

ChainLincs

THE NEWSLETTER OF



Lincolnshire
Advanced Motorcyclists



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



With listings for over one hundred motorbiking events near and far

September

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

Webmaster Mick Smith Email: mick.carron@btinternet.com



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 October 2018.

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

EDITORIAL



This month

The cover picture is from Paul Samples' iconic Ogri cartoon (merch available from <https://teamogri.bigcartel.com/>) as our thoughts turn to maintenance after those long hot summer rides.

The Met Office is set to confirm 2018 as the hottest UK summer on record, with a mean temperature over the last three months of 17.2°C, beating 1976 which had an average of 17°C for the same three months.

If there is anything that you particularly like or dislike about the newsletter, 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

August bank holiday Monday already and just remembered I need to write this in time for next month's edition of ChainLincs! We are down to the last few members who have not returned their GDPR date consent forms. Some of those have not renewed their membership (Group or/and IAM) but the remainder will receive a letter from John with a form in to just sign and send back. If you are one of those please return the form. Many thanks.

A quick reminder that the idea of the monthly Sunday morning Observed ride is for members to come along and keep a check on their skills by riding in a small group with an Observer in attendance to offer tips and advice. I have found this a great way to keep on top of the skills I learnt in 2009. Social rides can be arranged at any other time. If you don't feel that you want your riding skills continually assessed by riding in a Group with Observers then there may be others that feel the same way and you can take another group on a 'social' run. As far as I am concerned the Observed ride is still social but with the important skills element. Septembers Group Observer ride is from the leisure centre in Brigg on 9 Sep leaving at 0930hrs. There was nothing on Facebook and nobody has mentioned Augusts ride so no idea how many turned up.

The new members keep on coming and we had another five in August. Big welcome to Harry Atkinson from Epworth, Tomasz Kania from Bourne, Keith Smith from Branston, Andy Hawken from Theddlethorpe and Richard Furness from Horncastle. Hope to meet you at a ride or social meeting sometime soon.

As well as five new members there has been five test passes as well. Congratulations to Stuart Eakin, Matthew Marrett, David Taylor-Lennox, Phil Gilbert and Graeme Hamill (F1rst). Huge well done to your observers Kev Smith, Ross Glover, Ian Firth, Jerry Neale and Simon Battram. Great result for Simon as Graeme was his first pass as an Observer. One final congrats this month to Ross Glover who recently passed his National Observer (NO) qualification and got a distinction in his Masters test— excellent result Ross, well done.

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.

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).

Thanks once again to Nick for putting together this edition of ChainLincs. Finally, it is still my intention to stand down as Chairman at the AGM in November. It would be great if somebody could throw their hat into the ring and offer to take this role on. Short and sweet from me this month. Hope to see you all soon.

Mick

MEMBERSHIP UPDATE

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

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

Member	Observer
852 Harry Atkinson	Ian Morrison
853 Tomasz Kania	Phil Niner
854 Keith Smith	Ross Glover
855 Andy Hawken	Kev Hewson
856 Richard Furness	Morris Howe
857 Arun Koottungal Swaminathan	Jerry Neale

There are five test passes to report since the previous newsletter listing plus Laurence Dowson who was mistakenly omitted from the newsletter last month. Congratulations on your success and a big thank you to your Observers.

Member	Pass Date	Observer
Laurence Dowson	18 June	Ken Rose
Matthew Marett	7 August	Ross Glover
David Taylor-Lennox	9 August	Ian Firth
Philip Gilbert	10 August	Jerry Neale
Graeme Hamill	25 August	Simon Battram
Paul Dudhill	30 August	Malcolm Heaton

The group membership is currently comprised as follows:

Full Members	117
Associate Members	31
Total Group Membership	148

The newly introduced General Data Protection Regulations (GDPR) have impacted on how we manage and use member's 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.

At the August committee meeting it was decided that 20 September would be the cut-off date after which no further communication will occur with those who have failed to return a GDPR Member Contract.

This includes the sending of the group newsletter and also the sending out of paperwork for the renewal of group membership when due.

That's all for this month, ride safely:

John Cheetham

ACTIVITIES

Coping with bends and hazards

Roland Johns dateline 1st August 2018



Enjoyable ride out with Paul H last night.
Bends and hazards!

