

# ChainLincs



**The Bumper Christmas Edition**



The December 2022 edition of ChainLincs for

## **Lincolnshire Advanced Motorcyclists**

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



December 2022



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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 February 2023

Please provide any copy to the Editor, by 26th January 2023

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## Cover Photo

Courtesy of David Hall - Transfagarasan Highway in Romania

Ed: Wow – reminds me of Stelvio etc – got my juices flowing – thanks David

## CHAIRMAN'S CHATTER



### CHAIRMAN'S CHATTER

Welcome to Decembers edition of ChainLincs and Merry Christmas to you all. Thanks to you all for your support this year, new members numbers are good and overall membership numbers are up on last year as are the number of test passes. There have been plenty of opportunities to join other members on rides and many of the rides have been really well attended so thanks for coming along. Even more members have stepped forward to lead rides this year which makes our rides more varied and enjoyable so thanks to you all. We have a couple of rides in December including Boxing Day if you are up for it.

Thanks to those that attended the AGM. Your Committee is largely unchanged with the exception of the addition of Ian Morrision as the Vice-Chair. Welcome Ian and thanks for joining the committee. Ian has been with the Group since 2009 and has been an observer for many of those years so is well versed in the group's aims and activities.

Every month I thank Stuart and Michelle for putting together another great edition of ChainLincs and every month I ask for anything you have that could be included. Thanks to those that have sent in items to them for inclusion, however they still need your help, it really does make their life easier – and the Mag more interesting.

As is normal for this time of year the number of tests taken has dropped off but there were still two passes in November. Congratulations to Sarah Edwards and John Derby and well done to your observers, Ken Rose and Ian Morrison. There are a couple more tests booked so will hopefully see them taking place very soon.

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.

Three new members in the last month. Welcome to Nigel Baddeley from Lincoln, Michael Bambury from Revesby and Laurance Coey from Splisby. Hope to meet you all at a ride soon. Enjoy your advanced riding experience.



Rides in November included a foggy observed ride on 13 November. Eight of us at Willingham Woods and thanks to Will Field for the lead across the Wolds to Hagworthingham and a cuppa in Rachel's Cafe. Slightly clearer on the way back and a little more progress made.

Ian Morrison was planning a ride to the Peaks on 23 November but he cancelled due to the weather. However that didn't stop him and four other members having a test ride of the route on 13 November. Hopefully it was less foggy over there than over the Wolds. Thanks for organising Ian.

He is now planning to try again on 14 December so if you are interested you need to let him know (07766 008100). He will give you the meeting details when you contact him.



On 27 November we had our now regular ride from the WAVE and Barney's Diner. Rick Parker had offered to lead a ride from Barney's down to Farmer Brown's Café near Huttoft so the guys that met in Lincoln decided to do the same. There were three of us from Barney's and 12 from Lincoln all converging on Farmer Brown's around 1130/1145 ish.

Thanks to Rick for the lead from Barney's and to Dave Hall and Phil Gilbert for leading two groups from Lincoln. From Farmer Brown's Dave also took a few over to Mablethorpe to take in some sand racing.

The next Group observed ride is from the WAVE (LN5 9FG) on 11 December. As we are deep into Winter we have traditionally started these rides a little later so meet at **1130hrs** for prompt departure at **1200hrs**. 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 26 December meeting at two locations, the Homestead Pub, Bracebridge Heath (LN4 2RS) and Barney's Diner (DN38 6LB) both for **departure** at **1100hrs**. I know it's Boxing Day but hopefully some of you can make it.



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, eat cake and ice cream so come along if you haven't been before, you might enjoy it.

If you want to prove that your riding or driving is still up to advanced standards then why not take the test (actually a reassessment for full members) again. The Fellow membership tier is open to all current full IAM members, it will offer you enhanced recognition and insurance benefits in return for your

commitment to keep your advanced skills up to date by retesting every three years. If you are interested have a look at the IAM website [www.iamroadsmart.com/fellow](http://www.iamroadsmart.com/fellow).

