

ChainLincs

THE NEWSLETTER OF

Lincolnshire Advanced Motorcyclists

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



March 2021

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 April 2021

Please provide any copy to the Editor, by **26th March 2021**

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)

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Membership Update

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

We have no new members to welcome since the February newsletter and due to the Covid-19 restrictions no testing has occurred. The present composition of the group is as follows:

Full Members	124
Fellows	10
Associate Total	27
Associate Members "On Hold"	8
Associate(s) allocated to an Examiner	0
Total Group Membership	161

Our Honorary Treasurer has now succeeded in moving the group forward with respect to managing to navigate the mysterious world of banking to permit the group to operate via online banking. This has entailed a new account to be set up as the account set up back in 1987 did not meet the current security and safeguarding criteria to operate online.

When group membership renewals are due I will as usual email all members if they have paid previously by Bank Transfer or Standing Order.

For those who have existing Standing Orders in place, could I request that they be set up to pay on or after 6 April 2021 please.

Could those paying by Bank Transfer also delay payment until on or after 6 April 2021 please.

This will bring us into line with the HMRC financial year which is used when claiming Gift Aid payments.

The new group bank account details are:

Lincolnshire Group of Advanced Motorcyclists

Sort Code 30 96 26

Acc. No. 67439968

All other members will receive a letter containing the renewal form and giving the option to pay either by cheque or online if they wish.

That's all for this month, ride safely:

John Cheetham

Editorial



This months cover photo, reminded me of a joke from the 1980s

Knock, Knock ...
Who's there?
CX500

That isn't funny – Well if you are of a certain age and were into motorcycles back then you might remember the major recall for the CX500 and the big end bearings.

Complete with Krauser Panniers too, for that retro 80s look, although I'm not sold on the tyre choice.

I learned About Motorcycling From That: Our collective motorcycling wisdom must total well over 250 years. That amount of time cannot pass without even the most self-assured of us, learning a thing, or perhaps even two.

I'm still collecting them, so kindly take a moment – we have a lot of them at the moment – a put fingers to keyboard and share your wisdom. Be you Member, Associate, Observer, Examiner – yes I'm talking to you Ross - and SDM's – I invite you all to offer up those pearls of hard-earned wisdom, be they one-liners or longer stories. Now is the time to share. And the address for these nuggets of motorcycling enlightenment ... dayres@picturesports.co.uk

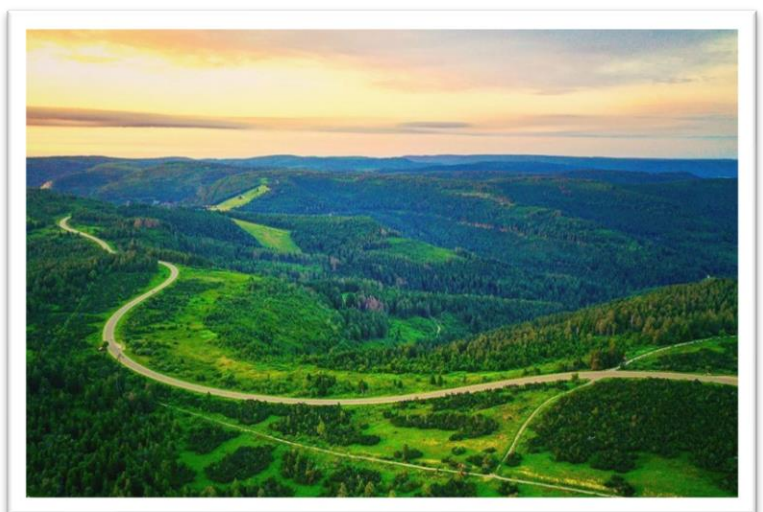
The Facebook page remains active and if you are planning something at short notice – *although I'm not quite sure what these days* - or wish to share your essential riding and garage-based activities, feel free to let others know. Some of us working stiffs – if we read Facebook – would be jealous.