Best job in the world?

Roland Johns dateline 6th August 2018



Thanks to Nick Callinswood for an excellent insight into the life of a fighter pilot tonight, amazing career!

Two pre-meet rides over the Wolds with Roland and Ian Morrison leading two groups of 9....Great turn out! Congratulations to Adrian Hogg, Gary Johnson First, Anthony Wilkinson and James Taylor who received their test certificates and tee shirts! Congratulations go to their Observers too.

Through Nick Roland is arranging a Coningsby base visit soon, so watch this space!

Check ride

Malcolm Heaton dateline 12th August 2018



Good solid ride from Paul, with a check ride the day after with Ken Rose.

Excellent ride

Roland Johns dateline 15th August 2018



Excellent ride today with David A Holmes, with big improvements all round!

Mostly a nice day for it...

Paul Dudhill dateline 17th August 2018



Nice day for a lesson with Malcolm Heaton.

Malcolm writes "out with Paul Dudhill got his test on the 30 Aug ,so just keeping everything and Paul in the zone for a pass, full member Paul Copse came along for the ride, on the way we saw a biker down on Barrow road just happened ,head on collision by the looks off it ,the bike disintegrated, there were two nurses in a ditch working on him while the emergency services got there, not the best way to start a ride"

Pre-observer training

Malcom Heaton dateline 19th August 2018



Out today with Alan Knight on a Pre Observer training ride, Alan did very well ,especially staying close to me through Hull city centre ,with filtering and the use of bus lanes, well done Alan!

Pre-observer training

Simon Battram dateline 19th August 2018



Been out with Graeme for a polishing run today. Ventured into Malcolm Heaton Country. Went across the Humber Bridge. Ken R shuddered at the thought of it. To many memories I suspect? 😊 Set off from Laceby and stopped at the Seaways Cafe for food and debrief. A very good solid ride. Just a small tweek, followed by a very good run home. Well cemented all the bits of observer rides. Brilliant ride out day, WELL DONE. ready for your test..... Go

Great improvement

Roland Johns dateline 20th August 2018



Much improved ride from Ian Glastonbury today, lots of discussion on anticipation and planning. It's all coming together, well done...keep up the practice! Got enough beans for a free MacDonalds coffee now! 😊😊

Getting perspective

Roland Johns dateline 20th August 2018



Ian Glastonbury writes "I look small because I am far away. Roland notes "an optical illusion, I am 7ft 1in".

Slow Riding Practice

Roland Johns dateline 22nd August 2018



Jerry Neale writes "So there I was on the daily commute and Observed the empty car park, it was too good of an opportunity to pass by. It was calling to me like fresh snow that needs to be walked on! Nice 5 minutes of slow riding practice, failed to Observe the famous paparazzi known as Roland Johns lurking at the cafe, tea in hand, I should have known that not a lot gets by his keen Observing eye when on his patch!"

Road Trip

Matt Chapman dateline 22nd August 2018



Had a road trip yesterday for Medical appointment in Droitwich Worcestershire and then back to my Son's overnight in Lutterworth. Returning home this morning, around 280 miles travelled. This included the M6 heavy road works Coventry to Birmingham NEC followed by the M42 at rush hour. Encompassed all my newly polished riding skills and around 12 miles of careful filtering / slow riding that I needed for what is hopefully my final session with Ken Rose next week. I think if all goes well he hopes to pass me on to "Jerry" for a pre test check. I have to say after 51 years of doing my own thing that the whole experience of Road safe / IAM has proved to be thoroughly challenging and rewarding. Plus of course great companionship from my observer and you other guys.

Out for a day with the police

Simon Battram dateline 21st August 2018



Been out for "a day with a Police rider."

Some of you may know our serving officer, Aidey.

Two of us rode with the watchful eye of Aidey. Stephen made up the group. He came from Sheffield and is about to start his LO training. Great day out and good rides from us both. 119 miles and 5 hours with the police rider Inc. debriefing.

This service was provided by Lincolnshire Road Safety team and is FREE.

Bookings now for 2019.

