

# ChainLincs

THE NEWSLETTER OF

*Lincolnshire Advanced Motorcyclists*

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

July 2020



*The Area Service Delivery Manager for our region (East Midlands and North Yorkshire) is Peter Serhatlic. Peter can be contacted on [peter.serhatlic@iam.org.uk](mailto:peter.serhatlic@iam.org.uk) or via mobile on 07703 718907*

## Social Gatherings

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

## Next Issue

The next issue of ChainLincs will be in August 2020.

Please provide any copy to the Editor, by

**27th July 2020**

**[Editor@coabab.com](mailto:Editor@coabab.com)**



Group Web Site – <http://www.L-A-M.co.uk>



Lincolnshire Advanced Motorcyclists on Facebook can be found at [www.facebook.com/groups/301610040008772/](http://www.facebook.com/groups/301610040008772/)



You can follow us on Twitter  
[@Lincsbikers\\_iam](https://twitter.com/Lincsbikers_iam)

## Get In Touch

### Chairman & Website

Mick Smith  
01673 860853  
07979 912740  
[mick.carron@btinternet.com](mailto:mick.carron@btinternet.com)

### Group Membership Secretary

John Cheetham  
01427 616864  
lincs-am-  
[sec@pobroadband.co.uk](mailto:sec@pobroadband.co.uk)

### Treasurer

Matt Hopkins  
07929 390781  
[hopkinsmattshell@hotmail.com](mailto:hopkinsmattshell@hotmail.com)

### Group Data Manager

Phil Niner  
01522 789047  
07887 528176  
[philniner67@gmail.com](mailto:philniner67@gmail.com)

### Chief Observer

Jerry Neale  
01522 681613  
07419 35333  
[jerryneale@tiscali.co.uk](mailto:jerryneale@tiscali.co.uk)

### Committee Members

Kev Hewson  
07554 629184  
[kevrhewson@live.com](mailto:kevrhewson@live.com)  
&  
Simon Battram  
07985 038413  
[shbattram@virginmedia.com](mailto:shbattram@virginmedia.com)

### Group Clothing

Shane Joyner  
07375 471207  
[shadirysa@yahoo.co.uk](mailto:shadirysa@yahoo.co.uk)

# Membership Update

Group Web Site: [www.l-a-m.co.uk](http://www.l-a-m.co.uk)

We have seven new members to welcome this month.

Member	Observer
924 Jody Flett from Goulceby	Full Member
925 Colin Pirie from Hibaldstow	Mike Day
926 Mike Askew from Waddington	Dave Kerr
927 Glyn Knowles from Market Rasen	Jody Flett
928 Kath Hipkiss from Fulbeck	Keith Smith
929 Keith Lovering from Fiskerton	Full Member
930 Dean Claridge from Holton-Le-Clay	Simon Battram

Julian Fisk who joined last month is paired up with Andrew Kitchen as his Observer.

No tests due to the Covid-19 lockdown although IAM RoadSmart are now beginning to work through the backlog.

The present composition of the group is as follows:

Full Members	114
Associate Members	33
Associate(s) allocated to an Examiner	1
<b>Total Group Membership</b>	<b>148</b>

The above list excludes those members with expired IAM RoadSmart membership.

That's all for this month, ride safely:

*John Cheetham*



# Editorial



As they say on TV shows when the advert break finishes ... And we're back!

The roads around Lincolnshire once again reverberate with Observed Rides and Advanced Motorcycling. Even our colleagues in their tin cans are allowed out to play from the 4<sup>th</sup> of July, a date that every jingoistic headline writer will be having no end of fun with.

On a more serious note, returning to "normal" has seen a distinct lack of thinking about the humble motorcycle and the role it can play with social distancing while travelling. The Federation of European Motorcyclists' Associations, the BMF, IAM and most vocally MAG have all been lobbying their respective Governments to include motorcyclists in the plan directly, rather than get the hand-me-downs of other changes. If you fancy rebelling just a little and wish to add your voice to the cry for transport policies to respect the naturally self-isolating and congestion-busting motorcycle, [click here](#) for how to write to your MP.

