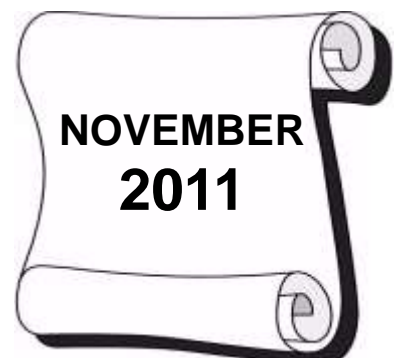


Chain Links

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



Five of us gathered at Hartsholme Park for the Group Observed Run on a damp Sunday morning in October



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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 December 2011.

Please provide any copy to the editor, Mick Smith, by Friday 25 November 2011 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,

By the time you read this we should have a new Chairman. After three years in the post, I feel it is an appropriate time to stand aside and let someone else steer the Group, through what continue to be 'interesting' times.

The past few years haven't been particularly easy. There have, inevitably, been ups and downs but I think we've come through them pretty well. The usual issues associated with running a club (i.e. keeping the peace between a hundred or so individuals) have been added to by the financial meltdown which has made recruitment of new members more difficult. This, along with ever-increasing fuel prices, has made people start to think seriously about using the bike (or car) for anything that isn't absolutely necessary - which doesn't help us very much.

Despite the issues, and difficulties, we've encountered the Group remains strong – we're in a sound financial position, with dedicated and hardworking Observers and committee members and a hardcore of members that support the Group in whatever activities we undertake.

I'd like to thank all those for their support of me, during my time as Chairman, and for their support of the Group. Your commitment enables the Group to do a fantastic job in making motorcycling that bit safer.

I am, however, not disappearing altogether. In addition to remaining a Senior Observer, I have offered (or was I volunteered!) to stay involved in a slightly lesser capacity – that of Vice Chairman. If required I will do so, and will give the new Chairman whatever support I can.

I look forward to seeing the Group going from strength to strength.

Andy Kitchen

EDITORIAL

Welcome to the November edition of ChainLincs. Iain's article about his life on wheels finishes this month but I have some more lined up over the coming months thanks to Jim Rendall and Richard Busby. Thanks to Lynne Watson for her article on her (and her man that cleans her bike!) holiday to The Shetlands. If any of you have had some interesting trips out this summer I would be interested in a few words and some pictures to keep us going through the winter months.

As I write this it is close to 6 o'clock on a Friday evening and it is nearly dark outside. I guess it won't be long before I am riding to work in the dark and coming home in the dark – how depressing! If like me you use your bike for work most days then now is the time to apply those observation skills that we all have and watch out for those idiots in their tin boxes that are too busy texting to bother applying the rules of the Highway Code like indicating at roundabouts. Also, if you are in your car, which we all are at some point, do not forget that the principals of advanced riding also apply to driving. THINK BIKE!

Finally, after my small rant (I don't know what brought that on) on behalf of the Group I would like to offer Andy Kitchen our thanks for leading the group so well over the past 3 years. And also thank him for staying on in an official capacity.

Mick

MEMBERSHIP UPDATE

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

No new members or test passes to report this month – things seem to be slowing down as we approach the usual winter activity break.

Group membership currently stands as follows:

Full Members	79
Associate Members	14
Group Friends	1
Total Group Membership	94

That's all for this month, ride safe:

John Cheetham

OBSERVATIONS

It's obvious really, or it should be, but look out for leaves, mud, wet roads and even ice on shady bits of road. The first frost is predicted tonight as I write this.

Less obvious perhaps is low sun in the mornings and late afternoon. We all know it can dazzle us, but don't forget that if it is behind you and particularly if you have your headlight on the dazzled driver coming towards you or looking at you from the side road as he prepares to pull out may just not see you. So take particular care in such circumstances.

I'm not really very good at this one myself, but your bike will get much dirtier at this time of year, so make sure the dirt gets washed off and the bike allowed to dry off as soon as possible after you ride it.

