

ChainLincs

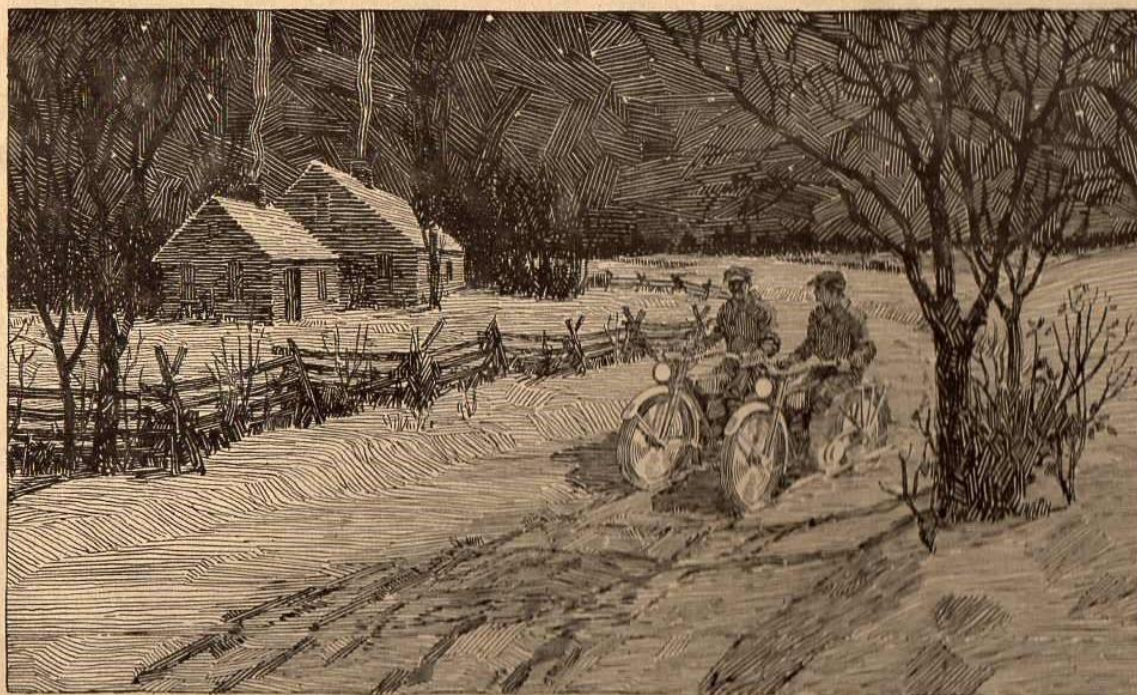
THE NEWSLETTER OF



Lincolnshire
Advanced Motorcyclists



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



Motorcycling out of the old and into the new year was a popular way many enthusiasts ushered in the 1916 season

January/
February

2020

GROUP COMMITTEE MEMBERS

The Area Service Delivery Manager for our region (East Midlands and North Yorkshire) is Peter Serhatlic. Peter can be contacted on

peter.serhatlic@iam.org.uk or via mobile

on 07703 718907

Group Committee Members		
Mick Smith mick.carron@btinternet.com	Chairman & Website	01673 860853 07979 912740
John Cheetham lincs-am-sec@pobroadband.co.uk	Group Membership Secretary & Newsletter Mailing	01427 616864
Matt Hopkins hopkinsmattshell@hotmail.com	Treasurer	
Phil Niner philniner67@gmail.com	Group Data Manager	01522 789047 07887 528176
Jerry Neale jerryneale@tiscali.co.uk		01522 681613 07419 35333
Kev Hewson kevrhewson@live.com		07554 629184
Nick Tucker chainlincs@uwclub.net	ChainLincs editor	07504 502633
Simon Battram shbattram@virginmedia.com		07985 038413

Shane Joyner shadiyrsa@yahoo.co.uk	Group Clothing	07375 471207
--	----------------	--------------

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

Webmaster Mick Smith Email: mick.carron@btinternet.com



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 March 2020.

Please provide any copy to the editor, by **25 February 2020**

EDITORIAL



This month's cover picture is bikers welcoming in the new year 104 years ago

If there is anything that you particularly like or dislike about the newsletter, I would be glad to hear from you.

So, e-mail your thoughts and contributions to chainlinks@uwclub.net, and don't forget that our commitment to the highest journalistic standards means that if I can read it, we'll print it. Photographs, art, and writing are all equally welcome.

Well beyond that standard are the two excellent pieces supplied for this month by David Ayres and Roland Johns

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. It's a great way to meet other members.