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 135 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.

We don't normally have any group organised rides in January but if anybody fancies laying something on let me know and I can let all the members know. If nobody else does I may suggest a date based on what the weather is looking like. Keep an eye on Facebook and your inbox.

Have a great Christmas and New Year.

Stay safe

*Mick*

### Observer and Associate

November was the Last Observers indoor training meeting of 2022. It was a busy evening with all the team working through many different items throughout the session, thanks to all who could make it. Well it's been a very busy year for the Observer team, with most of the team out working with many Associates throughout the year resulting in a great number of Advanced test passes, including two more at the start of December, well done and thank you to all Associates and their hard working skilled Observers. This month the LAM Observer team would like to welcome Paul Reeve and Mick L to the team. Both Paul and Mick will be working towards the IMI Local Observer qualification. The **team** would like to thank Ross Glover and Emprocom for looking after us, and their great facilities that we have been using again this year.

*Happy Christmas and a safe Riding New year from all the Observer Team*



### **Get your head moving!**

Now I'm sure that you hear this all the time from your Observer! Lets look at how it makes a big difference to our information stage and the reason why we need to be moving our head. Nature can be our friend, we can thank winter for giving us the opportunity to gain an information advantage by being able to see through hedges that have shed their leaves during the winter. Safe and effective riding depends on using the information gained from early



observation to plan your riding actions. Gaining an advantage by good early observation is a vital part of your Information stage. Don't miss these clues... When you approach a hazard where your view is restricted, position your bike to get the best view that is consistent with safety. Take every opportunity, however brief, to improve your observation of the converging roads and the road ahead. Take time to look for these features..... Take a close look at this picture.



What can be seen? By taking advantage of early observations through the gap in the dormant hedge, you can spot coming in the other direction at a similar distance to the bend as us, a silver “crew cab” towing a horse box.

Now take a close look at this picture.....



What can be seen? The clues are there. Early observations through the gap warns us of the



approaching white vehicle in good time before we have even arrived at the crossroads ahead. By looking across a bend or through gaps, Advanced riders can better plan how to deal with hazards; you may see vehicles and or further hazards..... The clues are there, work on sharpening your vision to boost your **Information stage**. Looking into side roads when we arrive at them could be too late to spot a potential evolving hazard. Understanding how we use Peripheral and Central vision as an Advanced rider is a vital part of riding.

Our Peripheral vision is great at alerting us to something moving out the corner of our eye, but it is important that we turn our head towards what our Peripheral vision has spotted to use our central vision, this gives us far more clarity to what we are seeing, and this is vital for our Information stage. We should try to get an early advantage of any potential developing hazards by lateral scanning and moving our heads to get our best view.



Use those gaps in the trees and hedges to gain an advantage, be hungry for that information!

**Stay Safe, Jerry**

# Members Tit Bits

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## BARRY HEATH QUIZ

The first Barry Heath Quiz for two years was held on 26 October. It was attended by about 40 members from the Scunthorpe and Grimsby Advanced Motorists (SAGAM), IAM Lincolnshire (Lincolnshire Advanced Motorists and ourselves. Each group had a team of up to four members. As the winners back in 2019 we 'hosted' the quiz although it was held at the SAGAM meeting location but the quiz was run by us, specifically Phil Niner.



With 6 rounds it was a close fought battle and up to the last round it seemed like IAM Lincolnshire had it in the bag but somehow SAGAM pulled it back in the last round and ran out winners with IAM Lincolnshire second and us third.

Many thanks to Phil for writing and running the quiz, the four members (Dave Hall, Jerry Neale, Julie Mendes and Mark Goulden) that made up our team and the other eight that turned up to support the team and play along for some fun.