Oh, and the picture – that is part of the Schwarzwald Hockstrasse or the infamous B500 Black Forest Road, one of the many trips I have planned.

Coming up in this issue ...

- John & Matt go online
- Mick wonders about April
- Dave inflates as required
- Jerry stands in a pot hole
- John Harrison turns 18

Cheers *Dave*





So, there is light at the end of the tunnel after the Government's announcement on 22 Feb and we will soon be back to work and more importantly be allowed to ride our bikes just for the sake of it.

It also seems that we will be back to meeting in groups of 6 again so that opens the possibility for some group ride outs.

The following was released by the IAM today:

We are currently reviewing the latest Government guidance and would ask all our IAM RoadSmart groups to await for further guidance on the resumption of activities. Please note the 'stay at home' order issued by HM Government is in place until 29 March 2021.

As soon as we have further information about resuming training and rides I will send an email to all members.

From a personal point of view it looks like I will be back at work in April which gives me plenty of time to finish the decorating! I have had to find something else to watch on TV though as I finished all the Marvel films. There is plenty out there and I have been adding to my watchlists on Netflix, Prime and Disney Plus!

At long last we have managed to move to online banking for our Group bank account.

The main advantage is that we will be able to see who has been subs easily without waiting for the monthly statement. Although staying with Lloyds, for some complicated reason we have had to open a new account and I would like to encourage you all to pay your subs electronically in the future which will save John Cheetham a trip to the bank to pay in cheques or cash. A trip which has got further and further as bank branches close! John will be publishing the new account details in his membership update.

With regard to the online banking a massive thanks to our Treasurer Matt Hopkins who persevered with the bank to get us online banking. He has put a lot into achieving this and it is much appreciated.

Once again can I remind the newer IAM members amongst you that when you receive your annual renewal and membership card for the next year that card is not valid until you make the renewal payment. If you pay by direct debit then all is good, if not you need to logon to the IAM RoadSmart website and make the payment or call the IAM to make the payment at the number on the letter you receive with your membership card.

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 (next meeting 24 Feb) are currently being held on Zoom. If you want more details please give our Chief Observer, 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).

Finally, thanks again to Dave for putting together this edition of ChainLincs, hope you enjoy the read. Please, please, please send him something to include, 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.

Very short this month but hopefully we can meet again soon for at least ride outs.

Stay safe

Thanks, *Mick*



In 2002 Gerard Thevenot founded Helite, the manufacturers of [Helite Airvests](#); self-contained motorcycle airbags that are worn over any jacket or one-piece suit.

Rather than motorcycle racing, the inspiration for [Helite Airvests](#) comes from the light aircraft industry and can now be found in sports as diverse as horse riding to downhill skiing.

Airvests and airbag suits first arrived in MotoGP in 2007. The FIM made them compulsory in MotoGP in 2018 - and they had a MotoGP price tag to match.

A suit would cost well into the four-figures and if the airbag went off you needed specialist technicians to reset the suit for you.

Today, weighing in at just 1.6 kilos, the [Helite Turtle 2 Airvest](#) that I use will fully inflate in 0.094 seconds and doesn't impede my body movement or prevent me from turning my head.

It has a full-size back protector built-in and the list of testimonials from surgeons, paramedics and the people who have benefited from wearing a Helite Airvest gets ever longer.

You can have all the benefits and protection for less than £400 and when it comes to resetting the Helite after it has deployed, you do this yourself in 10 minutes.

And if all of that isn't enough to make you want one, there's more ...

IOM TT 2015

It is said that Barry Sheene worked with Dainese to develop a back protector that was integrated into his leathers.

I've worn a [Forcefield L2K](#) back protector for as long as I can remember and I've wrestled the smaller [Forcefield Pro Lite 001](#) into the pocket in the back of my BKS Leathers.

