

ChainLincs

THE NEWSLETTER OF

Lincolnshire Advanced Motorcyclists

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



JUNE 2024



Contact Details

Social Gatherings

Meetings are held on the first Tuesday of each month starting at 2000hrs 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 July 2024

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

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Lincolnshire Advanced Motorcyclists

Find us here :



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Here we are again and welcome to a jam packed edition of ChainLincs. Many thanks to John Bateman for his epic tale of his ride down south recently along with two other members. Also thanks to Dave Hall and Gill Matheson for their articles, I am keeping Gill's back until next month. It is great to have some items to include and I hope you enjoy reading them. If you can contribute, it doesn't matter how long (within reason!!) or how short I can use them. Send them to me at lincs.am.editor@btinternet.com.

As usual I have done a Facebook roundup but I don't copy everything across so if you haven't joined our FB yet give it a go. There were plenty of posts on Facebook of our members getting up to other biking related activity and passing on info gleaned from elsewhere. Find our page at [\(1\) Lincolnshire Advanced Motorcyclists | Facebook](#) and ask to join to see all the other exciting things that go on.

We still need a new clothing member. Phil Gilbert has stood down from the committee and that leaves 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 the last page. You do not necessarily need to be a committee member as well. **There must be somebody out there willing to give back to the group.**

And we still need a new data manager. As notified last month Phil Niner is stepping down from the committee. Many thanks to Phil over the years especially when GDPR was introduced and he worked tirelessly to make sure we complied with the new legislation and have remained compliant since.

If you feel you can help with either position both Phil's contact details are available somewhere in ChainLincs, give them ma shout to see what the jobs entail.

In ChainLincs this month we have:

Chatter from the Chair

Membership update

Facebook roundup

The Jolly Boys Outing

Observer and associate update

Do you take your chain for granted

Events diary

Mick

Firstly, a hearty welcome to three new members, Ian Parker, Mark Gittens, Nic Holdsworth and Robert Magill. I hope you find the group welcoming, that you find your time well spent and rewarding, but most of all that you enjoy your time with us.

A word of thanks to all the Observer team, who give their time freely so that we can continue to recruit more associates who hopefully go on to full membership and further roles within the Group. The door is always open to any member wanting to undertake the additional training required to join this team, just ask any Observer or contact Jerry as identified at the front of this newsletter.



Here is a story for you. I think it's a story about prejudice and bias whether conscious or unconscious, whether to speak out or keep your silence. You can decide.

I'm still working as a part time Driving instructor, not for much longer as I plan to retire soon. Early January this year I get a call from a young male asking when he can start taking driving lessons as he wants to pass his driving test quickly. I make some enquiries on him and determine that he is still 16. I asked him if he is disabled (because being disabled allows him to take a driving test at 16). He tells me he's not disabled but he is the primary carer for his mother. This is a new one on me, but every day is a school day, so I do some more checking on him and find out that he indeed has a driving licence, but that only allows him to ride a moped until his 17th birthday in the middle of March. I tell him this.

He volunteers information about himself telling me he will pass his test quickly because he has lots of experience of driving on his computer. I ask him for his address and from the information he gives me I know the location, he's a part of the travelling community we have in Doncaster. I ask the young man to contact me again after his birthday, we then part company and I think the guy is an obvious nutter and I don't expect to, or particularly want to hear from him again. Thank goodness.

Fast forward to 2 days after his birthday and I get a phone call from this same young man asking when he can book driving lessons so he can take his driving test as he wants to pass his driving test as quickly as possible. OMG.

Okay let's try and not be judgmental. We book a driving lesson and he blows me away, he's confident, competent, extremely polite, attentive delivers exactly what I ask of him.

He can clearly drive very well, blimey, every day is a school day.

Over the next few weeks he takes as many driving lessons as he can fit in to my diary, he never lets me down never lets himself down. He manages to find a short notice driving test date and we turn up for the test, sitting in the driving test centre waiting room for the test to start.

There are another five test candidates waiting with us, plus their instructors 12 individuals in all, it's quiet, the room is tense, you could cut the anxiety with a knife.