Barry Heath was a founder member of Scunthorpe Advanced Motorists back in the 70s but died at a early age. His brother Terry, chairman of SAGAM, started the quiz in 1980 as an annual memory to Barry and the great work he did in the early days of advanced motoring. The quiz had been held every year since then except 2020 and 2021. It was originally contested by the Scunthorpe, Grimsby and Lincoln groups with us joining in 1988 after we formed in 1987.





Looking at the weather forecast in the week leading up to my ride, the forecast was good for the west side of the country on Sunday 13th November, especially in the Lakes. Since I have owned the Voge DS 500 it has not been on any long runs, so I thought I would see how I would get on with it.

I was on the road by 6.30am, and greeted by Fog, I made my way to the A1 and rode up to the outskirts of Leeds (I could have gone up to Wetherby but decided Leeds would not be busy early on a Sunday Morning) still foggy and little traffic, just before Settle the fog cleared, and I was greeted by sunshine the bikes temperature gauge had been on 10c but soon climbed to 14c after 2¾ hours from leaving home I arrived in Settle, ready for a coffee & took the opportunity to fill up with petrol.

I was soon back on the road heading to Windermere; this is where I encountered heavy traffic (which was expected) slow moving up to Ambleside, leaving on the A593 to join the small road that is Wrynose Pass, a single-track road with passing places, and great views, luckily the traffic was very light so no problems, Wrynose Pass leads onto Hardknott Pass which has tight narrow uphill hairpin bends, I stopped by the bridge to take a photo before riding the Pass, as I set off again a Ford Fiesta beat me, so I was stuck behind it – this is where we met oncoming vehicles, luckily we had only just passed a passing place, so I had to back pedal out of the way, this happened a couple of times but eventually the Fiesta pulled into a viewpoint so I could get past. It must be at least 35 years since I last road up here, it was now showing 20c on the bike, I eventually came out onto the A595 turning north and then riding along the A5086 towards Cockermouth, it was here that I came up behind a girl on a small motorbike complete with L plates following her for several miles before I turned off to Loweswater, she was making good progress for a learner, I then headed to the Whinlatter Pass stopping off briefly at the visitor centre for a comfort stop before heading to Keswick, I would have liked to ride the Honister Pass but time was against me, it was 2pm and I could see that fog was forming in the west. I will have to do that one next year.

I stopped off at Devils Bridge Kirby Lonsdale, well - I could not ride past without stopping could I, there were quite a lot of bikes there for November, obviously they were making the most of the warm weather, as I progressed eastward the fog got thicker, and the temperature steadily dropped down to 9c - I was pleased there were cars in front of me so I could see where I was going, constantly having to wipe my visor, eventually I arrived in Wetherby and the fog started to clear, I joined the A1 by now it was clear of fog, just north of Doncaster the overhead gantry was saying 10 min delay, as I approached the tailback I turned off riding down narrow lanes until I could get back on the A1 south of the holdup. I arrived home around 7pm having covered about 380 miles. I was pleasantly surprised with the bike and found that the agility and lower weight of the bike came into its own on those narrow twisty roads in the Lakes.

Photos to follow.....



Selection of Dave's trip-pics.....



*Thanks – all the best, David Hall*

# A "BACK TO BIKE" TALE

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## *Still Chasing the Dream.*

by John Bateman

Ok so I'm old – so what !.

Like quite a few of you I started riding back in the black and white days in 1970.

My first bike was a one year old BSA 175cc Bantam D14/4 (The fast one, well 65mph on a good day). Cost - £119.00 taken on the "never never" of course because no one had that sort of cash lying around.

I bought it from Brian Lee's Motorcycles on Canwich Road and served by a chap in a greasy workshop coat and a flat cap. (Most of the grey haired blokes will remember that place.)

Sept 1st 1970 I'm on the road, no CBT test, No A1 or A2 license. Just get a provisional bike license (Little red book back in the day) and of course no need for those damned cumbersome crash helmets. So off I go wind in the hair (I had hair then) a pair of wooly winter gloves and an old school scarf and some slip on shoes. I was at last, "the man", "the biker", and the world was at my feet.

