

ChainLincs



The September 2023 edition of ChainLincs for

Lincolnshire Advanced Motorcyclists

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



September 2023



Contact Details

Social Gatherings

Meetings are held on the first Tuesday of each month starting at 8pm at The Bottle and Glass in Normanby by Spittal
<https://w3w.co/robot.realm.woods>
Due South of Glentham (A631)

Next Issue

The next issue of ChainLincs will be in October 2023

Please provide any copy to the Editor, by 26th of the month

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What's in it for you?

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Cover Photo

Spot the odd one out

CHAIRMAN'S CHATTER



Another good month for the group, plenty going on with rides at the weekend and during the week but not forgetting all the observation rides that have happened which we don't see on Facebook. The Observers are working hard with their associates and there are more tests booked and coming up soon.

As some of you will be aware I am standing down as Chairperson at the AGM in November. I have been the Chairperson since the middle of 2014 so it is time for somebody else to have a go. If there is anybody out there that would be interested in the position of Chairperson and wants to have a chat with me to see what it is about feel free to give me a call.

There were four test passes during the last month. They were Leigh Hodson (F1rst), John Noone, Tony Emmett and Nigel Baddeley. Congratulations to you all and a great job from your observers, Alan Pugh, Will Field, Allan Knight and Phil Niner – thanks for your dedication to the Group.

Just one new member and that is Neil Tyler from Welton. I hope you enjoy your advanced riding experience and I will hopefully see you at one of our rides or socials soon. For the associates don't forget an important part of your training is regular rides, whether individually or in groups, between your training rides with your observer and our group rides are an excellent opportunity to develop your skills.

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.

Due to a recent IAM decision the role of Local Observer (LO) will be phased out by April 2025. The current LOs need to requalify as National Observers (NO) by that date or they will no longer be able to observe for the IAM. At the moment it looks like we will lose some observers as they don't wish to do the NO qualification but will continue to observe in the meantime. Thanks for continuing until that date and maybe you will change your mind in the meantime?! In the meantime the observer team have been busy observing and preparing for the NO and four have their qualification ride coming up soon. Good luck to you all.

At the social meeting in August Paul Corbridge and Paul Morris were presented with their pass certificates by their observers Steve Goodwin and Karen Bevan. The next social meeting will be on Tuesday 5 September at The Bottle and Glass at 2000hrs. Hope to see you there where we will be presenting more pass certificates.



The next Group observed ride is on 10 September from the Willingham Woods. Meet at **0900hrs** with 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 September meeting at two locations, the WAVE on the A15 opposite RAF Waddington, LN5 9FG and Barney's Diner, DN38 6LB both for **departure at 0930hrs**.

We now have around 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.

At the observed ride on 6 August at Brigg 14 members turned up including three associates. We split into two groups, one led by myself and the second was led by Malcolm Heaton on his scoot! Malcolm's group headed north into the wild side of the Humber and to Seaways for brew while my group headed south using the great roads over the Wolds as our training area. Thanks to Malcolm for the lead.



At the social ride on 20 August there were 19 of us at the WAVE and three at Barney's although one member turned up late as he had thought it was later start. From the WAVE we split into three smaller groups led by Bruce Pettit, Steve Goodwin and myself (what again!) and spread ourselves across Lincolnshire. Thanks for the leads gents, much appreciated.

The three guys who were at Barney's had a bumble around local winding roads and a white beard challenge!

Thanks to all those that came to the WAVE and Barney's and for supporting the group.

Dave Hall also organised another midweek ride in August, this time to the hidden valleys of East Yorkshire on 9 August. A great response to a midweek ride, Dave had 10 other members join him on what looked like a great day. Thanks for organising Dave, much appreciated.



If you want to see more of what group members get up to why not join our Facebook page [here](#).



If you don't come to the group rides because the rides don't suit you please step forward and offer something different. All input is greatly received and suggestions, but more importantly offering to plan and lead a ride, are always appreciated.

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 150 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.

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 contributed recently, please keep the articles coming, it really does make their life easier.

Stay safe *Mick*

Observer and Associate

August was our last of the Observer summer on bike training evenings for those that could make it. As the nights get darker we move back into the office in Lincoln for the pre Christmas winter months of Sept, Oct, Nov, and post Christmas months of Feb, March and April. We will be kicking off our first office meeting, 27th September, with a visit from ASDM Steve Ellis. Steve will be bringing his hints and tips to assist all Observers. Thanks go to the small group team leaders, Phil Niner, Will Field, Bruce Whetton, Kev Hewson, Malc Heaton and Stuart Harrison who throughout the summer have put together some interesting subjects.

