

ChainLincs

THE NEWSLETTER OF



Lincolnshire
Advanced Motorcyclists



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



October

2018

GROUP COMMITTEE MEMBERS

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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 November 2018.

Please provide any copy to the editor, by **25 November 2018**

at the latest, although, the earlier the better.

EDITORIAL



This month the cover picture is courtesy of David Ayres. This picture of the observers meeting was taken from the end of the room so as to show the logo of Ross' company who are kindly letting us use their conference room.

There is a bumper crop of contributions this month. Keep 'em coming...

If there is anything that you particularly like or dislike about the newsletter, I would be glad to hear from you.

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

Well, it looks like winter is here! Awesome, a chance to get out on the bike and hone the skills in more challenging conditions. It looked bright and sunny this morning, but I had only gone a few miles when I realised I was heading towards a bit of a shower which became frequent showers although I did get back before the hail storm hit! On the down side my 15yrs year old Hein Gericke winter gear is starting to develop little problems, the main one of which is the chance of a soggy bottom. I might have to go shopping for some new kit soon.

Anyway, welcome to this month's ChainLincs and huge thanks to Nick for putting together another great edition.

The annual Barrie Heath quiz took place on 24 Oct in Scunthorpe. As last year's winners we were the 'hosts' but as we held it at the Scunthorpe and Grimsby normal meeting place all we really did was prepare the quiz. I say we, but it was all Phil Niner, he prepared the quiz and was the quizmaster for the evening. Many thanks to Phil, great job. The Scunthorpe and Grimsby Group narrowly beat the Lincoln Car Group, so the quiz will be in Scunthorpe again next year. Thanks to the members that came along to support Phil and the other teams.

Only one new member this month, welcome to Andy Brookes from Brigg. Hope you enjoy your advanced rider training Andy and look forward to meeting you at a social meeting or ride out. (See Diary of Events).

Only two test passes this month, congratulations and well done to John Pittock and Ann Cozens. Great job as always from your Observers Phil Niner and Alison Millington. Local Observer Simon Battram also passed his Fellow Requalification with a F1rst, well done Simon.

From what I could see on Facebook there was a great turn out for Octobers Group ride at Willingham Woods. Hope you all enjoyed the rides led by Simon, Ken and John. Novembers Group Observed ride is on 11 Nov from Hartsholme Park in Lincoln. As winter approaches we slip the times a little for the rides so leaving at 1000hrs. Get there early if you want a brew first. Hope some can make it even though it is Remembrance Day – Lest we Forget.



After a couple of false starts Jerry Neale finally took his National Observer qualification recently passing with flying colours. Wee done Jerry. If you fancy being an Observer come along to an Observer meeting. Observer meetings during the Winter months are held at Emprocom Ltd, Bridge House, Scothern Lane, Langworth, LN3 5BH. If you need more details, please give Jerry Neale a ring on 07412 935333

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 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 . Seven members of the Group have now signed up.

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).

Hope to see you all soon

Mick

Annual General Meeting

LINCOLNSHIRE GROUP OF ADVANCED MOTORCYCLISTS

(registered charity 1049955)

Unapproved Minutes of the 32nd Annual General Meeting

5 November 2018

The Nags Head, Middle Rasen

PRESENT:

Mick Smith (chair), Phil Niner, Kev Turner, Kev Hewson, Will Field, Jon Cozens, Neil Roberts, Simon Battram, Ken Rose, John Harrison, Dave Hall, Jerry Neale, Ken Mulholland, John Wigmore, Paul Dudhill, John Pittock. Nick Tucker (minutes)

1.0 APOLOGIES FOR ABSENCE

Sam Kirwan, Paul Loveday, Ross Glover, Mike Day. Ken Pike, Ian Firth, Dave Kerr. Roland Johns, Allan Knight, Anthony Wilkinson

2.0 MINUTES of the 30th AGM HELD ON 7 November 2016 – Resolution 1.

The minutes of the 31st Annual General Meeting were distributed and approved as a true record by all members present.

Proposed: Kev Turner

Seconded: Kev Hewson

3.0 MATTERS ARISING from the MINUTES of the 30th AGM ON 7 NOVEMBER 2016

There were none.

4.0 ADDITIONS DUE TO AMENDMENTS OR ADJUSTMENTS TO THE AGENDA

There were none.