I suspect my bike is now off the road for most of the winter. So far I haven't succeeded in looking at either the faulty indicators or the misfire. I have a very busy period coming up at work over the next couple of months, and then it'll nearly be Christmas. Oh well! Don't let it stop you though. Keep riding if you can.

Enjoy Safe Riding

Iain

INVITE FROM HERAM

Just to let you know that on the 15th November 2011 we are joining in with the Trail Riders Fellowship, to offer an evening with Austin Vince.

Austin has made many travels on his trusty bike through several continents and we girls know him best for his wife Lois Pryce, who is equally brave or foolish whichever way you look at it.

To see where Austin has been ,check out www.mondoenduro.com and also www.adventuretravelfilmfestival.com

In the meantime he will be at The Goodfellowship Inn, Cottingham Road, Hull, HU5 4AT to commence at 7.30 pm at a very minimal cost of £3.00.

Please try to come along and join us, crossing the Humber Bridge in a car is now £3.00 so try to fill the car seats to make it worthwhile, invite your family and friends.

Regards

Barb

Barbara H Stubbs

Chair @ Heram

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VEHICLES I HAVE KNOWN (or KEEP ON RIDING) PART 6

By Iain Johnston

Then I got married. Shortly before our wedding Mary's mum thoroughly enjoyed a short ride on the pillion seat, she used to go on the back of her brother's bike and still has a licence herself. Those of you who are married will know how much it affects your social activities, even without children. Those of you who aren't married probably don't appreciate it yet, I certainly didn't. This and the threatened imminence of a spell working in Hong Kong eventually forced me to give up editing the BikeMaster (now ChainLincs). I would like at this point to wholeheartedly thank all those who have had a go since. For my money it is one of two group posts which are both the most rewarding and the most thankless tasks in the group. In lots of ways the two things which most hold the group together are the social activities and runs and ChainLincs. Yet these same two things are the most exposed tasks which draw criticism from group members but which don't get the support they deserve. Yes this is yet another plea firstly to support those who organise runs by going on them and by organising runs yourselves and secondly to support the ChainLincs editor by providing whoever it is at the time with articles and constructive feedback on what you'd like to see.

Anyway, back to the story. On a rather unfortunate fish and chip run to Scarborough (run by the Hull & East Riding section when they were part of the Lincolnshire group) I ended up damaging both my and an associate's bike. My wife Mary was on a month's stint in Hong Kong, so I was free to play a bit more than usual. I joined the run and somewhere in the middle of nowhere at a junction of two unclassified roads everything went pear shaped. There I was right at the back of the group following the associate and at the T junction the rest of the group turned left. A car was approaching from the right. Now I reckoned that the associate had time to follow the rest of the bikes and after several observed runs with him I reckoned he would do so. What's more I reckoned there was just room for me as well. So I fell for the classic. I was expecting him to pull out and was over eager to do so myself. When he moved forward slightly I went for it. Unfortunately he didn't and I ran into the back of his bike.

Quite correctly I was not directly behind him so rather than a front and rear tyre collision it was a front offside radiator and rear nearside silencer collision. It is my belief that this avoided catapulting his bike into the path of the oncoming car. However, it was quite clear that firstly I jumped the gun and secondly I should have been even more to his nearside or offside. Either of these would have prevented an accident which wrote off his bike (the frame was bent plus exhaust and fairing damage) and put mine off the road for years (fairing, radiator and a general disillusionment with my riding skills which I would have preferred to have occurred in other ways). Some months later I and Mary left for a fifteen month stint working in Hong Kong. The K was left with Mike Tinker to repair and fettle. Mike delivered the bike (now all yellow except for the seat cover) some three months after we got back to the UK.

The K got desultory use now, with an annual mileage of a couple of thousand tops. A far cry from the old days. However I started observing again though not to extent I used to. In 1999 and 2000 a few goes helping at the Humberside Police BikeSafe events helped keep my hand in, helped boost the mileage, and were great fun. The one at Harvey's in Grimsby was the one which made the big change. There was a rather nice looking second hand K1100RS on show at what seemed to me a really very attractive price.

