

ChainLincs

THE NEWSLETTER OF

Lincolnshire Advanced Motorcyclists

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

August 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 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 September 2020.

Please provide any copy to the Editor, by

27th August 2020

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/



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

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Membership Update

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

Member	Observer
931 Steve Goodwin from Bracebridge Heath	Bruce Whetton
932 Steve Sulley from Fiskerton (Notts)	Dave Ayres
933 Donna Robinson from Lincoln	Will Field

There are three test passes to report since the resumption by IAM RoadSmart.

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

Member	Pass Date	Observer
Roger Messenger	6 July	James Taylor
Mark Goulden	12 July	Bruce Whetton
Paul Carson	25 July	Will Field

The present composition of the group is as follows:

Full Members	116
Associate Members	32
Associate(s) allocated to an Examiner	1
Total Group Membership	149

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

That's all for this month, ride safely:

John Cheetham

Editorial



Which way is north? I ask because in that direction is Scotland

On the first day that social travel and night stops were allowed, I was off, getting lost on the backroads of Scotland.

Hours of endless fun was had by all. So much so that we are going back in late September (hopefully).

The highlight of the trip had to be following the gentleman in his orange McLaren P1.

Obviously, he hadn't accounted for "B" roads in parts of Scotland near Ullapool being a single track and bumpy.

But don't judge him too harshly, he was doing his bit to support the local business and bought lots of North Coast 500 souvenirs at the local petrol station.

This month's cover shot comes from Indonesia. I'm sure there is some profound reason as to why I like it, but I'll just invoke Editor's privilege and leave you all to try and work out what goes on in my head.

If you have any suitable cover shots – portrait rather than landscape please – send them to editor@coabab.com

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

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 they have increased yet again
- Mick goes for more group rides
- Dave examines bends and discovers they go round things
- Jerry turns to drink

Cheers *Dave*



August already, where is the year going? It doesn't seem long ago I was confined to camp in enforced retirement. Now things are slowly getting to the new normal, and I have to work again! Anyway, once again, thanks to Dave for putting together this edition of ChainLincs, hope you enjoy the read.

Plenty of members have been making the most of being able to be out on our bikes again since the beginning of June, and we have been having rides from two locations every couple of weeks. Looking at the numbers we have had between 20 and 30 members out between the two locations – a lot of the same regular faces but also plenty of other members as well. Great that we are making the most of the weather. We can continue to

put on rides more regularly as they seem to be popular.

The next planned group ride is from the **Ancholme Leisure Centre in Brigg** on **9 Aug** leaving at 0930hrs. However, by popular demand there will also be a ride from the **WAVE on the A15** south of Lincoln **on the same date**. The ride from the WAVE will leave at 1000hrs.

The Group ride the following month (13 September) from Willingham Woods will be the only location on that date as it is a more central location and it would be good to get as many members together in one location as possible. We will plan another ride in late August as well – details nearer the time.

Since we have been able to start observing again (15th June) all associates that were previously on hold are now active again. On paper we have up to 25 associates preparing for their advanced riding test – this includes three that joined in July.

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 although it looks like the Nags head is open again now. 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.

Since I last wrote in here, there have been four new members join us. Welcome to Dean Claridge from Holton le Clay, Steve Goodwin from Lincoln, Steve Sulley from Fiskerton (Notts) and Donna Dobinson from Lincoln. Hope to meet you all at a ride out soon. The Sunday group rides are there for all members, full or associate, so come along if you are not doing observer rides with your Observer.

Testing has also started again, and in the last month there have been three successful passes for members of the Group. Congratulations to Roger Messenger, Mark Goulden and Paul Carson and well done to you Observers James Taylor, Bruce Whetton and Will Field.

Our Observers are particularly busy at the moment with new members and those that joined last year but never got through the course then for one reason or another. If you are having any problems getting together with your Observer, please remember they are all volunteers, many of which work, using their own bikes to help associates through the advanced riding course.

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.