All ok so far.

Then a conversation starts up between three of the other driving instructors who apparently know each other. They start talking about motorbikes (my ears prick). They talk about how often they're riding and whether they enjoy their riding. One of the driving instructors says he's not enjoying his riding because he doesn't feel safe, (my ears double prick) maybe I can help here. Then the instructor who doesn't feel safe gives a little confession, he admits that the last time he rode he was racing with his son at 160 miles an hour. The room goes quiet again. I look around at peoples' faces and most of the people are just looking at the floor. Nobody says anything. I don't say anything and that's not like me.

I think I'm mellowing. I'm not sure if I like this mellowing.

The examiners come out of their office to meet and greet the test candidates. My student takes his driving test, passes it easily and I drive him home. On the way home he starts a conversation with me about the driving instructor (who made the confession) and his motorcycling antics, telling me:

"That man is a disgrace, he risks his own life and his son's life and the lives of people who he comes into contact with, setting the worst possible example in front of potential young drivers who driving instructors should be trying hard to impress with safety."

I fully agree with my student and I admit that I'm unhappy that I didn't raise a challenge at the time saying that I felt it wasn't the place.

On reflection I think it was exactly the time and place.

Just before we part my student pays me, I count the money and it's double what I'm owed.

I object. He will have none of my objections and compliments me on our time together.

Oh, then we shake hands as we part, he has the grip of the Terminator and an endearing smile. Every day's a school day.

Look after each other.

Ian.

(Chair)

There have been three new members to the group since the May newsletter plus one, Ian Parker whose name was withheld from the May newsletter due to waiting for the receipt of their GDPR Member Contracts

Member	Observer
1083 Ian Parker from Grantham	Joined as a Full Member
1084 Mark Gittens from Scunthorpe	Allan Knight
1085 Nic Holdsworth from Grayingham	Stuart Harrison
1086 Robert Magill from Morton	TBA

Two test passes so far in 2024

The present composition of the group is as follows:

Full Members	131
Fellows	12
Associate Members	32
Total Group Membership	175

Still quite a few members yet to renew their group membership for 2024 / 2025.
No renewal by end of June, no further newsletters or correspondence from the group.

Preferred method of renewal is now via Bank Transfer (or a Standing Order) to the groups online bank account due to the closure of all the Lloyds bank branches apart from Lincoln city centre which makes it more difficult to pay in cheques.

Hoping that you all decide to renew and enable us to continue to provide guidance to those seeking to improve their riding, safety and general enjoyment of motorcycling.

Payments to be made to:

Lincolnshire Group of Advanced Motorcyclists
Sort Code 30 96 26
Acc. No. 67439968

Finally, 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

FACEBOOK ROUNDUP

7 May 24

Many thanks to our speaker tonight, Steve Ellis, IAM regional Service manager.

He explained where the organisation is currently at and how they hope to move forward in the future. There are obvious IT concerns as with all organisations and they are trying to get to grips and modernise it.

He expressed what we all know that it is very hard to recruit new people into the organisation especially the younger recent test pass riders. He agreed that the perception of the IAM can still sometimes be quite intimidating to others in the biking community.

On the topic of the price increase from April 2nd this year he said that unfortunately the organisation had not kept pace with the times and previous CEO's had perhaps not done the best for the organisation. The new CEO has a handle on things now and is implementing a three year plan to try and fill the financial black hole that it is currently experiencing.

He went on to thank all of the volunteers who give their time freely and without which there would be no IAM. He said that perhaps they do not say often enough how grateful the organisation really is.

The meeting was quite cordial and I think we all came away having learned some new things about the organisation as a whole.

Many thanks to all that attended and especially to those that asked questions and expressed their views and idea's. We were expecting some guest members from the Rotherham group but for some reason none turned up.

