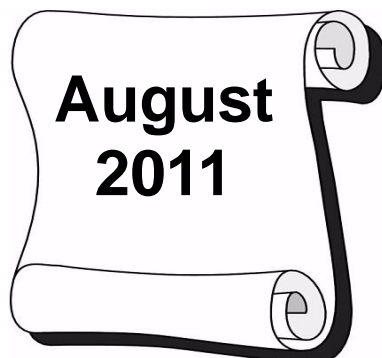


Chain Links

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



Dave Hall at Barton Bike Night with HERAM gazebo and SGAM caravan



GROUP COMMITTEE MEMBERS

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Tony Clarke	Tony.ClarkeRGC@iam.org.uk	01462 894624

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

Webmaster Scott Healy Email: Scott@helium.plus.com

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

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

The next issue of Chainlincs will be in September 2011.

Please provide any copy to the editor, Mick Smith, by Friday 26 August 2010 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

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

CHAIRMAN'S CHAT

Hi Folks,

It's very encouraging to see a good turnout at the recent monthly Group meetings. Perhaps it's the location, the weather (which despite being fairly rubbish most of the time does seem to have been kind to us on meeting and Group ride days – unlike some of the promotion events mentioned in last month's ChainLincs) or just members wanting to get out for a ride and a chat. Whatever the reason, it's good to see – it'd be even better to see more of you there, so go on give it a go!

Also good to see was the number of new faces at the last meeting – it looks like our Observers are going to be busy. It appears that the work being put in to promote the Group is paying off, so a big thank you to all who have helped at the various events this year – and keep up the good work.

Andy Kitchen

EDITORIAL

Welcome to the August edition of ChainLincs which is a bit sparse this month due mainly to time I have had available and only having Iain's article about his life on wheels to include as I have had nothing from other members. This is the third part and at a rough guess I should be able to manage another 4 parts. Personally, I think it is a great read and takes me back to my youth in some ways but I don't have the pictures to go with the memories as I am useless with a camera. I am sure that now the summer is here and you have all been out on trips you are putting pen to paper as I write this and I will have a flood of articles for the coming months.

Just a reminder about the 2 charity biking events coming up. The first is the RAF Waddington airfield riding day on 13 Aug where a 4.3 mile track is set up on areas normally used for taxiing aircraft. This is in aid of the Air Ambulance and the RAF Benevolent Fund. £55 gets you six sessions on the track throughout the day. More information can be found at <http://www.airfieldridingday.co.uk/default.aspx>. The second is the Annual Bike Run in aid of St Andrew's Children's Hospice on 4 Sep. This is 65 mile run culminating at Cawthorpe with a BBQ, auction and raffle

Just before I went to press Glen announced that he was resigning as the Treasurer with immediate effect so if anybody out there is good with numbers and wants to serve the group then we would be interested in hearing from you.

Mick

MEMBERSHIP UPDATE

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

Four new group members to welcome this month as follows .

Member	Observer
Chris Tait from Lincoln	Ed Everatt
Ken Phillips from Marton	Don Ford
Michael Biggin from Crowle	Iain Johnston
Steve Watson from Scunthorpe	John Harrison

One test pass to report, the first of the year. Let's hope this starts a surge in the latter half of the year.

Member	Pass Date	Observer
Ken Bevis	9 July	Will Lea & Iain Johnston

Group membership currently stands as follows:

Full Members	80
Associate Members	18
Group Friends	1
Total Group Membership	99

There is to be an Open Day at B & B Motorcycles on Sunday 14 August. (details in Diary of Events). Dave Hall has volunteered to man the group stand but would certainly appreciate some assistance. If you are able to spare an hour or two please contact Dave.

That's all for this month, ride safe:

John Cheetham

OBSERVATIONS

Since the last ChainLincs we have had representation with Scunthorpe Car Group at the Winterton Show and a stand with Scunthorpe Car Group and Hull & East Riding Motorcycle Group at Barton Bike Night. There was a lot of interest at Barton Bike Night, so hopefully a few new members in the offing. We used one of the new flags at Barton and at Winterton. Many thanks to Dave Hall for his assistance on the night, and particularly to Terry Heath of Scunthorpe Car Group for his assistance and use of the SGAM caravan.

