

ChainLincs

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



Cleaning it.
Such fun!



January/
February
2017

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FOR INFORMATION ON THE NEW AREA SERVICE DELIVERY MANAGER FOR OUR REGION SEE ARTICLE INSIDE

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Lincolnshire Advanced Motorcyclists

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

Follow us on twitter at :- @lincsbikers_iam

Meetings are held on the first Monday of each month starting at 8pm
at the Nags Head, Middle Rasen, LN8 3JU

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

The next issue of ChainLincs will be in March 2017.

Please provide any copy to the editor, Lynne Watson, by **25 February 2017**
at the latest, earlier is better. You can send any articles by email to

lynne.iam1@gmail.com

EDITORIAL

Welcome to 2017 and the first edition of ChainLincs. The weather's even colder although the days have started getting longer.

The next social is on **6 February 2017**. All are welcome to attend and it would be great to see you there. It's the first one of the year and we have a very exciting guest speaker, so don't miss it.

I'd like to thank everyone who sent items for the newsletter last year, they were appreciated. Please keep them coming for this year. Any rides or events that you have been part of, or are planning to do, will be of interest to someone. Any fund raising events, let us know so we can help spread the word for you.

If you are planning a ride out and its short notice, put it on our Facebook page, there may be others that are free and would like to join you. The social rides are open to anyone, not just LAM members, so invite your friends along as well. Sunday morning group rides are for members and those considering taking their advanced test.

If you have any recommendations for people or want to tell them about interesting roads and places contact me on either my mobile (details in committee information) or via email and we'll put something together. As they say 'Every Little Counts'. My email is lynne.iam1@gmail.com.

Whatever you do,
Have fun,

Lynne

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CHAIRMAN'S CHATTER

Happy New year to you all and welcome to the first edition of ChainLincs for 2017. Lynne caught me out by asking for my bit earlier than expected as she is off on her holidays again, so here I am on a cold Sunday afternoon putting a few words on 'paper' for her.

At this time of year, we aren't normally welcoming many new members but over December and January we have had three new members join. So welcome to Craig Duke, Allan Knight and Alan Wilds and hope to meet you all soon, although Craig did turn up at last month's ride out.

There was also a couple of test passes back in December so congratulations to Mark Kilner and Paul Henseleit. Mark's Observer was Kev Hewson and Paul started with Manny Buttigieg but was taken over by Don Ford so well done and many thanks to you guys. There has been some observing and check rides happening over the past couple of months so hopefully more of the hardy bikers will be test ready and pass fairly soon – good luck to you all.

Thanks to all those that came to last months social meet where we had a quiz and raffle. Thanks to Lynne for organising both and blagging some great prizes for the raffle, and to those that also donated some prizes. We raised £52 from the raffle which was donated to the Lincs and Notts Air Ambulance. We also presented certificates to Phil Niner and Neil Richards – well done guys.

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

Many thanks again to Lynne for producing the Newsletter but she needs your input so please keep items coming to her, her job is far easier when she has lots to include.

Finally don't forget the second category offer we have going with the Lincoln Car Group! 20% off the second category price of £114 making the cost £91.20 so if you haven't done the advanced car test yet and fancy it, give Ash a call (see the poster for details).

Hope to see you all soon, stay safe

Mick

Area Service Delivery Manager for the East Midlands and North Yorkshire Area

There are now eight regions of the country, each having as dedicated full time ASDM. This new structure replaces the previous ROM and RQM support roles.

Our ASDM is Peter Serhatlic. He can be contacted via email on peter.serhatlic@iam.org.uk, or via mobile on 07703 718907.

Each of the Area Service Delivery Managers is responsible for managing IAM RoadSmart's overall business development and operational service delivery within their designated area in relation to the delivery of driving and riding operations, customer service and sales team support.

