

ChainLincs

THE NEWSLETTER OF



Lincolnshire
Advanced Motorcyclists



IAM GROUP 7176, REGISTERED CHARITY 1049955, SUPPORTERS OF THE BMF



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With listings for over one hundred motorbiking events near and far

July

2018



GROUP COMMITTEE MEMBERS

The Area Service Delivery Manager for our region (East Midlands and North Yorkshire) is Peter Serhatlic. Peter can be contacted on

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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 July 2018.

Please provide any copy to the editor, by **25 July 2018**
at the latest, although, the earlier the better.

EDITORIAL



This month how to avoid being pinged by the Gendarmerie for £117 whilst otherwise enjoying travel sur le contingyong, and a review of progress in advanced riding over the past three decades

The cover picture is another Sci-Fi. This time from Akira, the 1988 Japanese animated post-apocalyptic science fiction film directed by Katsuhiro Otomo,

Our readership figures make interesting reading. Our new mailing system tells us that 100% of the sent mails are getting through – this is a big improvement on previous mailshots where about 10-15% of messages were rejected by overzealous spam filters. 75% of you now open the e-mail, and 50% take the next step of actually reading the newsletter. This last figure may sound a bit disappointing, but it is up from only 33% in the preceding month. These figures don't include the fifteen or so who have a copy sent by post. We don't have data for any earlier than this, so cannot make comparisons with the popularity of the newsletter under previous editors.

To improve these figures, if there is anything that you particularly like or dislike, I would be glad to hear from you, and if you think you could make a better job of it, you are welcome to have a bash.

So, e-mail your thoughts and contributions to chainlinks@uwclub.net, and don't forget that our commitment to the highest journalistic standards means that if I can read it, we'll print it. Photographs, art, and writing are all equally welcome.

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. It's a great way to meet other members.

Enjoy your riding,

Nick

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CHAIRMAN'S CHATTER

I am sure you are sick of hearing about **GDPR** (General Data Protection Regulation), I certainly am, but we do need you to complete the Contract you have all been sent by John Cheetham. Please read it, if you are happy for Lincs Advanced Motorcyclists and IAM RoadSmart to continue to hold minimal data on you that allows us to keep you up to date and run the Group please just sign the form and return it to John either by printing and posting or filling in electronically and emailing it back to him. If you don't reply John will remind you a couple of times after which, without your consent, we will no longer be able to send you ChainLincs and information about ride outs, and we will have to dispose of any information we have on you effectively meaning you will no longer be a member. I fully appreciate that this is a complete pain but it is not of our doing and a quick reply to John is all that is required.

New members continue to join us with three in June. Welcome to Paul Vernon from Cherry Willingham, Paul Dudhill from Gainsborough and William Selka from Scothern. I look forward to meeting you at our monthly social meeting or ride out. At least 2 of these signed up on the day at Lincoln BikeFest so many thanks to all those that helped out on the day and especially those that were there for the whole day. Hopefully some of the others that talked to us will subsequently sign up.

Now the weather has improved the tests are being applied for and taken. In June we had passes for Rafal Walentrzak, Anthony Wilkinson, Pater Daubney (F1rst) and Lawrence Dowson. Congratulations and well done to you all and your Observers Ross Glover, John Harrison, Malcolm Heaton and Ken Rose – great job as always.

If you fancy being an Observer come along to an Observer meeting. As the meetings over the Summer months will be held at different locations give Jerry Neale a call on 07412 935333 for details. From September Observer meetings will be held at Emprocom Ltd, Bridge House, Scothern Lane, Langworth, LN3 5BH.

Despite coinciding with BikeFest in June the Group monthly ride was well attended. It was great to see so many members out supporting the Group activities that day whether manning the stand in Lincoln or attending the ride out. Thanks to you all. July's monthly ride out is from Willingham Woods on 8 July. Leaving promptly at 0930hrs so get there early for bacon buttie and a brew.

Do you want to prove that your riding or driving is still up to advanced standards then why not take the test (actually a reassessment for full members) again. The new membership tier, Fellow, is now open. The Fellow membership tier is open to all current full IAM members, it will offer you enhanced recognition and insurance benefits in return for your commitment to keep your advanced skills up to date by retesting every three years. If you are interested have a look at the IAM website www.iamroadsmart.com/fellow . Six members of the Group have already signed up including me.

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).

Finally, thanks once again to Nick for putting together this edition of ChainLincs.

Short and sweet from me this month. Hope to see you all soon, stay safe

Mick

MEMBERSHIP UPDATE

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

We have had three enrolments since the June newsletter update, a warm welcome to you all.

Member	Observer
843 Paul Vernon from Cherry Willingham	Paul Henseleit
844 Paul Dudhill from Gainsborough	Malcolm Heaton
845 William Selka from Scothern	Ross Glover

There are three test passes to report since the previous newsletter listing. Congratulations on your success and a big thank you to your Observers.

Member	Pass Date	Observer
Rafal Walentrzak	2 June	Ross Glover
Anthony Wilkinson	4 June	John Harrison
Peter Daubney	5 June	Malcolm Heaton

The group membership is currently comprised as follows:

Full Members	101
Associate Members	33
Total Group Membership	134

The newly introduced General Data Protection Regulations (GDPR) have impacted on how we manage and use members personal information.

The sending out of the Member Contract forms is something we have to comply with according to information passed to the group from IAM RoadSmart and is not optional.

There are still around sixty Member Contracts and five Observer Contracts still to be returned. It would be greatly appreciated if this large remaining number could be returned as soon as possible please, as this process does not want to drag on with no end in sight. I have plenty of other things to keep myself occupied with in my leisure time than repeatedly sending out large numbers of often ignored emailed reminders.

That's all for this month, ride safely:

John Cheetham

ACTIVITIES

Observers Meeting Visual Aids

Malcolm Heaton dateline 30th May 2018



Observers meeting on bikes tonight. Very good turn out all groups from all over Lincolnshire, John Harrison besting modern technology by using a stone on the car park gravel to demonstrate best corner line.

Best practice for hot weather riding

Simon Battram dateline 3rd June 2018



When on a ride in this hot weather Safe Biker Froggy says, " don't forget to keep hydrated, take water with you!" 🐸👍😎

Final briefing

Malcolm Heaton dateline 3rd June 2018



Last Observers ride with Pete before his test on Tuesday, Simon Battram helped out to give his opinion, all is good and check ride with Ken Rose a couple of weeks ago. Good luck Peter, you will pass!

Eyebrook Reservoir

Gary Johnson dateline 8th June 2018



Wee Bimble around Leicestershire and Rutland this afternoon. Stopped for Coffee by Eyebrook Reservoir...

Lord Snowden obviously has little to worry about but I think you get the idea....

Perfect preparation prevents...

David Ayres dateline 8th June 2018



The right way to start - Paul Loveday's last ride before being passed to Jerry for assessment.

Our Bali correspondent writes...

Mike Day dateline 14th June 2018



Sightseeing in Bali today and managed to sign this chap up. Think we may have our work cut out

Our Baden-Baden correspondent writes...

Roland Johns dateline 17th June 2018



We invaded Germany today over the Rhine by landing craft! B500 tomorrow through the Black Forest 🤔😎🐱🐾

Knee down at Cadwell Park

Simon Battram dateline 21st June 2018



A couple of photos of Simon at Caldwell Park. He was on a Performance Plus course run by Lincolnshire Road Safety Partnership. Simon says *"A very good classroom and course day. Teaching me skills that I acquired and then moved me onto Advanced Motorcyclists level with the help of Lincolnshire Advanced Motorcyclists and now onto Observer's skills..... Where next??"*

A gaggle of observers

Simon Battram dateline 27th June 2018



The "gaggle" of observers after a ride out this evening. Good turn out!

Decent fish and chips

Mike Day dateline 28th June 2018



Mid week ride to Filey. Fantastic weather and great roads. Decent Fish and chips too

Slick!

David Kerr dateline 30th June 2018



Oil on Meddow lane/ Brant road....
Not me.

Advanced test certificates to Rafal Walentrzak, Allan Knight and Peter Daubney

Mick Smith dateline 3rd July 2018



LETTERS TO THE EDITOR

Advanced notice of rides out

At the recent round of Spring forums, we asked for expressions of interest from Groups as to what kind of event you would like.

