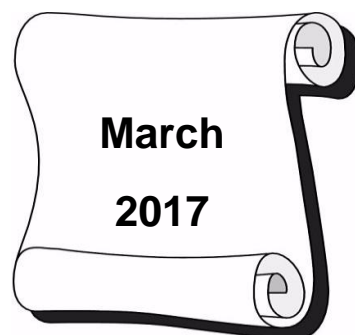


ChainLincs

THE NEWSLETTER OF
THE LINCOLNSHIRE ADVANCED MOTORCYCLISTS
IAM GROUP 7176, REGISTERED CHARITY 1049955, SUPPORTERS OF THE BMF



Dan Linfoot – honorary member of
Lincolnshire Advanced Motorcyclists



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The new Area Service Delivery Manager for our region is Peter Serhatlic. Peter can be contacted on peter.serhatlic@iam.org.uk or via mobile on 07703 718907

Group Web Site <http://www.l-a-m.co.uk>

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Lincolnshire Advanced Motorcyclists

<https://www.facebook.com/groups/301610040008772/>

Follow us on twitter at :- @lincsbikers_iam

Meetings are held on the first Monday of each month starting at 8pm
at the Nags Head, Middle Rasen, LN8 3JU

Middle Rasen is on the A631 about 1.5 miles west of Market Rasen

The next issue of ChainLincs will be in April 2017.

Please provide any copy to the editor, Lynne Watson, by **25 March 2017**
at the latest, earlier is better. You can send any articles by email to

lynne.iam1@gmail.com

EDITORIAL

The next social is on **6 March 2017**. All are welcome to attend and it would be great to see you there. The first one of the year was a great success, hopefully, this one will be as well. We have Peter Serhatlic as guest speaker.

I'd like to thank everyone who has already sent items for the newsletter this year, they are definitely appreciated. Please keep them coming though as they are always needed. Any rides or events that you have been part of, or are planning to do, will be of interest to someone. Any fund raising events, let us know so we can help spread the word for you.

If you are planning a ride out and its short notice, put it on our Facebook page, there may be others that are free and would like to join you. Christopher Wright is planning a trip to Scotland in April and is looking for 'must do's'! Any suggestions, anyone? The social rides are open to anyone, not just LAM members, so invite your friends along as well. Sunday morning group rides are for members and those considering taking their advanced test.

If you have any recommendations for people or want to tell them about interesting roads and places contact me on either my mobile (details in committee information) or via email and we'll put something together. As they say 'Every Little Counts'. My email is lynne.iam1@gmail.com.

Whatever you do,
Have fun,

Lynne

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CHAIRMAN'S CHATTER

Well, here I am on a windy Sunday afternoon tapping away at the keyboard. Having said that I did get a couple of hours out on the bike this morning – great to be out on dry roads, there doesn't seem to have been many of those lately. Anyway, welcome to the March edition of ChainLincs, hope you enjoy it and many thanks once again to Lynne for putting it together.

The winter clearly isn't putting people off joining the IAM and this month we have three more new members. Welcome to Robert Cross from Lincoln, Robert Wingrave from Aurbourn and Stephen Gibson from Sleaford, hope to meet you all soon. Another new member to the Group is David Kerr from Waddington who has transferred from Scotland. Welcome to you Dave and great to meet you on the last ride out.

No test passes in December but on 25 February John Neilson passed his test gaining a F1rst. Well done John and also well done to his Observer, Roland. Jon is Roland's first associate to gain a F1rst, great job. Also on 25 February our Treasurer, Sam Kirwan, passed his motorcycle members reassessment (test) also gaining a F1rst. Sam initially passed his test in late 2014. Well done to Sam.


Thanks to all those that came to last months' social where we had Superbike racer Dan Linfoot as our guest. About 40 members turned up to hear Dan 'interviewed' by Roland. A great guy, Dan had plenty to say about him and his life as a bike racer and was presented with a Group T-shirt as a thank you for coming to see us. Many thanks Dan and to Roland for organising and running the evening. We also presented pass certificates to Glyn Trundle, Mark Kilner and Andrew Hirst. Well done guys and to your observers Roland Johns, Kev Hewson and Andy Kitchen.




For the new, and existing, members don't forget to find our Facebook page Lincolnshire Advanced Motorcyclists [here](#) and ask to join so you can post and join in, and we are also on Twitter at IAM Lincolnshire (@lincsbikers_iam).

Finally, don't forget the second category offer we have going with the Lincoln Car Group! **20% off** the second category price of £114 making the cost £91.20 so if you haven't done the advanced car test yet and fancy it, give Ash a call (see the poster for details) or for Scunthorpe, Terry Heath on 01652 655 601 or 07831 377 171.

Hope to see you all soon, stay safe

Mick



20% DISCOUNT
On Advanced Driver or Rider Courses with Lincoln IAM and Lincolnshire Advanced Motorcyclists

What do I get?
As a current member of Lincoln IAM or Lincolnshire Advanced Motorcyclists you will receive 20% discount when you sign up for a Advanced Driver or Rider Course in Lincolnshire.

How to claim?
Simply contact us on the details below quoting "LINCSDISCOUNT" and we'll sign you up!

