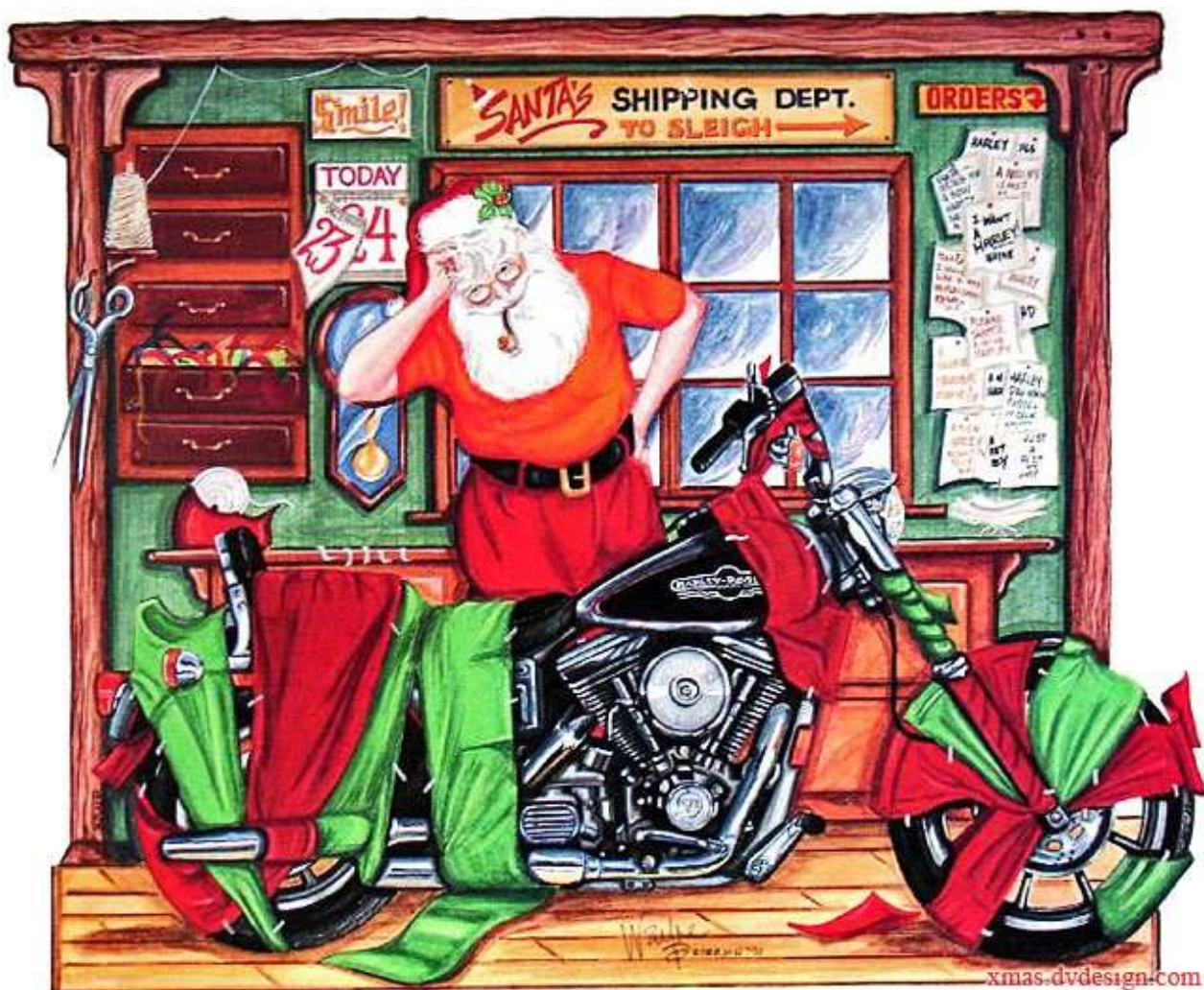
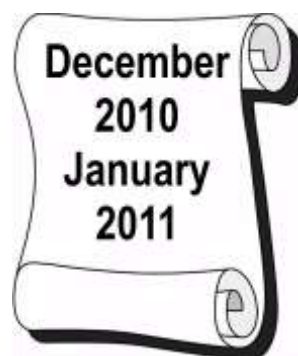


Chain Links

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



Merry Christmas and a Happy New Year to all our members.



