

ChainLincs

THE NEWSLETTER OF

Lincolnshire Advanced Motorcyclists

IAM GROUP 7176, REGISTERED CHARITY 1049955

MAY 2026



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 June 2026

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

Mick Smith

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Lincolnshire Advanced Motorcyclists

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[Web Site](#)



[Facebook](#)



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EDITORIAL

Welcome to the May edition of ChainLincs. The weather is definitely on the up so ideal for getting out and about on the bikes.

The front cover this month is from Dave Hall's ride to the Rudyard Lakes Narrow Gauge Steam Railway in early April. It looked like a glorious day, thanks to Dave for organising it. Dave is 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 has 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 last month and fantastic to see some fresh faces along with the regulars. Us regulars don't bite and will be pleased to see you.

Talking of regular rides on the monthly observed rides and social rides we tend to split into smaller more manageable group sizes, this allows us to keep up the progress without losing anybody. Another way to do this is the second rider drop off system and on the next observed ride on 10 May from the Homestead Will Field will be leading a ride doing just that. If you have never used that system in group before don't be put off, Will will give a full briefing and place you in a position so you can see what is going. Let's see if we can get a record number of members out on the ride.

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 again,

Firstly, a warm welcome to some new members: David Gill, James Hiles, William Acklam, Paul Riley and Howard Benton. I look forward to meeting you on ride outs sometime.

Secondly, a big congratulations to recent test passes James Bogusz and Mark Hunter, and thanks also to your Observers Will Field and Alan Pugh respectively.

We are a road safety organisation, we ride motorbikes, which some people think is dangerous (my wife included) but we try and reduce that danger by following some (quite a lot actually) basic guidelines. We are all human and all make mistakes, myself included. I'm not judging anyone and I don't mean to preach but sometimes saying nothing doesn't help.

I was out on a group ride recently (not with members of this group) and witnessed two near misses on the same ride.

Different bikes, the bike directly in front of me not following basic process. We are all in different road positions and so see things slightly differently, sometimes to our advantage. Both these issues are on rural roads with a national speed limit.

1st issue, the pack is getting strung out, there is a car in front of the bike in front of me, the car is slowing to make a left turn, the junction is well signed, the bike decides to overtake, on top of the junction. Only after both car and bike have passed the junction do I see a second car waiting to emerge from this junction. I take a deep breath. That second car was invisible to me. Was it invisible to the rider? Whether the car was visible or not, we can't be certain what they are going to do. Usually, best to not overtake within sight of a junction.

2nd issue, we are emerging left from a C class side road onto a B class road. There is a hedge blocking some of the view. The bike two bikes ahead of me slows and goes without stopping, the bike ahead of me does the same. I draw another deep breath, because I can see the roof of a Range Rover right on the tail of the bike that's just emerged. A mile or so further down the road we reach a closed level crossing, where I get the opportunity to have a short discussion with the car driver, thanking him for not killing my friend. My friend can see the discussion taking place but admits he never saw the Range Rover. I think I know why. Because he relied on someone else's judgement, or was in a hurry to keep up, or didn't realise he couldn't see far enough or, or, or a mixture of all these and more.

Group riding has risks. It can be a very worthwhile and enjoyable event, it can encourage us to ride outside our comfort zone, to learn new skills or hone existing skills. I'm ok with that within reason, as that's how we improve, or keep our skills sharp. Reflection and moderation are also very important tools.



Remember, just because we can, doesn't mean that we should.
Look after each other.
Ride safe.

Thank you.

Ian (Chair)

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There have been five new members enrolled since the April newsletter.

Member	Observer
1141 David Gill from Little Carlton	Phil Niner
1142 James Hiles from Market Rasen	Karen Bevan
1143 William Acklam from Bradley	Mike Day
1144 Paul Riley from Little Carlton	Jamie Finn
1145 Howard Benton from Wrawby	Allan Knight

Two test passes to report, three so far in 2026

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

Member	Pass Date	Observer
James Bogusz	7 April	Will field
Mark Hunter	10 April	Alan Pugh

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

Full Members	142
Fellows	13
Associate Members	20
Total Group Membership	175

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.

