



ChainLincs

The July 2022 edition of ChainLincs for

Lincolnshire Advanced Motorcyclists

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



July 2022



Contact Details

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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

Still Not Happening

Next Issue

The next issue of ChainLincs will be in August 2022

Please provide any copy to the Editor, by 26th July 2022

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Lincolnshire Advanced Motorcyclists

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Cover Photo
Peter Hickman on his 9th TT win, June 2022

CHAIRMAN'S CHATTER



June was another fairly quiet month for new members and tests but certainly for tests July is shaping up to be a busy month with 6 already booked. I only made one ride in June which was partially due to a leaky fork seal (now sorted). Hopefully I will get to more in July and see plenty of you there.

Once again thanks to Stuart and Michelle for putting together another great edition of ChainLincs. Thanks to those that have sent in items to them for inclusion, however they still need your help or there will be more of their pictures in ChainLincs!

Only two new members this month so welcome to Phil Hatherley from Welton and Trevor Anderson from Wick (Scotland) but works down here. Hope to meet you at a ride soon and enjoy your advanced riding experience.

Only one test pass since I wrote my Chatter last. Well done and congratulations to Josh Deville and a great job from his Observer Mark Gill.

There are a couple of tests taking place today (2 Jul) and 4 more booked so hopefully lots of test passes to report next month.

We had rides on 4 Jun, 12 Jun and 26 Jun. Thanks to all those that turned up and especially to the ride leaders Ken, Ken again, Alan and Bruce.

The next monthly evening ride is on 4 Jul. A slight change in plan to what's in the diary of events but planning a fish and chip run to Mablethorpe as I have found one that is open on a Monday! **We will meet at Willingham Woods to leave at 1815hrs.** I have a route over there but would be good if somebody could lead us back a different route.



The next Group observed ride is from the Ancholme Leisure Centre in Brigg on 10 July. Meet at **0900hrs** for prompt departure at **0930hrs**. If anybody is willing to lead a ride then please step forward before then or on the morning. It would be nice to see some associates there to take advantage of riding with a group or even going off on a one to one with a different observer than they normally have.



The next regular social ride is on 24 July meeting at two locations, the WAVE (LN5 9FF) and Barney's Diner (DN38 6LB) both for **departure** at 1000hrs. Please note this is a change from the original date in ChainLincs.

We now have 180 members so it would be great to see more of you at some of these rides, us regulars don't bite and we are a friendly bunch that it seems like to drink tea

and coffee and eat cake (and excellent bacon and egg butties) so come along if you haven't been before, you might enjoy it.

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 are now evening meetings normally on the last Wednesday of the month. If you fancy being an Observer and want more details please give our Chief Observer, Jerry Neale, a ring on 07412 935333. He will be happy to talk to you.

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.

Please remember the new bank account details so if paying subs through internet banking this is the account to do it to (30-96-26, 67439968, Lincolnshire Group of Advanced Motorcyclists). From now on this is our preferred method to pay subs as it saves John a journey to a bank to pay cash in although cheques can be paid in through the banking app.

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 now have 134 members signed up to the Facebook page and it is a great way to publicise events quickly and easily and also see what has been happening in the Group.

Stay safe

Mick

Observer and Associate

As the summer season moves on, it has been great to see a few more test passes, well done to all Associates and their Observers for putting in the great work and achieving great results. We also have a few more tests booked for July already. It was great to join the Sunday morning Group Observed ride last month, this is open to all Associates and full members, it really is a good opportunity for Associates to meet other Advanced riders who have many years of experience that are happy to share their knowledge, and it's a chance to hone your new skills. Not done one yet? Get yourself up to Brigg for the next one on July 10th and join in, it's free!

This month the Observer team would like to welcome Alex Munford, Julie Mendes, Karen Bevan and Will Harrison to the team. Alex, Julie, Karen and Will are working towards achieving the IMI Local Observer Qualification.

Riding in town

The extra demands of urban riding require significantly enhanced OAP Observation, Anticipation and Planning.