Should you feel the need to wax lyrically on the joys of your recent journeys, give in to the urge to scribble some words and send them to the Editor. We maintain our commitment to the highest journalistic standards. If I can read it, we'll print it. Photographs to accompany the written word are equally welcome.

The email address for your prose and photographic contribution is [editor@coabab.com](mailto:editor@coabab.com)

The Facebook page remains active and if you are planning something at short notice and want to share your solo garden or garage-based activities, feel free to let others know. Some of us working stiffs – if we read Facebook – would be jealous.

Coming up in this issue ...

- John adds up the numbers and discovers increases
- Mick falls down
- Dave gets paranoid
- Jerry goes urban

Cheers *Dave*



Welcome to the July edition of ChainLincs and the end to lockdown as we have known it is in sight!. Thanks again to Dave for editing ChainLincs, a thankless job so thanks Dave – great job.

Here we are then getting back to normal, and I can even go back to work at the beginning of July so here ends my enforced retirement. Shame because it was fun until I decided to take a dive down some steps while carrying a door and smashed my ribs on the corner of the back doorstep. Riding the bike is out as is exercise, but I can drive, and things are gradually improving.



At the end of last month, the IAM authorised motorcycle observing (from 15th June) and group rides (from 2nd June), so both have been happening along with a few taster rides.

We had our first group ride on 14th June and as I thought a few might want to get out we planned to meet at two locations to make social distancing easier. The venues were the WAVE (Waddington Airfield Viewing Enclosure) opposite RAF Waddington on the A15 and the leisure centre in Brigg. We had 15 members turn up at the WAVE and 10 at Brigg so a good turn out. Thanks to all those that came along and thanks to the guys that led five groups out on the rides. The numbers worked out nicely as we had to keep the number in each group down to six or less.

As for when we can start social meetings that is anybody's guess but while we need to keep a sensible

distance from each other, that is not going to happen in our usual meeting place even when it is open. We just don't have space to keep our distance easily. Might just have to rely on the social aspects of the group rides for the time being.

By the time you see this another ride will have happened (28th June) so hopefully another good turnout.

Since some restrictions were lifted I put some posts on the most used Lincolnshire biker Facebook pages which has hopefully stirred some interest out there in Lincolnshire biker land. Whether as a result



of that or just people looking we have had three new members during June, so welcome to Colin Pirie from Hibaldstow, Glyn Knolwes from Market Rasen and Kath Hipkiss from Fulbeck, In addition, there has been a few taster rides most of which most have said they would be joining although not seen them yet.

Thanks to Roland for another virtual Zoom meeting earlier in the month and there will be another on 29th June.

As I said earlier, some associates have resumed training with their Observers, and testing starts again on 6th July, so hopefully, some associates will be ready for tests soon. As tests are starting, that also means that Fellow 3 yearly tests will start again if anybody is expecting one.

The Observers are the backbone of the group; without them we wouldn't be able to carry on with our part in making safer riders. 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 starting at 2000hrs. If you want more details, please give Jerry Neale a ring on 07412 935333.

If 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](http://www.iamroadsmart.com/fellow).

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).

We still have some members that are lying low due to the Covid-19 threat, so if you know anybody, please make sure they are okay and don't need anything.

Have a good one and stay safe.