There is no guest speaker at the June Social meeting and we are hoping to organise a short ride out beforehand and then meet back at the Sun Inn. Details will be in Chain Lincs and on the Facebook page. – John Bateman

12 May 24

A great turn out at Brigg this morning 17 in all I think if my counting is correct. We had 3 leaders this morning Rick Parker, Alan Pugh and Malcom Heaton. I went with Malcom to Hornsea a great coffee stop. Thanks guys for coming forward to lead the rides. 🙌🙌🙌 - Will



Great turnout for this mornings meeting at Brigg. Something like 17 riders splitting into 3 groups. I only turned up to take the photo. Great weather, I hope everyone had a good ride and got home safely. - Ian



A great way to spend a few hours. Thanks for your great company and banter everyone 🤔👍. I'm looking forward to the next one 👍 - Al

Thanks for the great ride [Rick](#). Always enjoy your rides. No mud today 👍 - Sarah



14/15 May 24

I would just like to thank [Will Field](#) for an excellent two days riding around the Lake District, taking in numerous passes - including The Hardknott Pass. An awful lot of work has been put into this trip - not to mention the reconnaissance beforehand!

Well done Will - great job done. We all had a blast. 🏍️👍😊 - Paul Kirton



If you want to see more from these intrepid explorers have a look on our FaceBook page, [Lincolnshire Advanced Motorcyclists | Facebook](#). - Mick

21 May 24

WHAT WOULD AN ADVANCED RIDER DO.

On Sunday a mate and me were travelling down the A1 in the outside lane. We came up behind a Nissan Juke tailgating a driver (approx 3m behind) in a White Corsa in the outside lane. The driver of the Corsa was sticking exactly to 70mph according to my bike speedo which is probably about 4 mph slower than the NSL. The Corsa driver was determined not to move to the left lane even after passing a line of slower moving vehicles. The driver carried on like this for quite a few miles and the traffic was building up behind us and in fact virtually tailgating me as I was the rear rider. Some car drivers further back eventually undertook at speed and tried to cut in. The Corsa driver speeded up to try and box them in as we were approaching a slower vehicle in the left lane.

This led to a couple of under taking drivers doing some dangerous manoeuvres to get round. My question as an advanced rider is - What would you do in this scenario? – John Bateman

26 May 24

Seven of us at the Homestead this morning in the rain. Many thanks to Ken for the lead across to Louth and then eventually back to Wickenby. Apologies for dropping out at Sprid but needed to get home. Great ride, thanks very much again. – Mick

Thanks Ken for leading a great ride though the Wolds, out to Louth and back to Wickenby on some really good riding roads. Unusual weather of sunshine and torrential rain. - Will



Just the one of us (me) at Starbucks this morning, for a bimbles through Wolds villages ending



at the Wickenby cafe. What a lovely day you missed. The company was tremendous (just me). Included are a couple of examples of really poor parking. Some



people just don't care. Hey ho, it wouldn't do for us all to be the same. - Ian

THE JOLLY BOYS OUTING

The Unfamous Three in a Quest for the search for The Elixir of Youth.

By Enid Blyton.

Some of the names have been changed to protect the guilty and artistic and poetic licence given full reign.

Starring Barry "Indiana" Jones, Rick "Spidey" (Peter) Parker. and John "Enid Blyton" Bateman.

A true tale of bravery against the elements, Endurance, Enormous sausages, Ghosts, Living legends, The coming of the messiah, pensioner discounts, Tears and sore butts.

ALLERGY AND OFFENCE WARNING

There are some big words some small words and probably some made up words. Some people may be offended. Some may think the whole story is a load of drivell. (But we don't care)

Some with the attention span of a goldfish will probably not even read this far.

There is childish humour, sarcasm and satire that will be completely lost on some. (please bare in mind the author has the mental age of his shoes size. (Size 9)

It does contain punctuation marks not that the author has a clue where they should go or what they are for as they are purely added for decoration.

It also contains spelling mistakes as the author is a dyslexic old sod at the best of times. Please correct any misspellings and insert your own punctuation where required.

Not suitable for vegans.

May contain nuts.

Prologue

We join our intrepid travelers as they meet on the outskirts of Lindum Colonia to refuel their machines prior to setting off on the quest to seek answer to the existence of "THE ELIXIR OF YOUTH", always being mindful of their Arch Enemy, "Moriatty Killspeed" his camera's, twenty mile an hour speed limits and other devious ways of restricting fun.