As an Associate, any extra Advanced riding practice that you can get in the better. The Sunday morning Observed ride is a really great opportunity to work at your advanced riding. It is free and open to all associates. You will meet many other friendly experienced members of LAM who are always happy to assist with advice about advanced riding. Its also a great opportunity to follow another Advanced rider and always a great couple of hours fun riding bikes! Keep an eye out for the dates and lets see you there as we have runs all the way into December!

Sharing the road with cyclists

As temperatures rise across the UK, many of us will start to see more people opting for the two-wheeled alternative to make their journeys. Whether it's the school run, commute, exercise, or for leisure IAM RoadSmart is sharing their top tips on sharing the road with cyclists.

The [Department for Transport](#) (Dft) reported that in 2022, 16,512 cyclists were involved in a road casualty – making up for 12% of all road casualties. Richard Gladman, Chief Examiner at IAM RoadSmart, is giving his expert advice on how we can all enjoy our hobbies whilst keeping all road users safe.

Keep your distance

When riding or driving, it's important to leave enough room between you and the cyclist. We never know when we may have to stop, so it's key to make sure there is enough space in the event of anything unexpected happening.

Look beyond the cyclist

Look beyond the cyclist to decide whether you can get past, and it's important to remember to keep 1.5 metres width when passing and a minimum of two or three car lengths when following a cyclist. The closer you are, the more nervous the cyclist(s) will be which may result in them becoming unbalanced. When a cyclist is coming towards you, they should also be treated with care, if necessary slow down for a moment and give them space.

Overtake with care

Be careful when overtaking groups of cyclists and ensure you can see well ahead before attempting an overtake. If cyclists are in single file, bear in mind how long you will need to overtake them, and how far ahead the road needs to be clear, as you may not be able to filter in and out. Remember a pothole or drain cover may cause a cyclist to move out so give as much space as you can.

Take your time

It's important to stay calm if you find yourself behind a cyclist, and if you find yourself acting irrationally, it's likely this will lead to unnecessary road rage and collisions that could be easily avoided.

Richard Gladman, Chief Examiner at IAM RoadSmart said:

“Sharing the road safely is key to ensuring we all get to enjoy the warmer weather. Unlike motorists, cyclists don't have a protective shell around them that's equipped with airbags and seatbelts so it's vital we all play our role in keeping each other safe.

“The 2022 Highway Code no longer asks for cyclists to stay on the left side of the road, or to use any provided cycle lanes. Instead, they are told to ride no less than half a metre from the kerb or verge. This change places greater responsibility on motorists to overtake cyclists safely, so it's never been more important to know the rules of the road. We're all told to be considerate and understand our responsibility for the safety of others, as advanced drivers and riders this should be on the top of our list.”

Stay Safe Jerry

AGM Notification

NOTICE IS HEREBY GIVEN by order of the Group Committee that the 37th Annual General Meeting of **LINCOLNSHIRE GROUP OF ADVANCED MOTORCYCLISTS** will be held at 8.00pm on Tuesday 7 November 2023 at the Bottle and Glass, 46 Main Street, Normanby-by-Spital, Market Rasen. LN8 2HE to enable the Trustees of the Group (Registered Charity No. 1049955) to present their Annual Report and Accounts for the year ended 31 March 2023 for approval by the Group Members and to conduct an election.

Honorary Secretary's Name	John Cheetham	Date	01 09 2023
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 his 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
Ian Morrison	Vice Chairman
John Cheetham	Honorary Secretary
Matt Hopkins	Honorary Treasurer

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

John Bateman
Phil Niner

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

None

C. COMMITTEE MEMBERS NOT RETIRING

Jerry Neale
Phil Gilbert

Note

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

Membership Update

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

Membership Update etc.

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

There are three new enrolments to the group since the previous newsletter.

Member	Observer
1054 Paul Rushton from Hessle	Full Member
1055 Chris Wright from Louth	Full Member
1056 Neil Tyler from Welton	Will Field

There has been four test passes, making a total of ten so far in 2023. Congratulations on your success and a big thank you to your Observers.

Member	Pass Date	Observer
Leigh Hodson	10 August	Alan Pugh
John Noone	13 August	Will Field
Anthony Emmett	21 August	Allan Knight
Nigel Baddeley	25 August	Phil Niner

The present composition

position of the group is as follows:

Full Members	144
Fellows	11
Associate Members	28
Total Group Membership	183

Please note that group membership subs will be due by 1 October for those with membership numbers between 989 and 1019.

This will cost £4 and run from 1 October 2023 until 31 March 2024

A renewal notification will be emailed to those involved.