Everyone presently due to renew their group membership should have received an email showing the renewal rate of £8 for the forthcoming year and the group's online bank account details to make the payment

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

Finally, at the February committee the financial status of the group was discussed in relation to a possible increase required in group subscriptions from 2027 onwards to alleviate an anticipated continuing decrease in group funds due mainly to ongoing monthly storage charges

for our equipment used to publicize the group at outside events including the group projector and screen..

It was suggested that there may be a possibility of a fairly centrally located group member having a safe and dry area to store the equipment as opposed to the group using commercial storage facilities.

The commercial storage we currently use is four-foot square which is ample for our requirements.

If any member is able to help in this instance could they contact John Bateman or any other group committee member (contact details on page 2 of ChainLincs newsletter).

That's all for now, ride safely:

John Cheetham

GROUP MEMBERSHIP SUBSCRIPTIONS – STANDING ORDER?

As you can see from above it is group subscriptions time of year for the majority of members. As is normal John does end up chasing some members who have forgotten, lost the email etc. so have you thought about setting up an annual standing order to make life easier for you and John?

As many of you will know setting up a Standing Order (SO) on your internet banking is a simple procedure (not so simple if you don't use internet banking!).

In my banking app (or webpage) go to the account you want to set up the SO from, click on the 3 dots in top right-hand corner, go to regular payments and at the bottom of that screen is a button that says in big bold letters 'Setup Standing Order). Click on that button and you will go to a screen to enter the details (name, Sort code and account number) of who you want to pay. Once that is done there is a button at the bottom of the page with 'Make a standing order', once pressed you will select the frequency, date of first payment and how long you want the SO to carry on for i.e. until Further notice or a date in the future you want to choose. You will then review your choices and confirm they are correct or edit if you want to change something.

Once confirmed you SO is set up so you don't have to remember to do it every year. Currently there are 4 members out of about 180 who use a SO so please consider setting one up, it makes your life easier and also Johns.

Thanks

Mick

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FACEBOOK ROUNDUP

1 April

Many thanks tonight to Mick Goodwin Air Ambulance Paramedic for a very interesting, detailed and well presented informative talk entitled MOTORCYCLES AND MEDICINE.

I'm sure we all learned something. - John



2 April

A few images from today's great ride out organised by Dave Hall. Great company, superb weather and a brilliant ride. Thanks Dave. 🙌👍🏍️😊 - Paul





12 April

Thank you Ken for a good ride today. Good route and good company. – Geoff

8 hardy soles braved the sun, cold wind and hail coming home, for another good ride. Sutton on sea, then Wickenby. Thanks Ken. – Ian



26 April

Fourteen of us at the Homestead this morning. Split into 2 groups led by Ken who headed to Colsterworth and myself. We headed across the Wolds. Thanks for coming guys, enjoyable day.
- Mick



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

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OBSERVER AND ASSOCIATE

The April Observer meeting was our last office based session until September. During the summer months we move to on-bike training with one team based in the North of the county and one team based in Lincoln. Part of our on-bike training we regularly pair up and cross check each others riding, this is a great way to ensure that riding standards remain high, this should be something that all members should try to do regularly to ensure that skill fade is not creeping in to our ride.

This month the Observer team would like to congratulate Chris Pursey with passing the IMI National Observer Qualification, well done Chris. Also the team would like to welcome Wendy Beresford to the team, Wendy will be working towards the IMI National Observer Qualification.

Riding in town

The extra demands of urban riding require significantly enhanced observation and anticipation.



Urban motorcycling presents a unique set of hazards characterized by high traffic density, complex infrastructure, and unpredictable road users.

Primary Urban Hazards

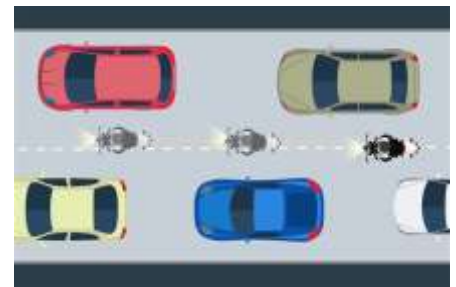
- **Visibility & "Smidsy" Incidents:** The most common cause of urban accidents is other drivers failing to see a motorcycle until it's too late. Smaller profiles are easily lost in blind spots, especially at junctions, crossroads, and roundabouts.
- **Infrastructure & Road Surfaces:**
- **Metal Hazards:** Manhole covers, drain covers, and steel construction plates become extremely slippery when wet.