GROUP COMMITTEE MEMBERS

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Vacant	Vice Chairman	
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Terry Towler	Terry.TowlerRGC@iam.org.uk	0115 846 5870 0771 388 2854
Tony Clarke	Tony.ClarkeRGC@iam.org.uk	01462 894624

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

Meetings are held on the first Wednesday of the month starting at 8pm
in Dave Capell's Games Room at his house in Kirton Lindsey. Many Thanks Dave
(Dave's house is next to Kirton Lindsey Railway Station)

The next issue of Chainlincs will be in February 2011.

Please provide any copy to the stand in editor, Iain Johnston, by Friday 21st January 2011 at the latest, earlier is better.

You can send copy by email to

ihajohnston@theiet.org or ihaj@maryiain.demon.co.uk



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,

2010 doesn't seem to have been a particularly good year for many people, what with the ongoing recession and threats of significant cuts in public spending, which will potentially affect us all. This uncertainty has had a continuing affect upon the Group with the number of new associates being less than we have had in recent years.

It isn't all bad news though. Membership numbers do seem to be holding and we've seen good attendance at the monthly meetings and Group Observed rides. Our Observers have been kept busy and we've seen quite a few test passes in the second half of the year (after a fairly quiet first six months). They've also been very involved in the local Bikesafe events (Lincolnshire and Humberside) which seem to be increasingly popular and a good source for new members. Feedback on our involvement, in Bikesafe, is always very positive so we must be doing something right – well done to all involved.

I'd like to thank all those that have contributed to the running of the Group over the last year. Without your efforts and dedication the Group would not exist - your hard work is much appreciated. A big thank you must go to Dave Capell for providing us with an excellent meeting place, and great hospitality, throughout the year.

Finally I'd like to wish all members, and friends of the Group, a very Merry Christmas and a Happy New Year.

Andy Kitchen

EDITORIAL

Welcome to the December/January edition of ChainLincs. Unfortunately it is a little shorter this month but does contain the fourth part of Jim Rendall's Pyrenees tale; and a short item on the USA and a couple of pictures he also sent. Thanks Jim.

As reported last month this will be my last issue until May as work is taking me away for 3 months. Iain Johnston will produce ChainLincs for February, March and April so any items for inclusion to him please.

Please do continue to provide Iain with anything you have for ChainLincs because we do need all the help we can get so please think about it when you are out and about on

your bike, take a camera, get some pictures and add a few words. We need your articles to make this newsletter interesting and a good read.

Finally, Season's greetings to you all and enjoy your winter riding.

Mick Smith

OBSERVATIONS

By Iain Johnston

Merry Christmas to all of you. I hope you all enjoy it. I have little to say this month other than a big thank you to all the observers who together have managed a good basketful of test passes again this year. Another one only the other week and at least one more test application still waiting for a test date as I write this.

Thank you too, to all the associates who have passed their test this year to become full members. Without you (and the observers) we might as well not be here as a group. The associates as well as observers give up their time in the interests of improving the safety of their riding.

If you are riding through the winter do please take extra care, and use your common sense about whether or not conditions are suitable for riding. The Sunday morning observed ride times change for the winter to become Sunday afternoon rides, to allow any frost more chance to disperse, and of course there is no Sunday observed ride in January.

Enjoy Safe Riding

Iain

MEMBERSHIP UPDATE

No new members but two test passes to report this time. Well done and thanks for the time given by your Observers. The total for the year now stands at nine. Let's hope the weather stays reasonable to permit a few more.

Member	Pass Date	Observer
Carl Kropacz	30 October	Will Lea
Jerry Neale	12 November	Ed Everatt

Membership currently stands as follows:

Full Members	85
Associate Members	15
Group Friends	1
Total Group Membership	101

The AGM on 3 November went off smoothly as usual with a couple of committee changes to report.

Will Lea stood down after serving for two years. His regular attendance at meetings and contribution to the administration of the group is appreciated and Will has indeed said he may well attend the

occasional committee meeting as a guest (something incidentally that any group member is entitled and welcome to do), time permitting. He is to continue his role as a Group Observer.

After having a break from committee duties for twelve months, David Mather has been re-elected where I am sure his contribution will be welcome.

There is still room for further committee members to help share the workload. You can put yourself forward at any time during the year; there is no requirement to wait until an AGM. The committee have the authority to co-opt new members between AGM's, just contact any committee member to express your interest.