Don't forget that the rules of our affiliation with IAM RoadSmart state that local group membership is dependent on current IAM RoadSmart membership being in place.

Therefore it is sincerely hoped that you will continue to be a member of both IAM RoadSmart and our local motorcycle group

That's all for this month, ride safely:

John Cheetam

Diary of Events 2023

(Remember - Covid-19 hasn't gone away)

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

The Sunday morning Group Observed Rides are open to all members and also potential members who may be considering preparing for the I.A.M test.

The prime purpose is to provide the opportunity to hone /improve skills through riding with fellow members.

Potential members considering taking the I.A.M test may have an individual assessment ride.

Rides 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 ride style of their choice as they feel fit.

The main purpose is to have the opportunity to ride with fellow like-minded bikers.

ANCHOLME LEISURE CENTRE
WILLINGHAM WOODS.
THE WAVE
BOTTLE & GLASS

Scawby Brook, Brigg, DN20 9JH
Willingham Woods LN8 3RQ.
Sleaford Road Lincoln
Main Street, Normanby by Spital LN8 2HE

GROUP SOCIAL RIDES 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 ride 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.

GROUP AND OBSERVED RIDES, MEETING TIMES
SOCIAL MEETING

09:00 FOR PROMPT DEPARTURE AT 09:30
FIRST TUESDAY IN THE MONTH AT 20:00

OBSERVER NOTE: FOR THOSE WISHING TO BECOME OBSERVERS CONTACT JERRY NEALE
07412 935333

SEPTEMBER

Tuesday 5th - **SOCIAL MEETING**

Sunday 10th - **GROUP OBSERVED RIDE**

Sunday 24th - **GROUP SOCIAL RIDES**

DINER

Wednesday 27th - **OBSERVERS MEETING**

BOTTLE AND GLASS

WILLINGHAM WOODS

THE WAVE & BARNEYS

NOVEMBER

Tuesday 7th - **SOCIAL MEETING**

Sunday 12th - **GROUP OBSERVED RIDE**

CENTRE

Sunday 26th - **GROUP SOCIAL RIDES**

DINER

Wednesday 22nd - **OBSERVERS MEETING**

BOTTLE AND GLASS

ANCHOLME LEISURE

THE WAVE & BARNEYS

An IAM Journey

Stephen Robert Johnson

Chairman Mick Smith spotted this article of the Car Group, and asked the author to send it to me for including in ChainLincs. It makes for good reading.

My journey... so far

Since I have been told to mention.. so I best do it, I am both an advanced driver and motorcyclist.

I first bought a motorbike nearly 3 years ago, with the intention of going through the very long winded license pathway. I completed my CBT at Walt's in Lincoln. With the exciting view of going to and from work on 2 wheels for little cost, and maximum enjoyment. I was riding a derbi tera 125cc

For those of you who don't know me, I have autism. Consequently I find certain things challenging... so undertaking the advanced course had it's extra challenges.

I spent all of perhaps 2 weeks before I found YouTube (deadly word- YouTube) videos of someone going through their Advanced course. They wasn't particularly instructing anyone, by purpose of their video. More documenting their journey, which I found fascinating. From that point, I began having a go at the techniques I thought I understood for about a year. I then took the A2 license late September the following year, which went very well. A faultless ride around a area I was unfamiliar.. Scunthorpe.

After obtaining a full license, I embarked on finding my self a more suitable bike, that would be suitable for 2 years riding. I chose a Honda vrx 400cc Japanese Roadster import. A lovely, smooth V twin engine that has done the trick for 2 years to a tee! I added a pannier rack, heated grips, and a usb charger to make the bike usable from my point of view. I ride all year round, until it gets cold enough to need to apply grit on the road. Because of this, i managed to get a fair amount of riding in over the winter until April. I was always planning on completing the advanced course via IAM, I signed up that spring. The first observed session was an eye opener, I thought I had an idea of what I was in for... I was seriously wrong. I distinctly remember having the worlds largest headache a few hours after the session. A combination of stress, anxiety, and a sense of being the most overwhelmed I have ever been. I got a run sheet with some incredible feedback on. (I generally take everything literally, and not on purpose. But in this instance it proved to be exactly what I needed to do) we had roughly 2 week gaps between sessions, each time I was determined, focused, but also relaxed throughout. Being relaxed, my observer would often mention I achieved very well. Between sessions I would take the time to practice as much as I could. Attempting to ascertain a natural flow engraved in my mind with what a Advanced standard is and what else I needed to do to reach this target. So I spent the summer doing exactly that. I did reach a point $\frac{3}{4}$ the way through that I was really struggling, I simply could not do anymore. Nothing was making sense, almost like a mental black out. It was at this point I knew that quitting wasn't even on the table. I just needed to figure out what wasn't working.