This role will see them liaising closely with IAM RoadSmart's appointed training and examining representatives such as groups, observers, examiners, etc. They are responsible for ensuring that all IAM RoadSmart standards and qualifications are implemented and adhered to and regularly quality assessed. They will work closely with the IAM RoadSmart groups in their areas with a view to helping them continue to grow IAM RoadSmart advanced driver and rider recruitment.

MEMBERSHIP UPDATE

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

Member	Observer
Allan Knight from West Halton	Ian Morrison
Craig Duke from Navenby	Ross Glover
David Kerr from Waddington	TBA
Alan Wilds from Lincoln	Roland Johns

There are two test passes to report this month – congratulations on your success and a big thank you to your respective Observers.

Member	Pass Date	Observer
Mark Kilner	10 December	Kev Hewson
Paul Henseleit	22 December	Don Ford

The group membership is currently comprised as follows:

Full Members	105
Associate Members	18
Total Group Membership	123

That's all for this month, ride safely:

John Cheetham

Test Passes in 2016 – Well done to everyone who passed their test. We had 20 passes of which 8 were F1rst! Thanks must go to the Observers for all their hard work and dedication.



Sam Kirwan, when he's not riding his bike!

December's social

Thanks to all those that came to last month's social. We had a quiz, raffle and buffet. The quiz was won by Mick and Carron Smith, Phil Niner and John Wigmore as a team. Well done to them.

A lovely buffet was provided by Barry and Amanda at the Nags Head. The cakes were particularly good!

Thanks to all those who provided some great prizes for the raffle, particularly Colin Willoughby Motorcycles.

We raised **£52** from the raffle, which was donated to the Lincs and Notts Air Ambulance.



December's Sunday Ride Out

Mick Smith



Jeremy led the ride to and from Belton Garden Centre, which included coffee and cake, or cakes in the case of Ian Morrison! Only problem was that it was heaving in the restaurant so we sat out in the cold. To be fair it wasn't that cold and the coffee and cake was good. Ian Morrison even got a take-away (said they were for the wife!!).

It was a great ride out on the Sunday with 8 members turning up at Hartsholme Park, including new associate Craig who hadn't even been out with his observer yet, and John Burrin who is nearly test ready.



Special thanks go to **Jeremy**, **Ian** and **Ken** who already give so much time to the Group observing.

Forthcoming Events

Social 6 February 2017



Our first meeting of the year will have a very special visitor. We are pleased to welcome British Superbike Rider Dan Linfoot to the Nags Head, Middle Rasen. Dan rides for Honda Racing aboard a Honda CBR1000RR and came 4th in the 2016 season. A big thank you to Glyn Trundle for helping to set this up. Please bring plenty of questions with you. A night not to be missed!

Social 5 June 2017



GP, Air Ambulance Man and IAM member Mark Folman will be talking about his experiences

Dr Mark Folman GP is also one of the doctors on the Lincolnshire and Nottinghamshire Air Ambulance. Last year Mark decided to join the IAM and take the Advanced Motorcycling course with the aim to becoming a better and safer rider.

Mark and his Paramedic colleagues are often called to attend Road Traffic Collisions which account for 40% of all our Air Ambulance missions. Some of these involve motorcyclists so Mark has seen first hand the sad

aftermath of such collisions. This spurred him on to take the course and lessen the chances of himself becoming a statistic!

The second Ride to Save Lives is planned for **Sunday 24 September 2017**. To register your interest in attending the event please email on ridetosavelives@ambucopter.org.uk, we will then keep you informed with news as we plan the event.

Test Presentations

Test Passes in 2016 – Well done to everyone who passed their test. We had 20 passes of which 8 were F1rst! Thanks must go to the Observers for all their hard work and dedication.



Mark is a GP and flies with the Lincs and Notts Air Ambulance. Mark was Roland Johns' first Associate as an Observer and he was pleased to present Mark with his Test Pass Certificate at the Lincs and Notts Air Ambulance Base at RAF Waddington. Roland has also been volunteering for the Air Ambulance for 6 years and often talks to local Motorcycle Clubs to raise awareness and encourage fund raising for this vital service.