Given there were no suggestions, then it was left to me to choose, so instead of the usual forum, conference, skills type days we have used in the past, I was thinking of a Treasure Trek.

Teams will be of three, either in one car, or three motorcyclists

Simply put, I will identify 8 map coordinates, within each coordinate will be some kind of reference, a cryptic clue will help you to find the answer, and then each answer is marked for accuracy. The Team with the most points wins, the team with the lowest score gets the booby prize.

Of the 8 locations, each team chooses six, and works out their own route around them, to do this they will need to purchase a couple of Landranger maps, I will get the appropriate numbers for these.

The day will start and end at The Pastures Hotel, Mexborough S64 0JJ and will take place on **SUNDAY 30th SEPTEMBER 2018** commencing at 9 am

Could you please circulate around your Group members to see if there is any interest, if so, team name, members, and a contact e-mail to me please

Many thanks

Peter Serhatlic Regional Service Delivery Team Manager (Northern)

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Laden Bike



"Could there be a white BMW
under there? - *only kidding Ian*"

Dave Hall

FORTHCOMING CLUB 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 East of Market Rasen A631

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.

JULY

Monday 2nd	Monthly evening meeting, Nags Head, Middle Rasen, LN8 3JU (A631) at 8.00pm Those who wish to participate in the pre-meeting ride please arrive at the Nags Head for 6.00pm
Sunday 8th	Group Observed Run - Willingham Woods Picnic Area near kiosk Meet 9.00am for prompt 9.30am start
Wednesday 25th	Regional Evening Run for Observers and those interested in becoming Observers Four separate runs to reflect new Observer groupings.

For information on starting locations contact Jerry Neale (details on page 2)

AUGUST

- Monday 6th Monthly evening meeting, Nags Head, Middle Rasen, LN8 3JU (A631) at 8.00pm
Those who wish to participate in the pre-meeting ride please arrive at the Nags Head for 6.00pm
- Sunday 12th Group Observed Run - Hartsholme Country Park café area
Meet 9.00am for prompt 9.30am start
- Monday 13th Committee Meeting, Nags Head, Middle Rasen. Prompt start at 7.45pm
- Wednesday 29th Regional Evening Run for Observers and those interested in becoming Observers
Four separate runs to reflect new Observer groupings.
For information on starting locations contact Jerry Neale (details on page 2)

SEPTEMBER

- Monday 3rd Monthly evening meeting, Nags Head, Middle Rasen, LN8 3JU (A631) at 8.00pm
- Sunday 9th Group Observed Run - Ancholme Leisure Centre car park, Scawby Brook, Brigg
Meet 9.00am for prompt 9.30am start
- Wednesday 26th Meeting for Observers and those interested in becoming Observers
For information contact Jerry Neale (details on page 2)
- Sunday 30th Treasure Trek organized by Regional Service Delivery Team Manager (Northern) Peter Serhatlic. Teams will be of three, either in one car, or three motorcyclists.
There will be eight map coordinates, within each coordinate will be some kind of reference, a cryptic clue will help you find the answer, then each answer is marked for accuracy. The team with most points wins, the team with the lowest score gets the booby prize.
Of the eight locations, each team chooses six and works out their own route around them. A couple of OS Landranger maps will be required (map numbers later).
The day will start and end at The Pastures Hotel, Mexborough, S64 0JJ and will commence at 9am.

OCTOBER

- Monday 1st Monthly evening meeting, Nags Head, Middle Rasen, LN8 3JU (A631) at 8.00pm
- Sunday 7th Group Observed Run - Willingham Woods Picnic Area near kiosk
Meet 9.30am for prompt 10.00am start
- Monday 8th Committee Meeting, Nags Head, Middle Rasen. Prompt start at 7.45pm
- Wednesday 31st Meeting for Observers and those interested in becoming Observers
For information contact Jerry Neale (details on page 2)

NOVEMBER

- Monday 5th Monthly evening meeting, Nags Head, Middle Rasen, LN8 3JU (A631) at 8.00pm,
commencing with the group ANNUAL GENERAL MEETING
- Sunday 11th Group Observed Run - Hartsholme Country Park café area
Meet 9.30am for prompt 10.00am start
- Wednesday 28th Meeting for Observers and those interested in becoming Observers
For information contact Jerry Neale (details on page 2)

DECEMBER

- Monday 3rd Monthly evening meeting, Nags Head, Middle Rasen, LN8 3JU (A631) at 8.00pm

Sunday 9th	Group Observed Run - Ancholme Leisure Centre car park, Scawby Brook, Brigg Meet 11.30am for prompt 12.00am start
Monday 10th	Committee Meeting, Nags Head, Middle Rasen. Prompt start at 7.45pm
PLEASE NOTE there is no Observers meeting this month	

OTHER BREAKING NEWS

French 'clean air' stickers or Crit'Air vignettes



Air Quality Certificate Service

France now has a legal requirement in some of its cities, to identify a vehicle's emissions levels and to, in some cases, restrict access in order to improve air quality. British riders heading to France are advised by that driving without a French 'clean air' sticker, called a Crit'Air vignette – which costs as little as €4.18 – makes them culpable for an on-the-spot fine of up to £117.

What are the French 'clean air' stickers?

The French clean air stickers - called Crit'Air vignettes - are part of a six-category sticker system that applies to all motor vehicles in certain areas to identify what emissions they produce.



The six categories have six colours that denote how heavily polluting the vehicle is according to its Euro emissions standard, ranging from green (Crit'Air 1, electric and hydrogen-powered vehicles) for the cleanest, to dark grey/black (Crit'Air 6 mostly older, diesel cars) for the dirtiest.

Why have they been introduced?

The system has been introduced to reduce harmful vehicle emissions. So either according to a set schedule, or on certain days when a location is at risk of dangerously-high levels of air pollution, vehicles can be refused entrance based on the Crit'Air sticker they are displaying on the windscreen.

What areas and vehicles do they affect?

As of January 2018, the stickers are currently in use in Paris, Lyon, Grenoble, Lille, Strasbourg and Toulouse. Between now and 2020, it is expected that some 25 areas will take part in the scheme, with the RAC anticipating Bordeaux and Rouen to join in before the end of 2018.

Paris is operating a permanent scheme that applies to every weekday (not during the night or at weekends). Grenoble also has a permanent scheme, but at the time of writing it only applies to commercial vehicles). Lyon, Lille, Strasbourg and Toulouse currently have emergency schemes, meaning they can impose restrictions on vehicles if pollution is expected to reach a particular level.

The Crit'Air initiatives applies to all cars, motorbikes and lorries and affects both French residents and foreign drivers - if you have a particularly old car that does not conform to any emissions standards, you won't be eligible for a vignette and you won't be permitted to drive your vehicle during those times when restrictions are imposed.

It is also worth noting that the Crit'Air scheme also applies to disabled vehicle owners.

How much do they cost and where do I buy them?

Prices for stickers for foreign-registered vehicles have been set at €3.11 plus postage - this amounts to about € 4.41.

You can apply online for a sticker via the official Crit'Air website - <https://www.certificat-air.gouv.fr/en>

You will also need to upload an image or take a scan of your vehicle's V5C registration form. This must be uploaded in JPEG, PNG or PDF format and the file size must be under 400KB. If the image you take of your document is too large, you may need to use an image editor to reduce it to under 400KB. Converting an image to PDF format can also help to reduce the file size.

There are non-official, third party websites selling Crit'Air vignettes for more than seven times more than the rate set by the French government – bikers should ensure they only buy a sticker through the official Crit'Air website.

The ordering process can, in some cases, take up to six weeks to be delivered (by post), so you will need to make sure you have factored this in before you travel.

What happens if I don't buy one?

Fines of between €68 and €135 (between £59 and £117) are in place for vehicles that don't display an appropriate sticker and/or for those vehicles that are driven in set zones when they shouldn't.

The RAC understands that around 1 in 10 French vehicles are too old to get a sticker – with certain older models not even assigned a category. These cars are not permitted to drive in Paris between 8am and 8pm, Monday to Friday.

Models registered before 1997, motorbikes and scooters from before June 2000, and trucks and buses from before 2001 are the main offenders in terms of emissions.