Standing on the Glencrutchery Road in 2015, I noticed most of the riders were placing a chest protection plate in their leathers before starting. At the end of that day, I chatted with one of the medical staff at the TT and got the matter-of-fact - albeit a little gory - explanation from the Doctor about all the vital things that go on inside our chest, and hence why chest plates are a good idea.

Not having the money for a fancy airbag suit and wanting something I could use regardless of which jacket I was wearing, I ordered Forcefield's all-in-one EX-K Chest and Back protector from [SportsBikeShop](#).

It only took 5 minutes to work out that whereas it works well for motocross, for road riding it was too restrictive and bulky. Back to [SportsBikeShop](#) it went for a refund.



Airbag Jackets

In 2018 RST released their Airbag jacket with a price tag of under £500. On the face of it, it is a low-cost airbag jacket. but there are a few additional points to consider.

The RST jacket uses the In&Motion airbag system who charge an additional £120/year to subscribe to their airbag technology service. Alternatively, you can cough up a further £399 and buy access to the service without further charge.

Assuming the jacket is going to be with me for three years, at today's prices I'm looking at an £800 investment and that is for just one jacket.

Whereas you can replace the inflation canister in the RST jacket, if the jacket itself is damaged, then you will have to replace the whole thing. That is the same for every item of clothing, but when a jacket costs around £450 in the real world, not being able to fix it because of the airbag technology seems a little limiting.

I've had my RST Alpha jacket for five or more years now. It is taken a few knocks and is showing the miles, yet other than looking worn it is perfectly functional, thanks to the hot glue gun that I've used to repair a small tear.



I should point out that my solution isn't RST approved.

Had this been RST or any other manufacturer's all-in-one airbag jacket, would the same bodge have been advisable? I don't know, but I wouldn't be happy about it.

If an airbag jacket is what you are after then the [Helite Touring Jacket](#) is the better financial proposition.

The AA-rated jacket has a Humax waterproof liner, removable thermal lining, a built-in Knox back protector and of course Helite's Airvest system that has no subscription charges other than a

recommended service every two years.

Inside or Outside?

When airbags deploy they need to inflate to a size that will place a cushioned barrier between you and things that would do you harm.

If you fit an airbag under your close-fitting jacket or leathers, then when it needs to expand to protect you, the suit is going to have to move. What I'm talking about here is being given the worlds worst wedgie. We are not talking ride-up-with-wear, we're talking... I'll leave it up to your gender-specific imagination to work out what would end up where.

On race suits and jackets with stretch panels, this isn't so much of a problem, but under my [Weise Outlast Frontier jacket](#), something is going to have to give.



Then there is the fact that I'm a cold-weather-wimp and absolutely adore the [Keis heated jacket](#) I use for six-months of the year. Allowing for the Keis jacket and the Outlasts thermal liner, space is at a premium inside my jacket, even more so after a months without a gym to go to.

Ripcord or Electronic Release

Having decided that an independent external airvest that I can use year-round is what I need, I also want it to be reasonably priced, and not in need of a trip back to the manufacturer if it deploys.

With all of that decided, the final question is whether I was going for ripcord or electronic release or as some of the marketing department decided to call it "autonomous inflation of the wireless, electronically activated airbag".

The electronics in the Helite E-turtle monitors the user's movements and automatically triggers the airbag to inflate, in less an 80ms, if it detects adverse conditions.

The advantage of an electronic brain over the ripcord release method is that the [Helite E-Turtle](#) airvest will inflate in situations where you don't separate fully from the motorcycle.

Perhaps the most common of these situations is getting smacked from behind while waiting in a queue of traffic. The sensors in the e-Turtle will do a good job of detecting the impact, and you can supplement the detection with the optional Bike Fork Sensor which communicates with the electronics in the Airvest.

It is a personal choice and I went with the ripcord [Helite Turtle 2](#), my reasoning being that whereas the electronic version is excellent, it is another thing to have to charge. If I forget - a charge will last over 15 hours - then I'm stuck.