The Extra Demands of Town Riding

Denser traffic and more pedestrians make town and city riding far more intense than riding on the open road. Hazards are also more likely to be concealed and there are more junctions and traffic lights to deal with. The only way to cope with all these potential dangers is to observe and concentrate intensely, spotting them and taking appropriate measures to be prepared for them as early as possible.



Where advantageous, try to position your machine for the best view ahead, using the information gained to ensure you're in the correct lane as early as possible. In urban areas we face multiple hazards-more traffic, more pedestrians, more cyclists. We need to prioritize hazards of greatest risk.

Vulnerable road users, who are they? Our Safety bubble, are we trying to not let anyone burst it? Shoulder/blind spot checks, are they done in good time to avoid a potential hazard? With so much going on it's easy to miss posted signs, remember to look for signs and also road paint as this can give us information also.

Route Observation in Town

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

- Look for eye contact-is the other driver looking at you or away from you, if looking away have they seen you?
- 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. Remember as the Risks go up our speed should come down.
- Spot tell-tale signs that a vehicle is about to pull out: angled wheels, exhaust smoke and illuminated tail-lights etc. Look into vehicle side mirrors- you might gain some clues about the drivers intentions.
- Look out for pedestrians who are using traffic crossings incorrectly, also keep an eye out for 'late runners' who make a dash for it as your lights turn green.
- Time of day- extra pedestrians near schools and stations
- Allow cyclist plenty of room as you pass them. Look for them in junctions and allow them space for a 'wobble'
- Watch buses and other tall vehicles ahead. They can give an early warning as to traffic movements.
- Lorries and buses can obscure important road signs. Looking ahead for signs early will minimise this problem.
- Lorries and delivery vans often park in awkward places, so take extra care when passing them. Look underneath them to spot the feet of pedestrians who may step out into the road unexpectedly.

Road Surfaces in Town

Urban roads can be more slippery than country roads as the coating of oil and rubber on the streets becomes more polished by the constant traffic. Take care in dry weather, but remember that a light shower(especially on a hot day) is likely to make the road surfaces particularly hazardous. Oil on the road in places where vehicles stop regularly such as junctions, unfortunately reduce grip where it's needed most. Finally, slippery spilled diesel is common on roundabouts and bends near petrol stations, due to vehicles being over fuelled.

Filtering

Filtering is the act of overtaking slow moving or stationary traffic by travelling between lanes and it's completely legal if it is done safely. Richard Gladman, Head of Driving and Riding Standards at IAM RoadSmart, is on hand to give his expert advice to filtering safely and helping all road users to know the rules around filtering.

There are lots of different names for filtering, including lane-splitting and white-lining, but what we can all agree on is the main reason why motorcyclists do it – it's to avoid congestion.