*Mick*





# HOW OLD IS THAT NEW HELMET YOU JUST BOUGHT?

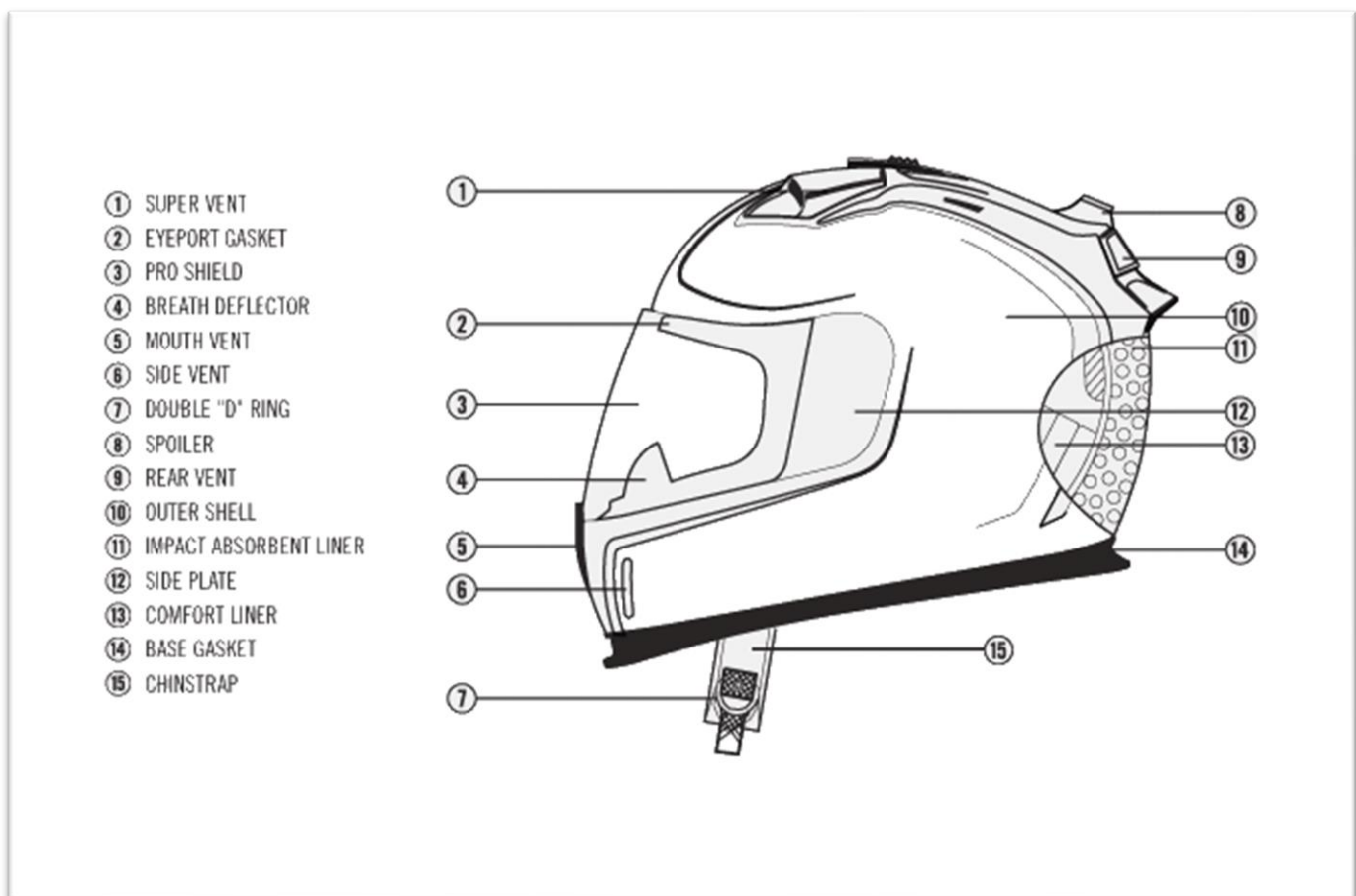
With the interior lining of my NeoTec [removed for cleaning](#), I noticed the date of manufacture was on the EPS lining. That “new” helmet I bought three years ago, was actually made in 2014.

Should manufacturers and retailers clearly state when a helmet was manufactured, rather than tuck the information away on a label under the fabric lining? Sounds reasonable to me.

Since manufacture, I assume my Shoei NeoTec has been hanging around in a warehouse and then on a shelf in a stock room somewhere.

Fine, you might think, it has just been in a box, but here is my problem with this. Although no helmet manufacturer will go on the record and state the “life” of their helmet, there is an accepted guideline of about five years.