5.0 CHAIRMAN'S REPORT

Mick Smith (chair) thanked everyone for coming. He then went on to say that it had been a good year for new members and test passes. In the 12 months up to November 1st, 30 new members had joined. This is up from last year with 10 new members from the open day we ran again in April, our presence at the BikeFest and the Facebook page.

There were 24 test passes in the last twelve months of which, four were firsts. Two riders failed, but both re-booked and passed on the second attempt.

Our 92% pass rate compares favourably with the 86% regional average.

We have 21 associates working towards test standard. We have seven members on hold at present. Group membership is hovering around the one hundred and forty level, although a few of these are in arrears for subs. We have had an increase of between seventeen and twenty members since the last report. This is a continuation of an increasing trend observed over the past four years.

We now have a team of

Five national observers

Thirteen Local Observers

Three trainee observers.

There another two waiting to start training.

This is the strongest team of the last decade – the observers are the lifeblood of the group.

Special thanks to the three Local Observer Assessors, and to Jerry Neale who has been ably coordinating the observer activities, and has provided regular updates on observer activity to the committee and members (through ChainLincs)

The committee extends its particular thanks to:

- John Cheetham for his sterling behind the scenes work to ensure the smooth running of the club.
- Nick Tucker for ChainLincs
- Phil Niner for a huge amount of work on preparing the group for compliance with the General Data Protection Regulations.
- Roland Johns, who is standing down after three years of service.

The committee extends its standing invitation to members who would like to help with the club by joining the committee.

There have been a number of ride outs this year in addition to our monthly rides which have all been well attended. Thanks to those that organised and those that attended. Other events over 2018-2019 included:

- The Lincoln Bike Fest
- The April Skills Day
- The Waddington Motorcycle Charity Event
- Various other mid-week and monthly rides

Thanks to all those that helped out those events, we could not have done it without you.

Comments were invited from the floor, but none forthcoming.

6.0 TREASURERS REPORT AND ADOPTION OF ACCOUNTS – Mick Smith standing in for Sam Kirwan

We finished the financial year with an account balance of £2,392.45. This is a £695.19 reduction on the previous year's balance.

Nine cheques were still to be cashed at the year end, totalling £100. Therefore, the group's closing bank balance was £2,492.45.

The group's income for the year was roughly the same as the previous financial year. However, this was helped by some members paying their membership for 2018/19 in the March. This gave an additional £76.

Looking at the two sources of income (group membership and Skill for Life subscriptions), it appears that whilst we had less new members signing up for the IAM course, more existing members renewed their group membership.

The group's biggest expense was observer training. This includes mileage claims made by our National Observers when training the Local Observers as well as some one-off purchases made during the year including an observer radio course and training materials.

Costs associated with producing ChainLincs were significantly lower than previous years. This could be due in part to Nick Tucker taking over as newsletter editor towards the end of the year as, since then, the group hasn't seen any costs associated with this category.

IT equipment includes a contribution towards the purchase of a new laptop for our secretary.

IAM event costs/expenses includes events put on either by the group or by the IAM. Event costs/expenses includes costs for attending non-IAM events such as Lincoln's Bikefest. IAM event costs were hurt by the WAVE event held at the start of the year where the bill for refreshments came in significantly higher than expected. Fortunately, the IAM made a contribution of just over half the value of this particular expense.

Other expenses were mostly inline with previous years and what the group can expect to spend in to continue current practices.

Going forward, observer training continues to be the group's biggest expense and we can probably expect this trend to continue. However, events such as free taster rides and the WAVE event seem to be achieving their main aim of attracting new members. From April to October 2018, we are already matching the money received from Skill for Life subscriptions during 2017/18 and, although the winter period is obviously quieter for us, it is not uncommon for us to gain more new members in the January to March period.

We are currently showing a surplus of just over £400 but we should probably expect this to be reduced to £0 by the end of the financial year. Given that we're a non-profit organisation, this is theoretically the best result for the group and what it should aim to achieve every year.

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MS confirmed that the annual subscription fee would be maintained at £8.00.

Comments were invited from the floor, but none forthcoming.

The motion to approve the accounts was proposed by Ken Rose, seconded by Dave Hall, and passed unanimously.