The Yellow Peril was really getting a bit long in the tooth. Mike Tinker had done a nice job but my approach to bikes (ride them in preference to clean them) really doesn't help with a 15 year old machine which has already undergone a couple of makeovers. Once upon a time an old bike which required tinkering was good fun if a tad frustrating at times. Now, for me, it's just a nuisance. Maybe it'll be different when I retire.

Anyway, a newer one of the same with a little extra in the way of cc's seemed a nice idea, even if it wasn't yellow. So I took it out for a spin. Out from Laceby towards Caistor, first left onto minor roads then wiggle around for 20 miles or so on my favourite kind of mixture of very minor and not quite so minor roads vaguely heading around in a big loop to come back to the Kirmington to Laceby road and return to Harveys. Very nice it was too. It fitted like a glove, it was the yellow peril in a sort of charcoaly colour (if I remember correctly), just newer, tighter, fresher. I was sold.

However, the gent I'd just taken out on an assessment ride and his friend said "That's not the one you want. Take out that K1200RS, they're really much better." Now the K1200RS is a different sort of beast altogether to look at. In fact it's not really my kind of bike at all. John White (no longer a group member) described it rather bluntly as the head down arse up BMW. Not true at all really, but it does look that way. Anyway, it was already mostly yellow and I was persuaded to have a go. I even persuaded John Harrison to come out with me on the K1100RS I'd just taken out. I lead the way and followed exactly the same route.



Within the first couple of miles it became acutely obvious that this was a different bike altogether. It was uncomfortable. My knees felt like they were trying to reach my elbows. I was leaning too far forward for comfort (I must be getting old). Most of all it was really difficult to change gear, the lever was virtually inaccessible to my left foot. By the time we reached the Laceby roundabout I knew I didn't want it, but I kept going anyway.

It was around half way round the 20 miles or so. I was managing gear changing more or less OK, though it remained extremely difficult. I began to realise that there might be something to the bike after all. It seemed to go round corners like it was on rails compared with what I was used to. What's more I seemed to be going 5 to 10 miles an hour faster through most of the twiddly bits, even though I was still on a bike I found really uncomfortable with awkward controls. Hmm.

We arrived back. John Harrison didn't think much of the K1100RS, too much vibration. OK the threes always were supposed to be better that way and John carries so little meat on him that he probably has no need of the extra grunt the fours give you.

The guys who had persuaded me to have a ride on the K1200RS wanted to know what I thought. Uncomfortable, but it handles very nicely and seems to have a lot more oomph. I was undecided. You can raise the seat they said, and showed me. Um, that's interesting. I sat on it, yes that does make a difference, but the gears seem even more inaccessible. You can even fit plates to lower the foot pegs more they said and you can fit the bars higher, and showed me on theirs. Um that's even more interesting. It did handle very well. I had a further short ride with the seat raised. Hmm. I spoke to Richard Johnson of Harveys. It turns out that this particular bike had had the plates fitted to lower the pegs, maybe that accounts for the weird gear change. Compare with a few other bikes in the showroom. Yes, the gear lever seems to be in a completely different position. OK. Home.

The following weekend I came back to try it again, with the gear lever sorted out this time. More like 60 or 70 miles this time. Much better, still not quite right but lowered pegs and higher bars might well just do the trick. I had a chat with Richard. Yes of course he could organise that and a raised screen as well. He'd come back to me next week with exact prices. I phoned Mary and told her I was probably going to buy it.

Next week Richard came through with a package price for the bike I'd ridden and a slightly newer one. I swithered, but eventually went for the one I'd ridden. Richard chased around to see what part exchange he could give me on the Yellow Peril. Perilously little it turned out, non-standard colour you see. However, an idle chat to a friend about it suddenly resulted in a sale. He'd consulted a knowledgeable friend of his who'd said that for £500 pound for a roadworthy and tidyish K100RS you couldn't go wrong. The deals done then.