For eligible vehicles, the Air Quality Certificate is mandatory for:

- Driving and parking in restricted traffic zones (French low emission zones) designated by the authorities, such as inside the Paris ring road
- Driving in case of access regulation if an emergency scheme has been implemented by prefects during pollution episodes. This may be the case in the Grenoble Metropolitan Area, in Lyon-Villeurbanne and in the Greater Paris Region inside the motorway A86

It is for all road vehicles, including cars, heavy goods vehicles, buses, coaches, two-wheeled vehicles, commercial vehicles, etc., except agricultural and construction machinery.

An Air Quality Certificate must be affixed even for vehicles and uses that are exempt from restricted traffic zone (French) low emission zone and access regulation implemented by emergency scheme.

A vehicle retains the same environmental classification throughout its lifetime.

Once acquired, the certificate is valid as long as it remains legible. The ink and materials used for the certificate have been chosen to last as long as possible.

During the (French) MOT inspection, the legibility of the certificate will be checked and a replacement may be requested, if necessary.

See <https://www.certificat-air.gouv.fr/en/foire-aux-questions> for more details of the scheme.

The editorial Honda NC700s gained a yellow Crit'Air 2 vignette. Applying was not difficult, but it was quite a chore to reduce the size of the scan of my V5C to squeak in under the 400kb size limit. You can check what category your bike should be, at <https://www.certificat-air.gouv.fr/en/simulation>



<http://stanleymotorcarriage.com/SteamPacingBike/index.htm>

New regulations will change the way motorcycle batteries can be sold



From July 1st 2018 all motorcycle batteries must be filled by the retailer before being sold to a member of the public in the UK who does not possess a valid EPP licence

New changes to government legislation mean that from July 1st 2018 it will be illegal for a member of the public to purchase a motorcycle battery that is supplied with a separate acid pack without them holding an Explosives Precursors and Poisons (EPP) licence. This will have far reaching effects for motorcycle battery resellers and consumers.

WHAT IS THE NEW LEGISLATION?

Sulfuric acid has been reclassified as a regulated substance. From July 1st 2018 members of the public wishing to acquire, possess or use sulfuric acid above a 15% concentration will need an EPP Licence to do so. This means that it will be an offence to buy or possess an unfilled motorcycle battery with a separate electrolyte bottle without a valid EPP licence, as the electrolyte contains sulfuric acid above 15% concentration.

WHY HAS IT COME INTO FORCE?

In responding to recent events and following an industry wide consultation, the government has introduced measures to further control the sale of sulphuric acid which has been reclassified as an explosive precursor. Explosive precursors are chemicals that may be used in the illicit manufacture of explosives.

WHAT BATTERY PRODUCTS ARE AFFECTED?

The new regulations affect all batteries where acid is supplied in a bottle alongside the battery for the customer to self-activate. It also affects separate electrolyte bottles.

EPP licencing is not required for batteries that are supplied with the acid already inside. These are exempt as a filled battery is classified as 'specific object'.

The exemption is provided by new paragraph 2 (9) (b) of the Poisons Act 1972:

A SUBSTANCE OR MIXTURE IS EXCLUDED IF ... IT IS CONTAINED IN A SPECIFIC OBJECT.

<https://www.yuasa.co.uk/2018/06/important-uk-announcement-new-regulations-will-change-the-way-motorcycle-batteries-can-be-sold/>

Driver and Vehicle Standards Agency (DVSA) rider training updated



The Driver and Vehicle Standards Agency (DVSA) is “encouraging motorcyclists to brush up on their skills to make their riding safer and more enjoyable”. Over the past year, the DVSA has been working on relaunching their enhanced rider scheme. This is for riders who have passed their motorcycle test and want to do some extra training to brush up on their skills.

The original scheme was aimed at experienced riders who wanted to refresh their skills, after taking a break from riding. This is still important and something the DVSA encourages anyone who hasn't ridden for a while to do. The DVSA also wants to help newly qualified riders. They might not be as confident on the road, and some more expert advice could really help them get more out of their riding. And an opportunity for certified trainers to earn a few bob...

See <https://despatch.blog.gov.uk/2018/06/18/how-weve-improved-the-dvsa-enhanced-rider-scheme/> for more details.

Rambling on

Here is another of Ken Braithwaite's articles on Roadcraft, which since the article was written in May 1987, has evolved into now since a heftier volume, plus IAM's *How to be a better rider* and Road Smart's *Advanced Rider Handbook* have been printed, it needs more of a rewrite than a reprint, so I will try and steer a course amongst them.

The System

We will start as Roadcraft starts with the basic system. The system of motorcycle control is a system or drill, each feature of which is considered in sequence, by the rider at the approach of any hazard. It is the basis upon which the whole technique of good motorcycling is built.

Feature 1 - Course - The rider, having seen the hazard, decides on the correct line of approach. He then looks in his mirrors and over his shoulder. If it is necessary to change position to obtain the correct course he considers a deviation signal.

Feature 2 - Rear observation, signals and speed - The view to the rear is again checked and, if the intention is to turn right or left at the hazard, consideration must be given to a deviation signal. Any reduction in speed for the hazard will be accomplished at this stage preceded by a slowing down signal if appropriate.

Feature 3 - Gear - The correct gear is selected for the speed of the machine following application of the second feature, although intermediate gears may be passed through during the later stage of the braking. The gears should not be selected to replace the brakes in their function of slowing the machine.

Feature 4 - Rear observation and signals - It is essential to take rear observation again and to consider a signal to deviate, if not previously given, or to emphasise an existing deviation signal.

Feature 5 - Horn - The horn is sounded if necessary.

Feature 6 - Rear observation (lifesaver) - A last look behind before deviating.

Feature 7 - Acceleration - The correct degree of acceleration is applied to leave the hazard safely.

This is the basic system that I as an examiner am looking for in any candidate for the advanced riding test and is most important part of roadcraft for the guidance riders to impress upon associates under their guidance.

With the '96 edition Motorcycle Roadcraft, a new system of motorcycle control was introduced and this has condensed the old system's Seven Features into five phases.

Phase 1- Information- Taking, using and giving information introduces the system, and continues throughout it. You always need to be seeking information to plan your riding and you should provide information whenever other road users could benefit from it.

Phase 2- Position- Position yourself so that you can negotiate the hazard/s safely and smoothly.

Phase 3- Speed- Adjust your speed to that appropriate for the hazard, taking into account visibility, the road surface, the degree of cornering required, the activities of other road users and the possibility of unseen hazards. Use throttle, brake or (when on slippery surfaces) gears to give you the speed which will enable to complete the manoeuvre.

Phase 4- Gear- Select the appropriate gear for the speed at which you intend to negotiate the hazard.

Phase 5- Acceleration- Consider rear observation. Choose an appropriate point to accelerate safely and smoothly, adjust the amount of acceleration to the circumstances.

Around 2004 the system was updated with the mnemonic IPSGA with it 5 stages or points depending which version you read, does make life a bit easier for the associate as to remembering the sequence of events.

The old and new systems cover the same circumstances, Features become Phases and then Stages, all are the same, but different. One must remember the original Motorcycle Roadcraft was printed in 1965 and that motorcycles were not as well equipped as today's machines. With the improvements to the standard of equipment on motorcycles, efficient brakes, a clear view in the mirrors and good indicators. The need to modernise the system makes sense.

The major change is the Information phase, Phase 1. Observations forward, to the side and the rear now encompass the complete system instead of been itemised in features 1, 2, 3, 4 and 6 as in the old system, rear observation was most likely a full look over the shoulder would be taken at these features, this also applies to signals, these too would probably have to allow for hand signals to be made, in the 1978 version of RoadCraft the illustrations show hand signals being given. Course moves along one place to become Phase 2 Position. This allows feature 2, with indicators already applied to assist with position, good brakes and mirrors it becomes just concerned with Phase 3 Speed. Feature 3 basically remains the same and slots into Phase 4, Gear. Features 4 and 5 have disappeared, Feature 6 the blind spot check depending which version you read, is either added to the end of phase 4 or the beginning of the old Feature 7, which now becomes Phase 5, Acceleration, this completes the system. With the need for over the shoulder rear observations and hand signals, in the old system it had to be started far earlier on the road to ensure your safety.

With regards to using the system as a drill, Ken liked the earlier version, as for when it was being used for a particular manoeuvre, it told you when to do what, not consider, as Ken used to say, an indicator before brake light, it shows your intention to alter your course and then an alteration in speed.

