

ChainLincs

THE NEWSLETTER OF

Lincolnshire Advanced Motorcyclists

IAM GROUP 7176, REGISTERED CHARITY 1049955

JUNE 2026



CONTACT DETAILS

Social Gatherings

Meetings are held on the first Wednesday of each month starting at 1930hrs at the Nags Head, Gainsborough Rd, Middle Rasen, LN8 3JU.

Next Issue

The next issue of ChainLincs will be in July 2026

Please provide any copy to the Editor by **27 June 2026**

Mick Smith

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Lincolnshire Advanced Motorcyclists

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EDITORIAL

Welcome to the June edition of ChainLincs. Some great rides this month and the weather is definitely warmer so make sure you stay hydrated out there.

We have lost a few members during this round of annual renewals so overall membership numbers are down but on the plus side there are still new members joining. Thanks to you all that continue to support the Group.

The front cover this month is from the observed ride on 10 May where Will Field kindly organised a second man drop off ride. This does take some extra planning so many thanks to Will. Will is also one of a handful of members that organise additional rides over and above the planned Group rides. If you feel you could do something like Dave last month or Will this month have done let me know and I can add the details in here and on our FaceBook page at [\(1\) Lincolnshire Advanced Motorcyclists | Facebook](#).

There have been great turnouts at the rides over the recent months and fantastic to see some fresh faces along with the regulars. Us regulars don't bite and will be pleased to see you.

Thanks to Jarrod Tomblin who sent in the article on Page 10, Lead us not into Temptation. It's well worth a read.

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.

In ChainLincs this month we have:

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Stay safe

Mick

CHATTER FROM THE CHAIR

Hello everyone, here we are again.

Firstly a warm welcome to new members: Carl Teare, Mike Bonner and Rob Peacock. I look forward to meeting you on ride outs at some time.

Well, it's truly arrived, the summer feeling is upon us. It's definitely sticky out there in all that leather and underlayers, and air vest malarkey.

This editions article is a twisting ramble, see if you can stick it out to the end.

I'm out with a friend for a ride to a new cafe for me. It's at the crematorium at Grenoside, (that's an unusual meeting place) after a twisting rambling ride out to Holmfirth. Believe it or believe it not, the What3words address is 'cakes.clash.topic' anything with cakes in it is generally good for me.

I look at the cakes on offer and pick a cream scone with generous amounts of cream and jam. The price tag is £3.00, That will do nicely. An even better treat when it's put in front of me, there's a little label on the plate saying 295, which I take to be £2.95. When the lovely smiling lady serving me asks for £3.00 I object, claiming 'its only £2.95'. She keeps smiling and says, 'thats it's sell by date, 29th May. It'll be £3.00 thank you. Would you really complain for 5 pence?' To which I add, 'We're in Yorkshire!' (Yes, there you have it, I'm a spy!) She keeps smiling as she takes all of my £3.00

I can tell you they don't give much away these Yorkshire lasses.

Anyway, snap time over, time to go our separate ways and get home.

It's been a very hot day, I've drunk water, not enough, but I've just had a good rest.

I'm literally just 2 mins back on the bike, arrived at the 1st proper T junction where I have to stop and take my time to look past the brow of the hill that I'm emerging from, turning right, it's clear, off I go.

Quite literally off, I'm still in gear2, dope, the bike will have none of it and as it lays down, it throws me head over heels back down the road I've just come up. Well, it was such a soft fall that my air vest didn't deploy and the fall alarm on the bike (fancy tech eh?) also didn't activate.

As soon as I was back on my feet, there were two burly blokes quickly out of their cars helping me pick the beast up. They were groaning at the weight, but to be fair, we have the hill working against us. There's no way two of us would have picked that bike upright from that position and it's only an 850.

Moral:

Everyone drops a bike, comes off a bike, has a spill.



That was my fault. Silly mistake. They usually are. Wear the kit, you never know. Drink water. Eat the cake, you never know when you'll need the sugar.

