

Chain Links

Merry Christmas

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



© RiDE/Mark Manning

Richard Busby on a Pan European in France being followed by Simon Weir from RiDE Magazine (see Richard's article inside)



**December
2011**

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

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

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

The next issue of ChainLincs will be in February 2012.

Please provide any copy to the editor, Mick Smith, by Friday 21 January 2012 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

CHAIR'S CHATTER

Hi Folks!

It was good to see, and meet, so many of you at the AGM on Wednesday 2nd November last, at the Crown Inn, Glentham. Following the AGM it gives me great pleasure to take up the role of Group 'Chair' to which I intend to commit and serve for at least the next three years.

Andy Kitchen has done a sterling job, together with all of the other committee members, current and past, including all of you other 'regulars' – you know who you are, who turn out relentlessly come rain or shine! Without all of your efforts our group simply would not exist. I'd therefore just like to record my personal 'Thank You' to Andy et al, for seeing to it that our group has continued to survive and prosper throughout these very difficult economic times.

Andy has graciously agreed (manfully!) to continue serving not only on the committee but also in the role of Vice-Chair to give support as 'Immediate Past Incumbent!' and to steer me/us all in generally the right direction! There are still some **committee positions** just waiting to be filled, including Treasurer, by **any member** who wishes to get stuck in! So please come and join us – we actually have a good time and meetings are very constructive and kept short and sweet! Have a say in 'what goes' and what does not!

For example, IAM 'HQ' is looking to rapidly (too hastily?) implement brand new 'Nationally Accredited Standards' for Observers and Senior Observers. What form/format should these new 'Awards' take? What are the most important and practical skills that our Observers should not only possess but also be able to exhibit and effectively convey to our Associates? What paperwork will be involved? We are clearly entering yet more 'interesting times' and so it is vitally important that we are vocal and proactive in the development of these incoming strategies, policies and procedures, rather than just being 'presented' with them!

Just a few words about my background, I was a CID Detective, Special Branch Officer and Police Class One driver for the best part of twenty-five years, retiring from the 'Force' nearly seven years ago to set up my own investigations training & consultancy business. I am a Regional Mentor Training Team Member (cars) and also Training Officer for the Lincoln Car Group. I have been a motorcyclist (and pilot) all my adult life, although it did quieten down a bit when the wife, 2.4 kids, dog and mortgage came along in the early eighties! However now my kids have their own kids and 'Granddad' has resumed his two wheeled touring of the halls and highways of the world in search of the best journey – not just the best destination(s)! It is also a blessing that **Di** (new wife, married in Kenya, three years ago) also loves motorcycling and touring!

I have many tales to recount from the policing world and also from the tours which I have organized. For instance, this year I took seven bikes, supported by two sports cars, on a 3000 mile, 11 day

round trip covering just about every significant WWII location including the D-Day Beaches, Pegasus Bridge, Paris, the Black Forest, Nancy, Lake Constantine, Friburg, Neuschwanstein Castle (the Walt Disney Logo!), Oberammergau, The Alps, The Eagle's Nest, Munich, Dachau Concentration Camp, Nuremberg, Colditz Castle, Berlin, the Hartz Mountains, the Mohne Dam, Arnhem, Antwerp and Dunkirk – to name but a few! If the Editor permits, I hope to write up these events in forthcoming editions of Chainlincs, together with plenty of photos, just to whet your appetite!

To that end, I'd be very interested to hear if anybody/enough bodies would be interested in a similar full scale Group Tour next year in the (early) summer, e.g. the Italian Alps, Passes and Lakes, perhaps? **At cost.** Please let the committee know about your general support (or not!) for this and every/any other idea/issue/story/venue/destination/journey, etc., which you'd like to share and that we might use/organise, **with your help**, next year. The only bad idea is the one you didn't tell anybody. The only daft question is the one you couldn't be bothered to ask.

This is Your Group. YOU are its life blood and its future, so please get involved at every opportunity!

Come and help out at the various events that we attend and let us know what skills you have which can be put to good use! Nothing too onerous I assure you! Just pitch in and let's keep building on all of the great work done so far. **Do your bit!**

I promise you that I will do everything within my power to promote our group far and wide, and also to continue to build relationships nationally, regionally and locally, to help secure and cement our future. But neither I nor the committee can do it alone. Please play your part and offer whatever help you can. You **will** reap the rewards as we go from strength to strength.