Advanced Driver Courses with Lincoln IAM
Contact 0300 365 0152 or lincsniam@gmx.com

Advanced Rider Courses with Lincolnshire Advanced Motorcyclists
Contact 01427 616864 or lincs-am-sec@pobroadband.co.uk

MEMBERSHIP UPDATE

We have three new members to welcome to the group recently, as follows:

Member	Observer
Robert Cross from Lincoln	Kev Hewson
Robert Wingrave from Aubourn	TBA
Stephen Gibson from Sleaford	TBA

There is one test pass to report since the January/February newsletter, congratulations on your success and a big thank you to your Observer.

Member	Pass Date	Observer
John Neilson	25 February	Roland Johns

The group membership is currently comprised as follows:

Full Members	106
Associate Members	20
Total Group Membership	126

It's that time of year again when membership subs are due. I will be mailing out the paperwork during March to all those with membership numbers up to and including 765. I hope you will continue to support the group by renewing your membership, the cost of which is still held at £8 per year.

That's all for this month, ride safely:

John Cheetham

New IAM Membership Level

There is a new membership level in the IAM – the Fellow.

The Fellow membership tier will be open to all current full IAM members, it will offer you enhanced recognition and insurance benefits in return for your commitment to keep your advanced skills up to date by retesting every three years. If you are interested have a look at the IAM website www.iamroadsmart.com/fellow .

February's social

The first social of the year was a huge success with a visit from Dan Linfoot, a British Superbike star.

Glyn Trundle, an LAM member, has known and sponsored Dan for the last couple of years, (he has even got last years' Honda colours on his personal bike), Glyn asked Dan about coming to talk to us about his career and aspirations and a very informative and interesting question and answer session was held by the master compère himself, Roland Johns.

Dan started riding on a PW80 Yamaha field bike when he was six and although he got the bug he then did no riding until at 12 years of age Santa brought him a mini bike and there was no stopping him! The first race Dan won was on an Aprilia 125cc at Elvington. Dan's favourite bike is a 250cc Aprilia Grand Prix bike, another 2 stroke. These bikes can't be bought but have to be leased from the factory.

Although Dan would like to do the TT he is concentrating on the BSB circuit at the moment. Sponsorship is difficult but the better he gets the more support he gets. Dan is aiming to be in the top 3, or to even win, in this years' competition.

His first Bike Hero was Carl Fogarty and now it is Valentino Rossi, whom he met at Goodwood and had a conversation with. Star struck!

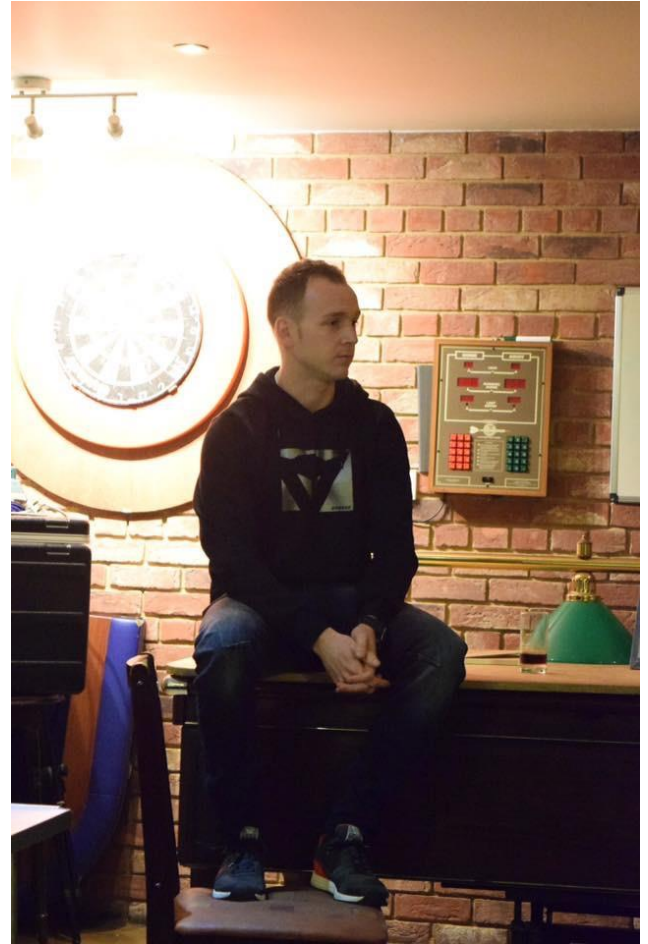
Dan's favourite British race track is at Thruxton, it has a major fun factor to it. His worst crash was on the Brands Hatch circuit in 2013 when he collided with another bike and came off. His friend was on the bike behind him and ran him over. He then wanted a share of the compensation for providing the broken bones! In 2015 he crashed 3 times in a row, it turned out it was a problem with the tyre warmer being set to the wrong temperature, and not with Dan.

During the build up to the season Dan does lots of Gym work to keep the weight off and studies his rides on TV analysing moves, tracks etc. He also has lots of sponsorship commitments. There is about 7-10 days extra testing on the bikes as well.