7.0 ELECTION OF OFFICERS

The existing Group Officers stood down ie:

Mick Smith - Chairman (standing for re-election)

Nominated by Kev Turner. Seconded by Dave Hall. Agreed by all present

John Cheetham - Honorary Secretary (standing for re-election)

Proposed by Ken Hewson. Seconded by Kev Rose. Agreed by all present

Sam Kirwan – Honorary Treasurer (standing for re-election)

Proposed by Mick Smith. Seconded by Kev Hewson. Agreed by all present

8.0 ELECTION OF COMMITTEE

The following Committee Members, were announced to the AGM, and were nominated and seconded thus:

Kev Hewson – Proposed by Jerry Neale. Seconded by Mick Smith. Agreed by all present

Jerry Neale – Proposed by Kev Turner. Seconded by Kev Rose. Agreed by all present

Simon Battram – Proposed by John Harrison. Seconded by Jerry Neale. Agreed by all present.

9.0 ANY OTHER BUSINESS (properly the business of the AGM)

The possibility of having multiple starting points for the pre-monthly meeting rides was raised at the Observers meeting. Groups would start from various points and ride in to the Nags Head. Simon Battram to coordinate.

The Chair addressed the group, again thanking everyone for attending and reiterating that if any member wishes to become an observer or committee member then they would be very welcome.

10.0 DATE, TIME AND VENUE OF THE NEXT ANNUAL GENERAL MEETING

Monday 4th November 2019 at 20.00 hrs. The Nags Head, Middle Rasen.

11.0 MEETING CLOSED

There being no further business the Chairman thanked all for attending and closed the meeting at 2034hrs.

AWARDS



John Pittock



Jonathan Cozens



Philip Gilbert



Graeme Hamill

MEMBERSHIP UPDATE

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

We have had one enrolment since the October newsletter update, welcome to the group.

Member	Observer
861 Andy Brookes	Simon Battram

There is one test pass to report since the previous newsletter listing, making twenty-one so far during 2018.

Congratulations on your success and a big thank you to your Observer.

Member	Pass Date	Observer
John Pittock	5 October	Phil Niner

The group membership is currently comprised as follows:

Full Members	113
Associate Members	28
Total Group Membership	140

I have omitted from the total those members whose IAM membership is not current.

Also, eight of the twenty-eight Associate members are currently non active and have been placed "On Hold" until ready to resume.

I have received completed GDPR Contracts from all but one group member.

That's all for this month, ride safely:

John Cheetham

ACTIVITIES

Plan B

Roland Johns dateline 3rd October 2018



Well as the Coningsby Base visit was cancelled we took the opportunity to go for a ride out. 12 riders were led by Phil Niner on a great mystery tour to Rutland Garden Centre! Excellent twisty routes there and back. Great weather, company and views. Thanks Phil for a great Plan B day out!

A great Day Out

Malcolm Heaton dateline 4th October 2018



With Adie Crane – a great day

A great turn out at Willy Woods

Simon Battram dateline 7th October 2018



Very good turn-out at Willingham Woods.

3 teams left the wood a lead by Simon, John H and Ken Rose.

First Ride Out

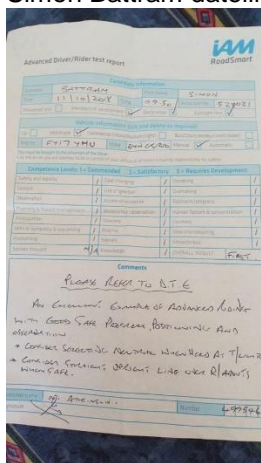
Malcolm Heaton dateline 10th October 2018



First ride with new associate Andrew, impressive ride enjoyed very much!

Ride Out for a First

Simon Battram dateline 11th October 2018



Feeling very proud today!

With the help of John H, Ian Morrison, Malcolm Heaton, Kenneth Rose and the support of the Lincolnshire Advanced Motorcyclists crew, I ride as I do today, thanks to them.

Did my advance qualification 3 years ago and passed, did my observers training and passed.

Today I have taken my FELLOW re-assessment and passed with a F1RST. So many to thank, you know who you are, THANK YOU 👍 😊 🙏

Much Happier Rider

Anne Cozens dateline 16th October 2018



Does a Scone Count as Cake?