The ripcord release requires nothing more than me remembering to clip myself to the motorcycle.

It has been suggested that ripcord airvests will inflate if you forget to unclip yourself and walk away from the bike. All I can say is - total crap. It takes 60lbs of force to trigger the inflation of my [Helite Turtle 2](#). Sixty pounds isn't a massive amount, but by the same measure, it isn't me walking away from the bike at a petrol station. And trust me ... I've tried to.

Why is it called a Helite Turtle?

Across the back is an EN1621 Level 2 back protector. The back protector does not require the [Helite Turtle](#) to have inflated to meet the EN1621 level 2 standard. It is fully compliant in its own right.

When the airbag inflates, it places a cushion of air between you and whatever the back protector strikes. This is the equivalent of wearing in the region of 50 motorcycle back protectors.

Imagine a turtle inside its shell. If you want to get to the turtle you have to get through the outer shell first, and hence the name.

Front, Neck, Back and Sides

The [Helite Airvest](#) inflates to protect your chest, over the shoulders and across the back of the neck to protect the neck from whiplash and overextension and the collar bones (clavicle) from damage.

The back inflates pushing the back protector out to provide extra protection and the lower airbag in the [Helite Turtle](#) wraps across your lower back, protecting from hip joint to hip joint. If you take a low side, this is typically the region of your body that takes the initial hit.



And Finally ...

All of this is wonderful stuff, but the bottom line is will it work when it is needed. I have no plans to test it for you to find out. There is however a man who did just that, so people like you and I can watch him on Youtube.

The complete article, along with videos showing the Helite in operation can be found on ...



Why you need good observation skills

‘Observation’ means using sight, hearing and smell to gain as much information about conditions as possible. Keen observation is the foundation of good riding and, for the motorcyclist, can mean the difference between life and death. If you do not know something is there you cannot react to it. Careful observation gives you extra time to think and react, and so gives you more control over your riding.

Use your eyes-scanning

Use your eyes to build up a picture of what is happening all around you, as far as you can see, in every direction. The best way to build this picture is to use your eyes in a scanning motion which sweeps the whole environment: the distance, the mid-ground, the foreground, the sides and rear.

Riders who scan the environment looking for different kinds of hazard have a lower risk of accidents than riders who concentrate only on one area, so develop the habit of scanning repeatedly and regularly.

Scanning is a continuous process. When a new view opens out in front of you, scan the scene. By scanning the whole of the environment you will know where the areas of risk are. Check and recheck these areas in your visual sweeps.



Before junctions, bends or hazards try to take advantage of any gaps in hedges etc and scan for any information that you can gain before you have arrived at the junction.

This time of year can take its toll on our highways, and many roads that were in fair condition last time that you rode them might have changed. Take extra time to scan for surface defects.

Here you can see a surface defect spanning nearly quarter of the highway. Add some rain, and then the severity of the defect is harder to spot.

How well do you observe and plan?

If due to Covid-19 restrictions or winter lay up, when it is ok to ride again, take time to check whether you actively observe and plan your riding.

Next time you ride over an unfamiliar route, run through these questions before and after your journey to identify your strengths and weaknesses.



Do you constantly observe what is happening:

- In the distance?
- In the mid-ground?
- In front of you?
- Each side of you?
- Behind you?

Many people relax their concentration when riding along familiar routes, so assess your performance over a familiar route as well.



Have you seen something like this?

It only takes two minutes to report anything dangerous that you spot.

The **Fixmystreet** app is quick and easy to use also you get feedback how your report is progressing.



Welcome: Steve Goodwin

The LAM Observer team would like to welcome Steve Goodwin to the team. Steve will be working towards the IMI Local Observer qualification.

This month meet former Chief Observer and long time member of LAM John Harrison.

“And thats why I became an Observer”

Why did I became an observer?