Chapter 1 IT BEGINS

Captain Slog, Star date 09/04/2024 09H15

The quest begins with Spidey Parker on his trusty old KTM leading the way using his highly developed sense of direction honed by years as a British Rail Train Driver. Following closely is Enid on the Yamaha Mobility Scooter and riding shotgun is Indiana on the brand new shiny BMW. They trek southward across the trackless unforgiving wasteland of Lincolnshire as the dark storm clouds gather overhead.

Spidey has set course for the Kingdom of Stamfordingtonshire where he knows of an Oasis called "Two Flags Cafe".

It's a gruelling first part of the journey as the gods hurl down torrential rain driven by gale force winds. Nevertheless the trio arrived on time as per Spidey Parker's precision British Rail timetable and they take a short rest in the shelter and sustenance in the basic shack of the Two Flags cafe.

They take their leave and press on towards the next destination of "Super Sausage" cafe the legendary meeting place of all manner of bikers, highway men, lost souls and weary travellers. The wind and rain are relentless as the trio battle on over rolling countryside dotted with small hamlets of subsistence office workers huddled in their makeshift huts. (Working from home)

The only respite these poor souls had was when one their Tesla's parked in the drive spontaneously composted and burned for a week. This at least giving some warmth to the villagers during the cold months when they couldn't afford to put the heating on.



After what seemed like an age Super Sausage appeared on the horizon and the trio again dismounted their steeds and entered the legendary watering hole to be met by all manner of ne'er do wells, vagabonds and Primark shoppers in cheap ill fitting Chinese leggings and baggy tops dragging along their multifarious offspring all still dressed in their pyjamas.

I may add there was not a vegan in the premises. They did spy a few other travellers off to one side similarly dressed as themselves

in armoured biking gear with helmets on the floor. They acknowledged our trio with the time honoured bikers nod that conveys understanding and a brotherhood that only bikers know. Our group moved to a table in the corner and placed their food orders with the serving wench. The rest of the customers soon bored of looking at the new arrivals returned to looking at their tablets of all knowledge, then photographed their food to display to the world on Faceplace. Our travellers duly photographed their own food in an endeavour to fit in, lest the gathered rabble were to see these travellers were of a different ilk and be "offended" which is fast becoming a punishable crime. To be fair to the Super Sausage the food portions were large and filling. Indiana had opted for the enormous challenge of the "super hot dog" which had probably cost the life of a whole pig in a bread loaf covered in a mountain of cheese and topped with BBQ sauce. He was ravenous and soon made short work of the monster. Spidey Parker settled for a bacon butty and Enid nibbled on a small sausage in a bun.



Returning to their machines they prepared for the next leg of the journey. The weather had brightened while they were eating and at least they set off in the dry. It was short lived as the gods once again determined to thwart the travelers who dared to move into foreign lands unleashed their tempestuous tantrums on the brave party. They remain steadfast and forged on regardless with Spidey sticking to his British Rail timetable. The destination for the day was on the south coast of England in the holy lands of Christchurch.

As they crossed the plains of Salisbury they were aware of the mysterious stones circles that held all manner of magic and mayhap unimaginable devilment.

They skirted these mystic places inhabited by long robed druids and fat wobbling American tourist. There were no answers to be found there with these mystic beings, not even directions to the nearest McDonalds or Starbucks.

Onward they forged through the relentless wind and rain as the gods endeavoured to wrench them from their powerful machines.



After a weary day in the saddle at last Spidey Parker pointed to their destination for the night. It was the fabled Avon Causeway Tavern in the Hamlet of Hurn. It was an abandoned old railways station where the last steam train had left in 1935 never to be seen again.

The weary bedraggled travelers dismounted and entered the almost empty building. They were greeted by a fulsome smiling lady who showed them to their rooms where they at last could get cleaned up and into some dry cloths.

They agreed to meet later in the bar to get some food and try the local ale.

Three piping hot plates of food were soon consumed and the men started to relax. Indiana and Spidey were of strong stuff and downed a number of flagons of the local brew while Enid ever mindful of the calorie count sipped on lemonade.