We have also had one test pass at the time of writing, possibly two by the time you read this. Also several new members as associates preparing for test, starting to keep our observers busy.

I have also had a query from one full member about further training and possible preparation for an IAM Special Assessment. All full members please do keep your Skill for Life up to scratch. We have the Sunday morning observed runs for both that purpose and for giving associate members the opportunity of further advice than the advice they get from their observer.

For most people practice provides the best way of improving their riding. So practice in rides with your observer, practice while riding on your own (get in some miles), practice by joining in on group social rides and practice by joining in on Sunday morning runs. All this helps, the more miles and more frequently the better.

Then once you have passed your advanced test to keep up and to improve your skill levels. Aim to achieve a thinking ride with a good reason for everything you do on the road, based on intelligent forward observation.

Enjoy Safe Riding

Iain



Scunthorpe Group at Winterton Show, with LAM banner



Dave Hall in conversation with Humberside Police

RAF WADDINGTON AIRFIELD RIDING DAY

This is a charitable event sponsored by the 2503 Sqn Royal Auxiliary Air Force Regiment on the 13th August 2011. We open up our airfield for bikers of any level to come and have a ride around. No matter if you're a novice or an expert we have space for everyone. To take part in this charitable event all civilian participants must be sponsored by a current MOD employee.

- Grippy 4.3 Mile fast circuit
- Huge track time on circuit
- Fully approved track
- Professional suspension & tyre support on site
- Local bike shops on site
- Have any questions? Email us at contactus@airfieldridingday.co.uk or alternatively call us on 01522 728288.

Last year we raised over £6,600 for charity. This year proceedings of the Airfield Riding Day will go to the following charities;

- [Lincolnshire Air Ambulance](#)
- [RAF Benevolent Fund](#)
- Other local charities

More information can be found at <http://www.airfieldridingday.co.uk/default.aspx> .

If any Group members want to attend this event I will be happy to sponsor them, just give me a call on the number on the inside front cover – Mick.



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VEHICLES I HAVE KNOWN (or KEEP ON RIDING) PART 3

By Iain Johnston

In order to better enjoy bikes and for general devilment this period saw the creation of the "BanZap". Remember the Zundapp Bella scooter. I said it would reappear. In the boredom of the Winter, with no tourists and little money I and my teenage polishers resurrected the Bella. Powered by two six volt dry cells, or bump started they would hare up and down the concrete hard at the pier, weaving around its winter coat of storm wrack and seaweed. Then Brian unearthed a Bantam from the rubbish heap at his father's coal yard. The engine was terminally corroded so we decided to transplant the Zundapp engine to create the "BanZap". Eventually this project included the fitting of Metal Profiles trail bike forks and the fitting of a wide rim to the rear wheel and a large diameter rim to the front wheel, the BanZap trail bike. We even got it MOT'd and taxed. Although it was never any use off road it did provide a useful runabout. It would also wheelie quite well, given a lot of encouragement; Brian was the master of this trick.

Part of the refurbishment of the Zundapp engine included getting the badly worn gear box sprocket reprofiled. Unfortunately on return it wouldn't fit the shaft and when I tried to force it the sprocket split. What to do about a replacement? It wasn't your standard sprocket which could be cut out of sheet metal, it was "engineered" to quote Cam Galloway and beyond his capacity to fabricate. After extensive hunting we located a complete Zundapp Bella 150cc languishing under a tarpaulin outside a pensioner's house in Lochranza in the North end of the island. £25 purchased the entire beast, all for the sprocket. I had to pretend we were going to put his old pride and joy back on the road before he would sell it though.

A side effect of all this was that we now had five Zundapp scooter wheels (the first Zundapp had come with a spare). Now these were pretty sophisticated wheels with more akin to a motorcycle or sports car wheel than a scooter wheel. They were cast alloy and had roller (I think) bearings embedded in the hub.

At this time I had custody of Nigel Walker's father's arc welder. I had borrowed it to make a launching trolley for the hire boats and Howard Walker left it with me when he discovered that I could weld better than he. It was quite natural therefore that I set out to create a bogey based on the Zundapp wheels, some old bits of bedstead and a fishbox. I thought that this would prove excellent entertainment for some of the younger kids who hung around the boats at the pier.