Phil Niner:

Prior to 2014, my only experience of riding motorcycles was riding a 50cc NSU quickly at age 16, a Vespa 80cc scooter at 17 and finally a Lambretta LI150 all on a provisional driving licence. These were all hand me downs from my father who used these for work. He did not drive a car and when he retired aged 67, he gave me his Lambretta. Friends rode all manner of motorcycles, but owing to financial restraints I was never able to progress further than scooters.

Then I got married, aged 22, and that brought my motorcycle activities to an abrupt end. Rent, furniture and then children took priority. My interest in motorcycles however, continued to this day. My passion over the years has been speedway racing. Having first witnessed the sport aged 13, my amazement as to how you can slide a motorcycle around bends for 4 laps at high speed, has never been surpassed. Grass-track racing and scrambling, as it was then called, came a close second. Latterly, BSB and WSB have become firm favourites.

So how did I get into riding proper bikes?

Well, it was a visit to the bike show at the NEC in 2014. I had, of course been before but never with a healthy bank balance. I spent a lot of time quizzing the likes of Honda and BMW about their courses. All were very expensive, but the information gleaned just made me look a bit deeper into the subject. In short, I did my theory test in February 2015, part 1 in March and part 2 in April and May, passing my test on June 4th.



My wife and I decided we would like to do touring. A short list of 10 bikes and after a lot of head scratching, we decided on a Honda Pan European. A very heavy bike but a good pedigree and a reliable engine. More importantly, my wife liked it and thought it was very comfortable. After a few short rides, we bit the bullet and did a weeks' touring around Scotland. We enjoyed it so much that we went back this year. We encountered pretty much all weathers and it was a steep learning curve.

I decided that I needed to do some advanced training. I went for a test run with an old colleague of mine, who I knew was a very experienced biker and a former examiner

with ROSPA and the IAM. He advised joining the IAM and after doing my observed rides and test, I am now a very proud advanced motorcyclist and full member of the IAM. Not bad for a 64 year old. In hind sight how we ever survived riding in the 1960's without any form of training is beyond comprehension. After doing my advanced course, I feel the same about letting people loose on very powerful machines without advanced training.

In recent months I have been on several ride outs of all descriptions and have to say all have been thoroughly enjoyable. I have met some really friendly, genuine people who are always there to help and advise. I feel that I am still very much of a novice in the company of some of these people. I hope to continue these ride outs as time allows. Hopefully, I will be able to help others as soon as I gain more experience. I feel that this is the start of a very enjoyable journey, one which I had begun years ago.



Neil Richards receiving his certificate from Mick Smith.

A BIG Thankyou

Dave Hall



I would like to thank the group for the engraved Glass Tankard which was presented to me on the 7th November for my work on the committee, it was totally unexpected.

My motorcycling life started at the age of 16 yrs. After gaining experience riding on "L" plates, I initially started riding my dad's Norman Autocycle 98cc single speed until I could afford to buy a bike of my own. A few months later, when I had saved the huge sum of £12 to buy a 150cc BSA Bantam from a man in the next street, I sold it to a friend a few months later, and bought an old 250cc BSA C12 which I passed my test on.

More saving and eventually I bought a five year old 350cc Royal Enfield Bullet in 1966. I joined the local motorcycle club in the summer of that year. Originally it was a motorcycle and Sidecar club and had been running for about 4 years, but could not attract new members as people were switching to cars, so they decided to open up the club to Solo riders. I was Treasurer for some years. In 1967, the club was approached by the RAC/ACU to start up their Learner Motorcycle Training Scheme. It had previously operated in Lincoln but had closed some years earlier due to a lack of instructors. I used to go along on a Sunday morning to help out until I became an Instructor which I did for 25 years, latterly being a RAC/ACU examiner.

When the RAC/ACU Training Scheme ended, Commercial schemes were starting up. During this time I became an instructor with Star Rider and passed their National Advanced Gold Test in 1979 and then the IAM Car test in Feb 1980 and IAM Bike Test in March 1980, this is how I became involved with the IAM.