My best mate Keith had got his bike a Yamaha 100cc, two stroke twin in the June before me and so to me was an experienced biker. He called for me on the Saturday night October 10th 1970 at six o'clock (I will forever remember that day and time) for our ride to meet the boys at Waddington and get the compulsory chips (Bikers don't change much).

I had been working all day and only just got in a covered in crap from work. I said I would meet him later and off he went.

I had fallen asleep and by the time I woke up it was too late so looked forward to us taking a "big ride out" on the Sunday which of course would have entailed a trip to Skeggy and more chips.

I never saw Keith again. He was killed a hundred yards from my house as he turned into the T junction. He was stationary positioned to turn right with his indicators on as described by a witness. It was around 9:30 and of course dark. (Indicators on bikes were still quite rare on British bikes in those days but most Japanese bikes had them). A car travelling towards him hit him head on and pushed him into the path of a following vehicle. He was killed instantly.

As you can imagine when my dad sat me down and told me the news I was devastated. I had to ride past the big bloodstain on the road at the T junction every day until thankfully the rain washed it away.

I did carry on riding to and from work but then it was just a means of transport and my heart wasn't really in it. I did pass the test the following year 1971 which consisted of riding round a few corners as the examiner stood at the junction near the Peacock Pub and doing a U turn in the road. After which you were asked five questions on the Highway Code.

In summary if you didn't fall off or run him over you passed, and could then get a big bike like a Royal Enfield 350 a BSA 500 or if you were rich - a Norton Commando or Triumph Bonneville or one of those now becoming more popular Japanese bikes. I did none of that and instead learned to drive a car.

I had a few different bikes over the following years mostly little commuter things to go to work on after I was married and the last (big bike) I had was a hand painted (it looked like it had been painted with a shovel and a yard brush) 1978 Honda 250N Super Dream (cue the groans from the few people that are still reading and who know how super the super dreams really were 😊)

I sold the Honda around 1985 and that was it, never to ride again, my biking days were done.

The "A section" of my license was just gathering dust and unused.

Fast forward (very fast unfortunately, or so it seems) to 2019. I had been retired about a year so had the hankering for a bike. So off I go to B&B Motorcycles, just for a look you understand no intention of buying. Anyway I walked out having bought a Suzuki Burgman 400 Scooter. Followed by having to buy all the Helmet and armoured gloves and armoured trousers and boots and all the rest of the stuff you must have now.

When did that all happen?

So came the day for me to pick up the bike. I chickened out and got B&B to deliver it because I wasn't sure if I could actually ride it from the end of Monks Road to my house in North Hykeham without killing myself or some other poor sod.

To be honest when I went out on it the first time after 35 years of not riding a bike I should have perhaps been wearing brown corduroy trousers because I was "bricking it".

I obviously survived or wouldn't be here to write this captivating memoir. Over the next few months my confidence grew and I went to few bike nights with mates that could actually ride and who felt sorry for the old guy on his high powered motorised mobility scooter as they affectionately called it and watched them closely for riding tips. One revelation was that bikers don't beat up guys on scooters these days not like back in the day when they were sworn enemies. I found them to be a friendly bunch who like me, liked riding, eating bacon, rolls, chips and ice cream. And to boot most of them seemed to be my age and even sometimes a bit older which boosted my ego as I felt quite young compared to them.

After about ten months I had a hankering for a geared bike again and in 2021 settled on a Tracer 7 all bright and shiny bought new from Webbs.

Once again way out of my comfort zone. This thing was to me, powerful, heavier and faster than anything I had ever ridden. One saving grace on new bikes of course is they have disc brakes that work and most have ABS unlike the old drum braked things I had ridden in the dark ages when stopping was a hope and not a given.