Josh Brooks, BSB 5 times champion, will be returning to the track after a break and although he is a threat and is probably as fast as he has always been, Dan intends to give him a run for his money.

On a race bike first is up and then all other gears are down, completely the opposite to a road bike. There is no speedo on the race bike either but the top rev's in 6th gear is probably about 200mph No personal colours are allowed on the race bike or leathers but you can always spot Dan, he's the one in the yellow helmet. Hopefully, well out front!

Dan was welcomed as an honorary member of the Lincolnshire Advanced Motorcyclists group and we all wish him the best of luck in 2017.



February's Sunday Ride Out

Mick Smith

Last months group ride was from the Ancholme Leisure Centre in Brigg. It was a freezing cold and wet day but 5 of us turned up to hone our skills in the horrible conditions. In fairness, it did dry up half way through but was still bitterly cold. Thanks to John Harrison for leading, on some fairly tame roads for him!

Thanks to Ian Morrison for looking after new guy Dave Kerr who has just moved down here from Scotland and it was great to see Neil Richards braving the weather. I sincerely hope it is better in March for the next group run from Willingham Woods - 1000hrs start so see you there.



at

Forthcoming Events

Social 6 March 2017

At the next social meeting on 6 Mar we will have Peter Serhatlic coming along to talk to us. Peter is the Area Service Delivery Manager for Region 5, East Midlands and North Yorkshire which we now fall into after the rearrangement of the IAM Regions of the UK. If you want more info on the regions have a look at the IAM website.

2 April

There is an Associate Only ride out planned. This will be from the Sentry Post café (A15 opposite RAF Waddington at 1000hrs. It will be around 60 miles and will include a refreshment stop. This is a great chance to 'hone' your new found skills among your fellow Associates. It's also a great opportunity to compare notes with each other on how you are developing as an Advanced Rider. It would be great to see everyone there.

8 April

Lincolnshire Emergency Blood Bikes will be holding their first ever Scunthorpe fundraising event at the Morrisons store. Feel free to drop by and have a chat or even to sign up.



23 April Lincolnshire Advanced Motorcyclists Skills Day



SUNDAY 23rd APRIL 2017

**THE WADDINGTON AIRCRAFT VIEWING
ENCLOSURE (WAVE), A15, LN5 9FG**

10.00 – 16.00

**YOU ARE INVITED TO COME ALONG AND TALK BIKES
AND TAKE YOUR MOTORCYCLING SKILLS TO THE
NEXT LEVEL!**

**FREE TEA / COFFEE WILL BE AVAILABLE ALL
DAY FROM THE SENTRY POST CAFÉ ON SITE !**

HOT FOOD AVAILABLE FOR PURCHASE.



WWW.I-A-M.CO.UK



**Come and say Hello,
we are a friendly
bunch!**

**FREE 'TASTER' rides
with qualified IAM
Observers!**

Slow riding skills!

All Year Biker!

Mobile Bike Tyres

And More!

**Classic Bikes on
display!**

We will be holding our second Skills Day at the WAVE on 23 April.

There will be free Taster Rides with our Observers along with lots of supporting attractions.

It is an open day so please come along and chat with visiting bikers and encourage them to 'up their skills.'

Look out for posters advertising this and if you would like some posters so you can help promote this event, please contact Mick Smith or Roland Johns, they'll gladly let you have some.

5 June 2017

GP, Air Ambulance Man and IAM member Mark Folman will be talking about his experiences

Dr Mark Folman GP is also one of the doctors on the Lincolnshire and Nottinghamshire Air Ambulance. Last year Mark decided to join the IAM and take the Advanced Motorcycling course with the aim to becoming a better and safer rider.

Mark and his Paramedic colleagues are often called to attend Road Traffic Collisions which account for 40% of all our Air Ambulance missions. Some of these involve motorcyclists so Mark has seen first hand the sad aftermath of such collisions. This spurred him on to take the course and lessen the chances of himself becoming a statistic!



The second Ride to Save Lives is planned for **Sunday 24 September 2017**. To register your interest in attending the event please email on ridetosavelives@ambucopter.org.uk, we will then keep you informed with news as we plan the event.



Test Pass

Congratulations also go to **Sam Kirwan**, our treasurer, who passed his motorcycle members reassessment on 25 February and got a F1rst!

Test Presentations



Glyn Trundle - My life started riding ponies rather than bikes. I became involved in a jousting team which led to film work such as First Knight & Braveheart.

This earnt me enough money to buy my first bike at 16, a Yamaha DT50mx. I used this to travel a 60 mile round trip every day to work in my first year as an apprentice farrier.

I completed my apprenticeship in 2001 and started my own business, this grew at a crazy rate and we are the biggest Farriery practice in Lincolnshire.

I bought a fazer 600, then a thundercat, R6 and then raced a CBR600 at club level until a big crash at Caswell bust my pelvis, ribs, collar bone and gave me a significant head injury causing narcolepsy.

I concentrated on getting fit again and getting the business back on track for the next 2 years. The business is now very secure and I get to travel with TeamGB with the endurance squad as their farrier, this is a non stop horse race over 160km which is a huge challenge.

I then had a Ducati 999 on the road but hated the unreliability and went back to a Japanese brand and got a Big Bang R1.

