

ChainLincs

THE NEWSLETTER OF

Lincolnshire Advanced Motorcyclists

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

October 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 November 2020.

Please provide any copy to the Editor, by

30th October 2020

dayres@picturesports.co.uk



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)

Get In Touch

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NOTICE IS HEREBY GIVEN by order of the Group Committee that the 34th Annual General Meeting of **LINCOLNSHIRE GROUP OF ADVANCED MOTORCYCLISTS** will be held at 8.00pm on Monday 2 November 2020 via a “Zoom” meeting due to the restrictions placed by Her Majesty’s Government as a result of the Covid-19 pandemic to enable the Trustees of the Group (Registered Charity No. 1049955) to present their Annual Report and Accounts for the year ended 31 March 2020 for approval by the Group Members and to conduct an election.

Honorary Secretary’s Name	John Cheetham	Date 01 10 2020
Address	26 Lansdall Avenue Lea Gainsborough DN21 5JL	Group No. 7176

All Members, Associates and Friends are invited to “attend” but only Fully Paid Up Members of the IAM and of the Group may vote. A Member entitled to vote at the General Meeting may appoint a proxy to vote in their stead. A proxy need not be a Full Member of the Group.

CURRENT OFFICERS:

All Officers retire annually and may offer themselves for re-election. (Group Rule 3.4)

Mick Smith	Chairman	Offering to stand for re-election
	Vice-Chairman	Nominations required (post currently unfilled)
John Cheetham	Secretary	Offering to stand for re-election
Matt Hopkins	Treasurer	Offering to stand for re-election

COMMITTEE MEMBERS:

One-third of the Committee (excluding Officers) must retire annually and may offer themselves for re-election. (Group Rule 3.4)

A. RETIRING BY ROTATION AND STANDING FOR RE-ELECTION

Kev Hewson

Jerry Neale

B. RETIRING BY ROTATION AND NOT STANDING FOR RE-ELECTION

None

C. COMMITTEE MEMBERS NOT RETIRING

Phil Niner

Simon Battram

Note: The total number of Committee Members, including the Officers, must not exceed twenty. Please see the NOMINATION PAPER for further detail.

As notified separately, the AGM is being held at 8.00pm on Monday 2 November 2020 via a “Zoom” meeting.

Nominations are invited from Full Members to stand for Committee. The Nominee must be willing to stand for the Committee and sign the Nomination Form. By signing the Nomination Form the Nominee is affirming his/her ability and intention, if elected, to attend Committee meetings regularly.

Please note - You may not stand for the Committee if the law debars you from being a Charity Trustee.

Only Fully Paid Up Members of the IAM and of the Group may nominate Committee Members or be nominated as Committee Members.

This Nomination Paper must be returned to the Group Secretary at least seven days before the election – i.e. by 26 October 2020. (Group Rule 3.5)

All Officers and one-third of **all** other Committee Members must retire annually by rotation and may offer themselves for re-election by Group Full Members. (Group Rule 3.4)

Those elected become Charity Trustees of the Group.

OFFICERS

Name	Position	Nominated by	Seconded By	Signature of Nominee
Mick Smith	Chairperson			
	Vice Chairperson			
John Cheetham	Honorary Secretary			
Matt Hopkins	Honorary Treasurer			

COMMITTEE MEMBERS

Name	Nominated by	Seconded by	Signature of Nominee
Kev Hewson			
Jerry Neale			

Membership Update

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

We have four new members to welcome this month.

Member	Observer
937 Andy Jones from Welton	Morris Howe
938 Angelo Manesero from West Bridgford	Bruce Whetton
939 Michael Cowton from Heighington	Jerry Neale
940 Eric Stockdale from Barton-Upon-Humber	Stuart Harrison

There are six test passes to report making the 2020 total seventeen. Congratulations on your success and a big thank you to your Observers.