To be honest I was still out of my depth and in hindsight I shouldn't have been let loose on it. I soon earned the nickname of Captain Slow. Some could even be heard saying I was with them because I was on care in the community and they had felt sorry for me. 😊

After a recommendation from a mate who had seen how “crap my riding was” I signed up with the Lincoln Branch of the IAM (Institute of Advanced Motorcyclist) I thought it would be full of experts who would laugh at my shortcomings as a rider but couldn't have been more wrong. They were friendly highly experienced proper bikers who only want the best for me and for everyone who rides a motorbike and for all bikers and road users to be safe. So after parking my ego I set off with my Observer (these observers must have the patience of a saint and they do it voluntarily.) I had a good few sessions and covered lots of miles observed by someone who could actually ride safely and by taking heed of all he said and joining group rides with a few other experienced riders. I even read the new Highway Code. What a revelation it's a book that explains all those confusing roads signs that have sprung over the last fifty years I have been on the road and was convinced I knew them all. How wrong was I. However eventually I was ready for my advanced test which I passed in July this year.

After passing the test I went to Keith's resting place and told him. I'm not ashamed to say I shed a tear.

Doing the IAM rides and passing the test is honestly the best thing I have done in years and I'm forever grateful to these guys that shared their time and experience with me, not only given me more confidence and I think a better rider but a better car driver too (so my wife says and who's going to argue with her).

I decided a couple of months ago maybe it was time for another upgrade and picked up my new Tracer 9GT with all the bells and whistles.

So hopefully there's still a few more years in this aspiring biker and maybe see some of you on a few bike nights or maybe as you overtake (and that won't be hard to do) the old guy trundling down the road with his new Tracer trying to catch up with his lost youth.

Maybe I can still fulfil some of the dreams and visit some of the places that me and Keith had talked of as young teenagers setting out over fifty years ago.

The last thing I have to say is this.

In the past couple of years since I've been back to bikes I have sadly heard too many stories of bikers that have met their end doing what they love.

I realized that it's never too late to learn something new or even improve on something you thought you knew.

I know the loss of losing my best friend and that will never leave me but I hope you have found my little tome interesting and not too grim. Thanks for reading it.

Please everyone ride well and ride safe and get home to the ones you love.

Oh yes and of course eat plenty of cake, chips and ice cream to keep the economy going.

And you never know one day, maybe we'll meet on the road as you also make memories and chase your dreams.

*Ride Safe, John Bateman*



# It can happen to the best of us

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Here's an account of an accident one of our Observers had earlier this year Dave has been kind enough to give us the details – in his own words – and it's a stark reminder that other road users can (and will) do the most ridiculous things!!

“Sometimes there's nothing more you can do”!!.

Those of you that don't know me, I'm one of the local Observers within our group. Usually to be seen on a BMW K1600 talking about bikes, aircraft and Scotland.

On the Friday the 10<sup>th</sup> of June 2022 I had an unfortunate run in with a Mercedes where I suffered serious injuries, here is my story.

The day was warm, dry, blue skies with no adverse conditions. Traveling North on the B1189 from Billingham to Metheringham around 1320 heading into Lincoln after work. As I approached the B1191 and Station Rd crossroads (Timberland) I could see clearly with Traffic heading towards me on the other side of the road.

Approaching traffic from my left along the B1191 some distance away. A single Silver Mercedes heading out of Timberland towards the crossroads from my right.

The open fields with low cut hedges allowed for an early and clear view of the whole area.  
(Below Picture of junction)



Cruise Control set at 60mph, the speed limited had just changed from 50 to 60 mph.

As I approached the Junction, I slowed to 40mph because of the observations made above.

Having confirmed the Merc had *stopped* at the give way to my right and all other traffic was not a concern or close enough to pose a danger. I increased my speed back up to 60 mph.

*(perhaps I could have maintained 50mph through the junction?)*

Unfortunately, and for reasons known only to the 79yr old driver, they decided to pull out. Trying to cross from station Rd to the B1191 right in front of me.



