jerry Neal or John Cheetham. **Your group needs you!**



Member BioPic



Simon Till receiving his F1RST
Advanced Certificate

Simon Till - I have always been into motorbikes. I used to go to Cadwell Park to watch the racing. I thought several times about getting a 125cc bike but it wasn't until January 2014 that I decided to get a Yamaha YBR125. I did approx 4,500 miles in 6months on this bike.

I decided to do my direct access in June 2014, with Ride Right. I passed my theory test first time and my MOD 1 with no faults and then my MOD 2 with no faults either. I sold the 125cc and bought a Suzuki GSF650 Bandit . On this bike I did approx 23,000miles, visiting The Isle of Man, Scotland and also doing the Bikers4Macmillian Sunset to Sunrise run.

I then attended a Bikesafe course in April 2015 and went on to do my advanced riding through Lincolnshire Advanced Motorcyclists. I upgraded the Bandit to a Triumph Sprint ST 1050 in September 2015.

I passed my IAM test with a F1RST in January 2016 and had my first accident in March. Fortunately, the bike was hurt more than I was and I'm back on the road again.

Ride to Save Lives 2016

Roland Johns

Early in 2015, I suggested to the Lincolnshire and Nottinghamshire Air Ambulance that it would be a great idea to arrange a fund raising motorcycle ride out. Other Air Ambulances around the country have been running rides successfully for a number of years. Nothing happened for a while, until Kev Turner reminded me and suggested a route. I then approached the Air Ambulance (AA) management again and it was agreed to start planning!

I worked closely with Emma, Faye and Karla from the AA office organising and promoting the ride. A Facebook group was created and we soon had 500 members! Posters were printed and put up all over Lincolnshire and Nottinghamshire. It was agreed that the ride would start and finish at the WAVE café Waddington where Christine gave us her full support.

The ride route was adjusted and ended up running 115 miles through Lincolnshire and Notts with a halfway stop at the Unicorn Hotel, Gunthorpe. Kev, myself, a number of Lincoln RATs and IAM members rode the route several times to ensure it was suitable for a large group ride.

One early consideration was, how are we going to marshal the ride to ensure all keep to the route? Then came along Roy Radford from the Harley Davidson Sherwood Chapter, he has a team of experienced marshals and offered to help. They also rode the route and decided that 30 static marshals would be needed on each half of the route. Roy supplied 22 marshals and I supplied a further 8 willing volunteers from the IAM and Lincoln RATs.



Happy band of marshalls

A big thankyou to, Don Ford, Andy Greenslade, Mick Smith, John Godley, Chris Riley and Kev Turner from IAM. Also Chris Wright and Brian Chandler from the RATs. You were all vital in making the day a success!

Over a period of 10 months a plan gradually came together culminating in our very successful Ride to Save Lives 2016 which took place on Sunday 10th April.

A total of 150 bikes of all makes and models turned up at the WAVE, bacon baps, tea/coffee were going down well until 10.00 when we headed off. The marshals left 10 minutes earlier to set up in their positions at junctions etc.



Roland Johns leading the convoy

I led the ride out through the countryside, over Dunham Bridge to Tuxford, Southwell and Gunthorpe arriving at 11.15. More tea, coffee, hotdogs etc were consumed before our second leg started at 1300.

Just before we left Helimed 29 gave us a flyby and a salute! They were on their way back to base after taking a patient to the QMC.

The second leg took us via Bingham, Langer, Buckminster, Colsterwoth, Corby Glen, Ancaster, Sleaford, and Ruskington arriving back at the WAVE around 1445. There was a BBQ for all, as well as some race bikes on show, raffles, AA merchandise and even 4 owls on show! Helimed 29 landed in the car park so we could all meet the crew and have a look round the aircraft.

From humble beginnings the Ride to Save Lives was a great success with great feedback from all those who took part. Thanks again to the staff at the AA, the AA volunteers, the WAVE and their volunteers, the marshals and the Unicorn Hotel for helping to make this event a success. We will now start planning Ride to Save Lives 2017!