I've always loved my bike racing, especially BSB. I first made contact with Dan Linfoot whilst buying a push bike from him on eBay, I wished him luck for the season and we got chatting. I read MCN and saw he'd signed for Quattro Kawasaki and thought he would really do well, so I contacted him and we struck a deal, this is my 4th year supporting him and long may it continue. He is a great guy and has shown me a whole new dimension to the sport. I don't want any publicity from sponsoring him, it's just about giving me, family and friends some great days out and the privilege of being 'back stage'.

Currently I have a CBR600RR which is a replica of his 2016 superbike and Honda CRF250f which I go motocrossing on with my mates. Our latest acquisition is a Yamaha PW50 which I'm restoring with all original parts for my son Ted, he's only 7 months old so I have plenty of time to finish it for him!

I joined the IAM to become a safer rider as with Teds arrival, my life suddenly got a lot more precious and I wanted to be as safe as possible on the road but still enjoy my bikes. Roland was the perfect observer and we had some great rides and some great routes, all fitted in around my work and family commitments. Being the summer time we would often have a pub stop for a coke and a bag of crisps!

I've since joined the Blood bike group and plan to do a shift most months which is great to put something back into the world. I hope to do some ride outs this year and get to know some more bikers.



Andrew Hirst receiving his certificate from Andy Kitchen.



Mark Kilner receiving his certificate from Kev Hewson.

Biking in Corsica (Or Biking with a Difference)

John Wigmore

October 2016 saw us on a Mediterranean Islands Cruise, with a full day visit to Ajaccio, regional capital of the beautiful French island of Corsica. This port of call has an advantage that the cruise terminal is within easy walking distance of the town centre and numerous points of interest, including the ancestral home of Napoleon Bonaparte – now a museum. The locals speak either Catalan or French with a heavy regional accent – or a mixture of both. In previous years I have spent the day in the town, where I can get by in schoolboy French, but as this was my fourth visit to the island, I decided to have a change from the usual tourist traps, and take a biking trip with a difference.



Pre-booked at the Port Services Desk on the cruiser Thomson Majesty, cycle excursions usually last about 5 hours at a cost of £36 if you pedal, or £46 for electric assist cycles. After a quick look at the map to assess the hilly nature of the Corsican route, I decided to take the wimp option. The electric cycles in the picture are the ladies version, but like the gents they have three power settings, as well as five speed derailleur gears. The first power setting gives only light assistance whereas the second enables a speed of about 8 mph to be achieved with ease. Finally the highest setting (we called it “turbo-boost”) provides enough power to maintain a constant 12 mph (20 kph) with minimum pedalling. This is the maximum permitted in the EU, excluding UK where the limit is 8 mph.

After a quick safety briefing and practice in the port car park, nineteen cyclists set off (four with electric assist) towards the narrow and hilly town streets. But first we had to negotiate the busy main road through the port. I immediately saw the significance of what our guide said in the safety briefing “In Corsica, red traffic lights are only a suggestion”. Our route took us up into the town centre, past the Cathedral and Bonaparte Museum to Liberation Square, 125 feet above sea level. This was followed by a descent through back streets of Ajaccio to the waters’ edge where we followed the undulating coast road along the south of the Pisinale Peninsula on the 13 mile trip to our destination at Ponte de la Parata. (Pirate Point in Catalan).

We appreciate that continentals drive on the “wrong” side of the road, but as we travelled further from the town it became obvious that the quieter local roads only have one side! This brought to mind another item of the initial safety briefing, that nineteen riders in a line are best advised to ride single file in groups of three, four or at most five. Never was this advice more appropriate than when a local bus passed fifteen of the nineteen cycles, before stopping abruptly at the kerb without warning. We were about to pass the bus, when almost immediately, another one appeared behind us, passed eleven of the remaining cyclists, tried to pass the first bus but failed in the narrow road, and so opened the door to allow an elderly person to alight.



After this, we decided to give the buses a 60 second start, before continuing without incident to our destination at Iles Sanquinari,



which means Blood Islands in Catalan and refers not to the pirates but to the red appearance at sunset. Here we took a half hour break which gave us time to walk to the ruined tower for a view of the islands.⁴

The ride back to the port was less eventful, even if I did manage to achieve 27 kph (a highly illegal 17 mph) on one downhill section. We allowed ourselves a short beach break, and our final point of call was the Resistance Memorial, dressed with flowers that were still fresh from the Liberation Celebration a few days before. The inscription reads “A ceux qui ont donné la vie pour une Corse libre et Française.” - “To those who gave their lives for Corsica to be free and French”.



This mode of transport gave me an unequalled opportunity to connect with the local topography – the pace of pedaling without the effort. It was indeed a memorable day in the sceptered isle.

The Dragon in Winter

Nick and Mark Tucker

For those of you who are not rally fans, the Dragon Rally is probably the oldest extant motorcycle rally in the UK, having been held annually in February in north Wales since 1962. When I was four. The idea was based on continental winter rallies such as the Elefantentreffen in Bavaria.