I was around at the beginning, 31 years ago when the Lincolnshire Bike group was formed. At that time there were a hand full of motorcycle members in the local Car groups Lincoln, Grimsby, and Scunthorpe. Ken Braithwaite from the Scunthorpe group invited motorcycle members from these different groups to his house to suggest that we amalgamate with the intention of working towards forming a full motorcycle group. We would need a minimum of 20 riders who had already passed the advanced test. We were slightly short of that number, so it was suggested we become members of the Scunthorpe group as a sub group until we had the required number. The Scunthorpe group had offered to set aside £100 in case we needed funds to set up, but we never needed it.

Over the next few months we worked hard to recruit new members and get them through the test, soon we were up to the required 20 so set about setting up a full motorcycle group with the help of Dave Hage our regional Rep and IAM HQ.

In the first few years we grew steadily in size. The main Observer for the Lincoln area left the group, so I was the only Observer(Senior) for the Lincoln area until we had more Observers in Lincoln which took some pressure off. I served as Chairman, at the time the Hull & East Riding Motorcycle sub section of the Car group joined us, swelling our numbers to close on 150, until they became a full Motorcycle Group in their own right. More recently I have been the Events Secretary and briefly the Treasurer.

I have enjoyed my time on the committee but now feel new blood is required. I hope to remain an active member and look forward to the groups' future.

Welsh Road Signs

John Wigmore

We are all familiar with the old adage, that road signs are confusing in Wales! Here are a few examples, followed by a serious (ish) article on the toponymy of the Principality.



Following complaints from residents, a city official in Swansea was preparing to order a road sign, to deter goods vehicles from taking a short cut through a residential area. All official road signs in Wales are bilingual, so having decided on the English text, he e-mailed this to a colleague for translation.



He soon received an e-mail reply which he duly “copied and pasted” and sent to the printer. Regrettably, his colleague had been on holiday that day, so the lower part of the sign reads (in Welsh) “I am not in the office at the moment. Send any work to be translated.”

Toponymy

Toponymy, is the study of place names, in particular local names that are derived from regional dialect or local influence.

The English language gave us place names endings such as “-ham” for village or “-ton” for town, as well as the more obvious “-bridge” or “-ford”. The same applies in the Welsh tongue, but before giving a few examples, a brief look at Celtic pronunciations is called for. Known technically as digraphs, compound letters are a feature of many languages, and are commonly thought to derive from ancient languages that had more than 26 letters, and so a digraph was necessary to replace the missing letter. We are all familiar with the English “th” and “ng”, where two letters combine to form a new sound, but in reality each combination has several different possible sounds.

The digraph “th” has two pronunciations. Examples are hard as in “thing”, soft as in “this”, but they can also be separate (not a digraph) as in “hothead”. As for the letters “ng”, consider the words “singer”, “angle” and “angel”, where we again see one spelling but this time three different pronunciations.

Not so Welsh, where each digraph is considered to be another letter with its own unique pronunciation, and even its own place in the alphabet.

The most common ones are:-

- LL This is the same as CH in Scottish names like Loch.
- DD This is pronounced as the soft form of TH in English.
- TH This is always as the hard form of the English TH.

FF This is the same as F in English.
 OO Always sounds long as in "loom" or "room".

Additionally:-

F Replaces the letter V which is missing from Welsh.
 W Replaces OO and sounds short, as in "look" or "book".

Historic place names in Welsh are made up much like their English counterparts. Some familiar English examples are :-

Oxford	"Ox Crossing River".
Southport	"South Port".
Brighton	"Bright Town".
Whitehaven	"White Harbour".

It now becomes obvious that Welsh place names fall into three distinct categories. The first are names where the English spelling is a corruption of the Welsh.