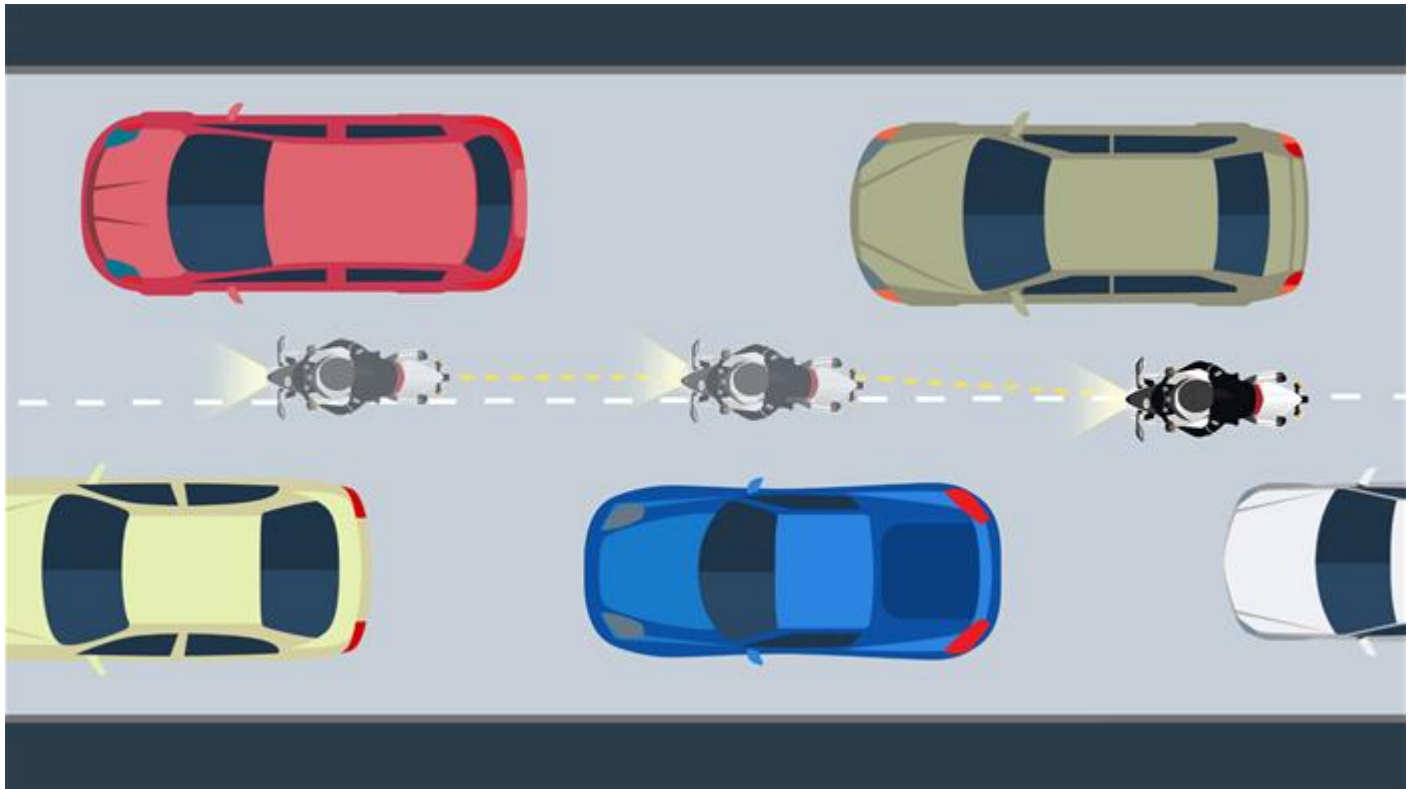
One of the many benefits of riding motorcycles is the fact that you can avoid congestion on two wheels much easier than you can on four, and that's thanks for filtering.

Rules around filtering

All road users should be familiar with the Highway Code, and under Rules for Motorcyclists, Rule 88 states, "Manoeuvring: You should be aware of what is behind and to the sides before manoeuvring. Look behind you; use mirrors if they are fitted. When in traffic queues look out for pedestrians crossing between vehicles and vehicles emerging from junctions or changing lanes. Position yourself so that drivers in front can see you in their mirrors. Additionally, when filtering in slow-moving traffic, take care and keep your speed low"

Then in Rule 160, where the advice is aimed more at other drivers, it clarifies this with, "Once moving, you should be aware of other road users, especially cycles and motorcycles who may be filtering through the traffic. These are more difficult to see than larger vehicles and their riders are particularly vulnerable."

So, it's clear that the Highway Code has specific provisions that cover filtering on UK roads.



How can I filter safely?

When done correctly filtering is something that is safe – with the bonus of saving you time. There is no point filtering through traffic to cut down your journey time if you're putting your life in danger.

Staying safe whilst filtering is key so make sure you assess the risks. Keep calm and don't feel pressured to filter at a certain speed. Keeping your speed down not only allows you more time to brake if any unexpected event unfolds, but it also means you have more time to assess what's going on around you. Remember, you know the width of your motorcycle and only you can make those decisions.

When filtering it's also worth being aware of vehicles leaving big gaps in front of them, they may be just slow on the uptake, or there could be a junction, pedestrians, cyclists, or another driver about to

emerge and fill the gap. Be careful of junctions offside too, a late decision by a driver to turn out of the traffic may be your downfall.

Keep the speed difference between you and the other traffic sensible and if traffic starts flowing again be ready to safely join the flow.

Is filtering dangerous?

