

ChainLincs

THE NEWSLETTER OF

Lincolnshire Advanced Motorcyclists

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



March 2024



Social Gatherings

Meetings are held on the first Tuesday of each month starting at 8pm at The Sun Inn, 20 Bridge St, Saxilby, LN1 2PZ
<https://w3w.co/struts.comforted.clashes>

Next Issue

The next issue of ChainLincs will be in April 2024

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

Mick Smith
lincs.am.editor@btinternet.com

Lincolnshire Advanced Motorcyclists

Find us here :



[Web Site](#)



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[X \(formerly known as Twitter\)](#)

ASDM (Area 5)

Stephen Ellis
07711 851 523

steve.ellis@iam.org.uk

Chair

Ian Morrison
07766 008100

LAM0654CHAIR@outlook.com

Group & Membership Secretary

John Cheetham
01427 616864

lincs-am-sec@pobroadband.co.uk

Treasurer

Matt Hopkins
07929 390781

hopkinsmattshell@hotmail.com

Data Manager, FaceBook Admin

Phil Niner
01522 789047
07887 528176

philniner67@gmail.com

Chief Observer

Jerry Neale
01522 681613
07412 935333

jerryneale@tiscali.co.uk

Diary & Events

John Bateman
07767 844980

Clothing

Vacant

Julie Mendes

jmendes.LAM@protonmail.com

ChainLincs Editor, FaceBook Admin

Mick Smith
07979 912740

Welcome to March's ChainLincs, not such a big edition this time with just the usual input from the Chairman, Secretary and the Chief Observer although there are couple of longer rides being planned by Will Field and Dave Hall and there are some details on page 4 if you are interested in joining one or both of the rides. Many thanks to Will and Dave for organising these trips, as many of you will be aware this takes up a good amount of their time.

The events diary is starting to fill up over the coming months thanks to the sterling efforts of John Bateman, plenty of speakers at evening social meetings and we are attending a few events where we can hopefully recruit some new members. Have a look at pages 19 and 20 if you want to see what is happening.

One thing that is happening soon is the LRSP BikeSafe Biker Breakfast on 7 Apr. Many of the observers will be helping with the observing on the day so we will need some help running the stand and signing up anybody that the observers send (or drag) our way. Last time round in 2022 they did a great job of 'selling' the advanced rider course and pointing the punters in our direction.

Phil Gilbert has stood down from the committee and that leaves us a vacancy for somebody to look after the group clothing side of things. Phil has done a great job over the past couple of years so many thanks to him and he will look after the clothing until we find somebody else to so if you feel you can spare a little time to give back to the group let somebody on the committee know. If you want to know more about the job drop Phil an email, his address is on page 21. You do not necessarily need to be a committee member as well.

I need your help to make ChainLincs a worthwhile read so if you have anything you want to share with other members whether your recent IAM journey or other advanced riding experience (RoSPA), your experience at a track day, a recap of a European tour or an experience that may have happened on the road that others can learn from or anything else you can think of please send it to me for inclusion at lincs.am.editor@btinternet.com.

Please make sure you check the Diary of Events because from March the timings of the monthly observed and social rides have changed to 'Summer' timings – 0930hrs meet to depart at 1000hrs.

In ChainLincs this month we have:

Will and Dave's 2-day Trips

Chatter from the Chair

Membership update

Facebook roundup from February

Observer and associate update

Events diary

Mick

WILL AND DAVE'S 2-DAY TRIPS

Will's Ride

Lake District/ Yorkshire Dales 2 Day Ride. 14th/15th May

I will be taking a leisurely mostly scenic route through the Yorkshire Dales and into the Lake District, taking in 5 passes.

Staying overnight in a Travelodge in Cockermouth. £87 for 1 person inc. Breakfast. (You will need to book this yourself) [https://www.travelodge.co.uk/hotels/350/Cockermouth-hotel?checkIn=14/05/2024&checkOut=15/05/2024&rooms\[0\]\[adults\]=1&rooms\[0\]\[children\]=0](https://www.travelodge.co.uk/hotels/350/Cockermouth-hotel?checkIn=14/05/2024&checkOut=15/05/2024&rooms[0][adults]=1&rooms[0][children]=0)

Each day will be less than 250 miles.

Please let me know if you wish to attend or require more information.

Myself and Dave Hall are supporting each other's rides, so there are already 2 of us going on each ride.

Will Field – 07599 374560



Dave's Ride

I am arranging a trip to Wales on Wed 5th June returning on Thurs 6th, the Hotel I have in mind is the Nueadd Arms at Llanwrtyd Wells, the cost is £65 for a single room with breakfast or £110 sharing a twin room. Day one mileage is approx 215miles (from Lincoln), day two 266 miles. As hotels are booking up fast I suggest that you book a room through booking.com, Hotels.com or direct with the Hotel.