George Wilson writing in *The Motorcycle* proposed a UK equivalent *"Can such a dream be realised in this country - a rally for super enthusiasts only, and so organised that by its very nature, only super enthusiasts would want to join in?... But above all it must be held in the dead of winter when only men who are men would be interested and the softies would stay away"*.

These days, of course, you do get a number of women who are women attending as well. When I started going to rallies in the late seventies, winter was the favoured time as it tended to keep away the thick heads whose idea of a good time was to pick a fight and then burn someone's tent down – this notion had limited success. I suppose this is the reason why to get to the Dragon, you first go to a control point, and only then get directions to some forgotten corner of a field that is this year's rally site.

What to do once you've got there? First get your goody bag – yes, just like at the Oscars, except containing a Mars Bar, a Snickers Bar, an enamel badge, a slate drinks coaster and a miniature bottle of Bell's whiskey, and then sort out your tent, and following that, unlimited opportunities for frozen appendages and to have conversations that go "I like your bike"... "yer, an' I like your bike an' all".

But to start at the beginning.

I've been going to the Dragon for the past few years, and generally have met up en-route with my brother Mark who rides up from Cornwall. Since we last went, Mark has got his IAM RoadSmart Masters standard and a Honda Crosstourer, and when we fell to chatting about going in 2017, he suggested his pal Tim Collins join in. Tim also has the IAM RoadSmart Masters standard, and a Honda Pan European. My observer Jerry Neale, said that'll be fine – if you ride in the middle (the position known for some reason as "lucky Pierre" I'm told) you can get some useful observations on your riding, and no doubt learn something from watching the rider in front. So, no pressure. To get a decent long ride together we met on Friday night at our Auntie Janet's house in Bath. My uncle was a biker back in the days long before there was such a word as biker – they had a silver grey Sunbeam S8, and when us modern youth were bitching about the cold, kindly Auntie had a tale or two about being able to wring the water out of uncle's vest after getting home from one summer outing down to the coast.

The ride down to Bath was a bit of a late start due to inescapable work stuff. So on with two layers of thermal long johns, my cycling compression leggings, three layers of thermal base layer tops and an arran jumper that my mum knitted years ago, that seldom gets an airing because it's never cold enough, and one pair of ordinary socks and some merino thermal ones. On top of that my Halvarsson trousers and jacket. Ex-German army paratrooper boots that were a legal requirement for biking in the late 80's complete the assembly. I am now into a parallel of the dead zone at the top of Everest, where if you do not get moving, it will be the end of you. Except of course in this case, it's heat exhaustion that will get you unless you get out and onto the road. Two neck tubes, a merino skull cap, earplugs, Oxford Chillout under gloves, and Dri-rider overgloves and it's time to be gone. The bike is a Honda NC700s with a Givi top box and Oxford handlebar muffs. MPOWDERY and off down the A46, to settle in for the ride to Bath. The addition of the top box and camping gear don't seem to make much difference to either the handling or the performance. That said, neither does the occasional presence of the lovely Mrs. T on the pillion. The NC700 engine is essentially half a Honda Jazz car motor, so it has a torque curve that would not disgrace a traction engine, and a very fierce rev limiter at 6250 rev/min.

FIGURE 1 MID-WALES ON THE WAY UP



Traffic is good in the early stages, and I'm not really feeling the cold until well down the M69. The Coventry roadworks seem to have been there for the last two decades, and to celebrate there is a huge queue at the beginning of the A46 that provides a splendid opportunity to practice filtering – not more that fifteen miles per hour faster than the rest of the traffic. It is now properly dark, and quite a bit colder than the heady six degrees at my departure. I am now definitely cold – my little fingers are particularly feeling it. The road is dry and there is a definite feeling of frost in the air. I am now looking for a place to stop and have a warm. I don't find anywhere until Gloucester

services. This is a bit below the M50 turnoff on the M5 and is highly recommended. It is a family business and combines a pretty decent café with a farm shop. When you are drying off your visor in the Dyson hand dryer you need to keep one hand in to keep it running. The coffee and chocolate brownie really hit the spot, and the coffee cup feels burning hot to my fingers. I discard the earplugs, as they are working in conjunction with my spectacle arms to squash my ears, and it hurts. With the benefit of hindsight, I should have stopped quite a bit sooner.

It set me brooding on hypothermia on motorbikes. Reading up safely after the event¹ - there didn't seem much of use directly about motorcycling in the cold. I found some good advice from Sir Crispin Agnew of Lochnaw, talking about expeditions and one assumes, walking. He says that we are alright until our core temperature (normally 36.9°C) drops by only a couple of degrees, and then a loss of muscle control will be apparent – characterised by appearing to be drunk, so clearly a bad state to be in on your bike. He says that you need to be well fed before you start out, and eat small snacks of readily digestible sugars throughout the day to keep your keep blood sugar levels up, and these to be accompanied liquid intake to aid digestion. It is particularly important to keep the area around your stomach warm as it is this area where the body takes its opinion of how warm you are, and therefore if it is necessary to pull more heat away from your extremities to preserve your core temperature (if this gets below 28°C you will not survive). Although clearly formidably well informed, Sir Crispin does seem a little hard core – he says that down sleeping bags are a luxury – on this point I would beg to differ.