September, my test came around. With some check rides. And I had my normal relaxed, confident mind set back. I Passed the Advanced test. Then again, spending the winter refining my skills with no outside pressure.

Now, the car was very different. So when I first passed my standard driving test, I had no intention of any Advanced driving qualifications at all. I didn't know about it... I further passed the B+E trailer test.. both with no faults and within 6 months of each other. October that same year, I had a Collision due to wet weather, flooded right hand bend, and in experience. Unfortunately wrote my car off and the one I hit, although parked illegally. The responsibility still landed on me. Which at 18, wasn't at all great. Fast forward too a few years later.. I spent a few months deliberating with my self, should I sign up for the car also. This was before I knew about the incentive from the crime commissioner for Lincoln.

I had a van throughout the summer last year, due to needing it for work, but that changed. And I now drive a Vauxhall Astra estate 1.4 turbo petrol manual. With the change happening in November

I enrolled on the Advanced car course December 2022. I'm sure my observer would agree, I had my own way of doing things due to completing the bike course. Almost, under the impression the two were identical in application, which was very quickly not the case. Certainly keeping Andy on his toes with questions... as I was figuring out what the difference between them are. Turns out, quite some difference. It was challenging, not because the systems were different, but because they were the same. A tremendous amount of overlap. Most notably, Position and gear changes. On a bike you have a sequential gear box, so you don't always have the choice to do block changes.

The interpretation of the system of car control and the interpretation of the system of bike control took a few sessions to get around. For an analogy, it's like being able to speak American English, and British English. They're so close, with very subtle changes.

Regarding position, car you'll generally take a neutral position in the centre of your lane. However on the bike, you'll generally take up a position towards the centre line to increase your view ahead, so you can be seen, and to react to hazards from either side effectively. Steering was another aspect that was vastly different, two very different ways to achieve the same result. As well as this, observation and commentary is also another aspect that had its challenges. You needed to be switched on for both.. but for me, I needed to be on top of it 10 fold in the car. Kind of due to the bike, but also the introduction of say what you see, what your going to do about it, and making sure its prioritised appropriately for the road. One point that was made to me at an early stage, if your on the bike put on your helmet, if your in the car, take that helmet off. Teaching me to separate the two disciplines. 4 sessions and a check drive and I was test ready in April.

For my own progression, I wanted to achieve a First. I put in the work between sessions reading the book and also watching Videos of my driving, and picking out what was awful, but also what was good. I also watched reg's videos on any subject I wasn't quite sure with. Writing notes and memorising as much as possible.

On the day of the car test, some would say this is quite a strange part of me, but for any of the driving or riding tests that I have done. I have always been 'excited'. Not to get it over with, but to do it. Enjoy another drive or ride to the max. Emulating my ability of previous drives with my observer/ check drive.

I got the result for the car, after drive. I achieved a First, which was exactly what I had worked hard to get. Passing both advanced tests within a year period



A few things I live by:

- I always aim not to compete against other people, but to compete against my past self
- To always do/be better than person I was yesterday, day before, week before, etc.
- If it is in my control, sort it. If it is not, why am I worrying or allowing it be on my mind
- Only make a decision if you need to, if you don't it's better to wait until your in a better position with more information
- If you're setting out to achieve something, set mini goals. That way 1, it is achievable 2, you don't feel overwhelmed or like your not making progress on something 3, the end goal remains a want too, rather than a need to. With a slight change in language, your mind keeps positive, sharp and progressive throughout the hard work.
- I also have a rule of 1/3. Something can be easy 1/3 of the time, okay/good 1/3 of the time and challenging 1/3 of the time. If you fit all 3 in a balanced way, you're doing great.
You want to cycle between these, to maintain balance and limit frustrations.

The plan now, is too complete training required to be an observer with both car and bike (upon passing full A license later this year). And also to reach the required standard to Pass masters to the best of my ability both car and bike, before I am 25.

If you managed to get this far.. if you're wanting to, or are thinking about either Advanced course through IAM. I would highly recommend you do it. On the basis that you'll gain valuable skills that will enhance your driving. These include: observations, correct cornering, increased hazard perception, improved ability to read the road, proper use of you vehicles controls to name a few. But most importantly you'll gain an understanding of how safety is number 1 priority on the road, how to recognise and avoid situations before they happen, but also learn how to make sufficient progress within the legal limits while having fun/ enjoyment.

The Odd One Out is of course the top left road sign – but why?

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						