Some of the bikes at the Unicorn Hotel

Over £2,000 has been raised, well done to everyone involved. Let's see if we can double it next year.

Observers Meeting

This month experienced Observer Ken Rose has given some helpful insights to assist all associates working on their SfL course.

Dear Associate

I hope you are enjoying the guidance you are getting from your Observer on your way to becoming an Advanced Motorcyclist. Your Observer is a volunteer and gives up their free time to help you to achieve that goal. Not only that but has had to undergo extensive further training both on road and in theory to get the necessary qualification to pass as an Observer. So you see, it's not by chance that your Observer knows his stuff. Observers are called that for a very important reason, they are not 'Trainers'. You are expected to be a reasonably confident rider before you apply for an advanced course.

So, what about you? How long have you been riding a motorcycle? How often do you get out on your bike? What type of riding do you mainly do? This is something only you can change!

Observers do just what it says on the tin, they observe your riding and from that observation advise you how to correct any bad habits you may have fallen into. They also advise on how to ride to a system, referred to in the Police rider handbook 'Motorcycle Road Craft' as 'The System of Motorcycle Control' and in the IAM publication 'How to be a Better Rider' as IPSGA.

Because your Observer cannot be with you all the time it is expected that you put into action what has been discussed at your previous session. It is no good thinking that if you have one or two hours' guidance a week or a month you will be able to pass an Advanced Motorcycle Test without putting into practice what you have picked up at the sessions on a regular basis.

So it may be that you do not regularly commute on your bike you will have to find time to get out on it and go over what your Observer has advised. As an Observer it's encouraging to see an associate improve with each session and not have to keep going over correcting the same mistakes. Your Observer will be able to help you find suitable routes to practice on.

REMEMBER, DON'T PUSH YOURSELF SO HARD AS TO HAVE AN ACCIDENT!

You may think that 'it's all taking a bit too long!' Becoming an Advanced Motorcyclist is not an overnight happening, it takes a lot of application and dedication to get it right. Believe me no matter how long you have been riding and whatever standard you achieve, you must always concentrate on the skills you have either been taught or advised to adopt.

We all learn at different rates. Just because the Associate that joined after you has passed their test doesn't mean they are better than you; it might be that he or she

picks things up quicker or has had more sessions than you. Don't worry, you will have that 'light bulb' moment when all becomes clear.

Your Observer has only your best interests at heart but all Observers have their own individual ways of getting the subject over. If you have trouble understanding a point then you **must** talk it over with your Observer as, without your input, we might miss something that is important. So, don't be afraid to speak up.

If you have trouble getting on with your allocated Observer then speak to John Cheetham and maybe an alternative Observer could be assigned. However, please make sure that it is not you. Remember IAM observer guidance is based on years of experience.

You have become a member of one of the most successful Road Safety Institutions and one of the best IAM groups in the UK. We want the Advanced Riding Course to be a pleasurable experience, with a successful outcome. Your Observer will do his or her best to achieve this. The rest is up to you.

The very best of luck.

Ride Safe.

Ken Rose (Police Class 1, IAM Observer)

Rambling On

Well it looks like spring has sprung and, as I walk the dog, it seems that some of the oak trees are bursting into leaf before the ash trees, so according to the old country folk-law, we will only get a splash and not a soak. But if you look at the moorhens nest on the pond, its well up on the top of the bank, that means its left plenty of room for the water to rise up. I suppose that both cannot be right, but look at last week, where we had an inch and three quarters of rain and this week wall to wall sunshine, so you pays your money and take your chance.

Talking of rain and sunshine, which has started things into growth, I see that the farmers are out spraying on the land trying to keep the crops clean of pests and disease. I expect it's mainly an agricultural contractor now that they have tightened up on the spraying licences lately. Though this does not seem to have made any difference to the amount of earth that is brought out onto the road when the ground is wet. Or any warning signs, just the thing you want to see on the road as you round a bend. I know that the police have more than enough to do these days, but as I understand it the 1980 Highways Act states that the road has to be cleared by the end of the working day. If an incident happens during the working day there is little they can do about it, as some of the field entrances are on bends, road position and forward observation needs to be put to full use to spot the hazard early.