The bogey was a great success but was something of a challenge to "drive". I had decided to fit an approximation to Ackermann steering with an old steering wheel, rather than the traditional bogey steering of a pivoted front axle and a rope. Unfortunately I got things slightly wrong. When you turned the steering wheel right the bogey steered left and when you turned the steering wheel left the bogey steered right. This was compounded by the fact that there was only about a quarter turn of the steering wheel lock to lock and maximum lock gave a turning circle of about 10 feet.

Brian wheeling Banzap at Lamlash pier



Of course with the scooter wheels the bogey rolled really easily. The lads progressed from pushing it along the hard at the pier to pushing it down the slipway at low tide (it could achieve about 20mph doing this). Then they disappeared one afternoon and I discovered that they had pushed it up the hill to the cemetery above the golf course and spent several hours riding it down the hill and pushing it back up. They were achieving at least 40mph. Horrified I promptly repossessed the bogey to fit brakes and to adapt the steering to a more sensible design. Fortunately nobody had been hurt.

Eventually the reconditioned tank of the TR6R gave way in the same way as the original. Were petrol leaks as common as oil leaks, I don't know. Off I went to Cam Galloway to get him to repair the new tank. This time things didn't go so well. The tank went off with a bang and Cam considered himself lucky to get away without injury. The original tank went back on and disillusionment set in. Nigel Walker was now considering selling his Trident, he wanted a Le Mans. Now here was an opportunity, the ultimate British Superbike. What's more the only other 750 on the island was Jim Marriot's Kettle which didn't really count because it was Jap crap.

Nigel came down from Edinburgh one weekend and a trial ride round the island on the Trident settled the matter. The intake roar was amazing and provided I used the lower gears to the full the power



was tremendous. Nigel had fitted non-standard narrow flat bars to the bike as well, which felt really comfortable. Another visit to the Bank of Scotland sorted out a loan (they've been very helpful with loans and overdrafts over the years), I became a proud owner of the Trident T150. One of the real Tridents, no namby pamby electric start like the T160 had.

Selling the TR6R was a long winded affair. In the end Davy the diver from Nielston took it home with him and sold it through an advert in the Paisley local paper. Davy is one of life's real characters. Now retired from the Glasgow fire service and living in Skye he was, at one time an irregular but lively visitor to Arran. He had a prodigious appetite for alcohol (preferably spirits) and women (preferably not his wife). He became an early born again biker at one point and was badly misbehaved on his bikes (as he told the stories anyway). He used to get up to all sorts of antics. One which sticks in my

mind was Davy diving for lobsters and crabs (a common holiday pastime of his) then setting up on the pavement outside my brother Donald's shop boiling the lobsters and crabs in a galvanised baby bath over two primus stoves and selling them to passers-by.

Trident - Bobby (kickstarting) & Gavin at Lamlash Pier



Anyway, back to the Trident. If possible this came apart more often than the TR6R. It was the first bike that I kept for any real length of time (several years) and in that time it had new gear box internals, a reground crankshaft, a rebore and numerous facelifts. Anyone who had a Trident or Rocket 3 (or even a twin) will recognise the frustration of trying to put the rocker boxes on while correctly positioning six pushrods, four pushrod tubes and the seals for the pushrod tubes.

This was made even more frustrating by the certain knowledge that however much you tried oil leaks would result from the cylinder head bolts pressure on the

narrow mating surfaces of the rocker box base gasket. Later Triumph twins "cured" this problem with redesigned cylinder head bolts, but it was even worse on Tridents because the mating surfaces were narrower. I was told by one seasoned Trident owner that the trick was to centre punch at 2mm to 3mm intervals around the mating services, or evostick the gaskets to the mating surfaces (heaven knows how you managed that while juggling pushrods, tubes and seals!), or both. I sold the Trident before such desperation measures were attempted.

During this period there was a spell of terminal unreliability in Brian's and my bikes. I had the Trident and the Banzap (at a push). Brian by now had his GS1000 and a Kwacker 550 triple which had a rather suspicious ancestry. It had appeared one day out of the blue with fancy paint job, racing style fairing, rearsets, etc. The GS1000 was giving persistent problems with its starter clutch but between us we always had two bikes on the road, which was useful. What wasn't so useful was that we had every possible combination of:

brake on left, gear on right
gears on left, brake on right
up for up, down for down
down for up, up for down

I swapped the road legal BanZap for a basket case Royal Enfield 250 GT (not the one in the picture I would suggest – Mick), which still lives in the attic of my brother's house in Arran. We did get it running but never well enough to put on the road.