Member	Pass Date	Observer
Donna Woolhouse	30th August	Jerry Neale
Peter Llwelllyn-Jones	30th August	Jerry Neale & Phil Niner
Sean Sowley	3rd September	Allan Knight
Stephen Gray	6th September	James Taylor
Kevin Harris	29th September	Mike Day
Mark Carpenter	1st October	Malcolm Heaton

The present composition of the group is as follows:

Full Members	126
Associate Members active	23
Associate Members "On Hold"	5
Associate(s) allocated to an Examiner	0
Total Group Membership	154

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

Please note that those with membership numbers 884 to 910 inclusive should have received their membership renewal forms including Gift Aid declaration forms as their group membership will have lapsed on 30th September.

Also, note that the renewal will be for six months only and therefore cost £4.00 to bring you into line with the usual group renewal date of 1st April each year.

I sincerely hope you will continue to support the group through your continuing membership

That's all for this month, ride safely:

John Cheetham

Editorial



This month's cover shot comes from the Roland Johns' Collection or is it the Bumble Collection, and Roland is just photobombing (Bumble is the bike) 😊

And what is Bumble doing so close to the Lincs Air Ambulance? Along with being an Observer, Roland also rides for Lincolnshire Blood Bikers and is one of the team supporting the Air Ambulance with "Blood on Board".

There is more on Roland in the Chairman's

Chatter ... Thank you for what you do, Roland. It is very much appreciated.

There is more information on the [Lebbs website](#). They are a charity so please chuck a couple of quid in the tin, should you see them out collecting.

The next issue of ChainLincs (October) will be a little later than usual. I'm back off to Scotland to enjoy what remains of the "good weather" (yea right). I made this trip earlier this year – the very day leisure travel was allowed – and with the rules regarding overseas destinations changing almost daily a return to the stunning road north of the Scottish border appears the best way to satisfy the need to ride.

Should you feel the need to wax lyrically on the joys of your recent journeys, or just have the urge to tell the world about something, lean into your desire and 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 dayres@picturesports.co.uk

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 comes counts six over the finishing line
- Mick has a suntan
- Dave oils his chain
- Jerry contemplates cyclists

Cheers *Dave*

“ Happiness isn't around the bend. Happiness is the bend ”



A bit late penning my Chatter this month due to a glorious 11 days in Cyprus and then having to do some work when I got back! It's Friday afternoon and waiting for the rain to arrive but managed to get 30 miles on the bike after work as have a busy weekend ahead and the MoT runs out tomorrow. MoT first thing on Monday and hopefully a few more miles after that.

The opportunity to ride with other group members in the last month have been numerous -thank you for the effort. It started with the usual Group ride on 13th September from Willingham Woods. Twelve members joined in. Thanks to Malcolm Heaton and Dave Mather who each took a group each.

Malcolm's group went off to Sandtoft and ended up at the Happy Café (aren't they all happy places?!) but don't know where Dave's group ended up as nobody posted on FaceBook.



On 20th September Malcolm planned a run to Bridlington from Barton, There was also another ride from the WAVE on the same day. Malcolm had ten at Bridlington so split into two groups with Stuart Harrison leading the second group to the seaside. Eight turned up at the WAVE, so Phil Gilbert organised them into two groups and rode the Ride to Save Lives route, donating a suitable amount to the air ambulance.

Finally on 29th September Roland Johns went with five other members riding the Ride to Save Lives route. Again a suitable donation was made to the air ambulance. For those that don't know, Roland has organised the Air Ambulance Ride to Save Lives charity ride for a few years now, and as the ride couldn't happen in the usual format this year, he has been pushing for riders to do it themselves and make a donation to the charity.

As of 1st October, through Roland's efforts pushing the biking community, nearly £2300 had been raised. Well done to Roland and all the members that rode the route with one of the rides above or individually.



Thanks to all the guys above that have led a ride over the past month, great to see more members getting involved.

In a change to the previous diary entry, **the next group ride on 11th October will be from the WAVE and NOT Hartsholme Park.** It will leave at 1000hrs so get there early for a cuppa and bacon butty. Not arranged yet but might be a ride from the North as well – more details to follow via email.

I WANT THESE RIDES TO GO AHEAD BUT IN LINE WITH GOVERNMENT GUIDELINES WE MUST BE VERY CAREFUL NOT TO MIX IN GROUPS OF MORE THAN SIX, NOT JUST FOR THE RIDE BUT WHEN MEETING AND WE NEED TO STAY 2M FROM EACH OTHER.