Roland Johns dateline 16th October 2018



Excellent 6th observed session today with Ian Glastonbury, ready now for a check ride with Uncle Jerry! Oh, and the catering was excellent too! Well done Ian! 😊 👍 🍰 ☕ 🏍️ 🏍️

Geasey Road Conditions

Simon Battram dateline 21st October 2018



Had a great ride out with Martin Daniels today. A good 4.5 hrs together. After a few stops for tweaking and a brew, Martins learning plan is coming into place and becoming 2nd nature. Good ride today Martin, keep it up! Some pictures from today's ride. Good positions, overtakes, progress and restraint. Even a slow ride due to Gease on the road. LOL 😂 ...

Withernsea Loop

Malcolm Heaton dateline 28th October 2018



Out today with Andrew, did the Withernsea loop, Andrew not keen on Hull city centre but did a great job

Sausage Roll Hunt & a Three Vehicle RTC

Simon Battram dateline 28th October 2018



A picture from Andy Brookes and I on our first observed ride out today. We came across a three vehicle RTC and offered our assistance.

Andy's Road positioning is showing signs of improvement on the way back and reverse parking is mastered along with some other bits and bobs.

In the garden centre, the coffee and sausage roll hunt was on!

Good ride Andy.

Little does he know...

Malcolm Heaton dateline 31st October 2018



All smiles now but he does not know what's coming

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.

NOVEMBER

Monday 5th

Monthly evening meeting, Nags Head, Middle Rasen, LN8 3JU (A631) at 20.00 commencing with the group ANNUAL GENERAL MEETING

Sunday 11th Group Observed Run - Hartsholme Country Park café area
Meet 09.30 for prompt departure at 10.00

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 20.00

Group Observed Run - Ancholme Leisure Centre car park, Scawby Brook, Brigg
Meet 11.30 for prompt departure at 12.00

Monday 10th Committee Meeting, Nags Head, Middle Rasen
Prompt start at 19.45

PLEASE NOTE there is no Observers meeting this month

JANUARY

PLEASE NOTE there are no formal events during the month of January.
However, that's not to say that nothing happens!
If you have any suggestions, please let us know.

FEBRUARY

Monday 4th Monthly evening meeting, Nags Head, Middle Rasen, LN8 3JU (A631) at 20.00

Sunday 10th Group Observed Run - Willingham Woods Picnic Area near kiosk
Meet 11.30 for prompt departure at 12.00

Monday 18th Committee Meeting, Nags Head, Middle Rasen
Prompt start at 19.45

Wednesday 27th Meeting for Observers and those interested in becoming Observers
For information contact Jerry Neale (details on page 2)

MARCH

Monday 4th Monthly evening meeting, Nags Head, Middle Rasen, LN8 3JU (A631) at 20.00

Sunday 10th Group Observed Run - Hartsholme Country Park café area
Meet 09.30 for prompt departure at 10.00

Wednesday 27th Meeting for Observers and those interested in becoming Observers
For information contact Jerry Neale (details on page 2)

APRIL

Monday 1st Monthly evening meeting, Nags Head, Middle Rasen, LN8 3JU (A631) at 20.00

Sunday 7th Group Observed Run - Ancholme Leisure Centre car park, Scawby Brook, Brigg
Meet 9.30 for prompt departure at 10.00

Monday 8th Committee Meeting, Nags Head, Middle Rasen
Prompt start at 19.45

Wednesday 24th Meeting for Observers and those interested in becoming Observers
For information contact Jerry Neale (details on page 2)

Ramble on - Overtaking

Another article on roadcraft from Ken Braithwaite, courtesy of John Harrison - this one from February 1988.

This part of RoadCraft is very important to motorcyclists, as it is a manoeuvre we carry out many times on a journey. The larger modern motorcycle has the ability to accelerate quickly and make overtaking a safe manoeuvre, where it would not be safe for a car. However, we need to look for the potential dangers, before committing ourselves to an overtake, because the time spent on the offside of the road is a time of potential danger. We must therefore be sure before we overtake, that we can regain our position on the current side of the road after completing the overtake, before we start to overtake.