That's all for this month, ride safe:

John Cheetham



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USA

I have recently returned from a family holiday to Orlando, Florida, my first visit to our cousins across 'The Pond'. Being the designated driver one or two differences were immediately apparent. They drive on the wrong side of the road; traffic lights are usually above the carriage way, there are no bends and no roundabouts.

Next thing one notices is that you can overtake on either side when on the motorway, sorry freeway. Odd, but it has the effect that instead of someone hugging the middle lane dragging a vacuum of unused tarmac along on the inside lane, all lanes are fully utilised. Then there is the right turn on a red light, the equivalent of our left turn. You come to a stop at a red light, assess the situation, then if it is safe to do so you can turn right and continue on your way.

So maybe we can learn something from the Americans after all? However, they certainly don't have all the answers. Coming from our environment I was shocked to see that crash helmets were not compulsory. The dangers were ably demonstrated by an R1 rider who pulled alongside us on the freeway. He dropped back slightly then pulled an enormous wheelie which he proceeded to continue through the six lanes of traffic. To protect him from any misadventure he wore a T shirt, shorts and a stout pair of sneakers (training shoes to you). He was not alone; indeed the majority of riders and passengers were similarly attired.

While in a supermarket I purchased a copy of 'Sport Rider' magazine with a photo of the latest ZX-10R offering from Kawasaki on the cover. This turned out to be quite a refreshing read. Such publications in the UK are filled only with knee down / wheelie action with the whole focus on speed. The contents of this magazine were far more varied.

First thing I came across while thumbing through was a photo of a familiar scene, Cadwell Park of all places. This was part of a feature comparing BSB with its AMA equivalent through an interview with British rider Neil Hodgson. The conclusion was that there was little money for a rider in BSB but the organisation and Eurosport TV coverage were far superior to anything the AMA could offer.

In the letters page a young man with an engineering background wrote a passionate piece regarding the ongoing march towards making vehicles 'safer'. One statement struck a chord when he said "no computer can ever make an inattentive driver pay more attention or put down a mobile phone, technology is making cars and motorcycles harder to work and less fun to drive".

One journalist penned an article on touring with a motorcycle and attempted to share his wealth of knowledge with those considering following his example. His first bit of advice holds true where ever you may be planning to go "embrace the old boy scout motto of 'be prepared' when it comes to mind body and spirit but be wary of it when it comes to stuff". Wise words for if, like me, you like to pack for any eventuality then can't fit it all on the bike. But then there is the advice for tankbag contents. Mine will contain maps, documents, money and visor wipes. Our US correspondent advises "Packing light tips –Tank bag, digital camera and several lenses, sunglasses and depending on the trip ... a gun".

Further on there was an update on the US Governments' motorcycle crash study, an interview with Igor Akrapovic (the exhaust man) and alongside the ZX10R test there was also a Ducati Multistrada test and a test and review of the current situation with electric motorcycle development. It didn't go as far as having pictures of blokes with beards buffing their BMWs but it did have a bikini clad lady advertising some product or other (can't remember what – possibly distracted by the sports bike on the other page...or something) God bless America.

Jim



A couple of pictures Jim took in Florida.

PYRENEES ADVENTURE (PART 4)

Friday A somewhat more varied breakfast is soon dispatched before we locate the garage key master and release our bikes into the cloudy Pyrenean morning. A debate ensues as to whether waterproof riding gear will be required. Dan and I opt for the cautious approach and add this extra burden while Festa and Kryten laugh off the prospect of inclement weather with the casual 'It's only water' retort.

Our host town is conveniently situated on the N20 road that leads from France into the small landlocked principality of Andorra. Our plan is to ride through here and into Spain, a journey of around 50 miles or so, enjoy the highly rated biker road of the N152 to Ripoll, before returning through the mountains to our hotel.

Soon after we leave the outskirts of Ax les Thermes we begin the twists and turns that allow the road to follow the contours of the mountains that defend Andorra. Unfortunately this is a fairly busy road and progress becomes a rather ponderous affair as we seek to escape the endless stream of heavily laden vehicles grinding their way ever upwards. Major road works then bar our way and we are diverted skywards along a much narrower road. Far below the work to improve this artery can be seen cutting a swath through the once peaceful meadows. Eventually we pass through a customs post and enter a disappointingly shabby looking town clearly thriving on its tax haven status like a spider with a web over a honey pot. Swiftly out of town we head steadily higher and higher to where the roads' many bends get progressively more serious. It becomes difficult to focus on the direction the road is taking when ones eye is drawn to the prospect of a one way ticket to oblivion courtesy of an ill judged piece of motorcycle control. As we approach the summit an odd sight greets us. There are numerous petrol stations up here, very little else, just petrol stations. The attraction is immediately obvious when I read prices that make me realise just how much tax we pay for this blood stained commodity back home.