Thank you to all involved and in the background. 👍👍😊

Andy's Charity Run

Simon Battram dateline 25th August 2018



Been out this morning to check over the St Andrews Charity ride out from Willingham Woods for next Sunday 2nd September with Sue and safe rider Froggy.

We found some pot holes on the way into Redbourn...

Graeme gets a first

Simon Battram dateline 25th August 2018



Whilst out on our run today, got a message that associate Graeme H has passed his IAM test today. The results are in and..... It's a FIRST! Well done that man. Let the learning continue.

👍👍😊

The picture is from our last ride to Driffild where Graeme rode a mirror ride for me.

It showed he was ready. Enjoy the moment Graeme. 😊

Benefit of local knowledge

Malcolm Heaton dateline 25th August 2018



Lost the associate when down towards the river Humber to a deadend followed by Simon Battram trying to catch him. I went to the café. There is a lot to be said about local knowledge. All united again after their run to Barton point.

Simon writes “Stopped for debrief and a brew at The Honey Pot cafe, Barton.

Malcolm Heaton joined us as tail end Charlie.

What a birthday present for Malcolm..... A ride out with me. Oooh HAPPY BIRTHDAY Malcolm. Enjoy the rest of the day



Observers ride out

Malcolm Heaton dateline 29th August 2018



A very lively debate on the Observer ride out. Practicing overtakes, John Harrison did not want to be in picture - GDPR and all that...

Congratulations

Simon Battram dateline 29th August 2018



Greatful thanks to Ken R, Malcolm Heaton and John H for all their helpful advice and mentoring. Also, thanks to all involved at The Lincolnshire Advanced Motorcyclists Group for their continued support and sponsorship 👍😊

DIARY OF EVENTS

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

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

Ancholme Leisure Centre, Scawby Brook, Brigg, DN20 9JH South side of A18

Willingham Woods Picnic Site, LN8 3RQ 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.

A note from Chairman Mick on getting the monthly meetings:

As some of you may be aware there are roadworks in Middle Rasen near the Nags Head from this Monday 3 Sep until sometime in the middle of October.

There are diversions in place around Middle Rasen for through traffic. Residents will still have access and I can't see why we should have a problem getting to the pub but there will no doubt be lots of road closed signs and possibly temporary traffic lights.

Looking at the map in the item below it seems access from the east (Grimsby, MR) will be easier than from the West (Lincoln, Gainsborough) as the roadworks seem to be mostly to the west end of the village.

This link takes you to the Lincs County Council website item about the works <https://www.lincolnshire.gov.uk/news/a46-diversions-in-place-for-vital-flood-protection-works/132928.article> .

Hopefully you will still be able to get there okay this coming Monday and for the meeting in October.

Cheers

Mick

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
Wednesday 3rd	Following on from our recent talk by Nick Callinswood he has kindly offered to give us a close-up tour of his Typhoon on the base. A rare opportunity for us (especially in this RAF centenary year) so let's grab it! It has to be a workday I'm afraid but I have given you as much notice as I can. Please let Roland Johns know asap if you can come along and supply your bike make and model / reg no. You will need photo ID to get on base. Suggest a voluntary contribution of £10 per bike, money raised will be donated to the RAF Benevolent Fund. More details will be posted nearer the time.
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 8.00pm,	Monthly evening meeting, Nags Head, Middle Rasen, LN8 3JU (A631) at 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

JANUARY

Monday 7th 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

Wednesday 9th Ride to the Triumph Factory Visitor Experience, Hinkley – this is the new
museum. Free Entry.
Meet at Newark Friendly Farmer by the petrol station, junction of A46 / A17 to
leave at 10.00am.
Details: Dave Hall 01522 274989

Sunday 13th Group Observed Run - Willingham Woods Picnic Area near kiosk
Meet 11.30am for prompt 12.00am start

Wednesday 30th

FEBRUARY

Monday 4th 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 10th Group Observed Run - Hartsholme Country Park café area
Meet 9.30am for 10.00am prompt start

Monday 18th Committee Meeting, Nags Head, Middle Rasen. Prompt start at 7.45pm

Wednesday 27th

MARCH

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

APRIL

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 - Willingham Woods Picnic Area near kiosk
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)

MAY

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JUNE

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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
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AUGUST

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PLEASE NOTE there is no Observers meeting this month

OTHER BREAKING NEWS

Midlife motorcycling injuries rise

Kat Lay Health Correspondent

Along with the ponytail and embarrassing attempts to impress younger women, the motorbike is a classic sign of a midlife crisis.