I delivered the Yellow Peril to Brian a week before picking up the K1200RS. I was going to deliver it on a Saturday but in fact I delivered it to him on the Friday evening. Now Brian hadn't had a bike for over 20 years. He had recently become a Grandad, and this was definitely a bit of a second youth. He was so eager to try the bike out that he went round to his broker that evening and persuaded him to start his cover note a day earlier. Later that Friday evening Brian phoned up with enthusiasm to say "It's orgasmic". I was a tad concerned that Brian wouldn't become a born again biker statistic and I hoped I was going to enjoy the K1200RS as much.

Well I picked it up the following week and the lowered pegs made a heck of a lot of difference. The



gear change was all wrong again but a bit of tinkering sorted out both that and the rear brake. The raised screen does work in its high position, but only if the seat is in its low position (which is a little uncomfortable). I'd probably learn to put up with the low seat position to get benefit from the screen, except that when the screen is in the high position it never stays there for more than a few miles unless you're on a dead smooth road. Every time the bike hits a decent bump the screen drops. I've had really good fun on the bike when I've had time to take it out. I'm a little cautious of the tyres. A month or two after I

bought it, in the evening after a really hot day, I had hard ride on a few miles of familiar road and when I stopped found the rear tyre had reached the end of its life. Now before I started that 25 mile ride I'd have reckoned that tyre still had a thousand miles or so in it. I now watch the rear tyre like a hawk, and am relatively careful on warm days, though some of you may not believe it. I have never got rid of tread at quite that rate again since.

I'm really impressed with the front suspension and I suspect that it's that that really sold me on the bike. At first it seems a little odd that the front end doesn't dive at all under braking, but you soon get used to it.

The bike does everything really well with little fuss. The only thing is that maybe it's just too much. I only discovered after a couple of years that apparently the K1200RS was the bike BMW stopped observing its voluntary 100bhp limit with, apparently it's more like 130bhp. Scarcely surprising that it

goes better than the Yellow peril did. It's just that perhaps it, the suspension and modern tyres just make everything a little too easy.

Howard Fordham from the Hull & East Riding Group summed it up when he heard I'd bought it. "You be careful", he said. "I had a go on my next door neighbour's one. It gets far too quick far too quickly".

I have been somewhat taken aback at servicing costs. OK so I did get them to spray part of the front of the fairing to change its colour from road grey to yellow at the same time, and OK so it was a 10,000 mile service and an annual inspection at the same time but around £500 did somewhat take my breath away, and I have continued to be shocked since.

There are advantages to BMW costs of course. A colleague from the USA was over in London for a week recently. I've been trying to get him up here for a ride for over a year and last weekend I managed it. He has a Kawasaki at home, but we borrowed a bike from Harveys for 5 or 6 hours on Saturday and I took him for a ride around Lincolnshire. He really enjoyed the BMW he borrowed and it sounds as though his reports back home have probably given BMW in the States a sale to his son. Many thanks Richard for the loan of the bike, much appreciated. This sort of thing is one of the customer services which sorts out the good dealers from the average ones.

I abandoned Astles for servicing a good few years ago and until recently used Barrie Robson at York, but that was really awkward and kept getting more expensive. For the last couple of years I've bought a service kit and done it myself. However, I'm not sure that I fancy doing the cam chain tensioner, and it is now overdue. We'll see, several independent motorcycle engineers have been suggested to me.

Anyway, I've now done in excess of 30,000 miles on the K1200RS (in recent years the annual mileage has been gradually creeping up again) and I remain really pleased with it.

Well, that's it for now folks, maybe more later. I'm up to date and have no more to say for now. It was easy really so lets see some of you take pen to paper or finger to keyboard and give Mick some material for the newsletter. I bet if you tried to give the story of your bikes you'd soon fill a page or two. It doesn't have to be bikes of course. I'm sure Mick would be happy with bee keeping, flying, tunnel digging, car repairing, marquetry, basket weaving, angling or whatever it is that keeps you going when you can't ride your bike.

Safe Riding and Good Progress

Iain

THE SHETLANDS! WHY?

By Lynne Watson

Well, because there's a bike rally there. Because the sun doesn't set. Because they have puffins. Why else? So, my summer holiday was a bike rally in the Shetland Isles. What fun!