The system as a drill moves on to become the core of advanced riding. With regards to changes over time, the Hendon shuffle with the feet when coming to a halt and setting off has gone, re course/position, the default position has moved from being towards the nearside of the carriageway, to now being towards the crown of the road, the offside position or P 3 as it has become known, this to improve our view and visibility, thus improving our safety. This became a bone of contention between certain examiners, as a group we rode to the offside as a default position and when an examiner was appointed to the associate, we soon learnt which position was favoured by the examiner and if it was the nearside, there was a crash course on that riding position. At the Stirling IAM gathering, we managed to get two examiners with opposing views into a lecture room and the question was posed. The ensuing deliberation between them was a joy to listen to. I said that they were akin to a set of railway lines, both travel in the same direction, parallel to each other for as far as the eye can see, but they never meet each other. But to cut a long story short, they did finally agree that neither was right nor wrong, thou now it is the norm to ride in the offside position.

Rambling On about Off-Siding

In the latest IAM RoadSmart publication, I read that travelling on the wrong side or the offside of the road, is on the agenda again. The one with the punch line 'unlocking the door to a safer future' on the cover, in the case of 'off siding', a safer future for whom? I will be on the neutral side, so to speak and I'll say over the centre line of the road. There is no denying that the three examples for doing such a manoeuvre are all feasible in the right circumstances and legal, but is it pushing the envelope just that bit too far.

The author does point out some of the disadvantages, the other road user's perception of using the road over the centre line, we as motorcyclists have not the best image of been courteous and well-mannered on the road, so no help there. Then there's their likely reaction to a car or motorcycle travelling towards them on their side of the road. He does not mention the possible reaction of the driver/rider off siding, on seeing an oncoming vehicle, will target fixation take over, brake and lose control or brake and find the vehicle they have just overtaken, alongside them blocking their return to the near side, the possibilities just keep coming.

As you might know, as an advanced rider, I have always ridden to the centre line; this is mainly due to the guidance given by Ken Braithwaite in the days before he became an IAM examiner (car and bike) and after nearly 40 years of giving advanced riding guidance, to associates and observers, I have not advocated riding over the centre line. Since the group was formed in '87 it has become clear that moving over the centre line was not to be done, as there were a growing number of what would today be called 'police incidents' resulting in a number of injured officers being hospitalised through moving over to the opposite side of the road to gain the extra view to enable them to negotiate the bend at a greater speed. Because of these incidents the commanding officers in the Police Driving Schools decided to stop using the manoeuvre, although it was still used for travelling to incidents under blues and two's.

One reason for the increase in incidents was given as the increased volume of traffic. Out of interest I looked up the numbers, in the mid 70's 16 million, mid 80's 21 million, an increase of only 5 million made the big chief's change their mind about off siding. Today it's around 37 million vehicles on the road, an increase of 16 million since the 80's, over 3 times the increase that was thought unsafe for off siding at patrol speeds in the 80's and there's an ex-police traffic inspector suggesting it's still safe for a civilian advanced driver or rider to do in today's environment. May's ChainLincs reported the highest Killed or Seriously Injured figures for Lincolnshire in the last 14 years; I'll leave that to the thinking rider to work that one out. The reasons for this are still as valid today as they were then, so why put yourself in a position of vulnerability?

Now to the diagrams, I'll work from the bottom to the top. The moving over the centre line for a left-hand bend, to open up the radius to gain the extra view is not an option for ourselves as a road safety group. If we are to abide by the rules as in the Highway Code, Rule 160; once moving you should keep to the left. In the exceptions, it does not state that an advanced driver/rider can move over the centre line to the right-hand side for a better view on left hand bends. Unfortunately riding over the centre line has been used as a riding aid to gain the extra view and speed by some Advanced Training Bodies. In the IAM RoadSmart Advanced Riding Course hand book it states, 'IAM RoadSmart policy is not to teach off-siding to Associates'. So, it is clearly a non-starter, so if we cannot teach it, examiners cannot test it, so why do it and when highly trained police and emergency service drivers can only use it under blues and two's. So why should an advanced driver/rider wish to use such a manoeuvre, failure at best could be very painful. I have already had a conversation with one rider and in his words "it's not easy to get back onto your side of the road in a hurry when you have too". So where do full members go to learn the unauthorised manoeuvre.

The next one up. The overtake, if planned early enough, Rule 163, 'Move back to the left as soon as you can but do not cut in', as per Highway Code, in time to be in the right position to negotiate the bend in my eyes that's OK. But if you're still out there late enough to be able to see into the bend, is that not pushing that envelope too far. The hand book states 'Overtaking near hazards or bends. As with all overtakes, this requires excellent OAP skills. Look for these opportunities on the exit side of roundabouts, bends, etc. Make sure the object vehicle is committed to their plan of action before you overtake', as per Highway Code rule 168. To stay out on the offside after an overtake is just plain off-siding even if there is a clear view of the road ahead, so another non-starter, not to be taught etc, etc, as mentioned above.

Now to the next one up. I have a problem with this, is it referring to a course for a car or a motorcycle, both would take a different line through the bends. In a car with the width of the vehicle the line shown would be the view from the driver's seat, on a motorcycle, if you place a straight edge on the diagram from the default position to where you needed to be on the last bend for position, you would straight line the series of bends shown without the need you travel over the centre line. What is not needed is to tramline each individual bend. It's a pity that there is still not a dedicated motorcycle version of RoadSmart magazine, there was in the 90's, it dealt only with motorcycle matters, which would have made things clearer. I have always advised against riding over the centre line and the problem with the phrase straight lining is that you can do this on a motorcycle without having to crossover the centre line, were in a car you would have too and problem is that people do not see the difference. Crossing the centre line, it's a bit like the 'keep off the grass' sign in the park, have a good look round if nobodies in sight and off you go and take a short cut across the grass, no harm done, not illegal, but not much fun when the park keeper catches you. In the hand book it states 'Where the view permits, it may be safe to take a straighter line through a bend. It may be possible to do this, within the confines of one lane with no effect on other road users.' I read this as you should not tram line a bend and within one lane, does this mean straight lining dual carriageways and motorways? It does not mention going over the centre line. We all know that the most stable position for a motorcycle is upright and travelling in a straight line, so if you're worried about a bit of lean through the bends, why not go and live in the States there are plenty of straight roads out there for you or fit a sidecar. I think that one the joys of riding a motorcycle is making adequate progress through a nice series of bends, if you think there is a need to go over the centre line, you are going too fast for the actual conditions, so slow down a touch and enjoy the ride. When you buy a tyre, you buy all of it, so why use it all. Now just to cover the possibility of an overtake in the series of bends put a car on the diagram, you could straighten the bends from verge to verge, because the Highway Code allows you to ride over the centre line, road markings permitting and no hazards in view to overtake the vehicle and then return back across the centre line. While I am the subject of straight lining, roundabouts were mentioned in the same sentence as off siding at the observers meeting. To offside a roundabout you would have to travel around it anti-clockwise, against the flow of traffic, to travel across a roundabout and leave by the exit straight ahead, if you came in on the left-hand kerb, ride straight to the central reservation kerb, and then carry on to the exit's left-hand kerb you are only straight lining it, not off siding it, as you have not crossed the centre line of the roundabout.

Now we are at the top of the page, definitely a no way, even if the course started on the near side. The fear I have and others that I have spoken to, is that other road users with a little knowledge of advanced driving/riding practices will be trying to emulate the off siding manoeuvre. Now place a motorcycle instead of the car on the diagram at the top of the page, a little more of a bend in the road, nice wide county road with open verges. The rider 2ft from to verge, just before the apex, the car that collided with him at that point,

had more space between the central line than the right-hand verge, only one outcome. Not much fun going round a few weeks later, with one of his best friends after been asked to help him sort out the garage, as his widow could not bring herself to open its door. Off siding, straight lining, wrong side of

the road, all words, it's not always the guilty that sometimes pays the price. Some more examples of off siding, car overtaking near bend, met a pickup, car engine under pickup driver's feet, a car on country road, tractor exiting field, driver looked out best he could, road clear to his right, started to move out, car hits tractors left hand side, rear end of tractor still in field gateway, there's a lot of bonnet there to come out before the driver, the impact cracked the tractor at the clutch bell-housing to gearbox joint in two.

