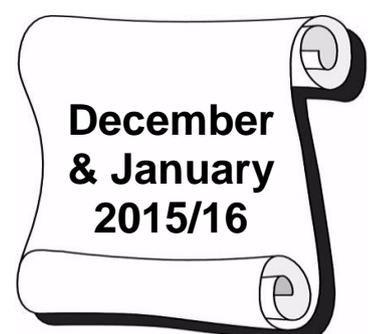


ChainLincs

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



The Chairman and committee would like to wish all members and their families a Merry Christmas and Happy New Year



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Lincolnshire Advanced Motorcyclists

Follow us on twitter at :- @lincsbikers_iam

Meetings are held on the first Monday of each month starting at 8pm
in the Nags Head, Middle Rasen, LN8 3JU
Middle Rasen is on the A631 about 1.5 miles west of the Market Rasen

The next issue of ChainLincs will be in February 2016.

Please provide any copy to the editor, Ian Firth, by **25th January** at the latest,
earlier is better. You can send a copy by email to

iancfirth@yahoo.com

EDITORIAL

Hello and welcome to the Christmas & New Year edition of ChainLincs. There will be no separate January edition due to the festive period and weather impacting on events, stories and meetings. The last social meeting of the year will be held on Monday 7th December where there will be a raffle, quiz and hopefully some stories to share from 2015.

I am sure that the windy and wet weather of late has seen a lot of members and non-members leave their motorcycles in their garage over the last few weeks. All the more reason to get out with the ladies and gents of LAM on Sunday to join in the monthly observed ride out next week (Check back page).

This week has seen the Motorcycle live event at the NEC, Birmingham. I have seen from the Facebook pages that a number of people from LAM attended, so I dare say a few new items of clothing or equipment may be seen on forthcoming rides and meetings. Although IAM did not have a stand at the show, I was pleased to watch a presentation from BikeSafe at the show and watch them plug Skill for Life courses. It is clear that Police Officers conducting BikeSafe hold our highly skilled volunteer observers in high esteem. Something we should never take for granted and should celebrate.

In the last edition of ChainLincs I gave you all the heads up that RAF bases in Lincolnshire were starting a countywide bike club and were looking towards IAM for post-test training. The meeting with 50+ servicemen and women took place last week and many are keen to sign up to SfL towards the start of next year, so we may see a bit of an influx if they decide to take further training.

If you have any articles for February's edition, please do send them to me. In the meantime, have a safe and peaceful Christmas.

Safe riding,
Ian

Contents in this newsletter:

- Chairman's chatter
- Membership update
- The start of something good
- Outlook sunny
- New member biopics
- Diary of events

CHAIRMAN'S CHATTER

Welcome to the December Edition of ChainLincs. Firstly, congratulations to Nick James who passed his test on the 7th of November. Well done Nick – look forward to seeing you at the next meeting to be presented with your certificate.

I would like to welcome new members Ross Glover from Scothern and Paul Coulson from Cherry Willingham. I look forward to meeting you both and hope you can get some observed rides in over the winter months.

Thanks to all those that attended last month's meeting and AGM. A big welcome to the committee to Roland Johns and Steve Wivell, thanks for volunteering guys, it's always good to have new ideas and thanks to those that are continuing as committee members. Also at the meeting we presented 3 members with their certificates:



congratulations to Steve Wivell, Simon Battram (Observer John Harrison for both) and Kev Smith (Observer Ian Morrison).

Decembers group ride is from Brigg Leisure Centre on Sunday 13th of December. Please note the later time, meeting at 11.30 am and leaving at Midday to allow for the weather to improve, should it be frosty.

The last social meeting of the year is on Monday the 7th of December and will include a short quiz, raffle and buffet so hope to see you there.

Anybody interested in becoming an observer don't forget the Observers meeting at the Nags Head on the last Weds of the month (check the details in the diary of events on the back page of ChainLincs) and events page on the group website. Jerry Neale is doing a great job with help from John Harrison organising training for the observers, thanks guys.

My plea this month is for somebody to take over editing the newsletter as Ian Firth is finding it difficult to fit in with his work commitments. Anybody that feels they could take this role on please let me know.

For the new, and existing, members don't forget to find our Facebook page Lincolnshire Advanced Motorcyclists at:

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

Ask to join so you can post and join in, and we are also on Twitter at IAM Lincolnshire (@lincsbikers_iam). Hope to see you all soon, stay safe

Mick

MEMBERSHIP UPDATE

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

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

Member	Observer
Ross Glover	Ken Rose
Paul Coulson	Jerry Neale

One test pass to report this month – congratulations on your success and a big thank you to your Observer.