The forecast for the Sunday, the day we were leaving, was for rain from about 2pm so we set off early hoping for a dry run. We took the quickest route up to Scotch Corner via the A1 and pulled up for petrol. Whilst I was filling up (Steve's new Pan European

had hardly used any!) Steve spotted friends returning from a rally at Carlisle. A quick chat and we were off again.

My first ever long haul trip was just after I'd joined the IAM when we went to Assen in Holland. There wasn't a bend in sight! And I was supposed to be practicing my corners – alright they're bends. No problem with that in Scotland. There's lots of bends (corners) on these roads. Keeping the head up, looking where I'm going and anticipating the road was challenging; especially as the road kept disappearing and I kept being distracted by scenery.

In Jedburgh we stopped at a B & B. What a place! Triangular curving stairs made it quite difficult getting up with all our stuff and every surface was covered in ornaments. And I mean every surface. The bedroom was large, which was a good job as, as well as the bed, there was a dressing table, chest of drawers, two armchairs, a table with a TV on it and three footstools! And there were stuffed, life sized Dalmatians in the dining room. We found a lovely restaurant called the Forresters Arms and had a variety of tapas with a very decent bottle of wine. The rain then caught up with us but it wasn't too heavy and I was in a nice, dry room with a bed so didn't care.



The next day was fine and after a hearty breakfast (watched by the dogs. Nice!) we said goodbye to our hostess and set off to Morton Hall campsite on the outskirts of Edinburgh. We were meeting friends there who had already been camping for two days. They'd sent a text saying bring jumpers as it's rather chilly. Where on earth will I put them on the bike? I already felt as if I was wearing half my clothing allowance. Anyway, I'd ordered sunshine as I was having to camp, so obviously wouldn't need them. Morton Hall is a lovely, well maintained site with good facilities, it even had piped music in the showers and plenty of hot water!

We decided to see the sites including Edinburgh Castle and the Royal Mile. The Royal Mile had Pipers in full regalia, Bentleys galore, including one from Australia, Celtic Warriors, Invisible Men and even trick cyclists.

From Edinburgh we went through Perth to Blairgowrie and onto Braemar. We decided not to stop at Braemar but to keep going as the weather was so good. However, I can definitely recommend the fish and chips at the café there. Plenty of practice on bends, hills and worn surfaces here. We carried on the A93 through Ballater, Aboyne and onto Banchory where we stopped at a campsite at Feuchside, Strachan. Another lovely site with a pub on the corner that did delicious food. And beer, apparently. No rain again either; someone was looking out for us. (Well, me – as I don't do rain and camping).

Our early morning wakeup call from the birds meant we set off in plenty of time for Aberdeen on the A93. We wandered around getting last minute items before heading to the ferry port for the 7pm ferry to the Shetland Isles. The party had already started at the Moorings pub at the ferry port and continued for most of the 12 hour crossing. We met a lad on the ferry going home to Lerwick, who was going to be 18 at 1.00am. So of course, we had to help him celebrate. We arrived at Lerwick ferry port about 7am and once all the bikes were unloaded we set off for Vidlin. The weather was a bit drizzly but once we arrived there and put the tent up it cleared. Still cloudy but at least no rain and the wind was light too. I understand they can reach up to 100 miles an hour!



We checked in at the rally, bought our T shirts and went for a look round, on foot this time. Things started picking up on site about 4pm with a 'Boot Race'. This is where they fill a glass boot with beer and send it round the table. The contestants have to drink until told to move it on; the last one standing is the winner. Funnily enough, most of the contestants were locals. Seems like they do this a lot. And it just carried on from there really. The rally is held on the weekend closest to the longest day

(most daylight hours for those who wish to be exact) so the sky doesn't get dark. The weekend we were there it was just dusky like early evening. Odd, because it's always later than you think and dawn comes early. As does the dawn chorus, in fact, I don't remember it stopping.