I know this is not easy when meeting up as we all want to be sociable but please stick to these guidelines.

The Observers continue to be busy and we have had four test passes since my last Chatter in September's edition. The test passes were Sean Sowley. Stephen Gray, Kevin Harris and mark carpenter. Congratulations and well done to you all and your Observers Allan Knight, James Taylor, Mike Day and Malcolm Heaton. Kevin Harris only joined in the middle of August and took his test at the end of September. Outstanding commitment to becoming an Advanced motorcyclist.

Many thanks to all the Observers that are putting loads of time to get as many associates through as possible. It is much appreciated especially as we are still getting new members.

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. In these Covid-Days most likely they will go online.

We had three new members in September. Welcome to Angelo Manesero from West Bridgford (Notts) who is another under 30, Michael Cowton from Heighington and Eric Stockdale from Barton upon Humber. Welcome guys and hope to meet you soon.

It is possible for Associates to have their membership extended if because of the pandemic they have not been able to complete their advanced rider course in their first year of membership. Details from the IAM are as follows:

Extensions to Associate membership will be continue to be provided to those Associates who receive their renewal invitation before 1st February 2021 and who have been unable to complete their coaching and test within their first 12 months of membership.

Associates whose membership is due for renewal between 1st September 2020 and 30th November 2020 will be eligible for a four month extension to their membership at no additional cost. Associates whose membership is due for renewal between 1st December 2020 and 31st January 2021, will be eligible for a two month extension to their membership at no additional cost.

*This provision can only be applied at the time each Associate receives their renewal notice. The application must be made by the Associate, by contacting the Customer Care team on **0300 303 1134** or by emailing support@iam.org.uk between 8.30am and 6pm, Monday to Friday. Multiple extension requests by Groups on behalf of Associates cannot be accepted.*

We continue to monitor Government and devolved administrations restrictions and keep the Associate membership extensions under review in line with the availability of coaching.

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).

Finally before my final finally the Barrie heath Quiz has been cancelled this year and will be back next year – hopefully!

Finally, thanks again to Dave for putting together this edition of ChainLincs, hope you enjoy the read. Don't forget he needs your input so send him articles, pictures etc. It can make his job so much easier if he has plenty to choose from.

Have a good one and stay safe.

Mick

“ Interestingly, motorcyclists never seem to ask, “Are we there yet?” ”



SCOTTOILER XSYSTEM. SIMPLICITY IN A BOX

Halfway around the first of this year's Scotland tours, my Scottoiler xSystem gave up the ghost and I was lamenting not having a small can of chain lube with me as a backup.

At the time it was annoying but these things happen. My xSystem Scottoiler was more than 3 years old and had served me for over 20K miles, in all weathers.

This is the first Scottoiler – of the 5 I've had on various bikes – that has ever given me a problem. Perhaps I should have stayed with the vacuum-based variant, but the simplicity of the xSystem was very hard to argue with.

Having bought a can of chain lube and returned to the habit of spraying the chain every couple of days, I've been trying to convince myself that I didn't need to replace the Scottoiler.

Yea – Right. Who am I kidding? Once you have had a Scottoiler there is no going back. They are brilliant, and my replacement reservoir has now arrived from the Scottoiler warehouse in Glasgow.

Chain Life

So why did I give up with chain lube and switch back to the Scottoiler?

Scottoilers could be described as the lazy person's way of keeping the chain lubricated, and yes I am lazy. Anything that removes the need to grovel around on the garage floor works for me. All I need to do it make sure the Scottoiler has oil in the reservoir and the rest is taken care of.



Whereas lazy is good, the biggest reason for installing a Scottoiler has to be chain life.

After switching back to using chain lube I noticed that I've needed to adjust the chain three if not four times over the past few months. Something that when the Scottoiler was running was a very occasional event.

Ideally, I would have noted the mileage and tracked the need for chain adjustment

scientifically. Sadly, as I wasn't expecting any difference, I haven't done any of that.