Typical examples are:-

Caerdydd	becomes	Cardiff
Caernarfon	becomes	Caernarvon

Secondly, the Welsh spelling is used but pronounced "Englishly" and typical examples are:-

Cwmbran	meaning	"Valley of Crows"
Llantrisant	meaning	"Parish of three Saints"

Thirdly, there are a number of places where the Welsh name is a translation of the English, (or vice versa) and a few examples are :-

Newport	Casnewydd	Cas=Port Newydd=New
Newbridge	Pontnewydd	Pont=Bridge
Cowbridge	Pontfaen	Faen=Cattle

Examples of other Welsh words that appear in place names are:-

Llan or Lan	Church of
Sant	Saint
Ty or Tre	House of (or place of)
Hen	Old
Felin	Mill
Allt	Hill
Croes	Cross or Crossroads
Afon	River (Avon in English)
Bach	Little
Mawr or Fawr	Large or Great
Glas	Green
Goch	Red
Gwen	White
Blaen	Above or Over

And finally, not a historic name as it was contrived in the 1860's for the benefit of tourists who were introduced to Wales by the developing railway era :-

Llanfairpwllgwyngyll gogerychwyrndrobwlllantysiliogogogoch.

Which translated means:-

St. Mary's Church in the Hollow of the White Hazel, near the Rapid Whirlpool by Tysilio's Church and the Red Cave.

Braking

Ken Rose, NO. LOA

I have noticed recently that there seems to be a misunderstanding regarding the rules of braking.

Some think it's alright to adopt the racing method by trailing the brakes into a corner. This is OK for Valentino Rossi and his GP and SuperBike pals, but not for riding on the dubious highways of Great Britain.

Others have adopted "comfort braking" where the brake light illuminates as a result of one or both levers being applied, but no reduction in speed is evident. There are some that adopt secondary braking, this means when the brakes are reapplied after the gear is selected, this is caused by not having judged the severity of a bend at the information phase.

When it comes to what we used to call the System of Motorcycle Control or what we must now regard as IPSGA, braking forms an important part of the "Speed" phase. There may be times when a small reduction in speed will not necessitate the use of the brakes, and adjustment to the throttle will suffice to achieve this, even just selecting a lower gear may be sufficient.

There will, however, often be times when the use of the brakes is necessary. The correct application of the brakes is paramount to an advanced rider and an important factor to safe riding. When braking is required it must come before the selection of the gear, although a brake/gear overlap is OK so long as it is done just before the brakes are released.

Braking should always be started in good time and should generally be firm and progressive but not fierce. Fierce braking will lead to premature wear of the tyres and brake pads and is liable to cause a skid on a wet road.

Bearing this in mind the following rules for braking should be observed:

- Brake when travelling in a straight line and the machine is upright, use both brakes in conjunction with the gearbox. This means you must brake in plenty of time for whatever hazard you are approaching, this will avoid secondary braking.
- Vary brake pressure according to the road surface and weather conditions. Brake firmly on a coarse firm and dry section of road and reduce brake pressure on loose or slippery surfaces. This calls for continual observation and appreciation of the roads surface.
- When descending a steep winding hill, maintain firm braking on straight stretches, easing off in the bends. If in an emergency you must brake on a bend use the rear brake only, but as lightly as possible. Remember the value of engaging a low gear at an early stage in the descent.
- Avoid using the front brake when the machine is banked over, turning, on wet cambered surfaces or where the surface is loose, greasy, icy, highly polished or covered with leaves.
- On a good dry surface, and for straight ahead braking, the distribution of the total braking force applied for a given situation and to obtain the minimum stopping distance is about 75% to the front wheel and 25% to the rear. On an otherwise good road surface that is wet, maximum deceleration is achieved with a distribution of 50% front 50% rear. A lot of modern machinery takes care of this for us with linked braking systems. Anti Blockier System (ABS) is not an aid to braking, but to steering as it is impossible to change the direction of a locked wheel. ABS, by repeatedly releasing the wheel just as it approaches lock-up, avoids the wheel locking up and therefore a skid, this enables the motorcycle to be steered.