At the very top we park our bikes on a baron windswept gravel car park alongside a petrol station to admire the view. It's quite an awe-inspiring moment as our eyes survey the panorama before us. Out of the corner of my eye I catch sight of something large and brown taking to the air. We probably all experience the same thing as we collectively watch in slight disbelief. Not being a twitcher myself I am unsure of my facts at this point but, we are convinced that what we saw was

an Eagle taking to the air with an effortless beat of its' huge wings. Silence fell over us all as we followed the great birds' flight path disappearing into the distant mountains. Not something you witness very often in the Lincolnshire Wolds. As our eyes gave up scanning the horizon another

unexpected vision replaced that of the Eagle. Slowly making their way up the pass came three open topped Rolls Royce Silver Shadows from the golden age of motoring circa 1920. A fine and impressive sight made more remarkable when you consider the tortuous route to where we were. Ahh, those were the days when Britain could still engineer things that didn't break.

From here it was downhill all the way. The road was surprisingly uncluttered by now but the steep drops off the sides kept our minds occupied. Soon we entered another dull town and the traffic began to build up before grinding to a halt. After several minutes waiting in a queue engines were turned off and puzzled looks exchanged. Traffic had been halted, we concluded, due to an accident somewhere further along the route. Andorran police lazily went about their duties redirecting local traffic but it was becoming clear that this could be a long wait. As we traced the line of waiting vehicles winding its way far into the distant hillside the decision was made to head back the way we had just come as the congestion showed no signs of abating in the near future. This decision was hastened somewhat by the looming presence of a dirty great black cloud.

Our return may have been along the same route but this was by now a somewhat more daunting prospect. The dirty great black cloud had overtaken us and bumped into the mountain we were trying to scale leaving it shrouded in a dense fog. Kryten, strangely for him, was leading at this point and tried waving us past so he could follow but we were having none of it, no one wanted to lead into something you couldn't see through! Slowly we crept over the mountain top and eventually arrived back at the customs post with the fog beginning to clear. Andorra had been a bit of an anticlimax and it felt good to be heading elsewhere.

Rather than return to Ax-Les-Thermes we turned right along the N320 climbing over the crest of the 1920m Col de Puymorens. From here on down the weather improved with every passing mile until we came to a halt in search of lunch on the outskirts of a small town called Enveitg. An inauspicious looking roadside café seemed to be popular so we ventured inside to investigate further. The place looked like a railway station snack bar on a wet Sunday afternoon but it did have an intriguing menu being cooked and served up by an odd looking multinational, multilingual couple. Dan was showing early signs of malnutrition and was about to set about his leather jacket with a knife and fork when we decided to stay and eat. While we waited outside in the glorious mid-day sunshine more bikers of various nationalities arrived. Among them was a small band of English folk from Manchester. They regaled us with tales of motorcycle based touring that beggared belief. It seems they had set off from Manchester and ridden to Dover then caught the ferry to Calais before spending the night in Reimes. The next day they set off and rode to Benidorm in Spain, a journey of around 1000miles at speeds regularly touching 120mph arriving at near midnight!

Pizzas and coffee were served up and we sat sheltered from the warm sunshine under parasols stretched out over the simple roadside bench tables. The proprietors may have been an odd Chinese / Turkish pairing but their pizzas tasted mighty fine.

We left the cafe slightly reluctantly and continued our journey along the D618 towards Mont Louis, a town I had visited on a family holiday a couple of years before. By now the dark skies that had dogged us since leaving Andorra were once again looming large above us. Retracing my family holiday route we headed along the D118, a very pretty road, towards the winter ski resort of Les Angles. Unfortunately a cloud managed to clip the top of a nearby mountain and began



unburdening its' load. The road soon became awash and navigation almost impossible through the driving rain. Pretty and picturesque though I knew the road to be it offered no opportunity to shelter from the deluge. Luckily as we entered Les Angles I spied an apartment block with overhanging balconies beneath which we could just about park up. From here we would have had a fine view across the town to the lake if we could have seen anything through the rain. As the sound of gently 'pinging' engines died away it was replaced by the sound of gently bleeping mobiles as Kryten once again began reporting our situation to all and sundry back home.