I had very little time to decide what to do...

(Picture of junction in the direction was traveling)

My Assessment: while easing on the brakes (both) and pull them on full to try to stop. Try not to over load the brakes too quickly and load them better, to stop sooner.

I decided a collision was imminent.

How to make it the Best impact with the best possible outcome?

1 – “Overtake” passing car on the opposite side of the road?

*Unable to move around her rear due to oncoming traffic, unlikely to survive.*

2 – Ride to the left and in front of the car and try to pass in front?

*Unable to move around the front as there is a Traffic Island with sign post and kerb, unlikely to survive*

3 – Impact Passenger compartment or boot of the car?.

*Likely the bike seriously injures passenger in car and unlikely to survive contact with the “safety cage” of the cars chassis. Very likely to for my body to hit the roof line of the car.*

4 – Impact Front Wing and aim for bonnet?

*Possibly clear car if thrown from bike at speed and land somewhere on my side of the road*

Option 4 was going to be the best. I lined my bike up, heavily breaking, heading straight for the front wing of the car, tracking it across the road from middle of the lane to the junction markings.

**\*\*BANG\*\***

I hit with an estimated speed of 40 to 50 mph. It’s hard to be more accurate as I wasn’t interested in speed at the time. My front wheel struck the cars nearside front wheel, causing the bike to launch up on its front and onto the car and then off to the left landing in front of the car. I left the bike quickly, without choice a passenger in my own body now taking flight.

Clearing the bonnet, seeing the roof line pass my helmet, flipping upside down. As I head towards the ground head first I think, better protect my head. I tuck my chin in to my chest, I feel an impact on the back of my head and top of the neck... Then.... Bang!...my back and pelvis hit the ground, throwing me up into a sitting position until my body can bend no more. No slide - Just a stop  
My body recoils and I find myself lying on the ground, on my back with head towards the car and my feet towards my intended direction of travel.

I landed around 25 to 30 feet away from the impact point. My bike hit the car with so much force that the car was pushed for around 5 feet. You can make it the skid left by the nearside front wheel.



Stock-take time. I'm winded...I don't know what's broken.... But something is. I struggle to breath, broken ribs? punctured lungs? I wonder. I can move my neck and head, good. My arms, yup. Legs... no, shit.... Toes... oh, yeah, a little. I take my helmet off, thinking probably better I do it than someone doing it for me??

I look over to the car, the driver, sitting looking at me through her wind which is down. She says "I'm so sorry, I didn't see you" several times. "Is there anything I can do" as she gets out the car. This she repeats a few times as I answer, "Phone me an ambulance". I become much more assertive the more she asked until I see her use her phone.

Passers-by stop, the traffic is stopped, the Police arrive and eventually the medics with *Lives*, then the Ambulance. In total I lie on the floor unable to really move for 1hr 40 before the Ambulance arrives.

While waiting for the ambulance, I seem to be the person when witnesses start to complaint about the time its taking. I feel a need to remind them, I'm breathing, awake and responsive. Perhaps not the biggest priority for ambulance crews.



The "normal" police arrive. Start asking me questions, they seem to be rather aggressive towards me. I'm getting the feeling they think a bikers caused another accident.

I later find out they call the Traffic Police, probably to assist them in gathering the evidence to prove it's my fault.

Thankfully they did as when the Traffic police arrive they aren't sure why they have been called, "it's clear to us what's happened" they say, "honestly I don't think the driver should be on the road" and "it's not often we treat RTCs as having a

victim, but in this case we will". They inform me once called to the scene they need to do a full investigation. They do their investigations, arrange my bike to be recovered and I'm taken to Hospital.

The ambulance crew suspects a pelvis fracture so off to Nottingham we go, the Police later confirm in their report that they think I have minor injuries as I was able to sit up against someone and was able to talk freely. Spot the Scotsman, Ha! Clearly I'm tougher than I look.