However, a leading surgeon has warned that middle-aged men should be cautious when pulling on their leathers as hospital admissions of over-50s with motorcycle injuries have risen 65 per cent in a decade.

Daniel Redfern, a consultant in trauma and orthopaedics at Lancashire Teaching Hospitals NHS Trust, said it had been "another summer of awful accidents" as he highlighted the life-changing impact of injuries in motorbike crashes.

He said: "When you're on call and you meet someone for the first time who has been badly injured in a motorbike accident, you know you are going to be seeing them for months, maybe even years. Those first conversations are very difficult to have.

"They believe they will be restored to how they were and back on their bikes within a very short period of time. You

know that's not possible. You are also aware that they are likely to endure long-term, possibly permanent pain and disability, poorer career prospects, even an effect on their ability to enjoy a family life."

Statistics from NHS Digital released today show that people aged 20-29 are most likely to be admitted for motorcycle-related injuries. There were 2,992 hospital admissions in 2016-17 for motorcycle riders with injuries in that age group, an increase of 19.7 per cent on the 2,499 in 2006-07. The vast majority were men.

Mr Redfern, who is also regional director of the Royal College of Surgeons for the northwest, said: "We've treated patients with injuries that have threatened their limbs, as well as spinal fractures and spinal cord injuries resulting in full or partial paralysis.

"Young men and women are disproportionately affected by motorbike accidents. It is tragic that people die in these accidents."

However, he said, he has also noticed a rising trend in injuries among men in their 50s. Hospital admissions for

people aged over 50 with a motorbike injury have increased from 1,320 in 2006-07 to 2,183 in 2016-17.

"If a car driver and motorcyclist both have a collision at 30mph, it is unlikely the motorcyclist will walk away from the accident," he said. "The safety cage of a car provides protection. I don't think motorcyclists or car drivers appreciate how vulnerable a motorcyclist is until they are involved in an accident. They will be that much worse injured.

"I urge drivers to be aware of motorcyclists when they are out on the roads and implore motorcyclists not to take unnecessary risks."

The total number of motorcycle-related admissions has fallen slightly over the past decade, from 10,717 in 2006-07 to 10,073 in 2016-17. Injuries among under-19s and those aged 30 to 49 have dropped by between 20 and 40 per cent.

The Royal College of Surgeons said that laws introduced in January 2013 which prevent people under 24 from riding the most powerful motorbikes could be driving the decrease in admissions in under-20s.

News courtesy of Ian Firth - see also <https://www.thetimes.co.uk/edition/news/midlife-motorcycling-injuries-rise-sv83jp87g>

RAMBLING ON

Another article by Ken Braithwaite that has been printed in the Newsletter over the past years, here reprinted again, it is just as relevant today as it was when it was first printed; this one is from July 87.

RoadCraft - Riders Signals

Signals are the means by which riders warn other road users of their intentions and presence. They are the language of the road. If they are to be understood they must be as illustrated in the Highway Code, to be of any use they must be given clearly and in good time. I do not propose to go into a long discussion on this subject or to reproduce what is in the chapter after the paragraph, but rather look at the common faults relating to the subject.