Now what if a collision happens or you run out of road, what is going to be your defence. If overtaking you could say you misjudged the closing gap, if straightening a bend or bends by off siding, what then? I know that riders have asked police officers about moving over the centre line and they have said that it was not illegal and they would probably not do anything about it if it did not look dangerous, but would the same officer dealing with such an incident have a different view on the situation, I think a court appearance would be the next step. If you do end up in court or have a claim made against you, you need to be sure of your facts. When you are standing in the square yard and been quizzed by a barrister, I do not think SLAP will be of any use to you, but would your actions stand up to JAPAN?

J. *Justified* - to what end?

A. *Authorised* - RoadCraft, The Highway Code, and RoadSmart's handbook do not say you can take the off side in this situation.

P. *Proportionate* - probably not.

A. *Auditable* - where?

N. *Necessary* - no.

One other thing although off siding is not illegal. In the introduction of The Highway Code; it states 'Although failure to comply with the other rules of the Code will not, in itself, cause a person to be prosecuted, The Highway Code may be used in evidence in any court proceedings under the Traffic Acts. This includes rules which use advisory wording such as 'should/should not' or 'Do/do not', also some legal powers have the wording 'must have regard to any code of practice in force at the time', is The Highway Code, a code of practice? This is my take on off siding, I may be old school, out of touch, not up to date, a dinosaur and I've been told to forget the past and look to the future, if this is the safer future, I'll live in the past, thank you very much. It seems that people have to put little potted history down or who they are to endorse their bit. Done, most of it, now leave it to the younger ones, I ride old bikes, and was group's 1st Chief observer up to Nov. 2008.

John Harrison.

OBSERVERS AND ASSOCIATE INFORMATION

The June Observers meeting was another well attended evening, with all in the Observer team split into three groups throughout the county, for on-bike training. The individual groups worked on different aspects of Observer skills training. It is very important as an Advanced Rider to keep your riding skills at a high standard. The evening's weather was super, with all of the team enthusiastic to make progress, improve their skills and maintain the high standards of all in the team. To become proficient as an Advanced Rider it is important that you continue to practice your Advanced riding skills. Associates should always be looking to get out on their bikes between Observed rides and practice their new skills, your riding will improve and your Observer will be impressed! The three groups finished at The Bottle and Glass in Scothern for a team de-brief and coffee.

Thanks for the time, commitment and enthusiasm from all who could attend the evening. The Observer team will be out completing on bike training for the meetings of, July and August and will not be at the office of L2K in Nettleham. The IMI Local Observer qualification is open to any Full member who would like to take their riding to the next level. If you would like to join the team during our on-bike training sessions please give me a call on 07412935333 to find out where we will be. We have teams working in all areas of the county.

The LAM Observer team is always available to assist any member of the group who would like to continue to maintain their personal Advanced riding skills. Just ask any of the Observer team, or even consider the IAM RoadSmart Masters course.

This month's tips, provided by IAM RoadSmart's head of driving and riding standards, Richard Gladman, are all about how to filter through traffic safely on a motorcycle. No matter if you're a new rider who's nervous about filtering, or an experienced motorcyclist, it's always good to be reminded of the following key tips:

Note: If you have friends or family who drive, please share these tips with them to help them stay safe on the road.

+

- Only filter when the surrounding traffic is moving at less than 20mph, and then only exceed that speed yourself by 10 to 15mph maximum (if safe and legal to do so)
- Scan for side turnings and entrances to both sides of the road, and try to keep a car door's width away from the vehicle you are passing
- Obey all 'keep left' bollards and also be aware that temporarily stationary vehicles at traffic lights, pedestrian crossings etc. are not classed as parked for the purposes of solid white lines, and therefore you cannot cross a solid white line to filter
- Can you see the driver's face through the window or wing mirrors? Does he look like he's about to pull out? Always look for evidence that the driver has seen you and comprehends that you are passing them.
- When filtering to the right side, consider using the 'stepping stone' method. Whilst you don't actually have to move into the spaces, consider which one would be suitable
- If you are filtering between lanes, you need to look out for other motorcycles which could possibly be changing lanes or approaching you from the rear
- Filtering takes a lot of concentration, so make sure you take short breaks if you're

travelling for a long period of time

- Ride at a speed that allows you to react to the movement of other road users and always have an escape route planned in your head
- Filtering can sometimes come as a surprise to the person driving behind you, so remain courteous by giving a polite wave of the hand to the driver behind
- Think of the size of the vehicle in front of you. Just because there's a gap, it doesn't mean you should move into it. For examples, HGVs will need more space and time to manoeuvre than a car would

Richard says: "One of the biggest advantages of a motorcycle is the ability to make progress through traffic. Despite thoughts to the contrary, it is not illegal and the Highway Code references it in a number of areas. Staying safe must be your main priority and understanding where planned filtering becomes dangerous overtaking will help with this. The best motorcycling advice ever is just because it fits doesn't mean you should put it there."

Jerry Neale

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 \(kevturner59@sky.com\)](mailto:kevturner59@sky.com) or 07796 954004

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	£
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OTHER EVENTS

COASTAL EVENT'S COMMUNITY INTEREST COMPANY PROUDLY PRESENTS...

Lincolnshire Bike Week

www.lincolnshirebikeweek.co.uk

18th - 25th July 2018

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18th-25th JULY

www.lincolnshirebikeweek.co.uk

This year we did the
Sunrise rally!
What a great way to
have the roads to yourself!
...Glendon Ben Franklin



"Another Award to dust and this
would not be possible without the help
of the volunteers' and those working
in the background"
..Thank you all! Gary Dray"

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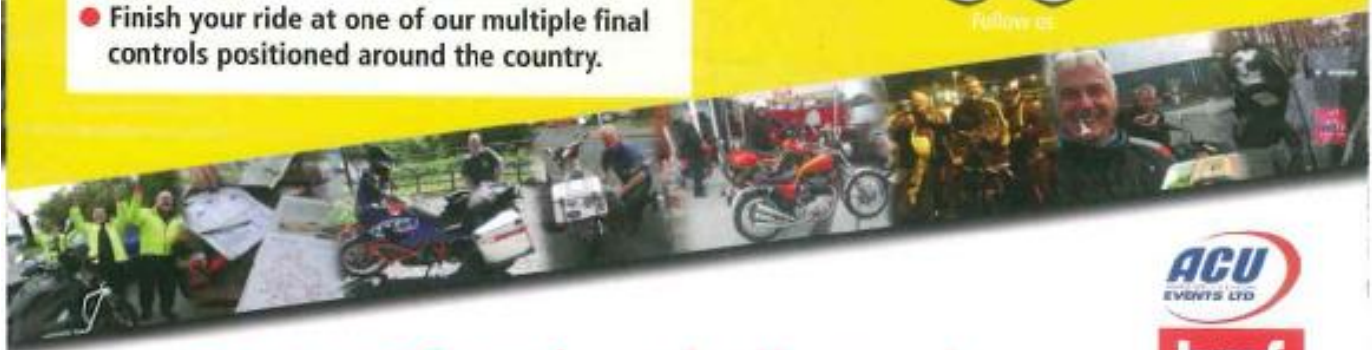
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Sat Nav: HU19 2HH