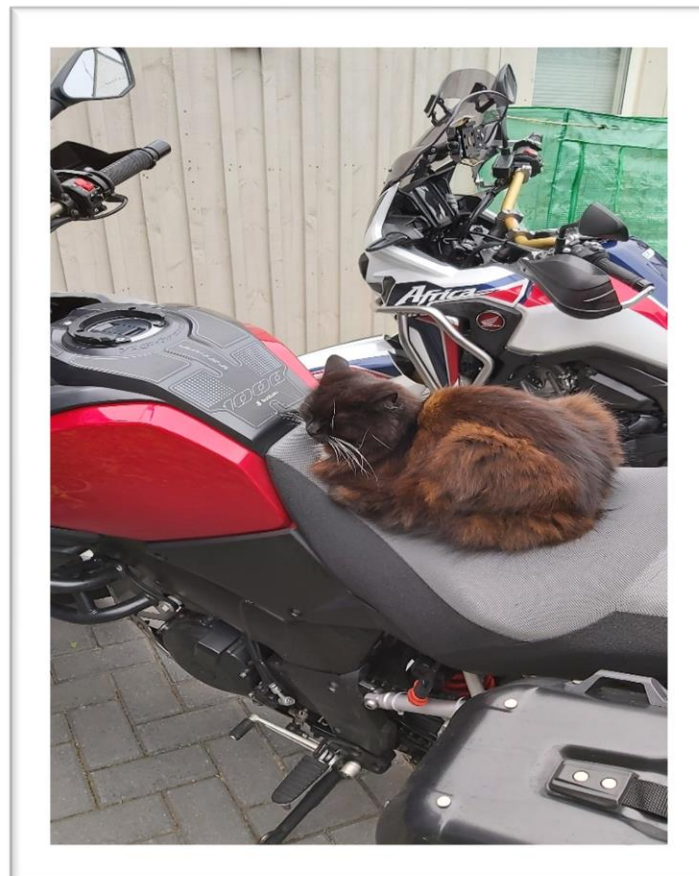
For the new, and existing, members don't forget to find our Facebook page Lincolnshire Advanced Motorcyclists [here](#) and ask to join so you can post and join in, and we are also on Twitter at IAM Lincolnshire (@lincsbikers_iam).

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

Mick



TESTS CONFIRM, 9 OUT OF 10 CATS PREFER V-STROMS

RIDING BENDS ON A MOTORCYCLE

Riding bends on a motorcycle has to be the most popular subject any IAM Roadsmart Observer gets asked about.

When you first meet your Observer, we normally ask why you decided to become an advanced rider. The answers come in many forms, but nearly always there is something in the answer about taking bends, improving cornering confidence or how to ride bends on a motorcycle more efficiently.

It is totally understandable after all riding bends smoothly and efficiently is one of the most enjoyable things you can do on a motorcycle, so why not extract maximum pleasure from riding them?



It's impossible to talk about riding bends on a motorcycle, without an understanding of the limit point. If you want to know more about the limit point, [take a look here](#) for a breakdown of what the limit point is and how you can use it.

If you are completing the IAM Roadsmart courses, then talk this through with your Observer.

Riding bends on a motorcycle is as much an art as it is science. An in-depth discussion over a cup of tea will always explain more than any article or youtube video can cover.

All of that said ... let's get on with riding bends on a motorcycle, which typically starts some distance from the bend.

The Approach

There isn't a start or an end to a riding plan. The plan constantly develops and changes with the information that can be extracted from what is going on around us. Consequently, planning how to ride a sequence of bends starts a lot earlier than we might first imagine.

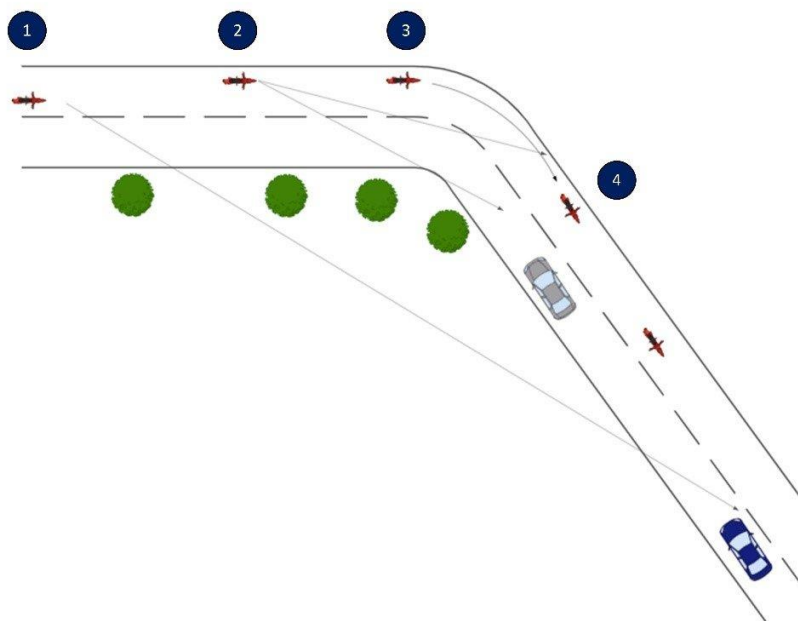
Even when racing, the same bend is never exactly the same lap after lap. More rubber may have been laid or there might be different riders to consider. Information is the key, and it is the same on the public roads.

A bend in the tree line, a building roof "square" onto you, rather than side-on, and how the limit point is moving are just a some of the numerous pieces of information that come together to help form the riding plan.