There are some situations where the law tells us we cannot overtake. The obvious one, the No Overtaking Sign. The solid White Line, which we must not cross (there are exceptions to that rule, do you know them all) and you may of course overtake, if you do so without crossing the white line, but this will only be on very wide roads, to allow good clearance between you and the vehicle been overtaken. The area covered by zigzag lines at pedestrian crossings (again do you know the exceptions).

There are other places where it is unsafe to overtake. On the approach to junctions, the vehicle ahead may turn without warning. A vehicle coming out of the junction may block your path. In this context, we need to consider other types of entrances and exits from the road, such as garage forecourts, shop premises, private drives and even field gates, in the case of agricultural vehicles. Where the view ahead is reduced by a bend, a hill or obstruction on the road. RoadCraft tells us we should aim to comply with the following:

1. Never cause the overtaken or approaching vehicle to alter course or speed.
2. Avoid making a third line of vehicles abreast, either travelling in the same or opposite direction.
3. Always be able to move back into the nearside in plenty of time.

The assessments which must be made as to the speeds of the vehicles concerned and the distances involved:

1. Speed of vehicles to be overtaken.
2. Speed and performance of your own machine.
3. Speed of approaching vehicles in view.
4. Possible high speed of approaching vehicles, as yet unseen.
5. Distance available to overtake and regain nearside relative to 1-4 above.

The chapter on overtaking in roadcraft is well worth reading again if you have not done so recently. There are many good diagrams, as well as the written advice.

Many road users find a big problem, because they do not have the skill and knowledge which goes with advanced training and have got it wrong, with either disastrous results or near misses and so they settle down to follow a slower moving vehicle until their frustration gets the better of them. Often the time available to assess the safety of an overtake is limited and so, when we are planning our

ride, we make the assessment early of the speed of the vehicle ahead in relation to our speed and decide, are we going to overtake that vehicle.

If the answer is yes, then we start to look for a safe opportunity to overtake. It may be that we can do so straight away, or we may have to adopt a following position for so miles before it is safe to overtake. During this time, we can be looking for the signs of possible opportunities approaching and be ready to overtake if it safe to do so. So, we do all our planning on the approach side. We check our mirrors, we position ourselves, so that when the view opens up and it is safe to go, all we do is consider the gear and accelerate past.

Many overtakes are missed by late planning. The view opens up, and the overtake is on, but we still have to do the mirror check and position and in that few seconds, the opportunity is lost. So, what then are the signs to look for, that an overtake is on.

1. An approaching vehicle will pass and there is no other vehicle behind, as soon as it has passed, we can go, so we prepare before it has passed.
2. You are riding along a road where there is a solid white line on your side of the road. Ahead you see the start of the broken white line. Prepare before you get there, so that the only thing you have to do, is check ahead that it is safe.
3. The same applies on the approach to bends and hillcrests. In all these cases, the last assessment is the road ahead and if it is not safe, we return to the following position until the next chance arises.

Ken Braithwaite.

Distinguished Gentleman's Ride



The Distinguished Gentleman's Ride took place worldwide on the 29th September in 650 cities, 112,334 riders and with \$5,681,005 raised so far for Prostate Cancer and Men's Mental Health.

I attended the Lincoln ride which saw 93 riders dressed in Dapper Attire raising £6541 so far!

Thank you again for your generous contributions to this great charity!

I hope to ride in the 2019 event so I will be in contact!

Roland Johns

The importance of MPOWDERY: The importance of asking questions

(continuing Matt Chapmans article from last month, maybe someone else has something to share for next month? to keep this going)

I'm about to ride the bike.

I check the tyre pressures, using one of my trusty old-fashioned chrome analogue stick type pressure gauges.

The front tyre is hardly reading any pressure at all.

I only live a few hundred metres from the fuel station and as I also need fuel,

Rather than get out my tyre pressure pump, I elect to pump the tyre up after filling the fuel tank.

Easy.

I go out on the ride, all seems well, I return home. I check the tyre pressure a couple of days later, still hardly reading any pressure.

Ok, tyre needs a repair.

I take the wheel off and notice that one of the brake pads drops on the floor.

The actual wear part of the pad has come adrift from the plate holding the unit in place.

On reflection, I recognise that the wear pad is unlikely to drop out while I'm on the move, (I HOPE!)

But its still not a sight I'm comfortable with.

The thought of suddenly finding one side of my front brakes is giving no stopping power doesn't sit well with me.