If you wish to go please let me know ASAP, thanks.

Dave Hall – 07441 344308



Firstly, a hearty welcome to 3 new members; namely Andy Murphy, Phil Meggett and Helen Edwards.

Congratulations to 2 members on their recent test passes, Neil Tyler and Stephen Richardson (achieving a first).

I took part on a group ride out for Sunday, the 25th of February from a new location, “Starbucks”, now behind the filling station on the motorway roundabout M180 J5, a long stones throw from ex location “Barneys”, 7 riders, Malcolm Heaton leading Chris and Rob Pursey, Ian Batchelor, Tony

Emmett, Ken Bevis and myself.

No one turned up at Barneys, well done everyone picking up on the change of venue. Very well done to Chris Pursey for making the suggestion to change the location. It was a cool start, nice bright sun, with dry roads. A very nice progressive ride, good quality roads for the time of year. Nice café. Well done Malcolm.



I’m advised that the “other” location had 3 groups of riders, 1 group led by the rising star Julie Mendes, well done to our new ride leader. I hope this might inspire others to step forward to lead some rides to places new, or even the same places, just a different leader.

Here’s a thought, just something to get you thinking, I hope you’ve heard it before. I’m aware the IAM are trying to target a new demographic for recruitment, to grow the business, i.e. the younger rider. My personal opinion is that I don’t think they exist in any meaningful numbers, to make a difference.

There is another group I believe we could be seeking out, initially, female riders. They are out there, they just don’t ride with us in any great number. Could it be that we appear too challenging, too dominating, too judgemental or discriminating?

I sincerely believe this club is and wants to be welcoming to all groups, but we don't seem to attract outside of the typical stereotype of white middle aged male, why is that?

I've heard the discussion going from time to time, this is an important subject, I'd like to keep bashing the drum, but I'd really like to see more riders irrespective of gender or ethnicity feel they can come to us without fear of judgement or discrimination.

Apart from females, we have a great number of middle aged males, already group members, who don't choose to ride with us. Do you know someone or know of someone who rides, or has ridden with us or not, that might be encouraged to get that bike out and join us for an hour or so, now and again, if so, you might gently nudge prompt or otherwise encourage, it might just do them a power of good.

I've been reading on Wikipedia and watching on YouTube (article titled "The woman who saved the Spitfire - Beatrice Shilling" by A few minutes of history.) about a lady called Beatrice Shilling, the article lasts only 5.18 mins. See pic attached, (courtesy of Manchester University). She is the female (racing) biker who designed an improvement to the Rolls Royce Merlin engine (Spitfire and Hurricane) to reduce the effects of stalling when in negative G, enabling a better performance especially against the Messerschmitt.

Click [here](#) for the YouTube video.

That's all for this month,
Look after each other.

Ian
(Chair)



MEMBERSHIP UPDATE

There have been three new members to the group since the February newsletter.

Member	Observer
1069 Andy Murphy from Little Cawthorpe	Mike Day
1070 Phil Meggett from Lincoln	Jerry Neale
1071 Withheld (waiting for GDPR Member Contract)	Julie Mendes

Two test passes: a good start to 2024

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

Member	Pass Date	Observer
Stephen Richardson	3 February	Andrew Kitchen
Neil Tyler	3 February	Will Field

The present composition of the group is as follows:

Full Members	152
Fellows	13
Associate Members	21
Total Group Membership	186

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

Group website: www.l-a-m.co.uk

FACEBOOK ROUNDUP

4 Feb 24

Very nice training session today to encourage more ride leaders, Julie Mendes, Sarah Barwick and Michael Cowton, supported by the very able Will Field and myself.

Thank you for the photo Sarah.

If anyone else is interested in some guidance to lead a ride, please shout up, the more the merrier. - Ian



6 Feb 24

A good turn out tonight at our new venue. Thanks to everyone who came along. A couple of members received their certificates.

Well done to Joe Allenby for getting a First with Observer [Roland Johns](#) and Viv Ford with observer Karen Bevan.

I hope those who attended enjoyed the new venue and hopefully we can get more members to come along.

We have [Mark Goulden](#) (Group Member) as speaker at next months venue on the subject of hearing protection for riders. Mark is a highly qualified Audiologist and assures me he has a great presentation prepared. As I said I'm trying to get a venue for a slow riding day and hopefully we can make this a fairly regular occurrence for all who are interested. As soon as I have any details I'll let you know.