The way we apply the brakes is also very important, they should be applied progressively, that is to say, gently at first increasing pressure as we need, to achieve the slower speed or stop as required. The brakes should also be progressively released to achieve a smooth reduction in speed. If we are coming to a full stop then the very last part of braking should be with the rear brake only.

So why is this so important? What are we trying to achieve?

It's important because, as advanced riders, we should always be as smooth and efficient as possible by correct use of the brakes allied to smooth and progressive acceleration. We should always attempt to make good progress and by efficient use of the brakes when required we can help to achieve this and maintain a higher speed for longer until forced by the rules of the road to slow.

We are trying to convert forward motion into another form of energy. Science tells us that energy cannot be destroyed only changed to another form. So, we need to convert the forward motion of the motorcycle and us for that matter into another form, that form is heat. When we apply the brakes the pads impinge on the discs. This causes friction and in turn heat which is dissipated into the air. As well as the forward motion energy from the engine being transmitted to the rear wheel it is also stored in the frame and cycle parts of the motorcycle and the rider has direction, this is kinetic energy which unless converted to another form will want to continue on its original path. A simple experiment can show us this kinetic energy exists, making sure it's perfectly safe apply the brakes firmly until you almost stop then let them off sharply, you will notice that your machine speeds up without any use of the throttle, this is the energy stored in the machine continuing on its course.

Correct and efficient braking is as important to advanced riding as acceleration, gear changing or any other facet of riding a motorcycle, and when done correctly can be as rewarding as the perfect overtake, or taking a series of bends text book perfectly.

Social Rides

Ken Rose, NO. LOA

Are you satisfied with one short ride with the group once a month? If the answer is NO then how about joining in on a Social Ride, or better still organising one.

The following may help or even encourage you to take the plunge.

Social Ride Guidance Notes

These notes are intended to be an aid to a safe Social Ride either as an organiser or participant.

A Social Ride is probably the best way to get to know other members of the Group. They are not Observed Rides in the strictest sense, although as members of an Advanced Rider Group, standards should be maintained. Be careful from whom you take advice bearing in mind that all present may not be Observers or Full Members.

Routes should be a good mix of roads. Don't worry too much if there is a short stretch of Motorway or Dual Carriageway, this will be to get to more interesting roads. There should be an object to the Social Ride, a place of interest to visit such as a Transport or Aviation Museum or Collection, there should be somewhere to purchase a reasonably priced lunch and at least one tea/comfort stop before and after lunch.

Notes for Ride Organisers

If you decide that you would like to put on a Social Ride these notes may help you.

Consider the time of year for the ride and what the weather is likely to be. On a group ride on 'B' or back roads it is unlikely that the average speed will exceed 35mph. This should be born in mind when posting start and arrival times.

Don't rely on plotting the route on a map alone, try to ride the route as near to the date of your planned ride as possible to take into account any road works or diversions. Don't be afraid to include the odd 70mph road if it would facilitate getting to better roads. Don't forget people need to get home so a return route must be planned, try to include a shorter route home for those who need it.

Make sure that the venue you have chosen is open at the relevant time and have adequate facilities to handle the number you expect. It is good practice to ring ahead to the lunch venue from your start point to let them know what numbers to expect and an estimated time of arrival, unless of course, you plan the lunch stop to be somewhere like McDonalds.

Don't forget that some machines have a very frugal tank range so adequate provision to refuel must be factored in.

Preparation & Publicity

Know your destination, mileage and start time as soon as possible to enable you to get the details in "ChainLincs" and don't forget the groups "Facebook" page. It would be a good idea to ask the Group Secretary to email the members as well.

If possible include photos and the website address of the venue, try to include details of the route and stopping points. A GPS file would be a useful inclusion. Include your mobile phone or other contact number and invite enquiries.

Encourage those wishing to attend to let you know in good time. This will help you identify experienced riders to help you on the route. Get contact details of those who want to attend.