1. **No signal at all.** We do not give signals if there is nobody there to benefit from that signal, but in order to employ this principle, our constant sequence of observations must be perfect, so that we are sure that there is nobody there. For the purpose of learning the arts and mysteries of roadcraft as associates, the signals must always be there for the benefit of the guidance rider. Likewise, when on test, they must be there for the benefit of the examiner. You may not be doing what you have been told to do, turning when you shouldn't or not turning when you should. The guidance rider/examiner needs to know.
2. Where there is **a need for a signal**, it must be the correct signal as in the Highway Code. Many of the hand signals have been replaced by mechanical signals, notably the turn signals. However, there are times when these mechanical signals need to be confirmed by a hand signal. The left indicator can mean I intend to move to the left or stop on the left. We can confirm which of these it is by a hand signal if appropriate, a slow-down signal will help to confirm an intent to stop on the left, and a left arm signal will confirm to turn left.
3. **When the manoeuvre has been completed**, cancel the signal. A man died in Scunthorpe this month when riding along a major road and left his left indicator flashing from his last turn. A lorry driver waiting to emerge from the left, saw the signal, expected the rider to turn and pulled out. The man ran straight into the side of the lorry and was killed. We can say what we like about the lorry driver, how he should have waited until he was sure of the man's intentions, but when we are looking at self-preservation among other road users whose levels of road craft are of unknown qualities, we must be sure that we never do anything which is going to be misleading to others.
4. Many of you have heard me say that a **flashing indicator on another vehicle** means that it is working. Likewise, an indicator that is not flashing is not working. What I mean by this is that we must always expect the unexpected. A vehicle signaling may or may not turn. A vehicle not signaling may or may not turn.
5. Finally, **one signal that is not in the Highway Code** is the one that says "Thank You" to another road user that has shown good manners or a degree of courtesy towards you. Use it whenever possible. It will make other road users feel good and encourage them to adopt a restrained attitude towards their driving.

Ken Braithwaite.

RoadCraft - Positioning

The introduction to this subject is well described in RoadCraft on page 44. The system of motorcycle control requires at feature 1, that the machine to be in the correct position at the approach to any hazard. A good rider is always in the correct position on the road, not only when an obvious hazard is present, but at all times. Correct positioning enables the rider to obtain the best possible view of the road ahead and increases his margin of safety in relation to the actual and potential dangers around him. **Positioning** is related to many aspects of riding.

Safety Position.

This may be defined as the safest position for a motorcycle to occupy on a road in relation to the actual or potential dangers existing at that moment. We have talked about the application of the system in our riding and the use of those parts of the system required in particular circumstances. The use of feature 1 is the most used, as it is an ongoing part of planning to our riding along. The end result of this planning and use of feature 1 Course is the achievement of the **Safety Position**.

Following Position.

Only a fool breaks the 2 second rule. That is to say when following another vehicle. We should keep a 2 second gap between us and the vehicle in front. To gauge this gap, we watch the vehicle in front pass a particular point, a lamp post or a mark on the road and then we should count 2 seconds before we pass the same mark by keeping at the proper distance from the vehicle in front, the rider will gain the following advantages.

1; He will be able to maintain a good view, which can be increased along the nearside or offside by a very slight deviation, so that he is always aware of what is happening in the immediate vicinity.

2; He can stop the motorcycle safely in the event the preceding driver braking firmly without warning.

3; He can extend his braking distance so that the following driver is given more time to react.

4; He can move up to an overtaking position when it is safe to do so.

In the '78 publication of Roadcraft the 'Overtaking Position' is not mentioned in chapter 5 Positioning, but it is in the earlier '73 edition, which also has 6 full page diagrams on the subject, these speak volumes on positioning, which is sadly missing in modern publications. In the later editions of Roadcraft it does refer to the position.

Overtaking Position

When you have identified an opportunity to overtake, you should move into the overtaking position. This is closer to the vehicle in front than the following position and you should only use it in readiness for overtaking. This is the closest position to the vehicle in front that is consistent with the hazards and that gives an adequate view of the road ahead. **It is not possible to define this position exactly:** it depends on an awareness of the possible dangers, good judgement and experience. Generally, position your machine towards the offside rear corner of the vehicle in front. Avoid sitting in the blind spot of any vehicle you intend to overtake. If a hazard comes into sight, consider dropping back to the following position until the hazard is passed.

Stopping

Finally, back to the old blue book, when because of traffic conditions or obstructions of any kind it is necessary for the rider to bring their machine to a halt they must give thought to their next manoeuvre and position their motorcycle so that they can carry out that manoeuvre with the minimum inconvenience to themselves or other road users and the last words on the subject.

Parking.

You must plan your parking so to not cause any inconvenience or danger to others and within the rules on waiting and parking. Plus, park with the thought of your departure from the parking place.