There is plenty of meat left on the pad, so the normal cursory glance into the brake calliper doesn't give the full story.

OK, I need a new set of brake pads, I'll get front and rear while I'm at it.

I get the tyre repaired, (the garage says it's a very small leak!) I fit new pads, take it out for a test run, all seems well.

A week later...

I'm about to ride the bike.

I check the tyre pressures, using one of my trusty old-fashioned chrome analogue stick type pressure gauges (same gauge as last time).

The front tyre is hardly reading any pressure at all.

What?

I get a second tyre pressure gauge out and realise that the original gauge was faulty. Well, well, well.

So, a faulty tyre pressure gauge causes me to have a very slow puncture repaired and find that one of my brake pads is faulty.

In my book, that's good luck.

A week later...

I'm about to ride the bike.

I check the tyre pressures, using one of my trusty old-fashioned chrome analogue stick type pressure gauges (a different gauge).

The front tyre is reading perfectly, a static brake test feels good.

Off I go, I have a good ride.

At the end of the session, as I get back on the bike to ride home, trying to hold the bike on the rear brake before moving off (good technique for a reason)...

I realise the rear brake pedal is travelling further than I expect.
A quick test convinces me that I've no rear brake.
I'm happy enough to ride the bike home, expecting to have a good front brake.
This fault needed a new rear brake master cylinder to put right.
I was surprised at how little notice I got that the master cylinder was on its way out.

I have had many occasions where a bike has packed up at little or no notice.
Severe punctures, component failures etc.
Moral, take a few moments to check a bit more thoroughly than you might normally do from time to time.
Don't put yourself or your bike to any limits where a sudden catastrophic component failure leaves you no margin of safety.

Ask questions,
The most important bit of riding the bike is getting off it again safely at the end of an enjoyable ride.

Think safe, Ride safe.

Ian Morrison

Contrast ...

[**Verb:** *To set in opposition in order to show or emphasise differences*]

Somehow, I managed to miss the best motorcycling summer in several years. Perhaps it had something to do with quitting Facebook – a long a different story - and not being notified summer was happening.

Thankfully I enjoy autumn and the crisp slightly chilled mornings that it brings. We'll skip over the wet leaves on the roads and stick with the romantic images of twisting roads carving their way through the English countryside, flanked on either side by fields still holding on to the early morning mist. And not far from the sort of morning I was enjoying as I chased after the limit point through the Bitchfield bends, earlier last month.

It seems that I was not the only motorcyclist with a taste for such mornings, as a riderless Africa Twin passed me going in the opposite direction.

You may have found the need to read that last sentence twice or just figured it was a massive typo and all would become clear ... here goes.

The rider going the other way had fully adopted the "adventure bike lifestyle" and had invested in an off-white/grey textile jacket and trousers. Whereas this might be a sound choice for night riding or made him (or her) visible in an urban setting, out here on a misty morning, they were as good as invisible. Their designer suit was a perfect blend with the misty background.

A few summers ago (one I managed not to miss ... I must have still been on Facebook) I failed to notice a large green combine harvester going in the opposite direction. Nothing dangerous, I did eventually spot it long before it became a factor. However, it was the flashing orange light on the following escort vehicle that I noticed first, rather than the massive combine harvester. The colour of the combine matched the line of trees along the roadside, while the small flashing orange light contrasted against the green background much better than John Deer's finest craftsmanship.

Similarly, the grey textile suit worn by the rider on the Africa Twin was a perfect match for the mist covered fields behind it.

What attracts the eye and thereby makes us visible to other road users, are contrasting colours. All over dayglow is a better choice better than all over black, but a contrast of black and dayglow is the pattern most likely to attract attention.

Here is the science bit ... Colours from different segments of the colour wheel are said to be contrasting colours. For example, red is from the warm half of the colour wheel, and blue is from the cool half. Consequently, Red and Blue are contrasting colours and one of the reasons the Red Arrows are easy to spot against a blue sky. Ideal for airshows, bad for combat.

Of equal importance to obtain the maximum contrast is the transition from one colour to the other. A hard-defined edge is better than fade from one colour to the other, no matter how much they contrast.

Colours that are directly opposite from one another are said to clash. Clashing colours may be a fashion faux-pas, but being in high contrast is not necessarily a bad thing when riding a motorcycle.

