

ChainLincs



The Christmas Edition



The December 2023 edition of ChainLincs for

Lincolnshire Advanced Motorcyclists

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



December 2023



Contact Details

Social Gatherings

Meetings are held on the first Friday of each month starting at 7.30pm at The Botolph Claydon Arms in Botolph Claydon, Norfolk. <http://www.co/robot.realm.woods>

Not Happening until a new location is found

The Botolph Claydon Arms in Botolph Claydon, Norfolk by Spittal Road South of Glentham (A631)

Next Issue

The next issue of ChainLincs will be in February 2024

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

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Lincolnshire Advanced Motorcyclists

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What's in it for you?

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Cover Photo

An RT testing out some grippy winter tyres – and his confidence !

Chatter from The Chair

Chatter from The Chair



My first message needs to be a tremendous 'Thank You' to Mick Smith the outgoing Chair of 9+ years.

Thank you for all the tireless work and support given freely to the group as an entity in its own right and us all as members.

I'm sure (and hoping) Mick will still be there or thereabouts offering guidance or support freely at ride out and recruitment drives.

It's been said (many times) before, but the group has a legal responsibility to provide 3 named individuals to fill the key roles of: Secretary, Treasurer and Chair.

Without members stepping up to run with these positions, the Group cannot exist.

Tremendous thanks also go to John Cheetham and Matt Hopkins for their support in their roles as Secretary and Treasurer respectively, and to all the Committee members who help out here and there.

There is always room for more Committee members, so don't be shy in stepping forward, even just to stand beside us, gives the rest of us moral support. You might have a great idea to improve things or just keep us in check.

I believe this is a great club, with great history, with great members trying to do their best in enjoying their riding and sharing their skills/knowledge.

Nobody is perfect or above anyone else.

Many thanks to Stuart and Michelle for putting together another edition of ChainLincs. This is their final edition as someone else is waiting in the wings to take on the job of editing Chainlincs.

We've had at least 3 ride outs since the last magazine,

- Sunday 12th Group Observed Ride, out of Brigg,
- Wednesday 15th November, Sheffield Peaks Ride,
- Sunday 26th November, Group Social Ride,



Remember it's your magazine, you are all welcome and encouraged to put something together for the rest of us to enjoy.

Stay safe *Ian*

OBSERVER AND ASSOCIATE

The last office based Observer meeting of 2023 proved to be a busy evening. It was really great to see so many Observers there, in fact we had to relocate to a larger room for the evening to get everyone in. The Observer team would like to say thanks to IAM Roadsmart Examiners Mike Chapman and Ross Glover for joining us to give feedback and guidance from the Advanced tests that they both had conducted this year. Both Examiners gave some very good guidance and were open to a Q&A session from all attendees.

This month the Observer team would like to congratulate Rick Fox, Don Ford, Mark Gill and Allan Knight with completing their National Observer Assessment and qualification.

National Observer Ken Rose has stepped back from his Observer duties within LAM, Ken was a Class 1 motorcycle police officer during his career and gave so much to LAM with his knowledge and guidance that helped over many years both Associates and many Observers gain new skill sets. We all thank Ken for his valued time knowledge and guidance.

The Team would also like to thank Mick Smith for his 9 years as LAM group Chairman, standing down this year, Mick has now handed over the roll to Ian Morrison. During Mick's time as Chair he has given many hours working behind the scenes to keep the LAM group running like clockwork. These hours are never seen, and even go totally unnoticed, but the success of LAM depends on volunteers, and Mick certainly gave his time generously. During his time as Chair Mick gave 100% support to the Observer team, and despite not being an Observer, always tried to make the Observer team meetings to keep up to date and see how we were moving forward. I was always especially amazed how Mick has the great ability to remember every member of LAM by name, certainly showing the commitment that Mick had in his roll as Chair. We wish Mick all the best with his other rolls within LAM, we also thank Ian Morrison for taking on this vital roll and we look forward to supporting Ian as he moves LAM forward.



*A Very Merry Christmas and a Safe Riding New Year
From all the LAM Observer Team!*

Straight Lining and Off-siding

As Observers, here at LAM, Straight lining and Off-siding is a question that pops up quite frequently. Having a clear understanding between the two is very important. Lets kick this subject off with some words from ASDM Shaun Cronin and Head of Driving & Riding standards Richard Gladman into these two subjects.