The next morning we decided to visit Unst, the furthest northerly point where I wanted a photo of the famous Unst bus stop. Sad I know, but it is related to my work. We set off from Vidlin to the Booth of Toft pier for the ferry to Yell. We landed at Flukes Hole and travelled through Yell to Gucher Pier for the ferry to Unst where we landed at the Wick of Belmont. The roads were brilliant, nice curvy lines, extremely well maintained, not a pothole in sight. Only things to watch out for were kamikaze sheep, low flying seagulls or charging Shetland Ponies, nothing out of the ordinary! We made our way up to Baltersound to the bus stop passing a Viking Ship and longhouse that was being built. At the bus stop we also saw the memorial to John Peel. A couple of photos later (told you I was sad) and we moved on. We called at the chocolate factory at Harold's Wick and met Cocoa the dog. An amazing exhibition of RAF memorabilia was on display at the factory as well as great food, drink and hospitality. We then rode past Skeggie up to Norwick towards Saxa Vord. A sign saying 'Property of HM Government, no unauthorised entry' had us turning back. I just love doing U -turns on narrow, gravelly roads on an incline of about 10%. Back down the road was another turning to Northdale. Turned out to be a private road to two bungalows. In the midst of another gravelly U turn we were accosted by one of the bungalows owners. It turned out that he had been born in the crofters cottage that he was doing up for rent, and did we want to have a look round? He'd done a wonderful job and I've got the details for rental as a

possible for our next visit. All this excitement had built up a thirst and so we headed for the pub. Which was shut! 'You'll not get a drink on the island until after 6pm' said the landlord. Huh, that's what he thinks. Valhalla Brewery here we come. A short detour later and we were chatting to the local brewer and purchasing a couple of bottles to take back with us. The Valhalla Brewery supplies all the beer for the rally so the lads knew exactly what they were after. Back down to the pier for the trips back to Vidlin with a musical interlude on the xylophone boat at Yell.

Another extremely good evening at the rally with music provided by the local bands. The Islands have a wide variety of music with some amazing singers and groups. The ones on at the rally did us proud. One local kept pace vocally with a fiddle player – unbelievable – but I wish subtitles were included.

A very sunny Saturday saw us heading south to Sumburgh Head to see the puffins, gulls, gannets etc. Birds galore. The Puffins were a delight and seemed to be as curious about us as we were about them. Saturday afternoon at the rally was 'The Games', most of which seemed to involve drinking, running, spinning and laughing. The evening was spent at the carnival in Lerwick. Everyone seems to be involved and a lot of effort had been put into the floats. Then back to the rally for more partying.



Sunday was our last day so after packing up the tent we went for another ride round the island. There's so much to see and just not enough time. I want to go back. 7pm saw us at the ferry terminal loading the bikes for the journey back to Aberdeen. A slight detour by the ferry took us past the cliffs at Sumburgh Head, a totally different perspective on the nesting sites of the birds. Amazing!

We arrived at 7am on the Monday and set off on the A944 to Granttown on Spey. There's a section of road on there between Tomintoul and Granttown with hair(y) pins that certainly focuses the concentration. Add to this there are interesting hilly bits, 20% gradients through the Glenfiddick estate (which is part of the Cairngorm National Park) more 90° bends and it was an interesting ride. We arrived in one piece at Granttown on Spey where I was well ready to stop after suffering a nervous breakdown on those roads! We had a walk to the river, a barbeque for tea and a very pleasant evening in the pubs. Unfortunately, the rain started that night and didn't stop. It was so heavy that wading birds were our morning wakeup call instead of the normal dawn chorus. The water was rising through the ground sheet over our boots and our airbed was floating. Tell me again why I like camping? The tent was so wet that we dumped it in the skip – such a shame!



We did set off for Fort William (on the promise of a b&b) but it was still raining. And raining. And raining. So instead of the A9 towards Fort William we took the A9 towards Perth and Scotch Corner, where the sun was shining. It was lovely all the way home. A round trip of 1574 miles. The worst thing about coming back from a long trip, apparently, is having to clean the bike afterwards. Not for me. I have a man that can!



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MY NEW BIKE - JIM

Every month there seems to be a request for bike photos so I thought I'd share pictures of my latest purchase.