Another weirdo which passed through my hands at that time was a Manhurin Hobby. This was 75cc and bore a passing resemblance to a Honda 50 in that it was a step through with spoked wheels. The



Hobby was presented to me one day with the words "I found it in the shed last year, I don't know what it is or where it came from and I can't get it to run. You can have it if you like".

The Hobby was WIERD. It had telescopic forks (upside down I think) but only about one inch of movement. It had a pressed steel swinging arm with suspension a la Vincent, but the suspension medium was "rubber balls" a la Issigonis mini. It had variomatic "rubber belt" gears a la Daf, but cable not hydraulically operated. As I say it was weird and we never did get the engine to run. Apparently the Hobby was manufactured in France under licence from DKW. Courtesy of the uncle of a friend in Glasgow I did acquire a copy of a published road test of the DKW on which the Hobby was based.

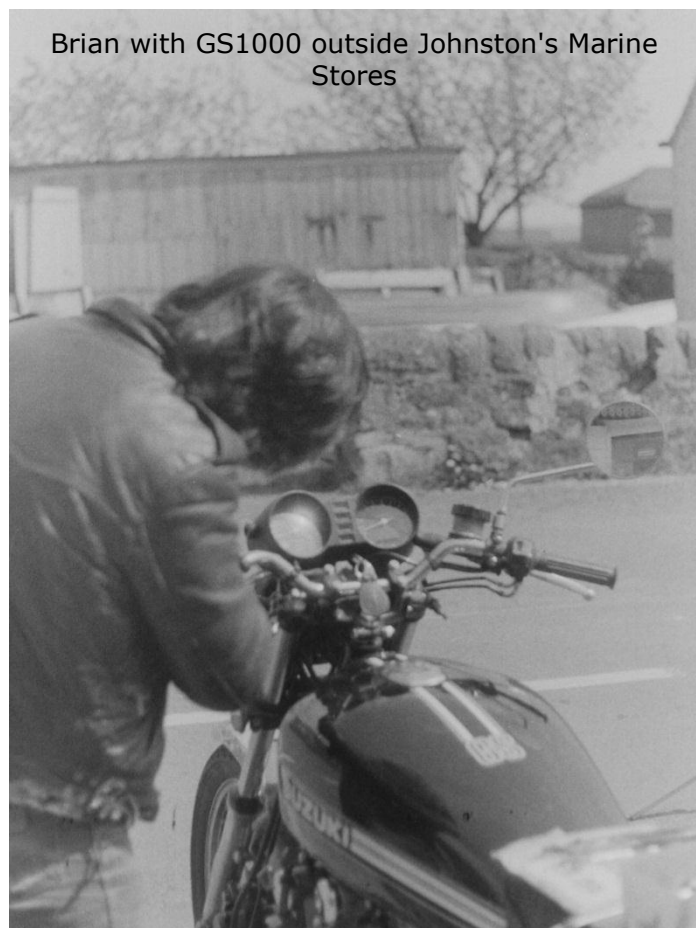
Brian's GS1000 was undeniably faster than the Trident, but I used to try **really** hard. I can remember scaring Brian once. I had an adult pillion and he was solo and he was following me as I left Whiting Bay. I sneaked down to second (or maybe it was even first) and redlined it through the gears for the next three miles. I eased back going down through the bends into Lamlash and Brian caught me up fuming, he just hadn't been able to match the acceleration.

One of the teenage bike polishers was Bobby. He was older now and had left school. His first job as a builder's labourer lasted several weeks until he broke his wrist trying to start a cement mixer engine. Bobby was out of work with his wrist in plaster. With the cavalier attitude of extreme youth he happily rode pillion passenger with his plaster. He also dived and water skied, with the plaster in a plastic bag. Understandably it didn't heal all that quickly.