JULY

- Sunday 1st *Baston Car and Bike show.* Baston Event Area A15, North of Baston, Lincs. PE6 9PA large car and bike show featuring vintage, classic and modern cars and motor cycles. Public entry from 10am. www.bastoncarshow.com
- Sunday 1st *Crich Classic Motor Cycle day.* Crich Tramway Village, Crich, Matlock, Derbyshire DE4 5DP. Owners of classic motorcycles built prior to January 1994 are invited to display their bikes during the day. <https://www.tramway.co.uk/>
- Monday 2nd *Hybrid's Bike Night* at the Colsterworth Sports and Social Club, Old Post Lane, Grantham, Lincs, NG33 5PG – food available
- Wednesday 4th *Lincolnshire Bike Nights* – sports bikes – The White Swan, Torksey - cruisers – The George Inn Brewery, Langworth- www.LincolnshireBikeNights.co.uk
- Thursday 5th *Boston Bike Night* – Boston Motorcycle Riders 16:00–22:00 - <http://www.bostonbikenight.co.uk/>
- Friday 6th – Sunday 8th *Adventure Bike Rider Festival 2018* Seals Farm, Chacombe near Banbury, OX17 2JR (just off junction 11 on the M40).Pre-book only. <https://www.adventurebikerider.com/event/adventure-bike-rider-festival-2018/>
- Saturday 7th - Sunday 8th *Carry On At The Camp* Wood Lane, Ramsey, Huntingdon, Cambs, PE26 2XB – www.activepromotions.co.uk
- Saturday 7th *The Great Yarmouth Motorcycle Takeover* Yarmouth Seafront, Great Yarmouth, NR30 2EN. Raises funds for East Anglian Air Ambulance and starts at 10am. <http://www.onthethrottle.co.uk/events/great-yarmouth-motorcycle-takeover-2018/>
- Sunday 8th *Clumber Park Classic car and Motor Cycle show.* Clumber Park, Worksop, Notts, S80 3AZ. Now in its second year and expecting around 500 vehicles. Pre-booking advised for advanced tickets see www.classicshows.org .
- Saturday 7th and Sunday 8th *The VMCC Festival of 1000 Bikes*, Mallory Park Circuit, Church Road, Kirkby Mallory, Leicestershire, LE9 7QE. Saturday - track sessions for road silenced machines, Sunday - track Sessions for racing machines. <http://www.festivalof1000bikes.co.uk/>
- Saturday 7th and Sunday 8th *Carry on at the Camp.* Ramsey, Huntingdon PE26 2EB. Large Classic and American Car and Bike weekend. 2nd year of this motoring festival, featuring American and European Vintage and classic cars and bikes www.activeshows.co.uk
- Saturday 7th and Sunday 8th *ACU-BMF National Road Rally* – a navigational scatter rally - a road-based event for qualified riders. Test your riding ability against other enthusiastic riders on all types of machines along some of England's finest roads www.nationalroadrally.co.uk
- Saturday 7th and Sunday 8th *North Lincolnshire Classic Motorcycle Club Trial Camping weekend* 3.00pm Walcot Hillside – North of Scunthorpe between Walcot and Burton upon Stather - <https://northlincsclassicismotorcycleclub.wordpress.com/trials-locations/>
- Saturday 7th and Sunday 8th *Festival of Wheels*, Cadwell Park Cadwell Park Circuit, Louth, Lincolnshire, LN11 9S racing for solo & sidecar motorcycles, superkarts and cars <http://www.cadwellpark.co.uk/>

Wednesday 11 th	<i>Lincolnshire Bike Nights</i> - sports bikes – The Salutation Inn, Nettleton - cruisers – The Nags Head, Middle Rasen - www.LincolnshireBikeNights.co.uk
Wednesday 11 th	<i>IAM Motorcycle Skills Day – Ladies only with Maria Costello</i> , Thruxton Circuit, Andover, Hampshire, SP11 8PW https://www.iamroadsmart.com/campaign-pages/end-customer-campaigns/skillsday
Saturday 14 th	<i>22nd Annual Barton Bike Night</i> , 4-9pm, Barton Upon Humber Town centre, North Lincolnshire, DN18 5HQ.
Friday 13 th – Sunday 15 th	<i>HAMC North Lincs Bullfrog Bash III</i> Sleaford Rugby Club, Ruskington Road, NG34 8SP (A17-A153) - £15 pre-book or £20 on the gate, e-mail nth-lincs@hellsangelsmc.co.uk
Friday 13 th – Sunday 15 th	<i>Dragstalga</i> Santa Pod Raceway, Podington, Northants, NN9 7XA. www.santapod.co.uk
Saturday 14 th and Sunday 15 th	<i>Parson Drove Custom and Classic Vehicle Show and Shine</i> . Parson Drove, Wisbech PE13 4LE. A good show for all classic cars and bikes, plus trikes, custom vehicles and commercial. 14 show and shine prizes, beer festival, music and family fun. http://customcarbikelandtrikeshow.co.uk
Sunday 15 th	<i>Thetford and District MCC's Motorcycle Show</i> Thetford Rugby Club, Mindford Road, Thetford, Norfolk, IP24 1LZ – 10.00am to 6.00pm www.thetfordmotorcycleclub.org
Sunday 15 th	<i>Classic Car and Bike Meet</i> - Earls Barton, Northamptonshire, NN6 0EP. 4:30-9pm. Large classic car and bike meet with food drink and trade stands. You'll find many classic, vintage and supercars, modern classics and old timers. £3 entry. www.classiccarmeet.co.uk
Thursday 12 th – Sunday 15 th	<i>Goodwood festival of Speed</i> Goodwood House, Chichester, West Sussex, PO18 0PX https://www.goodwood.com/flagship-events/festival-of-speed/
Monday 16 th	<i>Hybrid's Bike Night</i> at the Colsterworth Sports and Social Club, Old Post Lane, Grantham, Lincs, NG33 5PG – food available
Tuesday 17 th	<i>Sportsbikeshop Monthly Bike Night</i> , Hereward Close, Kirton, nr Boston, PE20 1QS https://www.facebook.com/SPORTSBIKESHOP.co.uk/
Tuesday 17 th	<i>Top Speed Tuesday</i> Elvington Airfield, North Yorks, YO41 4AU www.straightlinersonline.co.uk
Wednesday 18 th	<i>Lincolnshire Bike Nights</i> - sports – Ferry House Inn, Burton Upon Stather - cruisers – Three Horseshoes, Scotton - www.LincolnshireBikeNights.co.uk
Wednesday 18 th	<i>Mablethorpe Bike Night</i> Central Beach Promenade, 6.00pm to 9.00pm
Thursday 19 th	<i>Skegness Charity Bike Night</i> – Skegness Tower Lifeboat Station, Tower Esplanade, PE25 3HH - 16.00 'til late in aid of the RNLI - https://www.facebook.com/groups/455777934517548/about/
Wednesday 18 th to Wednesday 25 th	<i>Lincolnshire Bike week</i> - Coastal events CIC officially supported by the British Motorcycle Federation & the Motorcycle Action Group - based in Mablethorpe, Trusthorpe & Sutton on Sea and kicking off with the Mablethorpe Bike Night (18th July) and finishing the following Wednesday with Sutton on Sea Bike Night (25th July) http://lincolnshirebikeweek.co.uk/

Wednesday 18 th to Wednesday 25 th	<i>Vintage Village</i> Poplar Farm, Crabtree Lane, Sutton-on-Sea, LN12 2RS – classic and vintage motorbike display amongst things. http://lincolnshirebikeweek.co.uk/
Friday 20 th – Sunday 22 nd	<i>Back2Basics Rally</i> Old Station Café, Snaith, DN12 0DE, £12 pre-book – see Back2Basics Biker Bash on Facebook
Friday 20 th – Sunday 22 nd	<i>Split Links MCC Pistondisorganised Rally</i> The Sun Inn, Town Street, North Wheatley, DN22 9DS, £12 pre-book – cheque payable to Split Links MCC, 18 Mansfield Rd, Worksop, Notts, S80 3AD
Sunday 22 nd	<i>Taverners Club Founders Day</i> , Arena events, bike displays, autojumble and beer tent Stanford Hall, Lutterworth LE17 6DH – Theme ‘Over Head Cam Motorcycles’ http://www.thetaverners.com/founders.html
Sunday 22 nd	<i>Ashover Classic car and Bike show</i> . Milken Lane, Ashover, Chesterfield (S45 0BA). Large well attended Car and Bike show run by the local Rotary clubs. 10am until 4pm. www.ashoverclassics.co.uk
Monday 23 rd to Sunday 29 th July	<i>Scarborough Speed Week</i> - includes demos, ride-outs, cycle races, star rider talks, pub quizzes, bike parades at Whitby, Filey and Scarborough town centre and sea front. The week finishes with the Barry Sheene Road Race Festival - https://www.facebook.com/events/683849825147083/
Wednesday 25 th	<i>Lincolnshire Bike Nights</i> - sports – The Rose and Crown, Upton - cruisers – Ferry House Inn, Burton on Stather - www.LincolnshireBikeNights.co.uk
Wednesday 25 th	<i>IAM Motorcycle Skills Day</i> , Thruxton Circuit, Andover, Hampshire, SP11 8PW https://www.iamroadsmart.com/campaign-pages/end-customer-campaigns/skillsday
Wednesday 25 th	<i>Bainbridge Hill Climb</i> – Sorrel Sykes Farm, West Burton Leyburn DL8 4UW https://www.facebook.com/Bainbridge-District-Motor-Club-435697799809788/
Friday 27 th , Saturday 28 th and Sunday 29 th	<i>Halfway Heroes MCC Leathered in Lincoln Rally</i> – Steampunk post-apocalypse bike rally at the Sleaford Rugby Club, Ruskington Road, NG34 8SP (A17-A153) http://www.halfway-heroes.co.uk/LandL.html
Saturday 28 th and Sunday 29 th	<i>Barry Sheene Road Race Festival</i> Oliver’s Mount, Postcode – YO11 2UG – 2 miles south of Scarborough town centre, Signed from A170 and A165 https://oliversmountracing.com/
Saturday 28 th and Sunday 29 th	<i>Motorcycle Social</i> Canal Mills, Brandon Street, Leeds, LS12 2EB – www.motorcyclesocial.co.uk
Sunday 29 th	<i>Nostalgia Show</i> at Beaumanor Hall, Woodhouse, Nr Loughborough, Leicestershire, LE12 8TX. Cars bikes, and commercial pre-1997. Entry fee £5 a vehicle, site opens at 8am. https://www.classicmotorshows.co.uk