The Llanberis Mountain Rescue team² says what we are up against is technically “*SubAcute or Exposure Hypothermia*”. *This generally occurs over several hours following exposure to moderate cold. The casualty becomes exhausted and then cools rapidly as their energy reserves are depleted and they are no longer able to shiver to re-warm themselves*” and this “*occurs when the body's heat loss exceeds heat generation. Weather – wind and rain sap the body's temperature more rapidly due to wind-chill*”. My table of wind-chill data stops at 45mph, so it is quite a significant effect for us. The Llanberis folk also emphasise the importance of a hat - a motorcycle helmet must be about ideal with all that foam insulation. They also make a useful point about shivering - “*Shivering will occur which is a voluntary response of the body to re-warm itself. Asking the casualty to stop shivering is a good*

¹ The Independent Traveller's Handbook, I Cranfield and R Harrington (Eds) Heinemann, London, 1980

² <http://www.llanberismountainrescue.co.uk/news/hypothermia> accessed 20th February 2107

test. If they can then the Hypothermia is Mild. At this stage Hypothermia can be treated quite easily. Stop, shelter, put more layers on and get high energy foods and warm drinks into the casualty”.

So if you are shivering it is definitely time to stop for a warm and a snack, and if you can't stop shivering you are pushing your luck. Ted Simon, the Jupiter's Travels chap - reckoned that repeatedly squeezing your handle bar grips has a generally beneficial warming effect – I've never managed to make it work myself, and can't help but wonder if he himself wasn't slipping into the later stages of exposure.

Anyway, finally down into Bath where it snows in the most perfect way – definitely snowing, so hard man bragging rights, but it is not settling at all – perfect!

The next morning Auntie Janet – obviously a follower of the Sir Crispin school of journey preparation gives us a mighty breakfast, and we are off (myself as lucky Pierre) towards Wales via the new Severn Bridge. Here we make a handy saving of £6.70 a head by sensibly not driving cars. The long sweeping curve that brings you in to the bridge does have some unpleasantly wide steel expansion joints that cause a noticeable squirm as you ride over them in the wet. We are riding through continuous sleet, and stop at Abergavenny to fuel up at the Waitrose there. We know a café outside Builth Wells that was our next aiming point. Unfortunately, there was a diversion in force that swept us away from that inviting beacon of warmth and coffee. The next stop was 75 miles and a couple of hours since Abergavenny at Café Draig and Machinations in the Old Village Hall at Llanbrynmair³. This notable establishment has a large display of wooden automata, and a rabbit village. They also do a very high quality and very large all day (second) breakfast which, no doubt to the approval of Sir Crispin, we set to and internalised.



Setting off was made easier by a break in the sleet, and on to our next stop at Capel Curig (about 60 miles and say an hour and a half, to consult the map (for younger readers - like a GPS but biodegradable) and get on the A5 to take us up to Bethesda and the checkpoint.

At the check-point we learnt the directions to the campsite from the cheery souls of the Conwy Motorcycle Club – just 3.6 miles away, and got our headlight stickers to gain entrance. We also met old pals Snakey and Tim who had maximised credibility by coming up from just outside

Figure 2 The Bethesda checkpoint

Rugby two-up on a mid-seventies Triumph T140v Bonneville. It took them two hours to get that 3.6 miles to the campsite after riding through a puddle and soaking the ignition system.

³ <http://www.machinationswales.co.uk/>

So on to the campsite, and slithering through the field (Crosstourer traction control to off position), we then made the exciting discovery that there hadn't been a moment for Mark to try putting up the massive five berth stand up in it tent that he had borrowed for the occasion. Fortunately, the wind got up at this point so we had a vastly entertaining formation parachute wrestling contest, which did finally result in getting it up and secure.

Figure 3 Our home for the night



Some lads who were up from Redruth noticed the St. Piran stickers on the Cornish bikes and stopped for a gas. There were, I think about 1500-2000 tickets for the rally, and by the look of the field, most had turned up on every conceivable type of bike, outfit and trike.

Next to the site marquee to get our badges and goody bags, and cooking tea on a Primus stove and a Coleman stove. Cassoulet de Canard avec les saucissons de Lyon (tinned from Waitrose), and boil-in-the-bag rice (doesn't need a colander to strain it) accompanied by a glass of chilled (what else?) white wine. No sense in slumming it.