Obstacles

Bends typically go around obstacles, that is why the bends are there. The obstacles were too difficult to move and so the road goes around them.

If the obstacle was too difficult to move, there is a good chance you can't see through it and so the best cross views "around" a bend often occur before you get there.



In the diagram to the left, the bend goes to the right. Everything - except the road positioning - can apply equally to a left-hand bend.

From point 1 on the diagram, you can get an early look to the right through a gap in the trees. Picking out the blue car across the fields helps you build a picture of what to expect from the approaching bend.

Other Factors

The sneaky peek across the fields alerted you to the presence of the blue car, which is something you can't see from point 2 on the diagram. Armed with

information on the blue car what else can you do to help ride the bend efficiently?

The limit point will have been coming back towards you as you approach the bend. Depending on how the limit point is moving, you can adapt your speed and also consider "Safety, Surface, Stability and View".

The mantra describes the sequence used to help decide where on the road you need to be.

For example, you don't want to come to the left-hand curb if you are going to be bouncing along a broken up road surface, just because there was a better view around the corner.

A Demon On The Brakes

One of the most common beliefs when riding bends on a motorcycle is that to be "fast" you have to be a demon on the brakes - sometimes referred to as going deep on the brakes. The theory is, if you hold the speed between the bends longer, you are quicker overall. QED: brake as late as possible.

Taken to the extreme you get what racers call trail-braking. The art of braking so late, that MotoGP riders are still braking hard while cornering.

It is an amazing skill, and for road riding, it is one of the very best ways to destabilise your motorcycle and limit your ability to manoeuvre, at a time when you want to maximise smoothness and stability.

Speed through the bend, thanks to a consistent and smooth line is a much quicker way to make progress. It might feel faster to be hard on the brakes, but for every bit of slowing down you do, you then have to speed back up.



Constant Speed

By the turn-in point (point 3 on the diagram) the blue car has moved closer to the bend (shown the grey). You are off the brakes, the motorcycle will have settled, and you have added enough power to maintain a constant speed.

Constant (or neutral) throttle, isn't a completely closed throttle. Rather it is enough power to maintain a constant speed to the apex and is one of the main differences between road and track riding.

Most racers are off the throttle to the apex and then fully back on the herbs - as traction allows - from the apex out. On the road, a closed throttle would result in you slowing down. With an open throttle, you are accelerating, neither of which is what you want.

Accelerating into a bend typically results in pushing wide on the exit. Picking an apex too early in the bend causes a similar problem. Slowing down means you were too hot at the turn-in point and are still trying to get to the correct speed for the bend as the apex arrives.

Add the two things together - wrong apex and arriving too hot - and you will almost certainly run wide on the exit.

Apexes

Having arrived at the turn-in point, at the right speed and in the right gear, you are now looking for the limit point to start moving away.

Once you see the bend is opening up, and the limit point is moving away, you can look for the exit point and start to accelerate towards it. So where is the apex? That is going to depend on the blue car and being able to see both curbs.

If you aim for the white line in the centre of the road as your apex, that blue car is going to be a factor. If you both arrive at the centre line apex at the same time, there is every opportunity for a clattering of mirrors or having to take avoiding action in the middle of the bend.



In the example used here, there is no point in running around the outside of the corner as it is just inefficient and riding bends on a motorcycle is about efficiency and progress.

Your road position at the turn-in point gave you the best view - having considered Safety, Surface and Stability naturally - and in this example, an apex in the middle of your side of the road gives a good blend of safety and progress.

Wash Rinse And Repeat

If there is one bend, then there will be another, and as mentioned back at the start, the process of riding bends on a motorcycle starts earlier than you might imagine.

As soon as that limit point starts to move away, look at where it has gone, and begin building the plan for the next bend.

The full article is available on [FliesOnTheVisor.com](https://fliesonthevisor.com)

July was another busy month for many of the Observer team who have been out on test preparation runs with their associates. Many associates have taken and passed their Advanced test this month, well done to all those that passed the test and to their Observers who worked with them.

Observer on bike training evening was again done in 5 smaller groups this month that were spread around the county, with each team working on different aspects of Observing.

This month the Observer team would like to welcome Keith Lovering to the team, Keith will be working towards the IMI Local Observer qualification. Any full member looking to train as an IMI qualified Observer can just give me a call on 07412935333 to find out what is involved.

This month's tips come from the IAM about the dangers of dehydration, especially relevant on the hot days that we are having at the moment.