And there was at least one diehard biker there tonight our very own chairman Ian Morrison who had braved the weather to ride down for the evening. Take care and ride safe everyone. - John B.



7 Feb 24

Great ride out today, safe and steady, well within IAM standard, led by big Al Pugh, Don Ford, Will Field, Dave Hall and myself. Chilly, but good roads. Pictures im sure will follow when the other trail blazers eventually get home. – Ian

Some photos from todays ride, thanks for the company guys, chip butties at Grindleford and stops at Clumber Park and Matlock bath. 🤙👍 - Alan



11 Feb 24

Six of us at Brigg today, 5 from Darn South and me from UPT North. After language difficulties we managed to communicate and went to Fiddlers Drill near Market Weighton. Dave Hall led everybody back down South I peeled off at Barton. – Malcolm (No pictures of cake – sorry - Ed)



17 Feb 24

Don Ford is putting on a ride Thursday 22nd February, start at Starbucks Nettleham Road Lincoln 09:00 for 09:30, he plans to go to zoom cafe at South Cave and then off to the Castle Café at Withernsea. I'll be chugging along at the back as tail end Charlie. If it's like his normal rides it will be good. He asked me to put this on because he doesn't do FB very well. – Alan

22 Feb 24

Harry, Dave, Don Will and myself, a good ride out in mixed conditions z Thanks Don for leading and Harry for being Tail End Charlie 🤔👍🏍️🏍️🏍️ - Alan



25 Feb 24

We had a good turn out this morning at the Homestead. Nearly 20 bikes. We split into 3 groups, Bruce took a group to Wyndham Mill, Julie lead her first ride today to Heckington Windmill I hope it went well for you. I took the rest to a Bison and Venison farm/cafe near Melton. Photos attached. We had great weather today. Thanks to all. – Will



Great day for a ride down to Heckington Mill via a mix of roads. A fun group - thanks to all for coming along. Mike here is a link to a bread pudding recipe 😊:

<https://www.bbcgoodfood.com/recipes/bread-pudding-0> - Julie



And still 25 Feb 24!

Nice ride down to Wymondham Windmill; couple of diversions due to flooded roads so some rapid replanning but otherwise dry and flowing. Tearooms busy but we got lucky (or maybe some hard stares) but like the parting of the waves a table cleared and in we jumped! Table then passed onto some fellow bikers then off via Castle Bytham and Bitchfield bends. – Bruce (no pictures from Bruce)

Nice sunny day for a ride out

Seven turned out at the new meet location, Starbucks at Barnetby Top, yes we did check the old location just in case the message did not get through to everyone. Malcolm led the ride up to a cafe somewhere around Driffield and back again. - Chris



OBSERVER AND ASSOCIATE

The Observer team kicked off their 2024 training with the first office based session of the year in February. Amongst many subjects, the team looked at and worked on, the importance of Human factors and it's effect on riders. Sometimes the subject gets less priority than it should, so a refresh is always welcome and something every rider should build into their riding decisions.

Learning is a continual process.....Being a good rider means that you never stop learning. Machines and riding conditions are constantly changing, and your riding competences need to keep pace with this change, otherwise they could become outdated and even dangerous. Aim to constantly review and, where necessary, adapt your riding so that you maintain high standards and continually improve your performance. Every time you ride, use the journey as an opportunity to develop your riding ability.

This month the Observer team would like to welcome Chris Pursey to the team, Chris will be working towards achieving the IMI National Observer qualification.

Human Factors Motorcycle Control

The four parts of Human factors are:

- 1 The Rider
- 2 The Motorcycle
- 3 The Journey
- 4 The wider world



The Rider

The competency sheet States that:

The rider puts safety first in all riding judgements

Remains calm and considerate at others at all times

Always maintains concentration while riding

Manages any external influences or distractions

Changes their plans if any factor is likely to impair their performance or decision making

Consistently evaluates their own performance, with a view to retaining and developing their skills

Applies new-found knowledge in order to improve their riding performance

There are a number of personal qualities or behaviours that any Advanced rider must demonstrate.

To put safety first in all riding judgements -

No journey is so important that safety can be compromised; advanced riders should never put themselves or others in harm's way

To remain calm and considerate of others at all times -

- Advanced riders are always aware that their decisions and actions may have an effect on other people - They recognise that the road-space needs to be shared and that this is most successfully achieved when everyone communicates and cooperates - As well as complying with legislation and the Highway Code should set a good example to other road users -Displays courtesy to other road users.