Enjoy your riding,

Nick

CONTENTS

- Chairman's chatter
- Letters to the Editor
- Membership update
- Activities
- Forthcoming club events - meetings and ride-outs
- Observer & Associate Information
- Getting your knee down by David Ayres
- Why should you try a track day? By Roland Johns
- Group Clothing
- Trade directory
- The Quest for Cake

CHAIRMAN'S CHATTER

Well here we are, the beginning of another year so welcome and hope you all had a great Christmas and New Year – seems ages ago already! It's Sunday afternoon having had a 120 mile ride around Lincolnshire this morning on wet roads but not raining, plenty of muck out there and random mud patches not to mention the flooded B1225 near Baumber! Got back with the intent of washing my disgustingly dirty bike but the rain started as I was nearing home so the wash will have to wait until tomorrow.

So, what's been happening over the last couple of months? We had a great December social meeting with a quiz, some nibbles and a raffle. Thanks to Mr and Mrs Battram for the quiz, the Nags head for the food and most importantly the 31 members that turned up with prizes to donate to the raffle and buy tickets to win said prizes back. Thanks to your generosity we raised £70 which we donated to LEBBS this year. We also presented test pass certificates to Perry Martin, Trevor Nuttall, Iain Hammond, Shaun Parfitt and Barry Housley. Well done guys and to your Observers Mike Day, John Harrison, Jeremy Neale, Morris Howe and Kev Smith a big thank you – we couldn't do this without you guys.

Next social meeting is on 3 Feb at the Nags Head starting at 2000hrs and we will hopefully have some certificates to present.

There has been a test since the New Year so congratulations to Alan Pugh who achieved a F1rst and great job from his Observer Phil Niner. Well done guys. No new associates this month but a new member who has transferred from another group, welcome to Richard Bell from Waddington.

Hopefully meet you at a ride or meeting soon Richard.

The Observers are the backbone of the group, without them we wouldn't be able to carry on with our part in making safer riders. If you fancy being an Observer come along to an Observer meeting.

Observer meetings during the Winter months are held at Emprocom Ltd, Bridge House, Scothern Lane, Langworth, LN3 5BH starting at 2000hrs. If you want more details please give Jerry Neale a ring on 07412 935333. The next Observer meeting is on 26 Feb.

For those associates that haven't been in touch with your Observer for a while please stay in touch. If you have decided to not continue the training please let your Observer or John Cheetham know. Our Observers are volunteers and have plenty to do without chasing associates that have decided not to continue but don't respond to messages and haven't had the common courtesy to let us know! With

plenty of new associates our Observers will stop trying to contact those that don't respond so we can concentrate on the ones that are interested.

Fourteen riders turned up for the group ride in December from Hartsholme Park including three observers, two associates and a guest. Thanks for coming and thanks to Dave Hall and Harry Roberts who led a group each across roads south of Lincoln meeting up at the café at Byards Leap café near Cranwell for bacon butties and tea.

Our first ride of the year is from the leisure centre in Brigg on 9 February leaving promptly at midday. Hope to see you there and hope the 'promised' spate of icy weather stays away.

A couple of other pieces of news since I last wrote in ChainLincs. After just over five years of not having a Chief Observer that has now been rectified. Many thanks to Jerry Neale for agreeing to take on the role and steering the excellent Observer team forward. He has already had a meeting with the NO's to plan activities for the coming year.

You may also read about in this edition about what taking the Masters test entails. Well, we also have a Masters Mentor within the group. Dave Ayres qualification as a Masters Mentor was recently approved by Peter Serhatlic and I am sure Dave is itching to take on his first masters candidate. Congratulations Dave. Note that Dave does not just support our group in this role but will be asked to mentor members from other groups in the vicinity as Masters mentors are limited in numbers. If you fancy a go at the Masters Dave is the man to talk to.

If you don't fancy the masters but want to prove that your riding or driving is still up to advanced standards then why not take the test (actually a reassessment for full members) again. The Fellow membership tier is 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.

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).

Have a good one and stay safe.

Mick

Membership Update etc.

Group Web Site: www.i-a-m.co.uk

We have one new member to welcome this month.

Member	Observer
917 Richard Bell from Waddington	Full Member

New member Darren Bailey who joined in December has been allocated to Observer Kev Smith.

There is one test pass to report since the December newsletter.

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

Member	Pass Date	Observer
Alan Pugh	19 January	Phil Niner

The composition of the group is as follows:

Full Members	123
Associate Members (active)	15
Allocated to an Examiner	2
Associate Members "On Hold" (non active)	15
Total Group Membership	155

The above list excludes those members with expired IAM Roadsmart membership.