Please don't hesitate to contact me, or any other committee member, to voice your opinion, share your ideas or just to bend an ear, but also be prepared to bring **solutions** not just problems!

Until next time; stay safe, smooth and systematic, and above all, **keep it shiny side up!**

Andy Greenslade

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EDITORIAL

Welcome to the December edition of ChainLincs. I have included an article by Richard Busby this week about his ride to France with the RiDE Magazine team. The RiDE article is in this month's edition out now in all good shops! Thanks to Richard for his words and some great pictures. I planned to include the first part of Jim Rendall's article about his trip to Norway but have decided to leave it until the next edition in February.

If I remember rightly at this time last year we were knee deep in snow. Thank goodness that has not happened again and it seems to be quite mild compared to normal for this time of year. Hopefully this will continue and we can all get some good rides in again before it all turns to **** (insert the word that suits you).

As you are all aware we don't have any group activities in January but this year Don Ford has organised a karting event on 14 Jan for those budding Lewis Hamiltons out there. Details are in the events diary but please note he does need to know who wants to go and more importantly needs a deposit.

Finally, don't forget the monthly social meeting on 7 Dec when I am sure the newly elected chairman, Andy Greenslade, will have a few words to say and I know he would like to meet more of the members. Finally again, don't forget the final group observed run of the year on 11 Dec from Willingham Woods at the later time of 11.30am to start by 12.00. Hopefully I will see you there.

Mick

MEMBERSHIP UPDATE

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

No new group members to welcome this month.

I have one test pass to report – well done to both candidate and Observer.

Member	Pass Date	Observer
Vikki Bennett	11 November	Andrew Kitchen

Group membership currently stands as follows:

Full Members	79
Associate Members	13
Group Friends	1
Total Group Membership	93

That's all for this month, ride safe:

John Cheetham

OBSERVATIONS

Once again I find myself squeezing writing these notes into a business trip abroad in warmer climes. I do feel rather displaced from my role as Chief Observer, being away so much at present and with my bike off the road. Fortunately Andy Kitchen in his new role as Vice Chairman has agreed to assist me in the Chief Observer role. This is something he has really been doing in practice for the past couple of years anyway.

I hope you will all provide support to Andy Greenslade in his new role as Chairman. Andy has not been a member of the group for very long but has a longer involvement with the IAM and with motorcycling and I have a great respect for his riding capabilities.

I have received formal confirmation from Humberside police that Humberside BikeSafe is going ahead for 2012. They have once again invited us to attend their launch event at the Humber Bridge in April. I will be there with a LAM stand. It would be nice if someone could volunteer to organise a social ride to call in at the launch event. Any volunteers?

I hope I'll see some of you at the meeting at the beginning of December. At present I think I can make this meeting, after missing quite a few in recent months.

All the best now, before I head out for a day of meetings with predicted temperatures up to 37C.

Enjoy Safe Riding

Iain

NEARLY THE TRIP OF A LIFETIME

Richard Busby

At the start of August I got a call from Simon Weir, deputy editor of RiDE magazine, inviting me and my wife Michelle to road test some touring motorcycles in France for a week. We would have to pay for accommodation but RiDE would supply the bikes, fuel and tolls – what could I say but yes! Those going would be Simon, Chris (a police motorcyclist) another couple, Glen and Lucy and us, the bikes being a BMW K1600, BMW R1200RT, Kawasaki 1400GTR and a Honda ST1300 Pan European. The aim, to see how the six cylinder K compared to the other bikes, with or without pillions and to get the opinions of “normal “riders and pillions.

We set off from home on our Honda Blackbird on the Sunday morning luggage pared down to what could be fitted into two panniers and at the RiDE offices at Peterborough met everyone and swapped to the test bikes. The journey then just a fast run down to the tunnel, sandwich on the train and then from Calais to Abbeville, mostly on the motorway. I started off on the K1600 and didn't really like the riding position – it seemed a long way back from the front of the bike and with the throttle set



On the Pan ©RiDE/Mark Manning

to a soft response there was little engine brake until the throttle was fully shut then it felt like a switch. At the first fuel stop I changed to the GTR and felt much more at home probably because (as Simon pointed out) it was closer to my Blackbird than the K. I rode the R1200 from the train, my first time riding in France, and indeed the first time riding on the wrong side of the road. We swapped again so

I rode the pan to the hotel where after a welcome shower, meal and drink we discussed the bikes before much needed sleep.