To always maintain concentration while riding -

Concentration is defined as:

The action or power of focusing all one's 'attention' (Oxford English Dictionary) Advanced riders should be able to focus on their riding while disregarding any unrelated factors – They should be able to manage riding related tasks, such as identifying road junctions or using satellite navigation

To manage any external influences and distractions -

Advanced riders must remain in charge and not be negatively influenced or distracted if they have a pillion passenger.

Certain pillion riders, such as first timers or those lacking experience, are more likely to present a risk and recognising this can be the first step to successfully overcoming it Advanced riders can help by giving instructions and advice - Increasingly, people are using hands-free telephones on motorcycles. However, they do cause a distraction and despite being legal, use is discouraged Advanced riders should always pull over somewhere safe if they need to answer a call.

To change their plans if any factor is likely to impair their performance or decision making

Advanced riders must be aware of any physical influences that might impair their decision-making and ability to ride safely - For example, if they start to feel tired or experience physical

discomfort while riding, they should consider whether they are still able to concentrate fully - Similarly, if they feel angry, frustrated, anxious or frightened, they should: - In the short term - find somewhere to stop safely and try to deal with those outside influences - In the longer term - use the experience to develop new methods for managing such influences prior to riding.

The Motorcycle

There are certain key actions that any Advanced rider must take in relation to their motorcycle

The Competency Sheet states that :

The Motorcyclist Conducts pre-ride checks correctly and ensures that machine maintenance is up to date

Knows the performance and safety features of their machine

Understands the purpose of and conclusions from a moving brake test

Recognises the issues when riding an unfamiliar machine

MPOWDERY ???

To conduct pre ride checks correctly and ensure that motorcycle maintenance is up to date.

Advanced riders should have an ordered approach to checking their motorcycle – They should undertake that check to a high standard, remembering that the primary concern is always safety - Given that many modern machines have extended maintenance programmes, they may clock up a lot of miles/time between services. It is therefore important to adhere to their service schedules - Even the most sophisticated checking systems will not detect every problem so visual inspection is still required - If any doubts arise, advanced riders should have their machine checked by a professional



The Journey

The Competency sheet states that

Understands purpose of their journey and time available may influence their riding and decision making

Understands that route choice and planning will influence the way they ride

They must be aware of their machine's capabilities in order to remain safe and legal

Maximum appropriate acceleration will vary considerably from machine to machine

They should be aware of the safety features and aids fitted to their machine, and be prepared to explain them - For example, when starting their machine, they should know which warning lights should come on and when they should go off - They should also know when to stop and

investigate if a warning light comes on during a ride, i.e. - If it is red - as soon as it is safe - If it is amber – the next time they stop

To understand the purpose of and conclusions from a moving brake test

While a modern machine may display a warning light in the event of a brake failure, the effect of an obstruction or other outside influence won't be monitored

Advanced riders should be able to conduct a moving brake test at a low speed in order to safely assess that the machine pulls up evenly on both wheels with no adverse effect

They should be aware if the braking system makes any untoward noises

They should also know the required pressure on the controls to slow and stop their machine - and be aware of the performance of their tyres in the given conditions

That the purpose of their journey and the time available may influence their riding and their decision-making

Advanced riders must always consider the purpose of their journey and whether it is likely to change

For example, an observed ride may, on conclusion, become a ride to visit friends or to pick-up a pillion, so priorities may change - Similarly, they must be aware that if time is short, that may become the focus of their concentration and affect their decision-making process and attitude towards other drivers and riders

For example, they should not become less willing to share space nor more aggressive in their communication. By recognising these changes at an early stage, an advanced rider can manage them effectively

That route choice and planning will influence the way they ride

Advanced riders should consider their knowledge of the route and the possible effects of how they choose to get there

For example if the bypass is closed and they have to go through the town centre unexpectedly, how might that affect the way they approach the ride? If they are relying on Sat Nav and it fails can they deal with it

The wider world

Motorcycling doesn't happen in a vacuum;

it is part of life. Advanced riders should

therefore be aware of the possible impact

other lifestyle factors may have on their

riding. In particular, they should consider the range of influences that may effect them

Consider the range of influences that may impact on their riding

- For example, whether their peer group's view of how to behave on the road differs from that of a careful and competent rider

How peer group pressure might influence their attitudes and behaviour when riding
Similarly, what is their focus if they are a courier under pressure to complete their deliveries



Understand how attitude to risk may affect riding choices

A thrill-seeking, try-anything-once to life can easily translate into risk-taking behaviour on the road

- something which is unacceptable in an advanced rider
- To counter this risk
- Advanced riders should pause to consider the negative consequences of any risk-taking behaviour
- Effectively manage any behaviour that may lead to inappropriate risk taking

Rider experience and skill play a key role in handling a motorcycle, making informed decisions, and responding effectively to unexpected situations

Maintaining focus is critical while riding. Distractions, fatigue, or impairment can lead to slower reaction times and increased accident risk.