I did not purposely take the decision to become an observer, it just seemed to evolve. I was a member of the Grimsby Motorcycle Club, when one night I was asked if I had thought about doing the Advanced Motorcycle Test.

Having already been approached about doing learner rider training, I thought it would do no harm (little did I know), so I gave it a go. This was in 1980, in the early days there was not a motorcycle groups as we have now, just few advanced motorcyclists here and there attached to the local car groups.

Training went ahead and to improve my riding I was asked to drop in behind other motorcyclists and analyse their riding style and pick holes in it. As time went on, I would say this is when my observing started.

Guidance riders as they were called then, where very few, then one day I was asked to tag along behind a guidance rider on a ‘training run’, and found myself asked to comment on the associates run at the debrief, so I suppose that was my training to become a guidance rider.

The test day came and off I went to Lincoln, the test was taken and passed, on my return, I was then told to find someone, persuade them of the advantages of advanced riding and guide them up to test standard.

I had read Roadcraft and the Highway Code, these were bare bones books compared with what we have today and that was it. A friend was duly persuaded to have a crack at it and take the test, their progress to me seemed quite good and they were sent off for test and duly passed.

So that was my introduction to guidance riding, the feeling that I got from that pass is just the same as I got when my last associate passed their test, I think it is the passing on of knowledge that gives the most pleasure.

At an associates first debrief on the assessment run, I talk about the sweet spot of the engine, using the road to their advantage, making riding plans from the landscape in front of them. Then I get them to follow me back for a couple of miles over the route we have just travelled, have a little chat and then I follow them back over the same ground.

Then as I always ask, how do you think that went?, when the helmet comes off, there's that grin from ear to ear and that's the time when I know they learnt something they did not know before and that is why I am still an observer.



Stay Safe – Jerry



It is getting closer – Honest!

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 the A18
Willingham Woods Picnic Site, LN8 3RQ	East of Market Rasen A631
Waddington Airfield Viewing Area (WAVE) LN5 9FF	East side of the A15

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.

MARCH

Monday 1st	Monthly evening meeting, Nags Head, Middle Rasen, LN8 3JU (A631) at 20.00 CANCELLED DUE TO COVID-19 RESTRICTIONS
Sunday 7th	Group Observed Run - Ancholme Leisure Centre car park, Scawby Brook, Brigg Meet 09.30 for prompt departure at 10.00 DEPENDANT ON COVID-19 RESTRICTIONS
Wednesday 31st	Meeting for Observers and those interested in becoming Observers For information contact Jeff Neale (details on page 2)

Diary of Events – If We Get Lucky

Stay isolated. Keep your helmet on!
Seriously though – Hands – Face – Space

APRIL

- Monday 5th Monthly evening meeting, Nags Head, Middle Rasen, LN8 3JU (A631) at 20.00
DEPENDANT ON COVID-19 RESTRICTIONS
- Sunday 11th Group Observed Run - Willingham Woods Picnic Area near kiosk
Meet 09.30 for prompt departure at 10.00
DEPENDANT ON COVID-19 RESTRICTIONS
- Monday 12th Committee Meeting - details to follow nearer the date
- Wednesday 28th Meeting for Observers and those interested in becoming Observers
For information contact Jerry Neale (details on page 2)

MAY

- 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
DEPENDANT ON COVID-19 RESTRICTIONS
- Sunday 9th Group Observed Run – Waddington Airfield Viewing Area (WAVE) LN5 9FF
Meet 9.30 for prompt departure at 10.00
DEPENDANT ON COVID-19 RESTRICTIONS
- 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)

JUNE

- Monday 7th 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 13th Group Observed Run - Willingham Woods Picnic Area near kiosk
Meet 09.00 for prompt departure at 09.30
- Monday 14th Committee Meeting - details to follow nearer the date
- Wednesday 30th 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)

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 Philip Gilbert pmgilbert7@yahoo.com or 07704 168227

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						