Straight lining, apexing, taking the racing line and offside are some of the names used to describe being on the 'wrong side of the road.' But exactly what is the wrong side of the road? We pay a lot of vehicle excise duty and all of that glorious tarmac is available to us, isn't it? I mean as an advanced driver or rider we all know we can use it in certain circumstances and it just depends doesn't it?

Ask your average road user what they think about seeing a vehicle or motorcycle on the opposite carriageway to their norm and they will cry 'dangerous.' Ah and here is the first lesson - perception.

We must be careful of the perception our actions have on other road users. At best they may wave at us in a rather less than encouraging way, at worst they may take avoiding action such that bent metal and twisted bodies are the result.

With the help of my colleague, Richard Gladman, IAM RoadSmart's Head of Driving and Riding Standards, here is your definitive guide to this subject. But first of all, just what is offside? It is the practice of moving to the offside of the road across either centre line markings or hazard line markings on the approach to a left hand bend where you do not have a view around the bend.

Generally when practised it is in an attempt to encourage the limit point of vision to match/open quicker and allow a greater speed of approach. Issues often arise when a vehicle comes into view and your movement required to adopt a position of safety is sudden and often coarse. The oncoming vehicle could react to your presence and this may cause a chain reaction behind it.

At speeds within the posted limit the benefit of this extreme offside positioning is all but negated, even in Roadcraft, whose focus is on progress for emergency service drivers, the practice of offside is not mentioned or encouraged.

It advocates positioning towards the centre line and they encourage you to consider approaching traffic, your effect on others and whether there is any advantage all very much in sync with the IAM RoadSmart advanced course material. They finish by saying 'don't position yourself in a way that causes concern to other road users.'

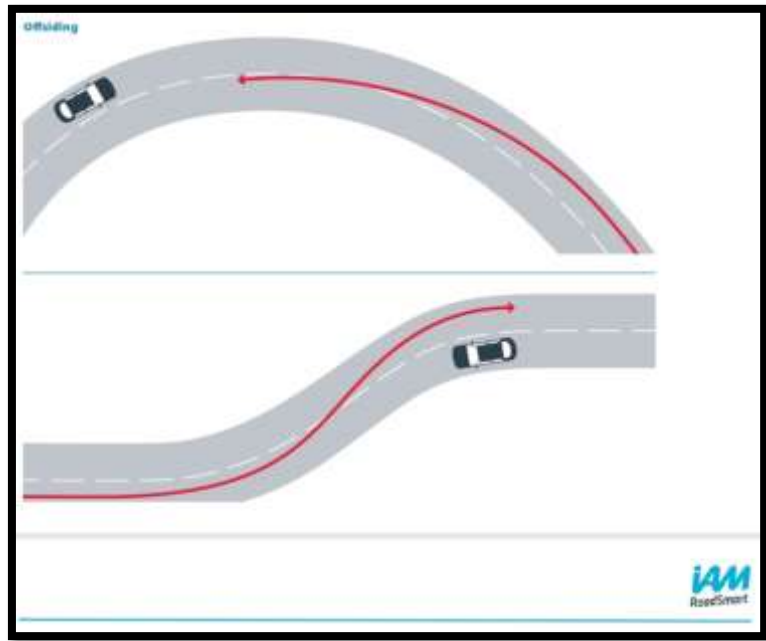
So lets look at the difference between Off-Siding and Straight-lining or 'Trimming

Off-Siding,

It is the practice of moving to the Off-side of the road across the centre line markings or hazard line on the approach to a left hand bend where you do not have a view around the bend.

Generally when practised it is in an attempt to encourage the limit point of vision to match/open quicker and allow greater speed of approach.

Issues often arise when a vehicle comes into view (red line) and your movement required to adopt a position of safety is sudden and often coarse.