They retired at last to bed their hunger satiated and their thirst slaked.

Enid's task for the day was not over as the old Imperial typewriter tappetted away into the early hours as the events of the day were recorded for posterity.

Eventually even Enid succumbed to a fitful sleep.

As daybreak broke an eerie wailing sound permeated the building like the sound of ghostly restless travelers waiting for the next train that would never arrived.

As the trio gathered for breakfast they were told by the lady of the house that the noise wasn't ghosts but the fire alarm had gone off and couldn't be silenced. The irony was that Enid being virtually deaf would have been burned to crisp had it been a real fire.

They ate their breakfast quickly and arranged to meet in the parking area for the short ride to their first stop to get some clues for the quest.

Chapter 2 A Living Legend

Captain Slog, Star date 10/04/2024 09H30

They set off on what should have been a short ride to visit the fabled Sammy Miller Motorcycle Museum.

The storm had blown itself out overnight and just left a light drizzle which was just a prelude of what the weather had in store.

Indiana was leading on this day as he was familiar with the area having spent many a day in his ill spent youth frequenting the local highways and byways and of course many of the taverns. Through the twisting countryside they went, but on rounding a corner there it was or rather there it wasn't. The previous days storm had reeked havoc and wrenched the tarmac from the road leaving a large crater filled with water and field mud.

Indiana undeterred tested the water depth and decided that because the water reached almost to the top his riding boots decided it may be better to find another route.

Spidey Parker assisted the arthritic Enid in the tricky about face maneuver of the heavy machine and off they set searching for an alternative route.



Luckily Indiana's knowledge guided them through and they arrived at Sammy's just as it opened. They entered the building and duly paid the entrance fee. Much to Indiana and Spidey's annoyance, Enid being of exceedingly advanced years got an OAP discount. Alas only a small compensation for the loss of mental faculties and mobility but hey two quid is two quid.

The day was spent in absolute bliss as they wandered through row upon row of classic motorcycles from an age when men were just boys fascinated by all things mechanical and noisy. The collection contained the finest of engineering and motorcycle achievement constructed by true engineering geniuses. There are far too many amazing machines to go into detail of them all but it is in truth is a Mecca for motorcycle lovers. I may add there was not one thing of value in the building constructed by an accountant as these were machines made by true pioneers, innovators, proper engineers and inventors whose achievements will far outlast any spreadsheet. I could wax lyrical for hours on the merits of this amazing mechanical collection but in reality don't take my word for it. You need to visit it yourself to experience the phenomenon.

Our trio were the last to leave having spent the whole day wondering around in wide eyed amazement. Just as they were about to leave a hush fell as a door in the end wall opened and a man entered the room. He was of slight build, white haired and dressed in an oil stained workshop coat. He still moved with a ramrod straight back and the grace of a still fit active man at home in his environment. It was the living legend himself the great "Sammy Miller" in person. He was ninety years old and still worked everyday in his beloved museum still renovating his amazing machines. He spoke with a soft Irish lilt and his faculties were obviously as sharp as a razor. We told him of our quest and he drew a map for the best way to reach our next destination. He posed for a picture with us before we took our leave of the building.



We were three very happy bikers. As we were about to take our leave of Sammy's amazing museum, Spidey Parkers superhuman senses deserted him and he left his helmet inside the now locked museum. He did manage to persuade them to open it again for him to retrieve it. The day was not yet over as Indiana lead us on the next leg of our journey. We still had over a hundred miles to ride as the darkness and the storm clouds gathered. Predictably it rained most of the way but these road hardy men were now used to such hardship.

It was getting late as the "Old Pound Inn" appeared. This was to be their home for the night and again they entered the building tired and travel weary.

They feasted that night on the finest Rib Eye steaks washed down with copious amounts of the local ale for Spidey and Indiana and this time even Enid had progressed to fermented alcoholic apple juice.

They retired to bed at closing time and slept the sleep of weary men.

Editors note: Chapters 3 and 4 will be in next months edition – I didn't think the members could take much more excitement!