Remember, just because you can doesn't mean you should.

Thank you, Ride safe, Look after each other.

Ian (Chair).

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NEW CLOTHING RANGE

As the sun comes out and the temperatures climb, what better way to show off your bike-ready body (surely 'beach-ready' - ed?) than with our new range of exclusive group branded polo shirts. For just £18 each they come embroidered with the LAM and IAM Roadsmart logos, and you can add your own name for that personalised touch! The polo shirts come in two colour combinations with gold or grey piping on collar and sleeves, and are available in all sizes from S to XXXL. Get your order in now by emailing Martin Atkin martin@funnelweb.org or scroll down ([Group Clothing](#)) to see the full range of LAM branded clothing.



There have been three new members enrolled since the May newsletter.

Member	Observer
1146 Carl Teare from Lincoln	Don Ford
1147 Mike Bonner from Woodhall Spa	Full Member
1148 Rob Peacock from Humberston	Malcolm Heaton

No test passes to report, therefore remaining at three so far in 2026

The present composition of the group from the IAM online portal is as follows:

Full Members	127
Fellows	12
Associate Members	20
Total Group Membership	159

Please remember that the rules of our affiliation with IAM RoadSmart state that local group membership is dependent on current IAM RoadSmart membership being in place.

As there are still a few “stragglers” who will hopefully renew their membership for 2026 / 2027 please see the group online banking details below.

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

Alternatively payment can be made by cheque payable to:
Lincolnshire Group of Advanced Motorcyclists.
and returned to me at the address shown on the emailed renewal form.

That’s all for now, ride safely:

John Cheetham

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FACEBOOK ROUNDUP

6 May

Many thanks to Phil Wilkinson our speaker tonight for his talk about the history of Cadwell. A fairly good turn out of over fifty people present including some invited guest. Thanks to Phil Niner for lending us the PA system it was very useful. Congratulations to two associates that had the presentation of test pass certificates one to Will Fields Associate Mark Hunter and the other to Alan Pugh's associate (Name withheld for security reasons but you know who you are) I would also like to personally thank him for his technical help with the computer problems we had before the presentation.

Thanks to all that came for your support. – John



10 May

I would like to say a big thankyou to all that attended the second person drop off ride today but particularly Jerry and Harry for tailending and Sweeper roles. There were 17 bikes on the ride and it went really well as everyone did their part. I really enjoyed it. 😊

The weather was a little chilly but dry and great in the sun – Will



24 May

Twelve of us at the Homestead this morning. David Hall led a great ride to Frisby Lakes Cafe somewhere near Melton Mowbray. Great lead as always Dave, many thanks once again. – Mick

Great ride out today, as usual with Dave Hall. Plenty of us out there, great company and a super time had by all. 🏍️😊👍 - Paul



There are plenty more pictures on our Facebook at [\(1\) Lincolnshire Advanced Motorcyclists | Facebook](#) .

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LEAD US NOT INTO TEMPTATION

DRIVER DISTRACTION

Many drivers don't consider distracted driving as dangerous as falling asleep at the wheel, or drink driving. In reality, it can produce just the same horrific consequences. Distractions are anything that takes your attention away from driving – which causes poor hazard awareness, slow reaction time, and a greatly increased risk of collision. It's tempting to think about distraction as manual, visual or cognitive – hands, eyes and brain.

However, mostly distraction is either physical – you are doing something which means your body can't control the vehicle – or it's mental – your brain is engaged in something else. Often, it's both. Try it. If you are visualising your front door, you cannot simultaneously 'see' what is in front of you. What's more, it takes time for our brain to switch task – a University of Utah study in 2015 found that it could take up to 27 seconds for the brain to start processing driving information again after giving voice commands or reading a text. The truth is our brains aren't designed for multitasking.