While on about sunshine and bends, I was riding home the other day and met quite a few cyclists out enjoying their ride, approaching a nice set of bends, I found one impatient motorist three quarters of the way over the white line, overtaking a group on what was a blind bend to him. On seeing me, or not as may have been the case, the car just kept on coming. If I was in a car they would have hit me or have had to pull back into the cyclists. If I had not been in the right position and seen the car early, would I have had the time and space to slow down and move to the verge as they continued their overtake or even worse, as they straightened to bend out and collected me on their bonnet?

Again while on the subject of bends, Lincolnshire Biker, issue 2, Rider Training, it mentions left hand curves with limited visibility, to take a defensive line and move towards the nearside half way round to make it a double curve. Now I have tried this and I felt uneasy about losing my forward vision early, plus it made the bike feel unhappy having to have some input into the steering to continue around the curve. I cannot see what is wrong with riding to the system, that is, to be in the right position. If there is no hazard present stopping you from moving to the centre of the road allowing you a good forward view and if you observe a hazard then moving to the nearside and moderating your speed, but if nothing is seen to continue on your chosen line and when the limit point starts to move away from you, moving to the nearside, clip the apex and then again pick up your chosen position. As long as you are at a speed that you can stop in the distance you can see to be clear on your side of the road, but double this if on a single track road. I cannot see the point of making a double curve of it. Had I used this double curve method of approach would you be reading this or would I be pushing up some spring flowers, namely a few daisies?

All Year Biker

Sam Kirwan

I'm sure you'll all agree that we all love our bikes (possibly more than we should) and try to do everything necessary to keep them looking their best. The easiest solution, that a lot of people seem to adopt, is to park their bikes up during the months where the roads might be a bit wetter or muddier than usual, otherwise a fair bit of regular cleaning is required. This, however, can get a bit tiresome or even annoying, particularly on a fully faired sports or touring bike where you're never too sure if you've got into all of those hidden areas.

This is the solution I was worried I'd adopt, and did to some extent, when I swapped my VFR800 for a CBR1100 (Blackbird) a year ago. Up until then, I didn't mind my bikes getting dirty and looking past their best as I'd always had bikes that had clearly seen a bit of bad weather in their time. The Blackbird was very different though. Whilst it had seen some continental touring action with it's previous owners, it had clearly been parked up for a lot of it's life with only 13,000 miles on the clock at 10 years old! Being in such a brilliant condition for it's age, I wanted to keep the bike that way so restricted it's use as much as possible to fair weather days! I soon started to get bored of using the car though and contemplated getting a cheaper second bike to use as an "all weather" bike. Unfortunately, this wasn't financially viable for myself so I started looking for another solution.

I first found out about All Year Biker through fellow LAM members who all highly praised the service. The reviews I found online also made the service seem very promising so in February this year, I decided to test the results for myself. Having booked the bike in and paid in full through their main website,

<http://allyearbiker.co.uk/>, and agreeing a time with our local

operator, Trevor Bridgwood, I set off

towards Cherry Willingham on a Sunday morning. The weather looked ok and the forecast suggested it would stay dry but the roads were still soaked from the day before and, upon arriving, the bike looked in quite a sorry state from all the road spray.



Trevor started off with a thorough visual inspection of the bike and then set to work giving the bike a rinse with a pressure washer. Fortunately, this removed the majority of the dirt I'd collected on my ride in and, to me, the bike looked 100% better already. This was only the start though. The next stage involved shampoo, wheel cleaner and

degreaser and a lot of scrubbing by hand. It was at this point that I started to notice the amount of pride Trevor puts into his work. He was extremely thorough and spent quite a lot of time making sure as much of the dirt, oil and grease was removed, especially around the footpegs, swingarm and shock absorber that have to suffer all the dirt from the chain and rear wheel!