After that time, the EPS liner – that is the highly sophisticated polystyrene bit between the hard outer shell and the soft inner fabric liner – will have started to go hard.



EPS liners are incredible pieces of technology (No.11 in the diagram). They are lightweight and work across a wide range of temperatures. Hot sunny days of +30 degrees and stuck in a freezing 70 mph wind that was -2 degrees when you were standing still.

The EPS liner is there to reduce the amount of energy transferred to your head during an impact. This is achieved by the EPS “collapsing” during the impact. This slows and disperses the force of the impact and protects your brain.

Once those expanded polystyrene beads have collapsed though, they don’t spring back into shape. The section of the EPS liner that took the impact has done its job. It is strictly a one-shot deal.

Helmet manufacturers “tune” their EPS liners by adjusting the density of the foam to give you the best protection. It is common to find EPS liners made of two or more differing densities of foam for maximum protection.

This wonderful material that keeps our brains inside our skulls is also resilient to most common chemicals, sweat, hair gel and all kinds of other things. Eventually though just getting old will reduce the effectiveness of the EPS liner.

### **Not As New As It Looked**

As I mentioned back at the start, when I took the liner out of my Shoei to wash it, I noticed the manufacturing date was 2014. So as I write this my helmet is six years old, but I only bought it three years ago. No wonder it was discounted.

If my then “new helmet” had been stored correctly, then it is unlikely that the EPS liner would have been adversely affected. Age would be the only consideration.

Then again, if it has been stored in a container at the docks in a tropical country for several weeks and then sat in typical long term storage in the UK, I’m having trouble feeling comfortable about the real age of my Shoei.

The [Sharp Helmet Safety Scheme](#), an independent testing body funded by the UK Government. Sharp take helmets and run their own tests. According to how the helmet performs it gets a star rating. Sharp also tests the impact protection across the major surfaces of the helmet.

In their Q&A section, Sharp has this to say about the age at which helmets should be replaced.

*“This is difficult to answer as it depends greatly on the amount of **use and storage**. In the first instance, guidance from the manufacturer should be followed but in the absence of this information, riders should be looking to replace a helmet that has been subject to regular use after **3 to 5 years**. We have consulted with our industry experts and they are in agreement that this is appropriate generic advice.”* – Quoted from [Sharp – The Helmet Safety Scheme](#)

Undoubtedly, it is time to replace my aging Shoei, with a new helmet, and I do mean a new – not been on the shelf – helmet

The full article is available on [FliesOnTheVisor.com](#)



June brought us the great news that we can recommence riding and Advanced test preparation runs.

After all that nice weather, June also brought us the rain now we could ride again! But despite the change of weather it did not dampen the enthusiasm of the Observer team, most of the team were able to meet up in small groups at three different venues to pair up and cross check each others ride.

It is with good feedback and constructive criticism that all the team are looking to ensure that their own level of competence stays high. This was followed later in the month with the Observer on bike training meeting which also was divided into five smaller groups that were spread throughout the county to work on different subjects, thank you to all that could attend.

On bike training continues throughout the summer months. This month the Observer team would like to welcome National Observer Jody Flett to LAM. Jody joins us from his previous group Herts/Beds.

The team would also like to congratulate Buce Whetton with his IMI LO qualification and Malcolm Heaton with his IMI NO qualification, well done guys.

Recently I've had the opportunity to join the very well attended Sunday morning Observed group rides and it was a great to see that the quality of the group riding was very good, well done all, lets make sure that we look to keep the group riding standards high.

### Riding in town

The extra demands of urban riding require significantly enhanced observation and anticipation.



Denser traffic and more pedestrians make town and city riding far more intense than riding on the open road.

Hazards are more likely to be concealed and there are more junctions and traffic etc to deal with.

The only way to cope safely with all of these potential dangers is to observe and concentrate intensely, spotting them and taking the appropriate measures to be prepared for them as early as possible.

Local knowledge is useful in town, but should never lure you into a false sense of security as most accidents occur near home, where road-users are most complacent. Where advantageous, position your machine for the best view ahead, commensurate with safety, using information gained to ensure you're in the correct lane as early as possible.