Ideally, groups should not exceed 5 riders and ideally be 3 or 4. By knowing early who is attending it will help you work out the groups and their experience. There's nothing worse than being an average rider in an experienced group or being a competent rider in a slow group.

It is useful to have at least two satnavs in each group to act as group leaders and back up. Try to have at least one Observer in each group. You may have to make up some route cards for those without satnavs.

Managing the day of the Ride

Arrive early and take charge of your ride. Sort those present into the groups you have decided. Remember, there will always be those who turn up late, or without notice. It is always well to make some contingency to allow for this.

Inevitably, you will get some people who do not want to ride with certain other people and some who are inseparable, in the interests of harmony you should try to accede to their wishes.

Be careful that less experienced or more sedate riders are not included in a group of "Sports Bike" riders that are going to leave them behind or get frustrated continually waiting for them to catch up. Much better groups comprise of riders of similar ability and aptitude. We would prefer groups of unequal numbers than any disharmony.

Any associates on your ride should be behind the leader in each group with full members behind them to keep an eye on them. Riders should not overtake another rider in the same group.

Once the groups are formed up they should leave promptly. If more than one group is ready they should leave at intervals. The ride organiser will most probably have to leave with the last group, in order to pick up any stragglers and late arrivals, how long you wait is something you must decide for yourself, but you do not want to be too far behind the majority.

Group leaders will be expected to set a high example of Advanced Riding.

Notes for Leading a Group

To strictly follow IAM guidelines it is best to ensure that there is at least one Observer to a maximum of three Associates wherever possible.

Take instructions from the ride organiser and their advice on the composition of your group. Be prepared to accept someone you do not know into your group, after all, what better way to get to know others than to ride with them. Involve all the members of your group, especially when you take a break for a leg stretch or a tea

stop. Make sure that the members of your group are familiar with group riding, looking out for the rider behind them.

Your group should not overtake another group on the same ride unless the leader of that group gives express permission to do so. It might be better to stop your group for a short break and to allow another group to get further ahead. If another group on the same ride catches up to your group it might be advisable to stop briefly and allow the other group to overtake you.

Use 30mph limits to allow your group to reform if they get spread out. Think of the comfort of the group members and stop for comfort breaks. Not everybody is a mile muncher. A lot of modern motorcycles have a limited tank range.

It is a good idea to exchange mobile phone numbers in case of an emergency or if anyone should get lost.

All speed limits must be strictly adhered to

Keep them Together

Slow before changes of direction so that the rider behind you can see your maneuver. If the group has got spread out then consider a stop to reform, but be wary of obstructing other road users and make sure you stop in a safe place that will not inconvenience others, do not block junctions or driveways.

The ride leader should be aware of what those behind them are doing. Keep legs of the route simple. If you do not see the rider behind you, slow down or stop until they catch up, consider retracing your steps if you do not see them for few minutes.

Be Tolerant

Your group should all be travelling at the speed of the slowest rider. Remember, you may be riding well within the speed limit, but "tail end charlie" will be going significantly faster. Never encourage anyone to ride at a speed outside their comfort zone. If there is a rider who's speed is out of step with the rest of the group consider putting them in a more suitable group at a stop.

Remember, it is a Social Ride

The idea of a social ride is for all attending to enjoy themselves, feeling no pressure and to relax and have an enjoyable day out in a safe and relaxed atmosphere.

A social ride is a great way for new members of the group to meet other members, and maybe put a ride on themselves to one of their favourite places.

Don't worry if the pace of the ride is not as brisk as you would normally ride, use the occasion to practice accuracy, ride at a steady pace and try to be as smooth as possible.

At stops, it is good practice to check your fuel level and visit to the toilet, the next break could be a little further than you anticipate.

If it starts to look inclement put on waterproofs at a stop as it might not be possible to stop at a convenient point to do so once you are back on the road, don't forget that if you need to stop the whole group will also have to stop.

I hope that this short guide will encourage to attend a ride or put one on.

Remember there are plenty of members of Lincolnshire Advanced Motorcyclist ready and willing to give any help you might need.