Driving takes a huge amount of mental work, even if it doesn't feel like it. And the brain really only does one thing at a time. Imagine you are reading a text. Your brain is using your visual, language and executive (decision making) functions to see the text, to understand it, and to formulate a response. This means that even if you believe you are glancing at the road, your brain will not process what you are seeing on the road, or read road signs, or have any situational awareness because it is busy decoding that text.

There's more. The brain doesn't differentiate between what is real and what is imaginary. If you imagine something vividly, then your brain also uses your visual processing ability. This is one reason that hands free calls are so dangerous – because we become involved in the conversation, imagining the person, the situations we are discussing and problems to be solved. Even though you are looking straight ahead, the chances are your visual processing systems are 'seeing' something quite different.

One in-depth study of the effect of hands-free calls using simulators showed that drivers actually stop looking at hazards while engaged in a conversation. Voice activation systems are also a distraction – again because it's the same brain issuing instructions as is trying to drive. The highest penalty, however, is that you could kill or injure yourself or someone else.

Drivers causing collisions which hurt or kill others may end their careers, go to prison – and often live with guilt and trauma for the rest of their lives.

Collision Risk Distraction is extremely dangerous because vehicles move fast and the road environment changes fast. If you are travelling at 30mph, you cover 27 metres in two seconds. At 60 mph, that's 54 metres. That's in two seconds. How far would your vehicle travel without

your attention if it takes you five seconds to compose a text and 27 seconds for your brain to refocus on the road?

Typical Distractions Include: Programming your sat nav, putting on your seatbelt, or adjusting your driving position while moving. Do these things before pulling away. Changing the radio or fiddling with infotainment systems. Phone calls, whether handsfree or not. This includes video calls which one in 10 drivers admits to doing. If work calls, wait until you can pull over safely and then ring back. Texts and social media.

An RAC survey showed 15% of drivers check messages on their phones, and 10% write texts, emails, or social media posts while behind the wheel.

DRIVER DISTRACTION If you are distracted your vehicle is covering that distance without anyone behind the wheel – and if you do need to react suddenly, your reaction will be much slower, and you will have far less time to react in than if you had been focused on driving.

Distraction contributes to a lot of collisions. SmartDrive Systems has analysed 330m pieces of fleet footage and in a comparison between HGV drivers who had collisions and those who did not, found that collision drivers were more distracted across the board, with hands free calls being the most common distractor – something they did 40% more than non-collision drivers.

Furthermore, The 100-Car Naturalistic Study captured two million miles of driving across one year – and showed that 78% of crashes and 65% of near crashes had inattention or distraction as a contributing factor. Notifications. Silence them while you're driving. Not only does your brain hear and respond to notifications, which is distracting, but people often feel under pressure (internally and from others) to read and respond.

Some research suggests 97% of texts in the UK are opened and read within three minutes. Thinking about situations or problems not relevant to the immediate task of driving Pain and discomfort Eating, drinking or smoking behind the wheel Beware of seeking distraction because you are bored or tired. It won't help your alertness or concentration – it will just disrupt your focus even more. Pull over, take a break, have a drink, move around, chat to someone.

These things can help restore your focus for the next leg of your journey. Penalties If you are found using a handheld mobile phone while driving, you can be given a fine of £200 and six penalty points.

However, any distraction can leave you open to prosecution for Dangerous Driving, Careless and Inconsiderate Driving, Failure to Be in Proper Control of the Vehicle, or Driving without Due Care and Attention, all of which carry far higher penalties.

The highest penalty, however, is that you could kill or injure yourself or someone else. Drivers causing collisions which hurt or kill others may end their careers, go to prison – and often live with guilt and trauma for the rest of their lives. Is anything worth that risk?