Member	Pass Date	Observer
Nick James	7 November	Jeff picking

The group membership is currently comprised as follows

Full Members	87
Associate Members	15
Total Group Membership	102

That's all for this month, ride safely:

John Cheetham

THE START OF SOMETHING GOOD – BEING No1

Ken Braithwaite was a founding member of the Lincolnshire Advanced Motorcycle Group. He has had a long and exciting career riding bikes and passing on his expertise.

Ken's first bike was a BSA Bantam 125cc that he bought for the princely sum of £11! He used the bike for getting to and from work at a farm and eventually passed his full motorcycle test on it. In 1970 he then joined the police hoping to become a traffic officer. Unfortunately, despite making a couple of applications he was unsuccessful. Then one day, whilst riding his bicycle around Westcliff (in Scunthorpe) on his beat he met up with Alan Henderson, a police motorcyclist. During their chat Ken mentioned that his ideal would be to become a traffic officer. Alan said they were recruiting for motorcycle traffic officers and why didn't he apply for that? He did, and was successful in 1977.

His first day consisted of collecting his uniform, britches, boots and a Belstaff but as he hadn't done the required course he had to ride around with a qualified rider. His second day he went out with Trevor whose bike needed to be serviced. These were done in Hull. On their way, Trevor asked how long it had been since Ken had ridden a bike. He was a bit concerned when he was told it had been 14 or 15 years. He then asked what cc the bike had been and was told it was a 125cc or occasionally an AJS 250. As he'd been issued with a Norton Commando 850cc bike, Trevor made him ride around the yard a couple of times to start with to ensure that he could handle it. Once he was satisfied, they set off for Hull. There was no Humber Bridge at that time so they took the long way round using the back road to Goole. Even though the Bantam had the brake on the left and the gears on the right and the Norton was the complete opposite this wasn't a problem and Ken found the ride a pleasure. Particularly the bends. They went through Hull to the Tower Grange Police Station where the bikes were serviced and had the obligatory tea and cake whilst they waited. Trevor told Ken to lead on the way home and to go via the motorway. Ken found the Norton responsive to ride at 70 and decided to see how it went at 80. That was ok so he took it up to 90. Again, that felt ok so he opened it fully, it reached 95 and was flat out. An officer is able to go as fast as is safe on an open road and so when Langham Interchange came up Ken kept going, at 95mph. Now that he enjoyed. He did find that due to the elasticity of the frame on the Norton the wheels weren't always directly in line with each other but it was a quirk of the bike and you just rode to accommodate it. When they got back he was grinning from ear to ear and Trevor's comment 'you enjoyed that then?' seemed a bit superfluous.

Ken still hadn't been for his police riding course so he was accompanied for his first months' riding and then given the ok to go out on his own. He was then scheduled to attend the Lancashire Police Riding School for his advanced training. Most other officers did the beginners and intermediate courses before doing the advanced but Ken hadn't done any previous training before going straight onto the advanced. He can't have done too badly though as he passed with a Class 1.

During this time Ken had a Kawasaki Z200cc with a Rickman bucket fairing fitted, as well as an MZ 125. He then bought a Suzuki GS 850cc

Ken became a member of the Scunthorpe IAM Car group in 1979 and was asked to start observing motorcycle riders ready to take their advanced bike test. Although there were Star Rider instructors who were doing this, they were very average and so Ken took most bike associates through their paces. He agreed to cover associates from Scunthorpe and Grimsby car groups. His second pupil was John Harrison. One candidate, Steve Hayes, was excellent and on the examiner's report was written 'He was the best rider he had ever seen.' Ken's pass rate of associates for test was remarkable and he was approached by Keith Dixon, the examiner at the time and asked if he would like to take on the role of motorcycle examiner. Ken agreed and continued to be the area examiner until he retired at 70. In that time, he has tested over a thousand bike and car associates. He received a certificate from the IAM on his retirement for a job well done!

One thing that was noticed was that once the motorcyclists had passed their test they didn't become club members. Ideas were needed to find out why and what could be done about it. In the early 80's a meeting was held for IAM motorcycle members to go to a meeting at the National Motorcycle Centre. At the meeting the group heard about Terry Friday and the IAM motorcycle group that had been set up in Kent. This was the first of its kind. They had had similar problems as Scunthorpe keeping bike members and had set up the group as a separate entity to see if this resolved the problem. Ken and Dave Hall went to one of the meetings held by the Kent group at Brands Hatch to see the set up and find out how things were run. Terry Friday was a Sergeant at Kent Driving School and gave a very relaxed talk to over 100 bikers at the group meeting. A motorcycle group had also been set up in Essex and Norfolk. Ken and Dave visited them for ideas and information on running an IAM motorcycle group.