Having taken a few knocks on the head in my life, my memory may not be the most reliable source of information. However, as I'm essentially lazy, I'm sure I would remember wheedling spanners in pursuit of that perfect chain tension, and there has definitely been more of that lately.

But It Is Only Oil!

Thankfully, on the topic of what to lubricate your chain with, Ryan, who fronts the FortNine Youtube channel did apply the requisite scientific principals when it came to a study of chain lubrication.

The end conclusion is that gear oil is the lubricant of choice. And having now spoilt the revel for everyone, here is a link to the video. It is well worth a watch [[simply click here](#)]

Why Don't You Own One?

I can only think of three reasons not to have a Scottoiler fitted on your motorcycle.

One: You own a shaft or belt drive motorcycle and have read this article waiting for the opportunity to say "...because I ride a GS / Harley". Your moment has arrived. Enjoy.

Two: The ritual of escaping to the garage for some essential motorcycle maintenance is your excuse for some "ME TIME, WITH THE ONE YOU LOVE". This emotion I can completely understand. Yet, there are better ways to spend garage time than lubricating the chain.

Three: Because you are about to purchase a Scottoiler and have read this to discover which one you need. For you good people, here are your choices:



vSystem – The most common and well-loved version of the Scottoiler. It uses the vacuum created by the engine sucking fuel into the engine to open the valve in the reservoir, which then allows the oil to flow. Stop the engine, and the Scottoiler valve closes, and the oil flow stops. The oil flow is gravity fed, so the more upright the reservoir the better. That said you only need a 15-degree slope, so don't worry if you can't mount the reservoir vertically.



xSystem – Rather than being gravity fed, the xSystem has an electric pump and senses engine vibration, so it knows when to start pumping. It is arguably the simplest to install – not that the others are difficult. Connecting two wires to the battery is a task even I can manage. Once connected, you have a five flow rates plus a priming setting to choose from.



eSystem – Similar to the xSystem in that it has an electric pump. The eSystem comes on when your motorcycle starts to move thanks to the vibration and movement sensed through the triple-axis accelerometer. The eSystem has a handlebar-mounted multifunction display and control unit, through which you can set up different flow rates, check how much oil is in the reservoir and several other innovative things.

Which One Is Best?

Good question. My V-Strom uses an xSystem, while the two Africa Twins I went to Scotland with, had chosen one of the other two.

As all of the Scottoiler models do an excellent job, why did we all pick something different? A very good question. Does anyone know a good psychologist?

The full article is available on FliesOnTheVisor.com

It was great to see many of the Observer team still out working with their Associates during September despite the continuing Covid-19 situation. This hard work by both the Observers and Associates is showing with continued test passes, well done all. Even though summer has drawn to an end, we can still find good days to get out and continue our preparation runs including riding in different weather conditions, we can gain many skills from riding throughout the winter, so keep in touch with your Observer and look to keep improving your skill level. I have noted on recent check rides that Associates could be stronger on their Highway code knowledge, so if the weather does slow you down, use this time wisely to increase your H/C knowledge, your Information stage of IPSGA relies on an element of the H/C, so know it well.



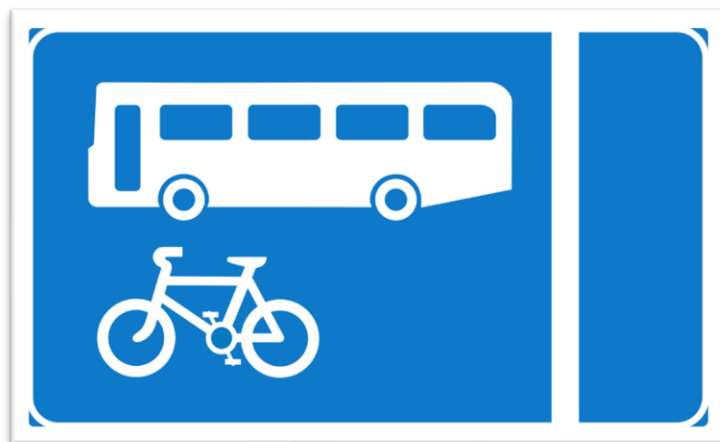
This month the Observer team would like to welcome Mark Gill to the team, Mark will be working towards the IMI Local Observer qualification. The team would also like to congratulate Will Field for the work that he has put in to pass the IAM Radio skills qualification, and thanks to his Radio skills mentor Phil Niner.