The following day nice and sunny, already my jacket proving to be a bit warm for the job, we set off once again mainly motorway and quick – apparently the French expect bikes to really “make progress” and almost always move out of your way, a far cry from home.

We left the motorway for lunch at a cafe opposite Chartres Cathedral, very pleasant but not for long as there was a long way to go. Back onto the motorway



Taking pictures at Riders Rest

for the long slog and by early evening we were down near Limoges and turned off the motorway to get fuel for the final time that day, now on normal roads which got narrower and narrower (hooray for sat nav) before we arrived at Riders Rest, our base for the next four nights, and met Mark “Weeble” Manning the photographer.

Riders Rest is run by Tony and Wendy who gave us a warm welcome and good food before we retired to our rooms for the night.

Tuesday dawned and a busy day, Tony led on his Yamaha FJR1300 to find suitable places to take pictures. It was very warm and I found myself working hard to keep up with the others, the girls



Puy Mary

swapped bikes and riders from time to time to give more experience on the bikes on different roads. There was a lot of riding, stopping then riding backwards and forwards to get good pictures, then off to the next spot for more of the same. The roads were really great, smooth not very busy with great scenery to admire. The route for the day was to the Puy Mary via Egletons, Laplau, Barage de Agile, Maymac, Salers, then on to Riom es Mantagne, Bort les Orgues and Chateau de Val before returning to Treignac.

Wednesday was similar, a trip to Rocamadour for lunch and photographs and then the high speed pictures from the hire car. On this day with temperatures reaching 36°, the girls very wisely decided to stay in the air conditioned hire car and only came out when needed! High speed pictures involved riding very close to each other and the car at 50mph which definitely concentrated the mind! Today, with advice from the others I found myself settling into the riding much more than the previous day and it was really enjoyable.

Thursday was a “rest” day. Simon, Chris and Glen set off early for the Pyrenees leaving Michelle and I to follow Tony and Glen’s wife Lucy to visit Oradour sur Glane, a village left exactly as it was when the SS left after killing all the population in June 1944. It was a very melancholy place, preserved with a new village built alongside, a reminder of man’s inhumanity to man. The guys didn’t get back till quite late – a long day for them and for the big BMW which had developed a thirst for oil. I had the R1200 for the day and followed Tony on his Triumph Rocket which always



Oradour sur Glane

attracted glances when parked up unlike the BMW which just “banded in” with its surroundings.

On Friday we bade our farewells to Tony and Wendy and set off back north. Simon had said that the run would be fast and we should all ride in close formation to prevent cars splitting us up. It was fun



Michelle with Simon on the K ©RiDE/Mark Manning

to ride close together at 85-90 changing lanes in formation, smoothly and quickly. Before Paris Simon decided that Michelle would ride pillion with him on the K1600 so he could see what it was like in heavy traffic on the periferique (Paris ring road) I think it was also to give me a better chance of getting through it on my own rather than with a pillion. The periferique is an awful and thrilling place at the same time. Constant filtering

between up to six lanes of traffic and if you are not quick enough the Parisian riders honk and shake their fists! Half an hour later and we were out of it and stopped for water and a change of bike before arriving at Compiègne for our final night. Nice food, hot shower and sleep were much needed.

Saturday, again on the motorway up to Calais, on to the train, and back to Blighty. British motorways seeming very crowded and bumpy compared to their French counterparts. Filtering at the Dartford crossing needed more care than in France as the cars just didn't seem to want to give a bit of space. Bikes handed back and time to say goodbye but we made some good friends on our trip. I found the Blackbird a bit cramped compared to the bikes we had been riding and it gave food for thought when thinking about what to get next.

So what did I learn? We covered some 2000 miles in the week, much more than a normal test ride. The K1600 is big but not bulky once moving and it grows on you but the “fly by wire” throttle is very sensitive and there is a lot of IT on the bike to get used to. I am one of the few who didn't get on with the R1200; I just don't like the engine though both of us found it comfortable. The 1400GTR has the smallest fuel tank and isn't very comfortable for



Barage de Agile ©RiDE/Mark Manning

the pillion but the engine revs really freely; which leaves the Pan European. The oldest design but I did like it and Michelle was at home on it – she enjoyed riding pillion with Chris when he scraped the foot pegs. Oh well must start saving!

I am grateful to Simon at RiDE for thinking of us when the trip came up and cannot thank him, Chris, Glen and Tony enough for their patience, advice and encouragement which improved my riding no end.