2 weeks in hospital bed ridden, a month at home bedridden, then a month at a Military hospital.

Thankfully I'm now up and about. Expecting a slow but almost a full recovery.

Turns out I broke my pelvis in 18 places, broke my L4 and L5 lateral processes in my spine, My Left Forearm, taking the tops off and breaking my wrist. Thankfully most of my bones stayed in more or less, the right place so no surgery was need. Sadly I've been told to expect a hip or double hip replacement in the next 5 years or so.

The drivers insurance have only just admitted full liability. The driver was given the choice to either face prosecution or surrender their licence to the Police, choosing the latter.

From the transcript of the interview under caution the police had with the driver I have learned.

The driver wasn't aware of the bike until "it was lying on the road in front of the car". The driver believes the bike was at fault despite having right of way because she didn't see me.

The driver thinks I must have being going very fast as I came out of nowhere and there was a Loud Bang.

Worst of all, the driver didn't phone an ambulance for me, a witness did when the realised one had not been called because the driver chose to phone her son for emotional support instead.... Her son who I now know is a lawyer.

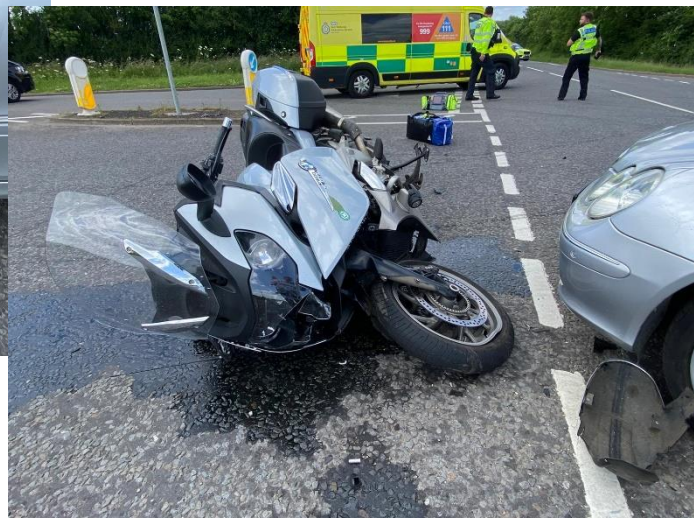


All I can say is thank God the driver is not allowed on the road ever again.

I believe as advanced riders, we all think about “what if” and make plans to deal with what could be considered a “likely risk” or outcome we might have to deal with. I think this almost pre-programs us and enables us to make decisions based on these thoughts and experience much quicker than without the training.

Through the course and through continuous training with feedback from peers and observers we can be better placed to reducing thinking time in an emergency. I honestly believe this is what saved me.

“What three words” were used in the 999 call and should you wish to know where this happened – take this W3W link <https://w3w.co/cabbies.degrading.urge>



Ed: My thanks to Dave Kerr for his frank and detailed description of an event which could have had an even worse outcome. Amazing that he also retained sufficient composure to use W3W to get emergency services to the scene too.

# RIDE OF THANKS

News from Roland Johns about next year's Ride of Thanks – a date for your diaries

Sponsored by Robin Hood HD & Webbs of Lincoln.

**WEBBS**  
MOTORCYCLES

## RIDE OF THANKS

**3rd September 2023**  
Newark Showground, NG24 2NY  
Departing: 10.30am  
Registration: £10 per Bike  
Plus booking fees  
Contact: [rideofthanks@yahoo.com](mailto:rideofthanks@yahoo.com)

**IN AID OF**



Charity No 1017501



Promises to be another great day and an ideal opportunity to support our charities, rub shoulders with like-minded people and no doubt eat some cake !!