It took well over an hour before the rain finally began to abate but the road had turned into a river. Dan and I eased ourselves into the waterproofs Festa and Kryten had insisted we wouldn't need and we all cast off into the by now light drizzle, well it's only water. The route I had looked forward to travelling on through the villages of Formigueres and Puyvalador was now a disappointing wet and unexpectedly bumpy trial and I was pleased to turn off onto the narrower D16. This took us up into a hilly and densely forested area which became drier and drier the further we travelled. By the time we reached the tiny village of Mijanes it was time to stop and repack the waterproofs. Kryten took the opportunity to head off on foot to investigate the ruins of a castle on top of the hill but returned to say it wasn't worth the climb.

We fired up the bikes once more and the sound reverberated off the walls of the buildings shattering the peace in this, until now, quiet place in front of the post office. We quickly left to let the locals enjoy their tranquillity and began to follow the signs directing us back to Ax-Les-Thermes. Before us lay an impressive mountain to the sides of which our path clung precariously. The road became steeper and narrower while the bends tightened into hairpins the higher we rode. We were on the Port de Pailheres pass, the second highest in the French Pyrenees used in the 2007 Tour d' France apparently, and made significantly more tricky by random encounters with horse and cow deposits.



At the rather barren summit we were treated to the most spectacular views from almost every conceivable angle. The area is notorious for being shrouded in mist and fog but for us, at this moment, we could see for miles. Far below the tortured ribbon of tarmac that had brought us to this delightful vista was clearly visible and I couldn't help but wonder who had come up with the notion that such a road was possible and convinced

others to build it? The sign above the door to the small brick shelter informed us we were 2001m up, 17km from Querigut (from whence we came) and 19km from our hotel in Ax-les-Thermes. This high point had certainly become the highlight of my slightly, until now, disappointing day. For a brief moment or so cameras even replaced mobile phones, it was that good!

It was all downhill from here, bend followed bend followed bend as our glorious decent raced by with barely a hint of our fellow road users. We still had to exhibit a little caution along the way as on occasion there was clear evidence of the passing of large well fed livestock just on the line we wished to take. All too soon we arrived back on the outskirts of Ax-Les-Thermes heralded by the site of a Citroen 2CV hoisted aloft four piles of bricks with all wheels and various other essentials long since 'recycled'. We refuelled the bikes at a local supermarket and returned to the hotel for, as a swift glance at our watches revealed, it was now 'Beer O'Clock'. Quickly wedged in and out of the micro-shower, a change of clothes, several beers and we're off into town to uncover some typical French style cuisine. Humm, it's raining a bit. Pizza anyone?

More next month - Jim

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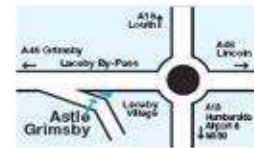


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The Eastern Riders Motorcycle Club

SUPPORTING NABD

Presents Their 14th Xmas Charity Rock Party

Fancy Dress

Pie & Peas

Music from **The DOG + Nikki Knight**

Brumby Hall Social Club,

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TICKETS: £8 FROM

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CURRENT DIARY OF EVENTS

Contact point: Dave Hall 01522 828010

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 1st - Monthly evening meeting at Dave Capell's Games Room, Station Farm, Station Road, Kirton in Lindsey 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 - **PLEASE NOTE: No Observers meeting this month.**

2011

JANUARY

THERE ARE NO EVENTS DURING THE MONTH OF JANUARY

FEBRUARY

Weds 2nd - Monthly meeting at Dave Capell's Games Room, Station Farm, Station Road, Kirton in Lindsey at 8.00pm.

There will be a talk from Andy Greenslade. Andy is former special branch and close protection officer for the royal family.

Sun 6th - Group Observed Run from Brigg Leisure Centre. Meet 11.30am for 12.00am. Prompt start.

Weds 9th - Committee Meeting, Offices of LK2 Architects, Nettleham. Prompt start at 7.45pm

Weds 23rd - Meeting for Observers and those interested in becoming Observers. Venue TBA.

MARCH

Weds 2nd - Monthly evening meeting at Dave Capell's Games Room, Station Farm, Station Road, Kirton in Lindsey at 8.00pm.

Sun 6th - Group Observed Run from Willingham Woods. Meet 9.30am for 10.00am. Prompt start.

Weds 30th - 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 828010