Observers and Associate Information

Don't forget the second category offer we have going with the Lincoln Car Group! 20% off the second category price of £114 making the cost £91.20 so if you haven't done the advanced car test yet and fancy it, give Ash a call (see the poster below for details).



20% DISCOUNT

On Advanced Driver or Rider Courses with Lincoln IAM and Lincolnshire Advanced Motorcyclists



What do I get?

As a current member of Lincoln IAM or Lincolnshire Advanced Motorcyclists you will receive 20% discount when you sign up for a Advanced Driver or Rider Course in Lincolnshire.

How to claim?

Simply contact us on the details below quoting "LINCS-DISCOUNT" and we'll sign you up!

Advanced Driver Courses with Lincoln IAM

Contact 0300 365 0152 or lincolniam@gmx.com

Advanced Rider Courses with Lincolnshire Advanced Motorcyclists

Contact 01427 616864 or lincs-am-sec@pobroadband.co.uk

Group Clothing

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

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



ALL CLASSES OF MOT

1, 2, 4, 5 & 7

From a Lincolnshire Advanced Motorcyclists Member

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

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CONTACT DAVE FOR MORE INFORMATION

07887 528623

DIARY OF EVENTS

The Sunday morning Group Observed and Social Runs are open to all members and also potential members who may be considering preparing for the IAM test. The prime purpose is to provide the opportunity for all to improve their skills through riding with fellow members. Potential members considering taking the IAM test may have an individual assessment ride. The runs last around 2 hours, usually with a mid-point refreshment stop, starting at the venues listed below.

It should be noted that members are free to group up as they feel fit and embark on a purely social run of their choice without any “observing” etc, merely enjoying the opportunity to ride with fellow like-minded bikers.

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

South side of A18

Willingham Woods Picnic Site, LN8 3RQ A631

east of Market Rasen

Hartsholme Country Park Cafe, Lincoln, LN6 0EY

South side of B1378, Skellingthorpe Road

Group Social Runs will incorporate café stops unless an alternative is specified. Please try to arrive at the meeting point in good time and with a full tank of fuel. Please let the run organizer know if you want to invite a guest. If carrying a pillion passenger you should ensure that this is covered by your motorcycle insurance policy.

It is you, as the rider who is deemed to be in control of your motorcycle at all times during an observed or social run.

FEBRUARY

- Monday 6 Monthly evening meeting at the Nags Head, Middle Rasen, LN8 3JU (A631) at 8.00pm. Special guest speaker – Dan Linfoot.
- Sunday 12 Group Observed Run from the Ancholme Leisure Centre, Scawby Brook, Brigg. Meet 11.30am for 12.00am. prompt start.
- Monday 13 Committee Meeting, Nags Head, Middle Rasen. Prompt start at 7.45pm
- Wednesday 22 Meeting for Observers and those interested in becoming Observers. Venue the Nags Head, Middle Rasen, LN8 3JU (A631), commencing 7.45pm. For information contact Jerry Neale (details on page 2)

MARCH

- Monday 6 Monthly evening meeting at the Nags Head, Middle Rasen, LN8 3JU (A631) at 8.00pm.
- Sunday 12 Group Observed Run from Willingham Woods. Meet 9.30am for 10.00am. prompt start.
- Wednesday 29 Meeting for Observers and those interested in becoming Observers. Venue the Nags Head, Middle Rasen, LN8 3JU (A631), commencing 7.45pm.

APRIL

- Monday 3 Monthly evening meeting at the Nags Head, Middle Rasen, LN8 3JU (A631) at 8.00pm.
- Sunday 9 Group Observed Run from Hartsholme Country Park. Meet 9.00am for 9.30am. prompt start.
- Monday 10 Committee Meeting, Nags Head, Middle Rasen. Prompt start at 7.45pm
- Wednesday 27 Meeting for Observers and those interested in becoming Observers. Venue the Nags Head, Middle Rasen, LN8 3JU (A631), commencing 7.45pm.