The next stage was probably the part that looks the most impressive, the foam wash. The bike gets completely covered in a Hi Foam wash, specially developed for bikes, which works on removing remaining dirt and any wax or old corrosion protection coatings. Trevor did point out that this was the stage that everyone takes a photo of! The foam is left to work for a few minutes before a final double rinse to remove all dirt and cleaning products, followed by a dry using a warm air bike drier. My ear plugs came in handy

during the drying as it can get a bit noisy with the air blowing into and through the many nooks and crannies on the bike!

The bike was now ready for the main purpose of the All Year Biker service, the ACF50 anti-corrosion treatment.

Firstly, Trevor completely covered the wheels and brakes using large sheets since ACF50 is also quite an effective lubricant! The ACF50 is applied using a high pressure 'mist' spray. The whole bike was covered with another sheet with Trevor spraying the ACF50 from under this sheet. This was to help ensure that the spray actually made it deep into every area of the bike rather



than simply being sprayed into the open atmosphere. Once finished, the sheets were then removed and ACF50 was applied by hand to the wheels. Excess ACF50 was then wiped clean and a wax coating applied to the bodywork.

Even with the lack of bad weather my bike had seen, the end result was outstanding. With so many hard-to-reach areas on the Blackbird, I didn't think it could ever be as clean as it now looked without complete disassembly! Every area of the bike looked

brand new or better as though it had just come out of a showroom. I didn't really know how to express my feelings and gratefulness to Trevor for his work at the time due to how impressed I was. Before leaving, Trevor gave some explanations into how to maintain the ACF50 protection. It should last a year before needing another application and most normal dirt accumulated after treatment should simply rinse off with just water. Shampoos and cleaners can still be used and the milder they are, the less they will degrade the ACF50. He also advised to ride the bike as if it was on brand new tyres and to keep a check on the brakes during my ride home as, despite him masking off the wheels and brakes, some ACF50 may still have found it's way onto these parts but will simply "scrub" off with use.

On the ride home, even the weather seemed impressed with how clean and shiny my bike looked and even tried to mimic it. This huge shiny object we rarely see in this country decided to come out in the sky and stayed out for the whole ride home across the Wolds! Upon arriving home, the bike was a little dusty in places but, to my relief, this simply wiped off leaving exactly the same finish it had left Cherry Willingham with.

At £65, some people might say the price is too high and that you can just clean the bike yourself. The fact is though, that the service from All Year Biker is more about the ACF50 application, which, without access to similar equipment, would be difficult to apply to all areas of the bike in a DIY situation. The cleaning of the bike is simply an added bonus (a very much worthwhile bonus) of the treatment due to the bike needing to be clean before the ACF50 can be applied. Also, when you take into account the fact that each bike takes around 3 hours to treat and that the operator goes into great lengths to clean, prepare and look after your bike (even going as far using a toothbrush to clean around the footpegs, for example!) you start to feel that £65 is an extremely good price, possibly too cheap if anything!



Overall, I will certainly be adding a visit to All Year Biker to the list of annual jobs required on the bike. The treatment has helped to put my mind at rest about using the bike in bad weather and during the colder months as I know it's protected and won't take much effort to bring it back to a shiny, clean finish. The only problem with that, of course, is I now have one less excuse for not taking my local observer training!!!

Group Clothing

There is a wide range of group clothing available to order, with our Lincolnshire Advanced Motorists logo on it, you can also add the IAM logo and a name if desired. There are a number of colours available, for full details contact Kevin Turner via email. Details shown in the Committee Information.