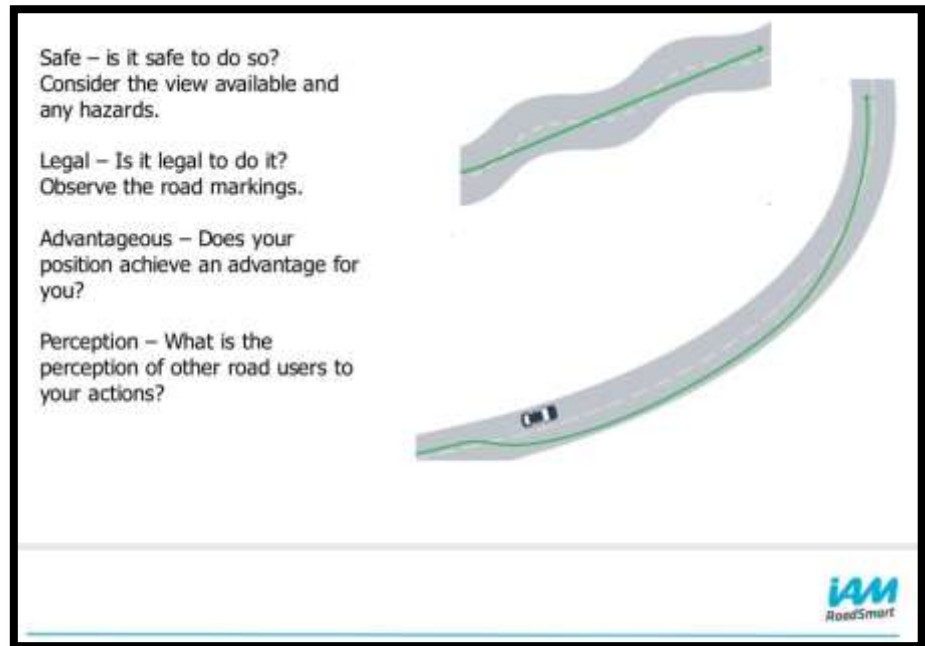
The oncoming vehicle could react to your presence and this may cause a chain reaction behind it.

What is not Off-Siding

Trimming a set of bends

Adopting a straight-line through a series of bends where we have a clear view of the road and the road surface (road markings permitting) i.e..

‘The road is mine until the loss of vision in 400 yds, my mirrors are clear so I am adopting a straight and stable course’



Opening up the radius of a bend where vision is available of any potential oncoming traffic or other hazards (Green line) on a generally open road.

Moving out to make a planned safe overtake and then finding yourself with a fantastic view which allows you to maintain your progress before returning to your own side of the road.

Use the acronym **SLAP**

- **SAFE** - is it safe to do so? Considering the view available and any hazards
- **LEGAL** - Is it legal to do it? Roadmarkings?
- **ADVANTAGEOUS** – Does it actually achieve something?
- **PERCEPTION** – What is the perception of another road user of your actions?

Consider....

As Motorcyclists we have an advantage over car drivers, sometimes we can straighten a set of bends without crossing the centre line to keep our machine in its most stable upright position with the weight evenly distributed on the machine. Remember Off-siding definitely not, Trimming a series of bends if safe and legal to do so, no problem. Ask any member of the LAM Observer team if you require any further information about Trimming.

Stay Safe Jerry

Membership Update

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

There are no new members to the group since the previous newsletter.

Two test passes, making a total of nineteen so far in 2023.

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

Member	Pass Date	Observer
Viv Ford	5 November	Karen Bevan
Stuart Green	12 November	Don Ford

The present composition of the group is as follows:

Full Members	146
Fellows	12
Associate Members	27
Total Group Membership	175

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.

That's all for this month, ride safely:

John Cheetham

Events Diary

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 HOMESTEAD
BARNEYS DINER

Scawby Brook, Brigg, DN20 9JH

Willingham Woods LN8 3RQ.

Canwick Avenue Bracebridge Heat Lincoln LN4 2RS

Melton Road Barnetby DN34 6LB

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 10:30 FOR PROMPT DEPARTURE AT 11:00

SOCIAL MEETING FIRST TUESDAY IN THE MONTH AT 20:00

OBSERVER NOTE: for those wishing to become observers contact JERRY NEALE 07412 935333

PLEASE NOTE

NEW START TIME FOR SOCIAL AND OBSERVED RIDES 10:30 FOR 11:00.

WE ARE NO LONGER USING THE WAVE AS A MEETING VENUE.

DECEMBER

Tuesday 5th **SOCIAL MEETING** CANCELLED

Sunday 10th **GROUP OBSERVED RIDE** WILLINGHAM WOODS

Sunday 24th **GROUP SOCIAL RIDES** THE HOMESTEAD & BARNEYS DINER

Friday 22nd **COMMITTEE MEETING**

NO OBSERVERS MEETING THIS MONTH

JANUARY

Tuesday 9th

SOCIAL MEETING

CANCELLED

Sunday 7th

GROUP OBSERVED RIDE

THE HOMESTEAD

Sunday 21st

GROUP SOCIAL RIDES

THE HOMESTEAD & BARNEYS DINER

NO OBSERVERS MEETING THIS MONTH

IMPORTANT NOTE

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.

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