Towards the end of the summer (or was it in the spring?) Bobby and I set out on the Trident to the rock festival at the bear park on Loch Lomond. I had borrowed a tent from Brian. We left late on Saturday on the ferry to Kintyre and theory was that we would camp on Saturday night halfway down Loch Lomond and move on to the bear park early on Sunday for the second day of the festival. We would stay the Sunday night in the camp at the festival, leaving early Monday to catch the first ferry back to Arran. In fact we were kicked out of the car park where we had pitched the tent at about midnight on Sunday, so we set off to Ayrshire and pitched camp on the beach just outside Ardrossan for a few hours kip early on Monday morning.

On a later occasion a group of us made it to another festival at Ingliston, near Edinburgh. I hired a car this time and we all crashed out at a friend of a friend overnight. On arrival at Ingliston the hire car was parked in an easily found position near a group of about 40 or 50 assorted motorbikes. It took us nearly 2 hours to find that damn car when the festival finished, it was dark and of course all the bikes had left!

Part 4 next month.



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Annual Motor Bike Run

SUNDAY
4TH SEPTEMBER
2011

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

(A) Market Rasen - Willingham Woods at 12.00 pm

(B) Brigg - Arties Mill, Castlethorpe at 1.15 pm

(C) Nettleton - Nettleton Lodge (Pub in the Wood)
off Moortown Road B1205 at 2.15pm

(D) Cawthorpe - Arriving at the Royal Oak
(The Splash) 2.45 pm For Barbecue, Auction & Raffle

**TOTAL JOURNEY DISTANCE = APPROX. 65 MILES
SEE THE MAP OVERLEAF PLUS SPECIAL FEATURE!**

ENTRY FEE £4.00 PAYABLE ON THE DAY



For Further Details Please Contact
Mike Lee 01507 451100 or Angela Greenfield 01472 350908

CURRENT DIARY OF EVENTS

Contact point: Dave Hall 01522 274989

The Sunday morning Group Observed Runs are open to all members. Also non members considering advanced training may have an assessment ride. The prime purpose is to provide guidance to benefit associate members, although assessment rides for full members may be available depending on observer numbers. The runs last around 2 hours, usually with a refreshment stop, starting at the following venues.

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

Sat 6th - Lincolnshire BikeSafe 2011. Observers required. Contact co-ordinator Don Ford if you are able to help.

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

Weds 10th - Committee Meeting, Offices of LK2 Architects, Nettleham. Prompt start at 7.45pm.

Sat 13th - Waddington Airfield Riding Day. Offers to help on the group stand please contact Mick Smith.

Sun 14th - B & B Motorcycles Open Day, with guest Mick Grant and older motorcycles (mainly Japanese) on display.

Offers to help on the Group Stand, please contact Dave Hall 01522 274989.

Sun 14th - Run to the Peak District. Meet 09.30, Trentport Hotel car park (just over the bridge at Gainsborough)

Organiser John Cheetham.

Weds 31st - Meeting for Observers and those interested in becoming Observers. Venue TBA.

SEPTEMBER

Sat 3rd - Lincolnshire BikeSafe 2011. Observers required. Contact co-ordinator Don Ford if you are able to help.

Weds 7th - Monthly evening meeting at the Crown Inn, Glentham (A631) at 8.00pm.

Sun 11th - Group Observed Run from Willingham Woods. Meet 9.00am for 9.30am. Prompt start.

Sat 24th - Lincolnshire BikeSafe 2011. Observers required. Contact co-ordinator Don Ford if you are able to help.

Weds 28th - Meeting for Observers and those interested in becoming Observers. Venue TBA.

OCTOBER

Weds 5th - Monthly evening meeting at the Crown Inn, Glentham (A631) at 8.00pm.

Sun 9th - Group Observed Run from Hartsholme Country Park. Meet 9.00am for 9.30am. Prompt start.

Weds 12th - Committee Meeting, Offices of LK2 Architects, Nettleham. Prompt start at 7.45pm

Sat 15th - Lincolnshire BikeSafe 2011. Observers required. Contact co-ordinator Don Ford if you are able to help.

Weds 26th - Meeting for Observers and those interested in becoming Observers. Venue TBA.

NOVEMBER

Weds 2nd - Monthly evening meeting at the Crown Inn, Glentham (A631) at 8.00pm commencing with the group ANNUAL GENERAL MEETING.

Sun 6th - Group Observed Run from Brigg Leisure Centre. Meet 9.00am for 9.30am. Prompt start.

Weds 30th - PLEASE NOTE: No Observers meeting this month.

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