A meeting of the members from Scunthorpe, Grimsby and Lincoln was held at Ken's house to discuss setting up a sub-group for motorcyclists and the Scunthorpe car group agreed to sponsor this and a sub-group was formed in 1985. Meetings were held at the hotel at the roundabout at Caenby Corner. In 1987 the group achieved 30 full members and was eligible to become an IAM group in its own right. Dave Hague came to a meeting and explained the process of setting up a full IAM Motorcycle Group. Ken became the chairman, Martin Allen became the secretary and John

Harrison became the treasurer, with a small committee of other members. The bike associates who passed their test remained as members and the group went from strength to strength. Ken's bike at the time was a Suzuki GS 850 but he also had the Kawasaki Z200cc with the Rickman bucket fairing fitted which he used for observing and leading runs. Other members still found it hard to keep up with him, or to leave him behind!

As Ken was the area examiner he was given special dispensation by the IAM to be Chairman of the group for the first year and once that year had gone he passed the mantle on. The group was named as the Lincolnshire Advanced Motorcyclists. The LAM supported members from across the Humber to pass their advanced test while they gained enough members to set up their own group over there.

Ken is very proud of the fact that his membership number for the Lincolnshire Advanced Motorcyclists' group is 1 (one) and that he has helped the group go from strength to strength with a core membership of about 100 members. Although he has retired, he still keeps in touch with the members of the group and attends meetings and events where he can. Ken has thoroughly enjoyed his riding and involvement with bikes but now finds that he needs to slow it down slightly.

Ken's 'Pearl of Wisdom' – always expect the unexpected. Everyone has heard that, but how many actually practice it? Where is your magic circle? If it's a large area around you then you can travel at a higher speed but the smaller your circle becomes the slower your speed should be. There is a danger of things coming out from the side of you, particularly if you're travelling down a row of parked cars, double this if the parking is doubled. Slow right down and be observant, especially if you're passing a van or vehicle with no windows, you don't know what will come out from the side of that vehicle.

OUTLOOK SUNNY

It was late September and we had had a week of good weather with another week of sunny days forecast, so not wanting to stay at home, a trip on the bike was the order of the day but where to go? Scotland or maybe down South somewhere. It has been 6 years since I last visited Wales, so Wales it was.

I emailed my friend Arthur, who lives in Wales near to Denbigh, to see if he was free for a get together and maybe a ride. He was, so I arranged to meet up with him on the Wednesday morning at Rhug farm shop/café a few miles west of Llangollen. With the Honda NC's top box packed, I set off for Wales on the Tuesday morning, having booked 2 nights at Llangollen and another in Dolgellau for the Thursday night. Since I had all day to get there, I programmed the TomTom to find a Twisty Route. The weather was Ideal as I rode into Derbyshire riding on mainly "B" roads, stopping off for lunch in Monyash. Then the lanes of Staffordshire and Cheshire and into Wales, a

great ride which I thoroughly enjoyed. The Hotel I had chosen was on the road up to the Horseshoe Pass, a large White Pub come country Hotel. It was cheap and ok, so I had my evening meal there.

Unfortunately, the Hotel didn't serve Breakfast until 8.30 am and I had arranged to meet Arthur at 9.30 am, so instead of a full Welsh breakfast I settled for the healthy option. Looking out of the window, it looked very misty, but the forecast was good. I stopped for petrol in Llangollen and then headed west along the main A5 to Corwen, which is quite twisty. The café was a couple of miles the other side and the weather had cleared up by now. Arthur was already there with a friend also called Arthur (Fone) from Widnes, riding a BMW 1200 RT. Arthur was riding his BMW GS 800 (he also has a Triumph Tiger 800). Before setting off, I managed to find time to grab a quick coffee.



Arthur had a route which he and his friend had used before and they thought I would like it. The first few miles were west along the A5 before turning left onto smaller roads and heading into the hills with spectacular views and we stopped off at viewing points for photographs. We also stopped off at Lake Bala for a photo before continuing. I don't really know which roads we took as we headed into mid-Wales, later stopping off at a cafe for lunch in Machynlleth.