## LINCS & NOTTS RIDE OF THANKS

**3rd SEPTEMBER 2023**  
Newark Showground, NG24 2NY  
Departing: 10.30am  
Registration: £10 per Bike  
Plus booking fees  
Contact: [rideofthanks@yahoo.com](mailto:rideofthanks@yahoo.com)

**IN AID OF**



Charity No 1017501

Sponsored by Robin Hood Harley Davidson & Webbs of Lincoln.



**WEBBS**  
MOTORCYCLES

# Membership Update

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## Membership Update etc.

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

One new member to welcome since the last update:

Member	Observer
1023 Richard Parker from Worlaby	Full Member

There are two test passes to report, making twenty nine so far in 2022.  
Congratulations on your success and a big thank you to your Observers.

Sarah Edwards	5 November	Ken Rose
John Derby	11 November	Ian Morrison

Additionally a further two test applicants have been submitted, this illustrating the commitment of our Observer team in the preparation of candidates.

The present composition of the group is as follows:

Full Members	145
Fellows	12
Associate Members	20
<b>Total Group Membership</b>	<b>177</b>

That's all for this month, ride safely:

John Cheetham



**Diary of Events**  
**(Remember - Covid-19 hasn't gone away)**  
Social distancing. Avoid shaking hands. Follow NHS hygiene advice.  
Hands. Face. Space. Motorcycles.

## December 2022 - May 2023

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:

**Ancholme Leisure Centre, Scawby Brook, Brigg, DN20 9JH      South side of A18**

**Willingham Woods Picnic Site, LN8 3RQ      East of Market Rasen A631**

**Waddington Airfield Viewing Area (WAVE) LN5 9FG      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.**

### DECEMBER

Sunday 11th      Group Observed Run – Waddington Airfield Viewing Area (WAVE) LN5 9FG  
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 (December)

**2023** (or as some people call it – Next Year!)

## **JANUARY**

**There are no formal events during the month of January. However, that's not to say that nothing happens!**

If you have any suggestions, please let us know.

Seaways at Fridaythorpe is open on Christmas Day, Boxing Day and New Years Day so if you fancy a ride out – go for it !!

Last New-Years Day – Stuart and Michelle rode up to Seaways and it was rammed!

Here's Seaways W3W - <https://w3w.co/wacky.fetching.hound> or their website <http://www.seawayscafe.co.uk/>

## **FEBRUARY**

- Sunday 12th Group Observed Run - Ancholme Leisure Centre car park, Scawby Brook, Brigg  
Meet 11:30 for prompt departure at 12.00
- Monday 13th Committee Meeting - details to follow nearer the date  
Prompt start at 19.45
- Wednesday 22nd Meeting for Observers and those interested in becoming Observers  
For information contact Jerry Neale (details on page 2)
- Sunday 26th Group Social Runs – Meeting 9.30 for prompt departure at 10.00  
Waddington Airfield Viewing Area (WAVE) LN5 9FG  
Barney's Diner, Melton Road, Barnetby, DN38 6LB

## **MARCH**

- Sunday 12th Group Observed Run - Willingham Woods Picnic Area near kiosk  
Meet 9.30 for prompt departure at 10.00
- Sunday 26th Group Social Runs – Meeting 9.30 for prompt departure at 10.00  
Waddington Airfield Viewing Area (WAVE) LN5 9FG  
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)

## **APRIL**

- Sunday 9th Group Observed Run – Waddington Airfield Viewing Area (WAVE) LN5 9FG  
Meet 09.00 for prompt departure at 09.30
- 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 9FG  
Barney's Diner, Melton Road, Barnetby, DN38 6LB

## **MAY**

- 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 14th Group Observed Run - Ancholme Leisure Centre car park, Scawby Brook, Brigg  
Meet 09.00 for prompt departure at 09.30

Sunday 28th

Group Social Runs – Meeting 9.30 for prompt departure at 10.00  
Waddington Airfield Viewing Area (WAVE) LN5 9FG  
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)

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# 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](mailto: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	£
<b>PAYMENT MUST BE RECEIVED WITH ORDER</b>						