Name						
ITEM	DESIGN	SIZE	QTY	Name to be embroidered (leave blank if not required)	PER ITEM	TOTAL
Polo Shirt with	Group Badge				£8.50	£
Polo Shirt with	Group Badge + IAM Logo				£10.50	£
Sweatshirt with	Group Badge				£10.00	£
Sweatshirt with	Group Badge + IAM Logo				£12.00	£
Fleece with	Group Badge				£14.00	£
Fleece with	Group Badge + IAM Logo				£16.00	£
T-shirt with	Group Badge				£7.00	£
Colour required:					TO PAY	£
PAYMENT MUST BE RECEIVED WITH ORDER						



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

From a Lincolnshire Advanced Motorcyclists Member

**Please ring for an appointment
Open Monday to Saturday
9.00am to 5.30pm**

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Here at Moto Tours we are passionate about what we do. We have experienced motorcycle guides who have been to the locations before, so we are not going in blind.



CONTACT DAVE FOR MORE INFORMATION

07887 528623

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.

Ancholme Leisure Centre, Scawby Brook, Brigg, DN20 9JH

South side of A18

Willingham Woods Picnic Site, LN8 3RQA631

east of Market Rasen

Hartsholme Country Park Cafe, Lincoln, LN6 0EY

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.

DIARY OF EVENTS

MAY

- Monday 2nd - Monthly evening meeting at the Nags Head, Middle Rasen, LN8 3JU (A631) at 8.00pm
- Sunday 8th - Group Observed Run from Willingham Woods. Meet 9.00am for 9.30am prompt start
- Thursday 12th - Chip Run to Sutton-on-Sea, meeting at the Nags Head at 6pm
- Wednesday 25th - Meeting for Observers and those interested in becoming Observers. Venue the Nags Head, Middle Rasen, LN8 3JU (A631), commencing 7.45pm

JUNE

- Monday 6th - Monthly evening meeting at the Nags Head, Middle Rasen, LN8 3JU (A631) at 8.00pm
- Sunday 12th - Group Observed Run from Hartsholme Country Park. Meet 9.00am for 9.30am. prompt start
- Sunday 12th - Lincoln Bike Fest

DIARY OF EVENTS

JUNE continued

- Monday 13th - Committee Meeting, Nags Head, Middle Rasen. Prompt start at 7.45pm
- Saturday 25th - Family day, BBQ and Band at the Nags Head, Middle Rasen starting at 3pm til late
- Wednesday 29th - Meeting for Observers and those interested in becoming Observers Venue the Nags Head, Middle Rasen, LN8 3JU (A631), commencing 7.45pm

JULY

- Saturday 2nd - IAM 60th birthday celebrations at National Motorcycle Museum in Birmingham
- Monday 4th - Monthly evening meeting at the Nags Head, Middle Rasen, LN8 3JU (A631) at 8.00pm.
- Sunday 10th - Group Observed Run from Brigg Leisure Centre. Meet 9.00am for 9.30am prompt start
- Wednesday 27th - Meeting for Observers and those interested in becoming Observers. Venue the Nags Head, Middle Rasen, LN8 3JU (A631), commencing 7.45pm

August

- Monday 1st - Monthly evening meeting at the Nags Head, Middle Rasen, LN8 3JU (A631) at 8.00pm.
- Sunday 7th - Group Observed Run from Willingham Woods. Meet 9.00am for 9.30am prompt start
- Monday 8th - Committee Meeting, Nags Head, Middle Rasen. Prompt start at 7.45pm
- Sunday 14th - Brackley Motorcycle Festival
- Wednesday 31st - Meeting for Observers and those interested in becoming Observers. Venue the Nags Head, Middle Rasen, LN8 3JU (A631), commencing 7.45pm

SEPTEMBER

- Monday 5th - Monthly evening meeting at the Nags Head, Middle Rasen, LN8 3JU (A631) at 8.00pm.
- Sunday 11th - Group Observed Run from Hartsholme Country Park. Meet 9.00am for 9.30am. prompt start.
- Lincolnshire Advanced Motorcyclist event – more details to follow – watch this space!
- Wednesday 28th - Meeting for Observers and those interested in becoming Observers. Venue the Nags Head, Middle Rasen, LN8 3JU (A631), commencing 7.45pm.