Riding a motorcycle in an urban environment comes with several risks that are more important to be aware of. Here are some of the key dangers:

- 1. Higher Traffic Congestion:** Urban areas typically have more traffic congestion, which increases the likelihood of accidents due to the close proximity of vehicles.
- 2. Limited Manoeuvrability:** The dense layout of city streets can limit a rider's ability to manoeuvre, making it difficult to avoid sudden obstacles.
- 3. Pedestrian Hazards:** Motorcyclists must be vigilant for pedestrians who may step into the road unexpectedly.
- 4. Sharing the road with Bicyclists and Scooters:** Urban areas often have a mix of transportation modes, including bicycles and scooters, both traditional and electric, which can create complex road-sharing scenarios.
- 5. Dangers of Commercial Trucks and Double-Parked Vehicles:** Large vehicles like trucks can obstruct a motorcyclist's view, and double-parked vehicles can force riders into the path of moving traffic.

Additionally, statistics show that urban roads contribute to a larger figure around more serious injuries with 53% of all serious motorbike injuries occurring on urban roads. The largest factor to this is junctions, where other road users pulling out in front of bikes is the situation that the riders are most likely to injure themselves seriously.

Urban Riding: A skills Refresher

Driving around an unfamiliar big city can be stressful. It's important to be patient and aware of your surroundings. Keeping to a reduced speed limit is just one of the challenges when navigating busy streets.

Stay Legal

With the expansion of the 20-mph speed limits, it's a good time to consider riding in built-up areas. Firstly, we must stay safe, and of course, Legal. Failure to follow speed limits falls into three categories: lapses, errors, and violations. Awareness helps with the first two, but only changing your attitude can control the third.

Plan the Gap

What does 20mph look like? The two-second gap is about 18 metres, or four car lengths, but in stop-start traffic, we can reduce this by around a metre for every 3mph. To keep traffic moving, move with the vehicle in front and then extend your gap to it.



Where are the hazards?

Confirm Speed

Be alert to signage and infrastructure. In most areas lamp posts mean it's still 30mph, but you should also search for a possible 20mph limit. A well designed and planned 20mph zone will be traffic-calming. It is designed to make you stay slow in areas where conflict with other road users is possible.

Mind that Child

Watch out for school signs. Sometimes, speed limits are reduced during certain parts of the day, like school drop-off and pick-up times. The sign-posted lights normally flash at school opening and closing times: these increase the visibility of the school signs to riders when children are likely to be using the road.

Parked Vehicles

Ideally, we leave a doors width when passing a car, but if we can't, we must slow down; even 20mph is quick when a door flies open. Watch the gaps in between cars, too: pedestrians will step through them to cross the road. Even in stationary traffic, stay alert to people crossing the road, but be wary of facilitating it, as that could cause problems.

Understanding Road Users

The Highway code updates encourage all road users to make sure they are aware of each other. Under a new hierarchy system, those likely to cause the most harm have the greatest responsibility to take care. Essentially the bigger and heavier the vehicle you drive, the more responsibility you have to reduce risk.

IAM Roadsmart Chief Examiner Richard Gladman says: In a big city, accidents can happen near junctions and road crossings, so make sure you keep your eyes peeled. Look out for elderly pedestrians, anyone wearing headphones, or anyone using a mobile phone. We don't know where their attention is, but it probably isn't in the traffic. Be especially careful where there are young children. They are unpredictable and often have no sense of danger. Be careful and share the road space with others. Remember to use common sense and courtesy.

Stay Safe Jerry

DO YOU TAKE YOUR CHAIN FOR GRANTED

Looking after your Motorcycle chain will give it a longer life, but how many of us give it the attention that it deserves.

I am sure that you lubricate your chain before every ride, since modern chains have “O” rings to seal in grease between the pins & rollers when the chain was new it is not as important as it was in the “old days” A lubricated chain looks better (and not neglected) but is also better for the sprockets and stops any rust from developing.

Some people may argue that lubricating the chain causes road dirt & grit to stick to the chain thus adding to the wear rate if the chain is cleaned & lubricated regularly I do not see this as a problem.

Chain wear is inevitable over time, and at some point will need to be replaced, usually around 20,000 miles, depending on the machine and how it is ridden, some riders may get far more miles.