After lunch we headed for Clywedog Reservoir on single track roads with very light traffic, thankfully. We passed through Llanidoes which has a medieval Butter Market, before turning north stopping off for some apple pie at Lake Vyrnwy café. As we continued northwards, passing through Bala village, again along narrow twisty roads we arrived back where we started. A super days riding nearly 200 miles of the hills and valleys, passing lakes and reservoirs; the best Wales has to offer. Thanks to Arthur & Arthur for a great day out. Here we separated, I rode northward for a few miles with Arthur Fone. At a roundabout, Arthur continued northwards and I turned south to ride over the Horseshoe Pass back to my Hotel.

The following day (again sunny) I rode the A5 to Anglesey and followed the road around the circumference. It felt more like summer, people were on the beach and quite a few holiday makers were around. Returning back over the Menai Bridge, then down to Harlech and Barmouth before going to the Farmhouse I had booked, just outside Dolgellau. That evening I walked into town (10 mins) and found a Hotel serving food, very nice too.

Finally, on yet another sunny day I rode south taking in the small roads again, passing Lake Clywedog on the opposite Bank. Here I ran into low cloud at the highest point but soon rode out of it. Passing farms riding along valleys to Llandovery for dinner, it was a great day's riding. A most enjoyable 4 days of riding.

Dave Hall

NEW MEMBER BIOPICS

Kev Smith - Hi all. I came to motorcycles 3e years ago after giving up teaching scuba diving. I decided to make the most of the new spare time and took my bike test, which I passed first time, then went to Oxford to buy my first bike, a Suzuki Vstrom DL650. Since then, I have put over 46K miles on the clock, with trips to Scotland, Wales, Isle of Man and many parts of England, most of it riding solo. I enjoyed every moment out riding, but came to realise that solo riding sometimes allows some bad habits to creep in. I decided it was time to look at my riding skills and I contacted the IAM. Under the calm influence of Ian Morrison, I enjoyed the challenge of my Skill for Life course and learned how to up my game. As a treat to myself I have now bought a brand new 1000 Vstrom to enjoy on the ride outs with the LAM group.

Steve Wivell - I have been riding bikes since I was 14 when I was given a 1960's Franny Barnet by my Dad as a renovation project. In 1976 with a collection of mopeds, also provided by my Dad and then to a Kwaka KH250 in 1977.

I have ridden all sorts of machines since, ranging from Honda CBR's, Suzuki GSXR's to BMW's and I still find the freedom of riding both thrilling and rewarding. I joined the LAM because I wanted to brush off some old habits, improve my riding skills and for the kudos of being an Advanced Motorcyclist. My wife and daughter have taken lessons and love to be out on the machine with me (when the sun's shining) and therefore being a safer rider plays a massive part in my reasons for being a member of the LAM.

Simon Battram – I hadn't ridden a bike since the days I rode my Honda 250 Super dream in the 80's. These days, I ride my Honda 1000 Varadero, which is perfect for my 6 foot, 4 inches height. John and Ian helped prepare me for my advanced test and Ken did my check test ride. All their hard work paid off as I passed and now enjoy my riding with great joy, freedom and a sense of responsibility. I look to the future to pass on these skills. A BIG thank you to all involved. I wish all riders would do "skills for life."

MOTs

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DIARY OF EVENTS

Contact point: Dave Hall 01522 274989

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. 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. The runs last around 2 hours, usually with a mid-point refreshment stop, starting at the venues listed below.

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

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 note that Group Social Runs are principally for group members only. 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.

DECEMBER

Mon 7th - Monthly evening meeting at the Nags Head, Middle Rasen, LN8 3JU (A631) at 8.00pm. Buffet and raffle for which prizes required please.

Sun 13th - Group Observed Run from Brigg Leisure Centre. Meet 11.30am for 12.00am prompt start.

Mon 14th - Committee Meeting, Nags Head, Middle Rasen. Prompt start at 7.45pm

PLEASE NOTE - No Observers meeting this month.

JANUARY

PLEASE NOTE - THERE ARE NO EVENTS DURING THE MONTH OF JANUARY

FEBRUARY

Mon 1st - Monthly evening meeting at the Nags Head, Middle Rasen, LN8 3JU (A631) at 8.00pm.

Sun 7th - Group Observed Run from Willingham Woods. Meet 11.30am for 12.00am prompt start.

Weds 10th - Committee Meeting, Nags Head, Middle Rasen. Prompt start at 7.45pm

Weds 24th – Meeting for Observers and those interested in becoming observers, Nags Head, Middle Rasen. Prompt start at 7.45pm