That's all for this month, ride safely:

John Cheetham



ACTIVITIES

Stephen's pass certificate

Malcolm Heaton dateline 28th December 2019



Finally got Stephen's pass certificate to him at Laceby petrol station, I was by myself just arranged to hand over certificate and took the long way back home via Glasgow lol,

Congratulations well done!

Richard's presentation

Phil Niner dateline 22nd December 2019



Richard Dawson's al fresco certificate presentation.

Happy New Year!

Roland Johns dateline 3rd January 2020



Bumble reports; still a lot of water at the Barlings!

Dogged determination...

Malcolm Heaton dateline 15th January 2020



Pre-season ride with Phoebe and owner Paul

Best wishes for the weekend...

Roland Johns dateline 17th January 2020



Have a great weekend folks 😎

a little claggy...

Roland Johns dateline 22nd January 2020



Beware, it's a little claggy on Lincolnshire roads today!

Michael Pace adds Looks more squaddy than claggy Roland

we need a ride out ...

Malcolm Heaton dateline 29th January 2020



Proposed site on Sunday Feb 9th for part of the social ride from Brigg

Th best of British ...

Roland Johns dateline 29th January 2020



Reds spotting with Bumble today 👍 GB

DIARY OF EVENTS

The Sunday morning Group Observed 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 to hone /improve skills through riding with fellow members.

Potential members considering taking the IAM test may have an individual assessment ride.

Runs last usually 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 run style of their choice as they feel fit.

The main purpose is to have the opportunity to ride with fellow like-minded bikers.

The starting points are as shown below:

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 they are 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.

FEBRUARY

Sunday 9th	Group Observed Run - Ancholme Leisure Centre car park, Scawby Brook, Brigg Meet 11.30 for prompt departure at 12.00
Monday 10th	Committee Meeting, Nags Head, Middle Rasen Prompt start at 19.45
Wednesday 26th	Meeting for Observers and those interested in becoming Observers For information contact Jerry Neale (details on page 2)

MARCH

Monday 2nd	Monthly evening meeting, Nags Head, Middle Rasen, LN8 3JU (A631) at 20.00
Sunday 8th	Group Observed Run - Willingham Woods Picnic Area near kiosk Meet 09.30 for prompt departure at 10.00
Wednesday 25th	Meeting for Observers and those interested in becoming Observers For information contact Jerry Neale (details on page 2)

APRIL

Monday 6th	Monthly evening meeting, Nags Head, Middle Rasen, LN8 3JU (A631) at 20.00
Sunday 12th	Group Observed Run - Hartsholme Country Park café area Meet 09.30 for prompt departure at 10.00
Monday 13th	Committee Meeting, Nags Head, Middle Rasen Prompt start at 19.45
Wednesday 29th	Meeting for Observers and those interested in becoming Observers For information contact Jerry Neale (details on page 2)

MAY	
Monday 4th	Monthly evening meeting, Nags Head, Middle Rasen, LN8 3JU (A631) at 20.00 Those who wish to participate in the pre meeting ride please arrive at the Nags Head for 18.00
Sunday 10th	Group Observed Run - Ancholme Leisure Centre car park, Scawby Brook, Brigg Meet 9.30 for prompt departure at 10.00
Wednesday 27th	Regional Evening Run for Observers and those interested in becoming Observers Four separate runs to reflect Observer groupings. For information on starting locations contact Jerry Neale (details on page 2)
JUNE	
Monday 1st	Monthly evening meeting, Nags Head, Middle Rasen, LN8 3JU (A631) at 20.00 Those who wish to participate in the pre meeting ride please arrive at the Nags Head for 18.00
Sunday 7th	Group Observed Run - Willingham Woods Picnic Area near kiosk Meet 09.00 for prompt departure at 09.30
Monday 8th	Committee Meeting, Nags Head, Middle Rasen Prompt start at 19.45
Wednesday 24th	Regional Evening Run for Observers and those interested in becoming Observers Four separate runs to reflect Observer groupings. For information on starting locations contact Jerry Neale (details on page 2)
JULY	
Monday 6th	Monthly evening meeting, Nags Head, Middle Rasen, LN8 3JU (A631) at 20.00 Those who wish to participate in the pre meeting ride please arrive at the Nags Head for 18.00
Sunday 12th	Group Observed Run - Hartsholme Country Park café area Meet 09.00 for prompt departure at 09.30
Wednesday 29th	Regional Evening Run for Observers and those interested in becoming Observers Four separate runs to reflect Observer groupings. For information on starting locations contact Jerry Neale (details on page 2)
AUGUST	
Monday 3rd	Monthly evening meeting, Nags Head, Middle Rasen, LN8 3JU (A631) at 20.00 Those who wish to participate in the pre meeting ride please arrive at the Nags Head for 18.00
Sunday 9th	Group Observed Run - Ancholme Leisure Centre car park, Scawby Brook, Brigg Meet 9.00 for prompt departure at 09.30
Monday 10th	Committee Meeting, Nags Head, Middle Rasen Prompt start at 19.45
Wednesday 26th	Regional Evening Run for Observers and those interested in becoming Observers Four separate runs to reflect Observer groupings. For information on starting locations contact Jerry Neale (details on page 2)
SEPTEMBER	
Monday 7th	Monthly evening meeting, Nags Head, Middle Rasen, LN8 3JU (A631) at 20.00