## Route observation in town

Good observation in town helps you spot many hazards and identify plenty of useful riding information. Here are some things to look out for:

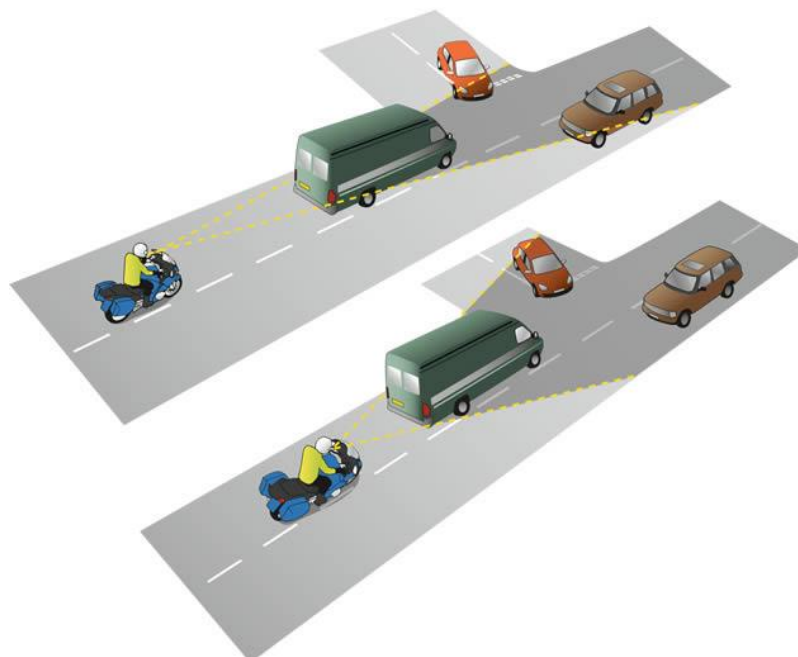
- Parked cars can obscure hazards. As you pass them, choose a speed and road position that gives you enough reaction time if, for example, a door is opened without warning or someone steps out.
- Spot tell-tale signs that a vehicle is about to pull out: angled wheels, exhaust smoke and illuminated tail-lights etc.
- Look out for pedestrians who are using traffic crossings incorrectly. Many start crossing when the green man 'beeps' without even looking to see if any traffic is approaching. Also keep an eye out for 'late runners' who make a dash for it as your lights turn green.
- Lorries and buses can obscure important road signs. Looking ahead for signs will minimise this problem.
- In some cities, taxis may make unexpected manoeuvres (u-turns, sudden stops) when they spot a fare. Be especially prepared for this when riding near places like railway stations and shopping centres.

As urban riding has multi hazards, look to up skill your next town ride by self analysing your ride.

Areas to consider:

1. Are you looking to Identify multi hazards to prioritise hazards of greatest risk?
2. Safety Bubble, is it being compromised?
3. Are you constantly Scanning the far, mid, foreground, left, right and rear?
4. Vulnerable road users, who are they?
5. Eye contact and position of other vehicles can give many valuable clues, don't miss them.
6. Road signs and road paint, are you taking note of them?
7. Shoulder checks/life saver when and why?
8. Concentration, is it 100%?
9. Road surface? Oil, diesel and petrol spills especially near fuel stations and roundabouts.
10. Stopping behind stationary vehicles in a queue, have you positioned so that you can easily manoeuvre past the vehicle in front if it stalls or fails to move away?

Is your urban Hazard perception as good as it should be?



# Diary of Events when Covid-19 Permits

Social distancing. Avoid shaking hands. Follow NHS hygiene advice.

The Sunday morning Group Observed 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 to hone and improve skills through riding with fellow members.

Potential members considering taking the IAM test may have an individual assessment ride.

Runs last usually around two hours, often with a mid-point refreshment stop.