Quick and sound decision-making is crucial on the road.

Factors like perception and the ability to assess situations accurately impact a riders choices

Good physical condition enhances a riders ability to control the motorcycle and respond to challenges, tiredness and physical limitations can impair performance

Emotional well-being affects riding behaviour. Stress, anxiety, or aggressive emotions can impact decision-making and reactions.

Awareness of the surroundings through vision, hearing, and other senses is vital for anticipating and responding to potential hazards

Individual perceptions of risk can influence a rider's behaviour. Overestimating or underestimating risks may lead to unsafe riding practices.

Having good awareness of weather conditions will affect our riding styles. It would also compensate for lack of vision and grip. Gusty weather will additionally affect the handling of our bikes.

There's a lot to consider before we even throw a leg over our machines, but getting it right is vital to a successful safe ride.

Stay Safe Jerry

EVENTS DIARY

The Sunday morning Group Observed Rides 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.

Rides usually last 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	Scawby Brook, Brigg, DN20 9JH
WILLINGHAM WOODS.	Willingham Woods, LN8 3RQ.
THE HOMESTEAD	Canwick Avenue, Bracebridge Heath, Lincoln, LN4 2RS
STARBUCKS	M180, Junc 5 Services, DN20 0PA, ///breakfast.slippers.alleges
SUN INN	20 Bridge Rd, Saxilby, LN1 2PZ (Social Venue)

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 you should ensure that this is covered by your motorcycle insurance policy.

MEETING TIMES

GROUP AND OBSERVED RIDES 0930 FOR PROMPT DEPARTURE AT 1000

SOCIAL MEETING FIRST TUESDAY IN THE MONTH AT 2000

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

MARCH

Tuesday 5th **Social Meeting** Sun Inn, Saxilby

Social event speaker is Mark Goulden (Group Member) Qualified Audiologist.

Subject: The Importance of hearing protection.

Sunday 10th **Group Observed Ride** Willingham Woods

Sunday 24th **Group Social Rides** The Homestead and Starbucks

Wednesday 27th **Observers Meeting** Details from Jerry nearer the date

APRIL

Tuesday 2nd **Social Meeting** Sun Inn, Saxilby

Social event speaker is Peter Riley of Helite Demonstration of products and Q&A

Sunday 7th **BikeSafe Biker Breakfast** Public Taster Session at Nettleham Police HQ

Friday 12 th	Committee Meeting	Via Zoom. To Be Advised
Sunday 14 th	Group Observed Ride	The Homestead
Sunday 21 st	Group Social Rides	The Homestead and Starbucks
Wednesday 24 th	Observers Meeting	Details from Jerry nearer the date

MAY

Tuesday 7 th	Social Meeting	Sun Inn, Saxilby
Social event speaker is Steve Ellis IAM RoadSmart Area Service Delivery Manager. General talk about the IAM organisation. With Q&A session.		
Sunday 10 th	Group Observed Ride	Ancholme Leisure Centre
Tues/Weds 14 th /15 th	Will's ride to lake District/Yorkshire Dales	Details on page 2
Sunday 26 th	Group Social Rides	The Homestead and Starbucks
Wednesday 29 th	Observers Meeting	Details from Jerry nearer the date

JUNE

Tuesday 4 th	Social Meeting	Sun Inn, Saxilby
(Proposed evening short ride 6:30pm to 8:00pm and then meet at normal venue) Anyone that wants to lead a short 1.5 hour ride locally please step forward.		
Wed/Thurs 5 th /6 th	Dave Hall's ride to Wales	Details on Page 2
Sunday 12 th	Group Observed Ride	Willingham Woods
Friday 14	Committee Meeting	Via Zoom. To Be Advised
Sunday 23 rd	Group Social Rides	The Homestead and Starbucks
Wednesday 26 th	Observers Meeting	Details from Jerry nearer the date
Sat 22 nd & Sun 23 rd	Suzuki Live at Cadwell Event	Details to Follow
Sunday 30 th	Motorcycles at the Manor (Event)	Details to Follow
		The Manor West Ashby Horncastle LN9 5PY

JULY

Tuesday 2 nd	Social Meeting	Sun Inn, Saxilby
Sunday 7 th	Group Observed Ride	The Homestead
Sunday 21 st	Group Social Rides	The Homestead and Starbucks
Wednesday 31 st	Observers Meeting	Details from Jerry nearer the date

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 pgilbertlam@gmail.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						