- **"Tar Snakes"**: Rubber crack sealants can soften in the heat, causing tires to stick or lose traction.
- **Poor Maintenance**: Potholes and uneven surfaces that a car might ignore can easily destabilise a two-wheeled vehicle.
- **Unpredictable Moving Parts**:
- **Public Transit**: Buses frequently pull in and out of stops with minimal warning.
- **Delivery & Rideshare**: These vehicles often stop abruptly or open doors ("dooring") into a rider's path.
- **Vulnerable Users**: Cyclists and electric scooters may weave through traffic or dart from between parked cars unexpectedly.



Critical High-Risk Situations

- **Intersections**: These are the most dangerous conflict points where drivers often violate a motorcyclist's right-of-way by turning left (or right, depending on the country) into their path.
- **Filtering (Lane Splitting)**: While often legal and efficient, filtering at high speeds or in excessively narrow gaps between vehicles reduces your "safety bubble" and leaves no room for error if a car swerves suddenly.
- **Rush Hour Fatigue**: The mental exhaustion of navigating high-density traffic increases the likelihood of error.



Denser traffic and more pedestrians make town and city riding far more intense than riding on the open road. Hazards are more likely to be concealed and there are more junctions and traffic etc to deal with. The only way to cope safely with all of these potential dangers is to observe and concentrate intensely, spotting them and taking the appropriate measures to be prepared for them as early as possible. Local knowledge is useful in town, but should never lure you into a false sense of security as most accidents occur near home, where road-users are most complacent. Where advantageous, position your machine for the best view ahead, commensurate with safety, using information gained to ensure you're in the correct lane as early as possible

Route observation in town

Good observation in town helps you spot many hazards and identify plenty of useful riding information. Here are some things to look out for:

- Parked cars can obscure hazards. As you pass them, choose a speed and road position that gives you enough reaction time if, for example, a door is opened without warning or someone steps out.
- Spot tell-tale signs that a vehicle is about to pull out: angled wheels, exhaust smoke and illuminated tail-lights etc....
- Look out for pedestrians who are using traffic crossings incorrectly. Many start crossing when the green man 'beeps' without even looking to see if any traffic is approaching. Also keep an eye out for 'late runners' who make a dash for it as your lights turn green.
- Lorries and buses can obscure important road signs. Looking ahead for signs will minimise this problem.
- In some cities, taxis may make unexpected manoeuvres (u-turns, sudden stops) when they spot a fare. Be especially prepared for this when riding near places like railway stations and shopping centres.

As urban riding has multi hazards, look to up skill your next town ride by self-analysing your ride. Areas to consider:

- Are you looking to Identify multi hazards to prioritise hazards of greatest risk?
- Safety Bubble, is it being compromised?
- Are you constantly Scanning the far, mid, foreground, left, right and rear?
- Vulnerable road users, who are they?
- Eye contact and position of other vehicles can give many valuable clues, don't miss them.
- Road signs and road paint, are you taking note of them?
- Shoulder checks/life saver when and why?
- Concentration, is it 100%?
- Road surface? Oil, diesel and petrol spills especially near fuel stations and roundabouts.
- Stopping behind stationary vehicles in a queue, have you positioned so that you can easily manoeuvre past the vehicle in front if it stalls or fails to move away?

Is your urban Hazard perception as good as it should be?

Are your OAP skills sharp?

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

May 2026

Wednesday 6 th	Social Meeting	Nags Head, Middle Rasen – talk from Philip Wilkinson (The grandson of Mounicy Wilkinson who bought and built Cadwell Park)
Sunday 10 th	Group Observed Ride	The Homestead – Second person drop off ride.
Sunday 24 th	Group Social Rides	The Homestead
Wednesday 27 th	Observers Meeting	Details from Jerry nearer the date

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 1 st	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.

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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