David Ayres

OBSERVERS AND ASSOCIATE INFORMATION

The October monthly meeting for Observers was the first at our new office venue in Langworth. Many training items were discussed throughout the evening. Andy Kitchen delivered the subject of the month, which engaged all in thoughts and conversation regarding the subject. Ian Morrison also delivered some very interesting video training scenarios for the team to work through. Thanks to Ross Glover and Emprocom for our great new training venue.



Oh Deer!

Although we might have put our clocks back, remember that wildlife will continue to move around at their dawn and dusk, remember that wildlife does not change for GMT! Riders need to be to be extra vigilant in parts of the country where deer are common, as this is the time of year when they are more likely to stray onto road.

During the rutting season, deer are on the move and riders are urged to be careful.

October/November is breeding time, and that means deer will be more prevalent. Deer are at their most active during the rutting season at dawn and dusk, so their activity coincides with times when the roads are at their busiest, through the morning and evening rush hours.

There are more than two million deer in the UK, and research which suggests that around 75,000 are involved in vehicle collisions each year, with 10,000 deer killed as a result. The human death toll from deer collisions ranges between 10 and 20 annually, and industry estimates put the cost of damage to vehicles to be at least £17m.

Some advice to riders to reduce risk from deer collisions which include: taking note of deer warning signs and being ready to encounter a deer at very short notice; dipping headlights because deer are more likely to 'freeze' in full beam. *Data source Road safety GB.*

If you are planning any rides during the winter, consider a look at the Lincs county council gritting routes to plan your ride. If heading out of the county, consider looking for similar information from other county councils.

Gritting routes

The county council grits 1,869 miles of priority roads in Lincolnshire when road temperatures drop to around 1°C. This includes:

- All A and B roads
- At least one road from each of the county's main villages to a major traffic route
- At least one road within 500m of all train and bus stations, hospitals and schools, where possible
- Additional roads depending on various risk factors, such as historic accident data

[View of the gritting routes map](#)

For the latest news on the council's gritting operations, [follow @LincsCC roads on Twitter](#).

The Highways Agency is responsible for gritting all trunk roads in Lincolnshire, including on the A1, the A52 Grantham to Nottingham and the A46 west of Lincoln.

No other roads will be treated, except during severe snow or prolonged icy spells. We do not routinely grit or salt footpaths. However, during severe weather, we work closely with local organisations to clear some steep and well-used pavements.

There is no law preventing people from [clearing snow and ice from public spaces](#), when done carefully.

When we grit

From October to April, we work with the Met Office to monitor weather conditions around the clock and our 43 gritting crews are on call 24/7.

The decision to grit is based on forecasts for winter weather, road surface temperature, dampness of road surface, air temperature and humidity.

When we grit, we try to do so either before ice has set or once snow has settled so that it has the best chance of working. Be aware that high-purity white salt is not always visible on the road.

Why roads might still be icy

Even when we've gritted a road, it doesn't mean it won't be icy. This is because:

- It takes time for the salt to take effect
- High winds or sudden rain can take salt off the road
- If the road surface temperature drops to below -7°C, gritting becomes much less effective
- If the road surface temperature drops to below -15°C, gritting doesn't work at all
- Information courtesy of Lincs County council

Jerry


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						

TRADE DIRECTORY



Support our local bike businesses. If you know a good local bike business, send details for inclusion to chainlincs@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/

	<p>MOT testing, repair and servicing for all makes and models of bikes, trikes, scooters, mopeds and quads</p> <p>http://www.skmotorcycleslincoln.co.uk/</p>
	<p>Online and showroom retailer of motorcycle helmets, clothing, parts & accessories.</p> <p>https://www.sportsbikeshop.co.uk/</p>
	<p>Triumph and Yamaha Main Dealer in Lincolnshire.</p> <p>http://www.webbsoflincoln.co.uk/</p>
	<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 Phone: 01724 853300 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 chainlincs@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, Threedingham, Sleaford NG34 0AU. It says here: “a quintessential old English pub in traditional style with a balanced mix of local patrons, diners and tourists, creating an ambience and atmosphere where everyone feels welcome and comfortable.” The MG car club meets here http://www.thethreeringsinn.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>