If bikers remain vigilant and careful, filtering can be safe. All bikers are legally free to filter, however, this should be done with caution, awareness, and consideration to traffic rules. Do not cross solid lines to filter unless an exemption applies

Although filtering has way more pros than cons, there are a few down-sides to watch out for. One of them being blind spots – somewhere no motorcyclist wants to find themselves.

Moving past multiple vehicles on a bike will mean you're constantly moving in and out of drivers' blind spots. Maintaining a comfortable distance between vehicles is important here and consider drivers who may not have seen you.

What happens if I have a crash whilst filtering?

Your insurer will almost certainly obtain a police report and associated witness statements before they decide who was to blame and in what proportions. Each case turns on its own facts as the starting point to establish what is known as 'primary' liability which is deciding who was primarily to blame. It's then for that driver to prove that you have some blame.

"Filtering is part of the appeal of travelling by motorcycle, when done safely with a good awareness of other traffic it is an efficient way to make your journey. Be aware of pedestrians if in a built-up area, stationary traffic is inviting for a quick bolt across a road without ever looking for a motorcycle that may still be moving. As the speed of the traffic increases it may be that your filtering becomes inappropriate overtaking, keep it sensible to stay safe."

Remember that every situation is different, and as a 'Thinking Rider' it's important that we have good OAP skills.

Stay Safe

Jerry

Members Tit Bits

Last month saw the Editing heading up to the Scottish Borders for a few days R & R (that's Riding and Relaxation). Just under a 900 miles on some of the best roads within easy striking distance – not too far north so as to suffer the famous Scottish Midge, but far enough for great scenery and excellent tarmac. Our cottage was located in Greenlaw (Kelso area) and was ideally sited for daily circular routes of around 140 miles. Safe parking for the bikes in a small courtyard invisible to everyone other than those using the adjoining cottage – ideal for Michelle as she still gets twitchy thinking of the “low-lives” in Edinburgh who stole her MT07 – but I won't mention it again, honest).



Another benefit of our cottage was that it was within 463' BSD (463 feet – British Staggering Distance) of the local pub. If anyone would like details – email me and I'll share.



Membership Update

Three new members to welcome since the last update:

| Member | Observer |
|--|---------------|
| 1003 Stephen Johnson from Hardwick | Alan Pugh |
| 1004 Jason Hunt from Beckingham | Bruce Whetton |
| 1005 Chris Mead from from Grasby | Full Member |
| There are two test passes to report making six so far in 2022. | |
| 1006 Trevor Anderson from Wick | Jerry Neale |
| 1007 Phil Hatherley from Welton | Morris Howe |

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

| Member | Pass Date | Observer |
|--------------|-----------|-----------|
| Paul Lack | 8 June | Alan Pugh |
| Josh Deville | 16 June | Mark Gill |

The present composition of the group is as follows:

| | |
|-------------------------------|------------|
| Full Members | 131 |
| Fellows | 11 |
| Associate Members | 32 |
| Total Group Membership | 174 |

That's all for this month,
ride safely:

John Cheetham

Diary of Events

Diary of Events when Covid-19 Permits

Social distancing. Avoid shaking hands. Follow NHS hygiene advice.
Hands. Face. Space. Motorcycles.

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 /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:

Barney's Diner, Melton Road, Barnetby, DN38 6LB

Willingham Woods Picnic Site, LN8 3RQ

East of Market Rasen A631

Waddington Airfield Viewing Area (WAVE) LN5 9FF

East side of 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 organizer know if you want to invite a guest. If carrying a pillion passenger you should ensure that this is covered by your motorcycle insurance policy.

It is you, as the rider who is deemed to be in control of your motorcycle at all times during an observed or social run.