Compiled by *John Harrison*

OBSERVERS AND ASSOCIATE INFORMATION

Continuing with the Observer's four months of on bike training in August, saw three groups from around the county working on different aspects of the Observer skills set for the monthly meeting. The three groups finished their on-bike training at The Nagg's Head, Middle Rasen, for a team de-brief and coffee. Thanks for the time, commitment and enthusiasm from all who could attend the

evening, and the Nagg's Head for looking after us.

This month the Observer team would like to congratulate Ross Glover on his successful completion of the IMI National Observer qualification. Ross also went on to take the IAM Masters course and passed with a distinction.

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 taking 5 minutes to have a chat with Ross about the IAM Roadsmart Masters course.

Please note that we have a new venue for the Observers meeting from September:
Emprocom, Bridge House, Scothern lane, Langworth, Lincoln, LN3 5BH

Practice, Practice, Practice!

To become proficient as an Advanced rider it is important that you continue to practice your Advanced riding skills. This is relevant at any level, Associate, Full member, Observer, Fellow, Masters, the learning never stops. On your next ride out take time to self analyse your ride. Ask yourself, am I riding at an Advanced level? Could I have done something different to improve my ride? Where is my vision? Use your eyes to build up a picture of what is happening all around you, as far as you can see, in every direction. The best way to build up this picture is to use your eyes in a scanning motion which sweeps the whole environment: the distance, the mid-ground, the foreground, the sides and rear. You might find that there is some room for improvement.

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This month's tips are from Ken Rose, regarding braking technique.

BRAKING

I have noticed recently that there seems to be a misunderstanding regarding the rules of braking. Some think that it's alright to adopt the racing method by trailing the brakes into a corner. This is OK for Valentino Rossi and his GP and SuperBike pals, but not for riding on the dubious highways of Great Britain.

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

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

achieve this and even just selecting a lower gear may be sufficient.

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

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

Bearing this in mind the following rules for braking should be observed. Brake when travelling in a straight line and the machine is upright, using both brakes in conjunction with the gearbox. This means you must brake in plenty of time for whatever hazard you are approaching, this will avoid secondary braking.

Vary brake pressure according to the road surface and weather conditions. Brake firmly on a coarse firm and dry section of road and reduce brake pressure on loose or slippery surfaces. This calls for continual observation and appreciation of the roads surface.

When descending a steep winding hill, maintain firm braking on straight stretches, easing off in the bends. If in an emergency you must brake on a bend use the rear brake only, but as lightly as possible. Remember the value of engaging a low gear at an early stage in the descent.

Avoid using the front brake when the machine is banked over, turning, on wet cambered surfaces or where the surface is loose, greasy, icy, highly polished or covered with leaves.

On a good dry surface, and for straight ahead braking, the distribution of the total braking force applied for a given situation and to obtain the minimum stopping distance is about 75% to the front wheel and 25% to the rear. On an otherwise good road surface that is wet maximum deceleration is achieved with a distribution of 50% front 50% rear. A lot of modern machinery takes care of this for us with linked braking systems. Anti-Blockier System (ABS) (see <https://www.youtube.com/watch?v=ill9KAulsXM>) is not an aid to braking, but to steering as it is impossible to change the direction of a locked wheel. ABS, by repeatedly releasing the wheel just as it approaches lock-up avoids the wheel locking up and therefore a skid, this enables the motorcycle to be steered.

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

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

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

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

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

Ride safe:

Ken Rose

(class 1 Police M/C) IAM Observer 20 years Local Observer Assessor

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 \(kevtturner59@sky.com\)](mailto:kevtturner59@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	£
PAYMENT MUST BE RECEIVED WITH ORDER						