Driver Safety Messages

Your brain can't read a text, email or social media and process what's happening on the road. Why? Because your visual processing centre only does one thing at a time. Distraction kills. Did you know it takes 27 seconds for your brain to refocus on driving after reading a text or giving a voice command? Keep your head in the game. Distraction kills. Distraction isn't just about where you are looking, it's about what you are mentally focusing on. Worries, pain, notifications, calls, social media, eating – they are all distractions when driving. Distraction kills. Whatever you do for a living, when you are driving, you have one job - Staying safe.

Don't get distracted. Distraction kills.

Many thanks to Jarrod Tomblin for sharing this article with us. - EdS

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As riders, whether we are Full members, Observers or Associates we should never stop learning and always be looking to get as much practice as possible to hone our Advanced riding skills. The Observer team were out on bikes for the monthly Observer meeting, the team conducted Observer Cross checking rides, this is part of the teams ongoing plan to ensure against 'Skill fade'. Thanks to all that could make the evening and thanks to the team leaders Jamie Finn and Mike Day for planning an interesting evening.

As mentioned above, the Observer team are always looking to hone their riding skills, this should be the same for both Associate and Full members. The Sunday morning Group Observed ride is a good way to look at keeping your skill level up. This could be riding with other group members or requesting a one to one with a group Observer to have a second pair of eyes check over your riding, 'Skill fade' is real and sometimes it creeps in without you realising. Next opportunity to have a one to one will be at our Brigg Observed ride.



Keep Hydrated

While out riding in this recent hot weather, the highest recorded May temperature I recall, it was a good time to think about how staying hydrated is a vital part of our riding plans, surprisingly a reduction of just 2% to 3% of hydration can mean a 20% loss of concentration and reaction times also become significantly slower.



SYMPTOMS OF DEHYDRATION

- Reduced concentration
- Affect decision making
- Slower reaction times
- Impaired judgment
- Higher heart rate
- Drowsiness

A Loughborough University study revealed that 'Dehydrated drivers make the same number of mistakes as drink drivers'

With the hot weather almost certain to return before summer is out, Area Service Delivery Manager Pete Doherty reminds us of the importance of good hydration - particularly for motorcyclists, when 'breathable summer biking kit' still means everything from helmet to boots, gloves and a plethora of elbow, knee, shoulder and back armour.

His top tips for staying hydrated were learned from Dr. Eric Saunderson, a National Observer, Masters (Distinction), Masters Mentor and Fellow (F1RST), when Pete was delivering off-road motorcycle training in Nepal and wanted some advice that he could share with his students. His advice – which, while particularly relevant for motorcyclists in relevant safety gear, applies to both bike riders and car drivers - is as follows:

Cases & symptoms

- Dehydration is serious. One percent dehydration is significant and can cause dry skin and weight loss. Just two percent dehydration is life threatening.
- Dehydration can be exacerbated by conditions such as diabetes, kidney disease, vomiting, diarrhoea and heatstroke. Medications like diuretics or drinking alcohol can also increase the severity of the impact of dehydration on your system.
- We lose fluids from four organs; our kidneys, skin, bowel and lungs. The severity and speed of the fluid loss is dependent on environmental temperature and humidity. In hotter, drier conditions, dehydration will be quicker and more sustained.
- It is our kidneys that compensate for any loss of hydration, so – when dehydration occurs – we suffer reduced urinary output with high concentration and a visible orange hue.
- Dehydration often causes a lack of concentration. When driving a car or riding a motorcycle, this lack of concentration could be catastrophic, so steps should be taken to avoid the risks of dehydration on driving and riding capability at all times.

Prevention and treatment

- To prevent dehydration, drink water or fluids often, before any symptoms occur.
- Frequent loo stops will be necessary and urine should always be pale in colour.
- All bikers and drivers should carry adequate supplies of water for each journey they take, particularly in hot conditions.
- Thirst and dark urine should be avoided. It is said that once you develop symptoms of dehydration, it is too late to maintain activity, as drinking at this stage takes some time to reverse the effects. After running a marathon for example, rehydration can take up to 24 hours.
- The brain is particularly sensitive to dehydration and produces the initial symptoms. Be alert for early signs including:
 - Feeling thirsty
 - headache
 - poor concentration
 - dark yellow or orange urine
 - feeling tired
 - dry mouth.
- When planning journeys or rides out, give plenty of thought in advance to meeting venues or stopping points where refreshments are available. Think about refreshments at your starting and stopping points too.
- For motorcyclists, if on a ride out with friends or Associates, remember to maintain your hydration on the ride home as well.