With the increase in pop up cycle lanes in many areas it's important to make sure that you are up to date on the current legality of cycle lanes, this months tips from the IAM is a good refresh.

Cycle lanes Road signs and markers

Do you know your solid white line cycle lane from your broken white line cycle lane?

New powers have been granted to local councils to enforce cycle lanes – but do you know your road markings? Ignorance of the law is no defence, so with new bicycle facilities popping up all over our towns and cities at the moment, as cycling is encouraged to ease pressure on public transport during the Coronavirus pandemic, it is now more important than ever to know where and when you can park.



Cars or motorcycles illegally parked on mandatory cycle lanes can force cyclists to deviate from their path and put them at risk of conflict with passing vehicles. From 22 June 2020 councils can use CCTV vans to record offences. There will always be a right of appeal if signage is unclear or mistakes have been made, but that can be a time-consuming hassle with no guarantee of success.

Neil Greig, IAM RoadSmart's Director of Policy and Research, therefore has these top tips to help brush up your knowledge and ensure you know the rules of the road around cycle lanes and where you are allowed to park:

Dust off your **Highway Code** and **Know Your Traffic Signs** knowledge. You can view both online to make sure you're familiar with road signs and markings and what they mean.

Rule 140 of the Highway Code is the main one for cycle lane advice. It states: "You must not drive or park in a cycle lane marked by a solid white line during its times of operation. Do not drive or park in a cycle lane marked by a broken white line unless it is unavoidable. You must not park in any cycle lane whilst waiting restrictions apply."

When it comes to a cycle lane marked with broken white lines, use common sense in relation to the term 'unavoidable'. While you should not normally cross them, there may be occasions when the confines of space or the nature of traffic dictate it as unavoidable.

It is your responsibility as a driver to check signage on street lights or poles to find out exactly what the parking restrictions are and the hours of operation of the cycle lane. These may have changed since you last visited your town centre. Even if a cycle lane looks temporary, if it has a solid white line it will be mandatory and the parking and stopping advice will apply.

You can 'pick up and set down passengers' but that means you must never leave your vehicle unattended or stay too long. Loading information will be on plates or on kerb markings. If in doubt park or load somewhere else.

With the introduction of pop-up cycle lanes and other initiatives to promote walking and cycling and keep public transport use to a minimum, check before you head out on the roads. Your local roads may be familiar to you, but they may have changed since you last ventured out on them.

Neil added: "Watch out for more cyclists than before on our roads. They have no airbags, crumple zones or seatbelts to protect them. Treat them the way you would want to be treated. It is important to give people the space - at least 1.5m - they need to use the road. At this time you should also expect a wider range of ages and abilities as more people try it out for the first time to avoid public transport."

Stay safe

Jerry



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.

OCTOBER

Monday 5th	Monthly evening meeting CANCELLED DUE TO COVID-19 PANDEMIC RESTRICTIONS
Sunday 11th	Group Observed Run – Meeting point changed to The WAVE Meet 09.30 for prompt departure at 10.00
Monday 12th	Committee Meeting - details to follow nearer the date
Sunday 25 th	Morning meeting for Observers and those interested in becoming Observers For more information contact Jerry Neale (details on page 2)
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

CANCELLED DUE TO COVID-19 PANDEMIC RESTRICTIONS

Monday 2nd

Group Annual General Meeting

As no indoor meeting can realistically be held due to the ongoing Covid-19 Pandemic restrictions currently in place, it would seem the only option we are left with is a "ZOOM" meeting. Chairman Mick Smith will communicate regarding this option or otherwise in due course.

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

NOTE: This will be a ZOOM meeting. More details nearer the date
For information contact Jerry Neale (details on page 2)

DECEMBER

Monday 7th

Monthly evening meeting

CANCELLED DUE TO COVID-19 PANDEMIC RESTRICTIONS

Sunday 13th

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

Monday 14th

Committee Meeting - details to follow nearer the date

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						