Figure 4 The campsite and the marquee

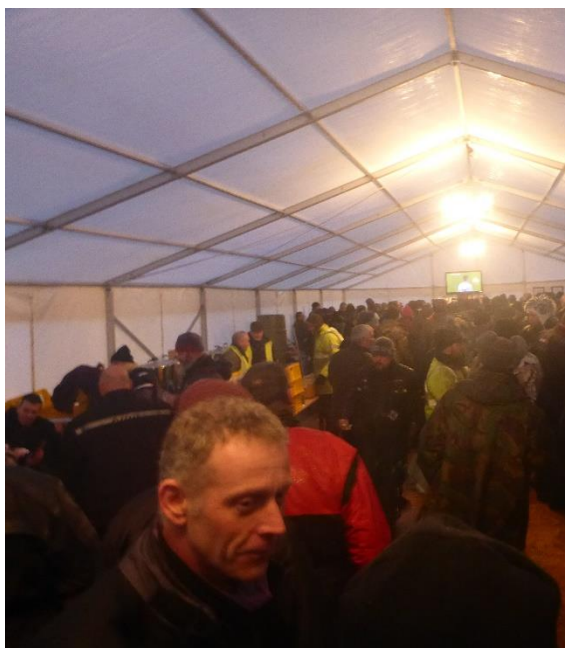


Figure 5 In the marquee - before it got crowded

The evening was spent in the marquee, and then back to the tent to get to know a bottle of JD – Sir Crispin disapproves of this saying that the sense of warmth is illusory and can be damaging. Personally, I like to cling to my illusions, and indeed, to the unnecessary luxury of a down four seasons sleeping bag. Don't know what he would think about Tim's Cornish pasties that we ballasted it with.

Figure 6 Having a yarn in the tent



I learnt that I set up for left hand turns OK, but need to be less windy about moving over towards the kerb to do the same for right hand curves, and that I need to develop my reading of the road ahead – this being the secret of my riding companions apparently supernatural ability to find places to overtake.

In the morning, it was too cold for the Coleman stove to work – at least it wouldn't work there, and it did perfectly on the bench back at home, so we went to the nice ladies at the burger van and bought tea there. They had been up all night dispensing tea and burgers to the discerning cognoscenti.

Then it was off home our two separate ways – retracing steps for Tim and Mark, and across the top of Wales for me. We were riding with a continuous stream of our fellow rallyists. First stop at Chester, where I rode in and out of town without finding a hypermarket or a petrol station, finally stopping at a Toby Carvery for a coffee. All this time it was a lovely clear and bright morning, and the mud from the campsite was beginning to flake off my riding gear. Just the job. Around Manchester, and in to Glossop, and it was raining again. I thought I would stop for a cuppa



Figure 7 Packed up and ready to go on Sunday morning

with some pals. Happily, (you'll see), they were out, so it was off up the A57 across the Woodhead pass to Sheffield. As I climbed up out of town the rain turned to sleet and then to proper pitching snow. This was unpleasant, and I made a little bit of a slithery stop in a layby to review the situation and let my tailback of cars go past. In addition to the snow, it was very foggy, with visibility less than fifty metres. It seemed a very good idea to turn back. I was contemplating the difficulty of doing a U-turn across the road, when looming out of the gloom came an optimist with no lights on. OK, I don't think paddling across two potential streams of traffic is a good idea if that is going to happen – certainly no risk of me being able to see them and decide to stay put, or them being able to stop in time to avoid t-boning me. From days of old, I know the Woodhead pass, and that it has no sharp turns along its length. So better to press on. Until this point it had seemed an act of obvious idiocy at Minato-ku for somebody to specify hazard lights on a motor cycle – why hadn't they gone the whole hog, and fitted an ashtray to go with it? I switched on the hazard lights, waited for the next group of cars to go past, and set off as tail-end-Charlie.

This was one of the more challenging rides of my life, and a good job I hadn't stopped for tea in Glossop, and let the weather properly thicken. With a couple more lay-by stops to let my tailbacks go past, and a bit more of an Ivan Mauger impersonation than I would have ideally wished turning right at the roundabout at the end of the pass, and it was back into slush and blessed rain by the time I got down into Sheffield. I would have stopped here for a brew, but my chums who live at High Green were out collecting a new dog, so after letting the impacted snow fall off my jacket and trousers, it was off down the M1 and M18 to the A1 and Blythe services for coffee, cake, petrol, and a nice chat with a fellow biker who had not previously come across handle bar muffs.

Then a last stage back home to Lincoln, and a long shower and tea and soup.

Next week the lovely Mrs T. and I went down to the Isle of Sheppey with twin aims to visit the in-laws, and give her new riding suit an airing. 11°C and a daytime ride, this time. More opportunity for filtering practice on the A1 due to a nasty accident affecting both carriageways, and offering a sharp and horrid glimpse of one of the drivers, face mostly concealed by his Entonox mask, being cut out of his car.

That five or so degree rise in temperature, was enough to not really have to stop to warm up. Also, the modifications done to the seat by Ed at Core Motorcycle Seating⁴ have made it a much happier experience to be in the saddle for extended periods – he also stitched it up with spiffy red thread to match the bike colour scheme. We still did stop tho', just for a leg stretch and a natter.



Incidentally, if you are thinking of stopping off at the Flag Fen bronze age site in Peterborough, it's a good idea to do it between April and October when it is actually open for visitors... Oh, and the photographs of the Woodhead epic? That's right – an ideal set of circumstances to have your gloves off to fish about in your pockets for a camera - not!

Figure 8 The Lovely Mrs T. at 11°C on the Isle of Sheppey

⁴ <http://edblade.simpl.com/>

Observers and Associate Information

The first LAM Observers meeting of 2017 kicked off to a great start. The team was joined by IAM examiner Nigel Atkinson for the evening. Nigel, a highly qualified and very experienced recently retired police officer, explained what he would be looking for from an associate whilst conducting their advanced riding test. Nigel was also happy to answer the many questions that members of the team had for him.