- Planning hydration breaks during journeys is vital at this time of year, but a little prior planning will make it possible for you to stay hydrated and safe at all times.

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Pete added: “As motorcyclists, we really do need to keep on top of hydration – as opposed to keeping on top of dehydration, when it may be too late to make a difference. This particularly extends to any friends, family or Associates with whom we are riding and who are new to motorcycling. They may not realise the effects of wearing all the kit, so it is important they are taught to recognise – and react - when they have not had enough fluid intake.

“So, please drink plenty and often, and carry more water than you think you may need. And in the immortal words of Sergeant Phil Esterhaus from *Hill Street Blues* ‘Let’s be careful out there!’”



Stay Safe Jerry



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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
NAGS HEAD	The Nags Head, Gainsborough Rd, Middle Rasen, LN8 3JU

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

OBSERVED AND SOCIAL RIDES **0930hrs FOR PROMPT DEPARTURE AT 1000hrs (March to October)**

SOCIAL MEETING **FIRST WEDNESDAY IN THE MONTH AT 1930hrs**

OBSERVER NOTE: for those wishing to become an observer contact **JERRY NEALE 07412 935333**

June 2026

Wednesday 3 rd	Social Meeting	Nags Head, Middle Rasen
Sunday 7 th	Group Observed Ride	Ancholme Leisure Centre
Friday 19 th	Classic Bike Trackday	Cadwell Park
Sunday 21 st	Group Social Rides	The Homestead
Friday 26 th	Committee Meeting	Zoom
Wednesday 24 th	Observers Meeting	Details from Jerry nearer the date

July 2026

Wednesday 1st	Social Meeting	Nags Head, Middle Rasen
Sunday 5 th	Motorcycles at the Manor	West Ashby 1000hrs
Sunday 12 th	Group Observed Ride	Willingham Woods

Sunday 26 th	Group Social Rides	The Homestead
Wednesday 29 th	Observers Meeting	Details from Jerry nearer the date

August 2026

Wednesday 5 th	Social Meeting	Nags Head, Middle Rasen talk from Jane Kirton on the use of defibrillators.
Sunday 9 th	Group Observed Ride	The Homestead
Sunday 23 rd	Group Social Rides	The Homestead
Wednesday 26 th	Observers Meeting	Details from Jerry nearer the date

Committee meeting on a date TBC.

September 2026

Wednesday 2 nd	Social Meeting	Nags Head, Middle Rasen
Sunday 6 th	Group Observed Ride	Ancholme Leisure Centre
Sunday 20 th	Group Social Rides	The Homestead
Wednesday 30 th	Observers Meeting	Details from Jerry nearer the date

October 2026

Wednesday 7 th	Social Meeting	Nags Head, Middle Rasen
Sunday 11 th	Group Observed Ride	Willingham Woods
Sunday 25 th	Group Social Rides	The Homestead
Wednesday 28 th	Observers Meeting	Details from Jerry nearer the date

Committee meeting on a date TBC.

November 2026

Wednesday 4 th	Social Meeting	Nags Head, Middle Rasen.
Sunday 8 th	Group Observed Ride	The Homestead
Sunday 22 nd	Group Social Rides	The Homestead
Wednesday 25 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

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GROUP CLOTHING

There is a wide range of group clothing available to order, with our Lincolnshire Advanced Motorists logo on it, you can also add the IAM logo and a name if desired. There are several colours available, contact Martin Atkin, martin@funnelweb.org or 07795 443607.

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						



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