After over 10,000 miles of loyal Continental service I felt it was time to part company with my excellent Honda CB1300. It has transported me across the Pyrenees, through Norway and over Alpine passes, along farm tracks, dirt tracks and German Autobahns. Earlier in the year I fitted a



Beowulf can to improve the sound (even posted a short film of this on YouTube which has received over 1200 hits - 185jdr if you're interested) but my head had been turned.

Maybe it was the "turning" that prompted my decision. You see my mate bought a Triumph Street Triple before our last adventure and trying to follow that around hairpins on the CB1300 was a little tricky, especially for one with so little talent at such activity.

So now, as you can hopefully see from the pictures, I am the proud owner of Suzuki's latest mid-weight naked street bike the GSR 750. I loved the funky

European styling but hated the ugly standard exhaust can so swapped that for a Leo Vince SBK carbon that vastly improved the look, err, and the sound! There is also a tail tidy and some pretty red rim tape. It's very black so heaven knows how I will keep it clean.

Ok, now for some techno stuff, not that I know what much of it means so I've lifted the following from the MCN web-site. The 749cc in line four cylinder engine started life as the GSX-R K5 unit that has been re-vamped to improve low rpm to midrange performance and torque, at the expense of top end power (not that anyone really needs top end power on a machine like this). The cylinder head has been given iridium spark plugs for improved ignition with the end result of a quoted 105bhp. It also has inverted forks and clocks that include a gear position indicator, digital fuel gauge, fuel consumption meter, trip and a clock.



I have been out and about in the Lincolnshire Wolds as the weather has allowed (don't want to get it dirty now do I), and can report this bike stops, goes and turns in a very inspiring way so I can't wait to get back into the twisty European high roads next year.

Jim Rendall

ESKEEZ THERMAL BASE LAYERS

THERMAL UNDERWEAR FOR ON THE ROAD



THE WARMEST THERMAL BASE LAYER

The Eskeez top is probably one of the best bit of biking kit money can buy. It is comfortable to wear, and maintains a even body temperature regardless of external changes. I have used the top under winter kit and leathers and found it superb, its also nice when just walking the dog on a cool morning.

I would recommend this to any fellow rider to add to their kit.

Dave Shenton

Head of Field Operations - IAM

ESKEEZ Thermals are now available at preferential rates to IAM Groups with 15% discount on orders. There is an individual member discount of 10% - just add **IAM 10** in the code box at checkout online.

Contact Eskeez Customer Services on:

08456 585856

www.eskeez.co.uk

The full ESKEEZ range consists of head to toe thermal protection with hats, long sleeved tops, leggings, sports shorts and socks. Wear next to the skin for optimum warmth in cooler temperatures whilst enjoying excellent breathability and stretch qualities. ESKEEZ keep you warm whatever you choose to do outdoors so keep it on to wear under a wetsuit, skiing, sailing, cycling, playing field sports, walking the dog, etc..



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SIZES FOR ALL THE FAMILY

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.

NOVEMBER

Weds 2nd - Monthly evening meeting at the Crown Inn, Glenthams (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.

Tues 15th - An evening with Austin Vince. See item earlier in the Newsletter.

PLEASE NOTE: No Observers meeting this month.

DECEMBER

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

Sun 11th - Group Observed Run from Willingham Woods. Meet 11.30am for 12.00am. Prompt start.

Weds 14th - Committee Meeting, Offices of LK2 Architects, Nettleham. Prompt start at 7.45pm

PLEASE NOTE - No Observers meeting this month.

2012

JANUARY

PLEASE NOTE THERE ARE NO EVENTS DURING THE MONTH OF JANUARY

FEBRUARY

Weds 1st - Monthly evening meeting at the Crown Inn, Glenthams (A631) at 8.00pm.

Sun 5th - Group Observed Run from Hartsholme Country Park. Meet 11.30am for 12.00am. Prompt start.

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

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

MARCH

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

Sun 11th - Group Observed Run from Brigg Leisure Centre. Meet 9.00am for 9.30am. Prompt start.

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

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