To adjust your chain you will need to do it at the “Tightest point” to find this place your finger under the chain and lift up, do this again every 4-6 inches until you have covered all the chain, the tight spot should correspond to the motorcycle handbook regarding how much up/down movement is recommended for your bike. If you do not adjust your chain at the tight spot, you could damage the wheel & gearbox bearings.

If you have done a lot of miles on your chain and wonder if it is ready for a new chain do this simple test, take hold of the chain by the rear sprocket and see if you can pull the chain away from the sprocket, a new chain will not pull away from the sprocket, so as your chain wears some movement will be noticeable, if there is significant movement then the chain is ready for replacement, also look at the teeth on the sprocket, has the chain been wearing the sides of the teeth, or showing other signs of wear, badly neglected sprockets will show signs of “Hooking” or even broken teeth, it is best to replace both the chain & sprockets together unless the sprockets are in good condition.

New chains may be supplied with both a “split link” connector and a rivet connector. In the old days you only had a split link connector, today may find them on small or low powered bikes. On larger bikes they will now be the rivet type, a special tool for splitting and connecting the new chain will be required, where a split link is fitted.

When adjusting the chain do you rely on the marks on the swing arm to make sure the wheels are in alignment. I personally make sure that the chain is running true on the sprocket, there should be clearance on both sides, press your thumb against the chain and push towards the sprocket – there should be a small movement, next place your fingers behind the chain and pull towards the sprocket again there should be a small movement, if you only have movement on one side then you need to adjust the chain adjuster on one side of the bike to bring it into line, so you have movement on both sides.

I hope this has been helpful and to make you think more about your chain.

Dave Hall.

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 **0930hrs FOR PROMPT DEPARTURE AT 1000hrs**

SOCIAL MEETING **FIRST TUESDAY IN THE MONTH AT 2000hrs**

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

JUNE

Tuesday 4th **Social Meeting** Sun Inn, Saxilby

An evening short ride is planned, meet at The Homestead to leave at 1830hrs to end up at the Sun Inn around 2000hrs. Anyone that wants to lead a short 1.5 hour ride please step forward.

Wed/Thurs 5th/6th **Dave Hall's ride to Wales** See April ChainLincs for details

Sunday 9th **Group Observed Ride** Willingham Woods

Friday 14th **Committee Meeting** Via Zoom. To Be Advised

Sat 22nd & Sun 23rd **Suzuki Live at Cadwell Event** Details to Follow

Sunday 23rd **Group Social Rides** The Homestead and Starbucks

Wednesday 26th **Observers Meeting** Details from Jerry nearer the date

Sunday 30th **Motorcycles at the Manor (Event)** Details to Follow

The Manor West Ashby Horncastle LN9 5PY

JULY

Tuesday 2 nd	Social Meeting	Sun Inn, Saxilby
Speaker is Simon Weir, author, journalist, tour planner, advanced riding instructor, speaker, commercial copywriter and general jack of all trades (taken from his LinkedIn profile)		
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

AUGUST

Tuesday 6 th	Social Meeting	Sun Inn, Saxilby
Sunday 11 th	Group Observed Ride	Ancholme Leisure Centre
Friday 16 th	Committee Meeting	Via Zoom. To Be Advised
Sunday 25 th	Group Social Rides	The Homestead and Starbucks
Wednesday 28 th	Observers Meeting	Details from Jerry nearer the date

SEPTEMBER

Tuesday 3 rd	Social Meeting	Sun Inn, Saxilby
Sunday 8 th	Group Observed Ride	Willingham Woods
Sunday 22 nd	Group Social Rides	The Homestead and Starbucks
Wednesday 25 th	Observers Meeting	Details from Jerry nearer the date

OCTOBER

Tuesday 1 st	Social Meeting	Sun Inn, Saxilby
Sunday 6 th	Group Observed Ride	The Homestead
Friday 18 th	Committee Meeting	Via Zoom. To Be Advised
Sunday 20 th	Group Social Rides	The Homestead and Starbucks
Wednesday 30 th	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						