STAY HYDRATED TO KEEP YOUR CONCENTRATION, TIPS FROM IAM ROADSMART

With the hot weather almost certain to return before summer is out, Area Service Delivery Manager Pete Doherty reminds us of the importance of good hydration - particularly for motorcyclists, when 'breathable summer biking kit' still means everything from helmet to boots, gloves and a plethora of elbow, knee, shoulder and back armour.

His top tips for staying hydrated were learned from Dr. Eric Saunderson, a National Observer, Masters (Distinction), Masters Mentor and Fellow (F1RST), when Pete was delivering off-road motorcycle training in Nepal and wanted some advice that he could share with his students.

His advice - which, while particularly relevant for motorcyclists in relevant safety gear, applies to both bike riders and car drivers - is as follows:

Cases & symptoms

- ✓ Dehydration is serious. One percent dehydration is significant and can cause dry skin and weight loss. Just two percent dehydration is life threatening.
- ✓ Dehydration can be exacerbated by conditions such as diabetes, kidney disease, vomiting, diarrhea and heatstroke. Medications like diuretics or drinking alcohol can also increase the severity of the impact of dehydration on your system.
- ✓ We lose fluids from four organs; our kidneys, skin, bowel and lungs. The severity and speed of the fluid loss is dependent on environmental temperature and humidity. In hotter, drier conditions, dehydration will be quicker and more sustained.
- ✓ It is our kidneys that compensate for any loss of hydration, so - when dehydration occurs - we suffer reduced urinary output with high concentration and a visible orange hue.

- ✓ Dehydration often causes a lack of concentration. When driving a car or riding a motorcycle, this lack of concentration could be catastrophic, so steps should be taken to avoid the risks of dehydration on driving and riding capability at all times.

Prevention and treatment

- ✓ To prevent dehydration, drink water or fluids often, before any symptoms occur.
- ✓ Frequent loo stops will be necessary and urine should always be pale in colour.
- ✓ All bikers and drivers should carry adequate supplies of water for each journey they take, particularly in hot conditions.
- ✓ Thirst and dark urine should be avoided. It is said that once you develop symptoms of dehydration, it is too late to maintain activity, as drinking at this stage takes some time to reverse the effects. After running a marathon for example, rehydration can take up to 24 hours.

The brain is particularly sensitive to dehydration and produces the initial symptoms. Be alert for early signs including:

- Feeling thirsty
- Headache
- Poor Concentration
- Dark yellow or Orange urine
- Feeling tired
- Dry mouth

When planning journeys or rides out, give plenty of thought in advance to meeting venues or stopping points where refreshments are available. Think about refreshments at your starting and stopping points too.



For motorcyclists, if on a socially-distanced ride out with friends or Associates, remember to maintain your hydration on the ride home as well.

Planning hydration breaks during journeys may be a little more difficult at the moment, with some venues still closed, but a little prior planning will make it possible for you to stay hydrated and safe at all times.

Pete added: “As motorcyclists, we really do need to keep on top of hydration - as opposed to keeping on top of dehydration, when it may be too late to make a difference. This particularly extends to any friends, family or Associates with whom we are riding and who are new to motorcycling. They may not realise the effects of wearing all the kit, so it is important they are taught to recognize - and react - when they have not had enough fluid intake.

“So, please drink plenty and often, and carry more water than you think you may need. And in the immortal words of Sergeant Phil Esterhaus from Hill Street Blues ‘Let’s be careful out there’

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.

AUGUST

Monday 3rd	No monthly evening meeting due to Covid-19 restrictions
Sunday 9th	Group Observed Run - Ancholme Leisure Centre car park, Scawby Brook, Brigg Meet 9.00 for prompt departure at 09.30 Plus ... Group Ride Out – from The WAVE, departing 10am sharp
Monday 10th	Committee Meeting

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.


Simply eMail the Editor



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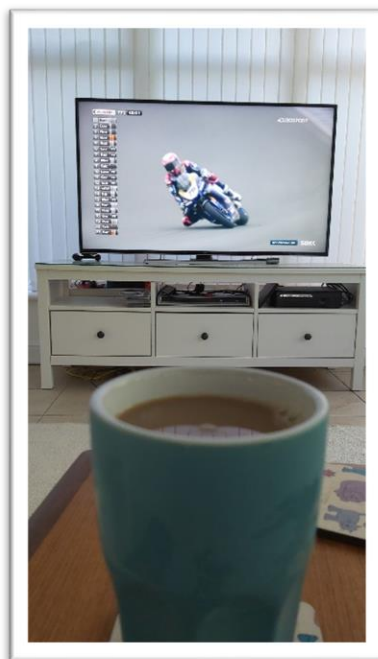


Café Corner



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 ... ?

Great café ... WSBK on the big screen ... I love the coffee .. only has seating for one though, and I'm always there.



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 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	£
PAYMENT MUST BE RECEIVED WITH ORDER						