JULY

| | |
|-------------------------|---|
| Monday 4th | Social ride leaving Caenby Corner truck stop at 18.15 Informal get together so make your own arrangements on the night, regarding route, run leader etc. |
| Sunday 10 th | Group Observed Run - Ancholme Leisure Centre car park, Scawby Brook, Brigg Meet 09.00 for prompt departure at 09.30 |
| Wednesday 27th | 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) |
| Sunday 31st | Group Social Runs – Meeting 9.30 for prompt departure at 10.00 Waddington Airfield Viewing Area (WAVE) LN5 9FF Barney's Diner, Melton Road, Barnetby, DN38 6LB |

AUGUST

| | |
|----------------|---|
| Monday 1st | Social ride leaving Caenby Corner truck stop at 18.15 Informal get together so make your own arrangements on the night, regarding route, run leader etc. |
| Sunday 7th | Group Observed Run - Willingham Woods Picnic Area near kiosk Meet 09.00 for prompt departure at 9.30 |
| Monday 8th | Committee Meeting - details to follow nearer the date |
| Sunday 28th | Group Social Runs – Meeting 9.30 for prompt departure at 10.00 Waddington Airfield Viewing Area (WAVE) LN5 9FF Barney's Diner, Melton Road, Barnetby, DN38 6LB |
| Wednesday 31st | 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 5th | Social ride leaving Caenby Corner truck stop at 18.15 Informal get together so make your own arrangements on the night, regarding route, run leader etc. |
| Sunday 11th | Group Observed Run – Waddington Airfield Viewing Area (WAVE) Meet 09.00 for prompt departure at 09.30 |
| Sunday 25th | Group Social Runs – Meeting 9.30 for prompt departure at 10.00 Waddington Airfield Viewing Area (WAVE) LN5 9FF Barney's Diner, Melton Road, Barnetby, DN38 6LB |
| Wednesday 28th | Meeting for Observers and those interested in becoming Observers For information contact Jerry Neale (details on page 2) |

OCTOBER

| | |
|----------------|--|
| Sunday 9th | Group Observed Run - Ancholme Leisure Centre car park, Scawby Brook, Brigg Meet 09.30 for prompt departure at 10.00 |
| Monday 10th | Committee Meeting - details to follow nearer the date |
| Wednesday 26th | Meeting for Observers and those interested in becoming Observers For information contact Jerry Neale (details on page 2) |
| Sunday 30th | Group Social Runs – Meeting 9.30 for prompt departure at 10.00 Waddington Airfield Viewing Area (WAVE) LN5 9FF Barney's Diner, Melton Road, Barnetby, DN38 6LB |

NOVEMBER

| | |
|----------------|--|
| Monday 7th | Group ANNUAL GENERAL MEETING 19.30 (via ZOOM) Email to be sent with link / login details for those wishing to participate |
| Sunday 13th | Group Observed Run - Willingham Woods Picnic Area near kiosk Meet 9.30 for prompt departure at 10.00 |
| Sunday 27th | Group Social Runs – Meeting 9.30 for prompt departure at 10.00 Waddington Airfield Viewing Area (WAVE) LN5 9FF Barney's Diner, Melton Road, Barnetby, DN38 6LB |
| Wednesday 30th | Meeting for Observers and those interested in becoming Observers For information contact Jerry Neale (details on page 2) |

DECEMBER

Sunday 11th

Group Observed Run – Waddington Airfield Viewing Area (WAVE)
Meet 11.30 for prompt departure at 12.00

Monday 12th

Committee Meeting - details to follow nearer the date

Monday 26th

Group Social Runs – Meeting 10.30 for prompt departure at 11.00
The Homestead Pub, Canwick Avenue, Bracebridge Heath, LN4 2RS
Barney's Diner, Melton Road, Barnetby, DN38 6LB
"Come on, let's get out on Boxing Day!"

PLEASE NOTE there is no Observers meeting this month

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 required) | PER ITEM | TOTAL |
| Polo Shirt with | Group Badge | | | | £8.50 | £ |
| Polo Shirt with | Group Badge + IAM Logo | | | | £10.50 | £ |
| Sweatshirt with | Group Badge | | | | £10.00 | £ |
| Sweatshirt with | Group Badge + IAM Logo | | | | £12.00 | £ |
| Fleece with | Group Badge | | | | £14.00 | £ |
| Fleece with | Group Badge + IAM Logo | | | | £16.00 | £ |
| T-shirt with | Group Badge | | | | £7.00 | £ |
| Caps | Group Badge | | | | £5.00 | £ |
| Beanies | Group Badge | | | | £5.00 | £ |
| Colour required: | | | | | TO PAY | £ |
| PAYMENT MUST BE RECEIVED WITH ORDER | | | | | | |