Thanks also to Wendy for the cooking, Lucy for taking photographs whilst riding and of course Michelle for saying yes to going and putting up with me excitedly rambling on about the trip before and afterwards.

As far as I know the article will be in January edition of RiDE magazine out in November.

We stayed at Riders Rest, which is in the hamlet of Theil just north of Treignac. It is undoubtedly well worth a visit, it's in a beautiful location and from the welcome we received I thought Simon had visited before. The website www.ridersrest.eu has all the details and more pictures of our trip.

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THE ELUSIVE BARRIE HEATH TROPHY

Does anybody have possession of the Barrie Heath Quiz Trophy? We had it at Dave Capells at the November meeting last year and also at the February meeting this year. Andy Kitchen remembers somebody taking it from there for safe keeping but can't remember who. If you have any idea of its whereabouts or have it in your possession please give Andy a call.

MY NEW BIKE – DAVE

Having a Honda CBR 600F for over nine years I noticed that it was getting a bit long in the tooth. I had to make a decision whether to spend some money on the old bike or to change to a different bike, so I started to look at other bikes and models. First I had to decide what I wanted from a motorcycle as I ride a lot of the time down the back lanes so I wanted something with good handling, a comfortable riding position and decent fuel consumption.



So I started to look around at various bike showrooms and the internet at something that would fulfil my needs having spent many weeks looking round. I came across the new model Honda CBR 600F C-ABS with a lot of new modifications. I had fond memories of my old bike and if it was as good as the write up in the bike magazines I was on to a winner so off I went to see for myself, I was not disappointed. The riding position was more upright, the handle bars were wider, the seating position comfortable and the wing mirrors were fantastic after hard to see out of mirrors of the old CBR. The

retuned 2007 CBR-RR engine looked great with the smaller fairing showing it off to full effect. It has a small exhaust with built in catalytic converter, ABS, modern electronics and fuel injection, and modern looks, I had to have one and did the deal there and then.

On the day I went to pick up the new bike I hoped it would live up to my expectations but I need not have worried. From sitting on the bike and starting up the engine the bike seemed to fit like a glove, the spot on riding position made you seem to sit in the bike not on top of it. The engine felt smooth and responsive, it seemed to have more low down torque and felt so well balanced it was hard to believe it was the first time I had ridden it. I could not wait to run it in to see what the bike was like when I had it run in. I was lucky that I had a long ride to the IAM conference at Warwick University with John Cheetham, not so lucky for John as we had to keep our speed down so I did not exceed 5000 revs.

As I set off to meet John the weather turned from fine rain to heavy rain and mist with a lot of mud on the road from farms and road works. I have done many journeys on superbikes in the pouring rain with no ABS and it is no fun but with the ABS the CBR



handled everything the road and weather could throw at it with impeccable manners. It gives you a lot of confidence to make the journey feel relaxed and safe. The screen and small fairing work well and keeps the majority of weather and wind to a minimum. On longer motorway runs fatigue is less of a problem and short-shifting feels natural because the engine still pulls with a taller gear in place. On our ride back from the conference the weather was dry thank goodness and fast flowing bends are simply eaten up the CBR. There's enough confidence given to push deep, tip in and come out the other side with a smile; the bike is a joy to ride. After a day's riding I got off the bike ache-free. No pain in my wrists, no tense areas between my shoulders.

I managed to clock up a lot miles and took the bike for service the next week. After the service I took it out for a 150 mile ride. I could actually take in the sights around me on the CBR, rather than keeping one eye on the road and the other on the speedo. It responds willingly to handlebar pressure, turns exactly the amount you're hoping for then sticks to its line accurately with supreme stability, yet changes direction again at your will with near-sports bike eagerness. For sweeping along unfamiliar roads the CBR gives a sense of security that is as good as you'll get. The only downside of the bike is the lights are not very bright and I miss the centre stand.

Am I happy with the CBR? You bet I am.

Dave Mather

Has anybody else out there got a new bike recently that they would like to share with the members? A short article like Daves or Jims last month is always welcome - Mick



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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.

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

Sat 14th – Karting at Gridline Racing (Dunford Road, LN5 8HF) in Lincoln. 2 pm start time. Cost £40 for 2hrs endurance event. We need 18 drivers for a 2hr event. £10 deposit required. Contact Don Ford or Rob Gregg-Herritt.

PLEASE NOTE THERE ARE NO REGULAR GROUP 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