Depending on numbers / balance etc., it is customary for different groupings to embark on a run style of their choice as they feel fit. The main purpose is to have the opportunity to ride with fellow like-minded bikers.

The starting points are as shown below:

**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 organiser 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 6th      No monthly evening meeting due to Covid-19 restrictions

**Sunday 12th      Group Observed Run – The WAVE LN5 9FG opposite RAF Waddington  
Meet 09.00 for prompt departure at 09.30 – YES IT IS ON**

Wednesday 29th      Regional Evening Run for Observers and those interested in becoming Observers  
Four separate runs to reflect Observer groupings.  
For information on starting locations contact Jerry Neale (details on page 2)



## **AUGUST**

- Monday 3rd Monthly evening meeting, Nags Head, Middle Rasen, LN8 3JU (A631) at 20.00  
Those who wish to participate in the pre meeting ride please arrive at the Nags Head for 18.00
- Sunday 9th Group Observed Run - Ancholme Leisure Centre car park, Scawby Brook, Brigg  
Meet 9.00 for prompt departure at 09.30
- Monday 10th Committee Meeting, Nags Head, Middle Rasen  
Prompt start at 19.45
- Wednesday 26th Regional Evening Run for Observers and those interested in becoming Observers  
Four separate runs to reflect Observer groupings.  
For information on starting locations contact Jerry Neale (details on page 2)

## **SEPTEMBER**

- Monday 7th Monthly evening meeting, Nags Head, Middle Rasen, LN8 3JU (A631) at 20.00
- Sunday 13th Group Observed Run - Willingham Woods Picnic Area near kiosk  
Meet 09.00 for prompt departure at 09.30
- Wednesday 30th Meeting for Observers and those interested in becoming Observers  
For information contact Jerry Neale (details on page 2)

## **OCTOBER**

- Monday 5th Monthly evening meeting, Nags Head, Middle Rasen, LN8 3JU (A631) at 20.00
- Sunday 11th Group Observed Run - Hartsholme Country Park café area  
Meet 09.30 for prompt departure at 10.00
- Monday 12th Committee Meeting, Nags Head, Middle Rasen  
Prompt start at 19.45
- Wednesday 28th Meeting for Observers and those interested in becoming Observers  
For information contact Jerry Neale (details on page 2)

## **NOVEMBER**

- Monday 2nd Monthly evening meeting, Nags Head, Middle Rasen, LN8 3JU (A631) at 20.00  
commencing with the group ANNUAL GENERAL MEETING
- Sunday 8th Group Observed Run - Ancholme Leisure Centre car park, Scawby Brook, Brigg  
Meet 9.30 for prompt departure at 10.00
- Wednesday 25th Meeting for Observers and those interested in becoming Observers  
For information contact Jerry Neale (details on page 2)

## **DECEMBER**

- Monday 7th Monthly evening meeting, Nags Head, Middle Rasen, LN8 3JU (A631) at 20.00
- Sunday 13th Group Observed Run - Willingham Woods Picnic Area near kiosk  
Meet 11.30 for prompt departure at 12.00
- Monday 14th Committee Meeting, Nags Head, Middle Rasen  
Prompt start at 19.45pm




**IF YOU WISH TO LET OTHER MEMBERS KNOW WHAT YOU DO, THEN HERE IS ONE OF THE PLACES TO DO IT.**


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Simply eMail the Editor



## **MICK'S DRIVING SCHOOL LEARNER DRIVING CENTRE**

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## Café Corner



As soon as our favourite cafes reopen, there will be a lot of tea to be drunk and cake to be eaten. Take away is being served, so where have you been ... ?

**Heckington Windmill** near Sleaford NG34 9JW – Café is closed until lockdown is over (real soon!), but the loos are open





## 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 several colours available, contact Shayne Joyner [shadirysa@yahoo.co.uk](mailto:shadirysa@yahoo.co.uk) or 07375 471207

Name						
ITEM	DESIGN	SIZE	QTY	Name to be embroidered (leave blank if not)	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	£
<b>PAYMENT MUST BE RECEIVED WITH ORDER</b>						