AUGUST

Friday 3 rd to Sunday 5 th	<i>The Yorkshire Pudding Rally</i> – Escrick Park Estate, York YO19 6LB, rally organised by Yorkshire MAG http://www.mapevents.co.uk/
Saturday 4 th and Sunday 5 th	<i>Llangollen Motorcycle Festival</i> Royal International Pavilion, Abbey Road, Llangollen LL20 8SW http://www.llanbikefest.co.uk/

Saturday 11 th – Sunday 12 th	<i>Straightliners Round 6</i> Lancaster Raceway, East Kirkby, Spilsby, Lincs, PE23 4DE – www.straightliners.co.uk
Sunday 12 th	<i>Graham Walker Memorial Run</i> 10:00am-6:00pm, veteran, vintage and post-vintage motor cycles of all makes built before 31 December 1940 will be displayed, Beaulieu, New Forest, Hampshire, SO42 7ZN https://www.beaulieu.co.uk/events/graham-walker-memorial-run/
Sunday 12 th	<i>Brackley Festival of Bikes</i> see and hear some of the rarest, fastest, greatest and most beautiful motorcycles and a whole range of other entertainments, 10am to 5pm Tickets are only available on the day at £7.50 proceeds to various charities NN13 7EX http://www.brackleyfestivalofmotorcycling.co.uk
Sunday 12 th	<i>Ilkeston Heritage Classic vehicle show</i> Market Place. Ilkeston, DE7 5QA. Town centre show for pre-1992 Cars and Bikes, show hours 10 am until 4 pm. Food drink and entertainment available. http://www.ilkeston.biz/index.php/heritage-vehicle-show
Saturday 11 th and Sunday 12 th	<i>Saltfleet Gala</i> Saltfleet Sports Field, Louth Road, Saltfleet, Lincs, LN11 7SB. Large village gala with sizable classic bike, car, commercial and agricultural sections for vehicles pre-2000 http://www.saltfleetgalaandcountryfair.co.uk
Tuesday 13 th	<i>Hybrid's Bike Night</i> at the Colsterworth Sports and Social Club, Old Post Lane, Grantham, Lincs, NG33 5PG – food available
Thursday 16 th	<i>IAM Motorcycle Skills Day</i> , Thruxton Circuit, Andover, Hampshire, SP11 8PW https://www.iamroadsmart.com/campaign-pages/end-customer-campaigns/skillsday
Friday 17 th – Sunday 19 th	<i>BMF Dambuster Rally</i> Thorpe Camp Visitors Centre, Woodhall Spa, Tattershall Thorpe, Lincs, LN4 4PL £15 pre-book. www.bmf.co.uk
Saturday 18 th	<i>The Bristol Bike Show</i> , St Nicholas Market, Corn Street, Bristol Old City, BS1 1HT Free Entry. The Bristol Bike Show is a free motorcycle show 07906 877325 www.facebook.com/thebristolbikeshow/
Saturday 18 th	<i>Northants Custom & Classic Bike Show</i> , The Bell Inn, High Street, Little Addington, Northamptonshire, NN14 4BD, OTG: £3 Trophies / Raffle / Real ales / Barbecue / Fine pub food / Superb country roads www.northantsbikeshow.com
Saturday 18 th and Sunday 19 th	<i>Notts Custom Show</i> – NCC Notts custom bike and car show, £5 on the gate, Free bouncy castle, Newark Rugby Club, Kelham Rd, Newark NG24 1WN
Saturday 18 th and Sunday 19 th	<i>Wheelie and Top Speed Event</i> Elvington Airfield, Elvington, North Yorks, YO41 4AU – www.straightliners.co.uk
Tuesday 21 st	<i>Sportsbikeshop Monthly Bike Night</i> , Hereward Close, Kirton, nr Boston, PE20 1QS https://www.facebook.com/SPORTSBIKESHOP.co.uk/
Friday 24 th – Sunday 26 th	<i>OGRI MCC Summer Rally</i> Kemble Airfield, near Cirencester, Gloucestershire, GL7 6BA https://www.ogrimcc.org/ogri-mcc-summer-rally/
Sunday 26 th	<i>International Lincolnshire Poacher Grasstrack</i> , The UK's only 1000m grasstrack, Thorpe St. Peter nr Skegness PE24 4NR - practice starts at 10.30am, racing from 1.00pm to 5.30pm- http://www.superspeedtrack.com/poacher.html
Sunday 26 th	<i>Lizard King Custom Party 6</i> , Origny-le-Sec, North Central France, “ <i>La lizard king custom party 6 est sur les rails, le theme de cette annee une journee autour de la mecanique avec au programme un run le matin avec arret apero , toujours la planche a burn , la musique , des goodies , des becanes plus folles , et nouveaute une moto a gagner a la tombola venez nombreux</i> ” it says here - https://www.facebook.com/events/540290966422151/

Sunday 26th	<i>Hornsea Biker Event</i> Hall Garth Park, HU18 1PA Hornsea 09.00-19.00 https://www.facebook.com/events/132674837455455/
Friday 24 th to Monday 27 th	<i>Asylum Steampunk Festival</i> - Bailgate and Steep Hill, Lincoln, LN1 3AA - https://www.asylumsteampunk.co.uk/
Friday 24 th to Sunday 26 th	<i>Ogri MCC's 40th Anniversary Summer Rally</i> Kemble Airfield, Cirencester, Glos. GL7 6BA £26 pre-book www.ogrimcc.org
Monday 27 th	<i>Fenman Classic Bike Show</i> Wimbotsham, Downham Market, Norfolk PE34 3QH £4 entry on the gate, http://www.fenmanclassic.co.uk/
Monday 27th	<i>Warlocks Mc Scunthorpe 5th Custom Bike & Car Show</i> Foxhills Sports Field DN15 8LH https://www.facebook.com/events/2385943801431662/
Monday 27 th	August Bank Holiday
Friday 31 st – Sunday 2 nd September	<i>Kustom Kulture Blastoff 2018</i> - Lincolnshire Show Ground, A15, Lincoln LN2 2NA - live music, kustom art, burlesque, rockabilly, steampunk and Tiki vendors and tons of traditional & kustom painted vehicles from across the country. https://www.kustomkultureblastoff.com
Friday 31 st – Sunday 2 nd September	<i>Stormin'the Castle Bike Rally and Custom Show</i> Witton Castle. Co. Durham, DL14 0DE https://storminthecastle.co.uk/