OTHER EVENTS



SEPTEMBER

- Saturday 1st *A Classic Affair 2018* 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 3rd *Hybrid's Bike Night* at the Colsterworth Sports and Social Club, Old Post Lane, Grantham, Lincs, NG33 5PG – food available
- Friday 7th – *Tiger MCC's 23rd Soggy Moggy Rally* Woodgreen Animal Shelter, Godmanchester, Cambs, PE29 2NH www.tigermcc.org.uk
- Sunday 9th
- Friday 7th – *Motorbike Women North Rally* 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
- Sunday 9th
- Saturday 8th *Alleykat Club's Biker Bash for the Heart Link Children's Charity* Lower Butchery Court, Lincoln, LN2 1JS
- Saturday 8th *Straightliners Round 8* Lancaster Raceway, east Kirkby, Spilsby, Lincs, PE23 4DE
www.straightliners.co.uk
- Saturday 8th and *Festival Of Bikes*, the Town Hall Cheltenham GL50 1QA - Customs - Modified Classics -
Sunday 9th Stunt Show - Burn Ups <https://www.thecustomshow.com/the-cheltenham-festival-of-bikes>
- Saturday 8th *The Scottish National Road Rally* - a rally of the type that involves visiting checkpoints all
and Sunday 9th 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
Monday 17 th	<i>Andy's 17th Annual Motorbike Run</i> Charity fundraiser at Willingham Woods, 11.00am 01472 571265 for further information.
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, Northhants, 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/
Friday 21 st to Sunday 23 rd	<i>Bikers Weekend</i> , Anglia Motel, A17 Washway Road, Spalding, Lincs PE12 8LT We are putting on a special Bikers weekend in September to say a special thank you for your support to the Veterans events during this year. Cost will be £10 for the weekend including a pitch fee for camping, various entertainment throughout the weekend including music from the 40's 50's and 60's. Please book in advance by emailing Harold at reception@angliamotel.co.uk
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
Sunday 30 th	<i>Distinguished Gentleman's Ride</i> , Hull, Don your cravat, tustle your tie, press your tweed, and sit astride your classic or vintage styled motorcycle to raise funds and awareness for men's health, specifically prostate cancer and men's mental health. https://www.gentlemansride.com

OCTOBER







Wednesday 3 rd	<i>Coningsby Base Visit</i> - Following on from our recent talk by Nick Callinswood he has kindly offered to give us a close up tour of his Typhoon on the base. A rare opportunity for us (especially in this RAF centenary year) so lets grab it! It has to be a workday I'm afraid but I have given you as much notice as I can. Please let me know asap if you can come along and I need your bike make and model / reg no. You will need photo ID to get
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on base. Suggest a voluntary contribution of £10 per bike, money raised will be donated to the RAF Benevolent Fund. More details will be posted nearer the time.

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

	<p>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.</p> <p>http://www.carrotcycles.co.uk</p>
	<p>Musgrave & Co Tools 5 Clasketgate, Lincoln, LN2 1JJ</p> <p>Phone: 01522 527088</p>
	<p>Colin Willoughby Motorcycles Grange Lane North Scunthorpe North Lincolnshire DN16 1DE</p> <p>Phone: 01724 853300</p> <p>https://colinwilloughbymotorcycles.co.uk/</p>

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.</p> <p>Bike Night - Wednesdays until end of September.</p> <p>https://www.facebook.com/groups/495019267369270/about/</p>
	<p>Three Kings Inn, Saltersway, Threkingham, 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>
		<p>Clayton's Corner Main Street, Howsham, Market Rasen, LN7 6JZ - a favourite, lunch can be sandwiches which come with salad, crisps and homemade coleslaw. There is also hot food on the menu and a selection of homemade cakes and pastries. The staff are welcoming https://www.facebook.com/Claytons-Corner-Cafe-350859448434765/</p>
		<p>Café Mews - Whether it's a hearty home cooked breakfast or a tasty warming soup you're craving our fully home cooked menu, utilising the best the local area has to offer, is guaranteed to fill the hole in your belly and warm your heart.</p> <p>Coffee Mews Ltd, A18, Melton Ross, North Lincolnshire, DN38 6AB, 01652 245001 email: contact@cafemews.com</p>
		<p>The Seaways Cafe welcomes all bikers, lorry drivers, walkers, cyclists, holiday makers and anyone else who wants a trip to a brilliant café. Telephone: 01377 288203 Opening times: 8 am – 4 pm daily Location: Fridaythorpe, East Yorkshire, YO25 9RX</p>
		<p>The Honey Pot Café Maltkiln Road, Waters Edge, Barton-upon-Humber DN18 5JR, UK</p> <p>Sit on the jetty to eat - over looking the lake full of wildlife. Great food and prices and very nice staff.</p>