We would like to thank Nigel for his time and very valued guidance.

LAM members Chris Wright and Phil Niner were welcomed to the meeting. Both members were looking to progress their riding skills by training towards the IMI Local Observer qualification. Please come along to the next Observer meeting if you would like to push your riding skills to the next level or contact me. that we are always on the lookout for Observers. We have had a few step forward recently but always need new blood so if you fancy it come along to an Observer meeting (details in Diary of Events) or give Jerry Neale a call on 07885 494607.

Calling all Associates! Roland Johns and I are running an Associate Only ride out on Sunday April 2nd, leaving the Sentry Post Cafe (A15 opposite RAF Waddington) at 10.00. It will be around 60 miles and will include a refreshment stop. This is a great chance to 'hone' your new found skills among your fellow Associates. It's also a great opportunity to compare notes with each other on how you are developing as an Advanced Rider. Hope to see you all on the ride!

The LAM Observer team is always available for any member of the LAM group who would like to have a one to one in order to maintain their own program of continuous personal improvement with their riding. The Sunday morning group observed run is a great opportunity to take full advantage of this free service for any member, just ask any member of the team.

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 a number of colours available, for full details contact Kevin Turner via email. Details shown in the Committee Information.

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	£
Colour required:					TO PAY	£
PAYMENT MUST BE RECEIVED WITH ORDER						



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CONTACT DAVE FOR MORE INFORMATION

07887 528623

DIARY OF EVENTS

The Sunday morning Group Observed and Social Runs 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 for all to improve their skills through riding with fellow members. Potential members considering taking the IAM test may have an individual assessment ride. The runs last around 2 hours, usually with a mid-point refreshment stop, starting at the venues listed below.

It should be noted that members are free to group up as they feel fit and embark on a purely social run of their choice without any “observing” etc, merely enjoying the opportunity to ride with fellow like-minded bikers.

Ancholme Leisure Centre, Scawby Brook, Brigg, DN20 9JH South side of A18

Willingham Woods Picnic Site, LN8 3RQ East of Market Rasen A631

Hartsholme Country Park Cafe, Lincoln, LN6 0EY South side of B1378, Skellingthorpe Road

Group Social Runs 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 run organizer know if you want to invite a guest. If carrying a pillion passenger you should ensure that this is covered by your motorcycle insurance policy.

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.

MARCH

- | | |
|----------------|--|
| Monday 6th | Monthly evening meeting, Nags Head, Middle Rasen, LN8 3JU (A631) at 8.00pm
Area Service Delivery Manager (ASDM) Peter Serhatlic will be attending to address the group |
| Sunday 12th | Group Observed Run - Willingham Woods Picnic Area near kiosk
Meet 9.30am for prompt 10.00am start |
| Wednesday 29th | Meeting for Observers and those interested in becoming Observers
Venue, Nags Head, Middle Rasen, LN8 3JU (A631), commencing 7.45pm
For information contact Jerry Neale (details on page 2) |

APRIL

- | | |
|----------------|--|
| Sunday 2nd | Associate Ride out. 10am at the Sentry Post Cafe (A15 opposite RAF Waddington) |
| Monday 3rd | Monthly evening meeting, Nags Head, Middle Rasen, LN8 3JU (A631) at 8.00pm |
| Saturday 8th | LEBBS fundraising event at Morrisons, Scunthorpe |
| Sunday 9th | Group Observed Run - Hartsholme Country Park café area
Meet 9.00am for prompt 9.30am start |
| Monday 10th | Committee Meeting, Nags Head, Middle Rasen. Prompt start at 7.45pm |
| Sunday 23rd | LAM Skills Day at the WAVE 10am-4pm |
| Wednesday 27th | Meeting for Observers and those interested in becoming Observers
Venue, Nags Head, Middle Rasen, LN8 3JU (A631), commencing 7.45pm
For information contact Jerry Neale (details on page 2) |

MAY

- Monday 1st Monthly evening meeting, Nags Head, Middle Rasen, LN8 3JU (A631) at 8.00pm
- Sunday 7th Group Observed Run - Ancholme Leisure Centre car park, Scawby Brook, Brigg
Meet 9.00am for prompt 9.30am start
- Wednesday 27th Meeting for Observers and those interested in becoming Observers
Venue, Nags Head, Middle Rasen, LN8 3JU (A631), commencing 7.45pm
For information contact Jerry Neale (details on page 2)

JUNE

- Monday 5th Monthly evening meeting, Nags Head, Middle Rasen, LN8 3JU (A631) at 8.00pm
Group member Dr. Mark Folman who is a GP will be giving the group a talk about his
experiences as part of the Air Ambulance crew
- Sunday 11th Group Observed Run - Willingham Woods Picnic Area near kiosk
Meet 9.00am for prompt 9.30am start
- Monday 12th Committee Meeting, Nags Head, Middle Rasen. Prompt start at 7.45pm
- Wednesday 28th Meeting for Observers and those interested in becoming Observers
Venue, Nags Head, Middle Rasen, LN8 3JU (A631), commencing 7.45pm
For information contact Jerry Neale (details on page 2)