SEPTEMBER

Saturday 1st	<i>A Classic Affair 2018</i> 11am to 5pm, Hemingford Pavilion, Manor Rd, Hemingford Grey PE28 9BX classic cars, motorcycles, vintage vehicles and other attractions on display. Live music from a jazz & swing band, delicious food & refreshments and live demonstrations of the Rolls Royce Merlin Engine. Entrance is free, however donations are welcome as all profits will be donated to Magpas Air Ambulance. https://www.aclassicaffair.co.uk/
Monday 3 rd	<i>Hybrid's Bike Night</i> at the Colsterworth Sports and Social Club, Old Post Lane, Grantham, Lincs, NG33 5PG – food available
Friday 7 th – Sunday 9 th	<i>Tiger MCC's 23rd Soggy Moggy Rally</i> Woodgreen Animal Shelter, Godmanchester, Cambs, PE29 2NH www.tigermcc.org.uk
Friday 7 th – Sunday 9 th	<i>Motorbike Women North Rally</i> Woolley Edge Scout Campsite Wakefield West Yorks WF4 2LS – raising money for North West Air Ambulance and Breast Cancer Now - female riders only – www.motorbikewomen.com
Saturday 8 th	<i>Alleykat Club's Biker Bash for the Heart Link Children's Charity</i> Lower Butchery Court, Lincoln, LN2 1JS
Saturday 8 th	<i>Straightliners Round 8</i> Lancaster Raceway, east Kirkby, Spilsby, Lincs, PE23 4DE www.straightliners.co.uk
Saturday 8 th and Sunday 9 th	<i>Festival Of Bikes</i> , the Town Hall Cheltenham GL50 1QA - Customs - Modified Classics - Stunt Show - Burn Ups https://www.thecustomshow.com/the-cheltenham-festival-of-bikes
Saturday 8 th and Sunday 9 th	<i>The Scottish National Road Rally</i> - a rally of the type that involves visiting checkpoints all over Scotland whilst adhering to certain rules and finishing at a final control point before a set time. A Three Nations certificate is available for the very committed who complete all three national rallies. Contact: Colin Pate on colinbpate@yahoo.co.uk

Friday 14 th and Saturday 15 th	<i>Leeds custom and classic bike show</i> New Inn, Eccup, Leeds. https://www.facebook.com/LeedsCustomAndClassicBikeShow/
Friday 14 th – Sunday 16 th	<i>Hybrids MCSC Rally Part Deux</i> - at the Colsterworth Sports and Social Club, Old Post Lane, Grantham, Lincs, NG33 5PG £20 pre-book cheque payable to Hybrids MCC and an SAE to Julie Moor, Woodlands Waters, Willoughby Rd, Ancaster, Lincs, NF32 3RT
Friday 14 th – Sunday 16 th	<i>NSRA Hot Rod Drags at Santa Pod Raceway</i> Airfield Road, Podington, Northants, NN29 7XA – www.santapod.com
Monday 17 th	<i>Hybrid's Bike Night</i> at the Colsterworth Sports and Social Club, Old Post Lane, Grantham, Lincs, NG33 5PG – food available
Friday 21 st – Sunday 23 rd	<i>Cernunnos MCC's 18th Mabon Rally</i> Location TBA Tickets £10 cheque payable to Cernunnos MCC. 7 Blacksmiths Way, Hartwell, Northants, NN7 2HY – www.cernunnos-mcc.org
Sunday 23 rd	<i>Ride to Save Lives 2018</i> The 62-mile route starts at Newark Showground at 11am travelling through rural villages in Lincolnshire and Nottinghamshire. Returning to Newark Showground around 1pm, you can grab some lunch and have the opportunity to meet the helicopter crew who plan to fly in around 1.30pm. The £12.50 entry fee goes to the Lincs & Notts Air Ambulance - http://www.ambucopter.org.uk/ride-save-lives-2017-2/
Sunday 23 rd	<i>Normous Newark Autojumble</i> Newark Showground, Drove Lane, Winthorpe, Newark, NN7 2HY www.newarkautojumble.co.uk
Saturday 29 th and Sunday 30 th	<i>Straightliners Round 9</i> York Raceway, Seaton Cross, North Yorks. YO42 4SS www.straightliners.co.uk
Saturday 29 th and Sunday 30 th	British Historic Racing. Cadwell Park Louth (LN11 5SE). Everything from Vintage machines to 1980's Superbikes. www.britishhistoricracingclub.co.uk

OCTOBER

Sunday 7 th	Auto 66 bike hill climb championship finals. Oliver's Mount, Scarborough, North Yorkshire, YO11 2YW Tel: 01723 373000 https://auto66.com/
Sunday 7 th	Shuttleworth Race Day, Shuttleworth Museum, Old Warden Aerodrome, Hill Ln, Biggleswade SG18 9EP http://www.shuttleworth.org/events/raceday/
Saturday 13 th & Sunday 14 th	The 24th Carole Nash Classic Motorcycle Mechanics Show, Stafford Showground Ltd, Weston Rd, Stafford ST18 0BD http://www.staffordclassicbikeshows.com/
Sunday 21 st	<i>Normous Newark Autojumble</i> Newark Showground, Drove Lane, Winthorpe, Newark, NN7 2HY www.newarkautojumble.co.uk
Saturday 27 th – Sunday 28 th	Auto 66 Sidecar Bash – Cadwell Bonanza - Cadwell Park Circuit Louth, Lincolnshire LN11 9SE, Tel: 01507 343248 https://auto66.com/








TRADE DIRECTORY

Support our local bike businesses. If you know a good local bike business, send details for inclusion to chainlinks@uwclub.net

	RWH Motorcycles Ltd, Repairs, servicing, tyres, MOT, wheel building http://rwhmotorcyclesoflincoln.co.uk/
	Customised motorcycle seat re-covering / re-trimming service, altering trike and motorcycle seats http://edblade.simpl.com
	Cylinder rebores, valve guide replacement, bespoke repairs, bearings http://www.nrsec.co.uk/
	MOT testing, repair and servicing for all makes and models of bikes, trikes, scooters, mopeds and quads http://www.skmotorcycleslincoln.co.uk/
	Online and showroom retailer of motorcycle helmets, clothing, parts & accessories. https://www.sportsbikeshop.co.uk/
	Triumph and Yamaha Main Dealer in Lincolnshire. http://www.webbsoflincoln.co.uk/
	Control and drive cables made from a pattern, drawing, or to fit your bike, ultrasonic carb cleaning, thread repair inserts fitted for spark plug and other threads. http://www.carrotcycles.co.uk
	Musgrave & Co Tools 5 Clasketgate, Lincoln, LN2 1JJ Phone: 01522 527088
	Colin Willoughby Motorcycles Grange Lane North Scunthorpe North Lincolnshire DN16 1DE Phone: 01724 853300 https://colinwilloughbymotorcycles.co.uk/

THE QUEST FOR CAKE

One of the joys of observed runs is a stop for feedback, cocoa and buns. If you know a good local café, send details for inclusion to chainlinks@uwclub.net

		<p>Wickenby Cafe is based in the Control Tower at Wickenby Aerodrome. There is also a museum upstairs which tells the story of RAF Wickenby during WW2. Bike Night - Wednesdays until end of September. https://www.facebook.com/groups/495019267369270/about/</p>
		<p>Three Kings Inn, Saltersway, Threackingham, Sleaford NG34 0AU. It says here: <i>"a quintessential old English pub in traditional style with a balanced mix of local patrons, diners and tourists, creating an ambiance and atmosphere where everyone feels welcome and comfortable."</i> The MG car club meets here http://www.thethreekingsinn.com/</p>
		<p>Lincoln Bowl - Washingborough Road, Lincolnshire, Lincoln LN4 1EF. Lincoln's premier bowling centre also has a café attached. Ample parking.</p>
		<p>Mount Pleasant Windmill Tearooms & True Loaf Bakery Ltd, 6 North Cliff Rd, Gainsborough DN21 4NH noted for stoneground organic flours, which are sold in their delightful tea room. http://www.visitnorthlincolnshire.com/item/mount-pleasant-windmill/</p>
		<p>Sentry Post Snack Bar Sleaford Road A15, Lincoln LN5 9FG, England +44 7540 752432 – opposite the Waddington Avro Vulcan and adjacent to the Waddington Aircraft Viewing Enclosure (WAVE) for a friendly welcome and notable bacon butties.</p>
		<p>Daisy Made Ice Cream Lincoln Rd, Skellingthorpe, Lincoln LN6 5SA - Small farm with a coffee shop serving homemade ice cream, animals to pet, crazy golf and play area. http://www.daisymadefarm.co.uk/</p>
		<p>Pennells Garden Centre, Newark Road, South Hykeham, Lincoln LN6 9NT – this is family owned business established in 1780 and has a large restaurant and tons of parking. Popular as a debrief point for those undergoing compulsory driver training (so I'm told) http://www.pennells.co.uk/lincoln/</p>