- Sunday 13th Group Observed Run - Willingham Woods Picnic Area near kiosk
Meet 09.00 for prompt departure at 09.30
- Wednesday 30th Meeting for Observers and those interested in becoming Observers
For information contact Jerry Neale (details on page 2)
- OCTOBER**
- Monday 5th Monthly evening meeting, Nags Head, Middle Rasen, LN8 3JU (A631) at 20.00
- Sunday 11th Group Observed Run - Hartsholme Country Park café area
Meet 09.30 for prompt departure at 10.00
- Monday 12th Committee Meeting, Nags Head, Middle Rasen
Prompt start at 19.45
- Wednesday 28th Meeting for Observers and those interested in becoming Observers
For information contact Jerry Neale (details on page 2)
- NOVEMBER**
- Monday 2nd Monthly evening meeting, Nags Head, Middle Rasen, LN8 3JU (A631) at 20.00
commencing with the group ANNUAL GENERAL MEETING
- Sunday 8th Group Observed Run - Ancholme Leisure Centre car park, Scawby Brook, Brigg
Meet 9.30 for prompt departure at 10.00
- Wednesday 25th Meeting for Observers and those interested in becoming Observers
For information contact Jerry Neale (details on page 2)
- DECEMBER**
- Monday 7th Monthly evening meeting, Nags Head, Middle Rasen, LN8 3JU (A631) at 20.00
- Sunday 13th Group Observed Run - Willingham Woods Picnic Area near kiosk
Meet 11.30 for prompt departure at 12.00
- Monday 14th Committee Meeting, Nags Head, Middle Rasen
Prompt start at 19.45pm

PLEASE NOTE there is no Observers meeting this month



OBSERVERS AND ASSOCIATE INFORMATION

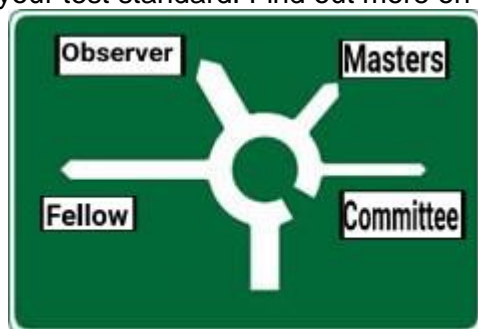
2020 a year of vision



New Year, New challenge.

The start of the New year is always a great time to set yourself a new challenge. Passing the Advanced test is an achievement to be proud of. But your journey of Advanced riding doesn't end after the test. In fact it is just the start of your Advanced journey within the IAM Roadsmart. There are many roads that you can take within IAM Roadsmart to challenge yourself or to ensure that your riding is continuing to be at test standard.

Signing up to the IAM Roadsmart Fellows is a great way to ensure that your riding skills don't start to slip, and you are looking to maintain your test standard. Find out more on the IAM Roadsmart website, or ask one of the



many LAM group members who have already signed up.

Looking to take your Advanced riding to another level, and would like to assist others to achieving their Advanced test, then bring your skills, and learn new ones by training towards the IMI Local Observer qualification. Full training and support from a great enthusiastic team of Observers await you. Observer training is open to all Full members. Contact me on 07412935333 if you would like to join the team, having great times out on your bike, meeting really interesting people, and working as a team to assist others to pass the Advanced test can be very rewarding.

The IAM Roadsmart Masters course is the ultimate recognition for a civilian rider to attain, taking the approach to riding to a higher level, with active planning, continuous concentration. Masters is open to all IAM Roadsmart full members. This month I have asked Dave Ayres, Masters mentor and National Observer to give some insight into the Masters. If you would like more Information contact Dave, I'm sure he can answer most questions that you may have.

The LAM committee is at the beating heart of the Lincolnshire Advanced Motorcyclists. It is made up from many Full group members and some of the Observer team. There are many rolls within the committee, from committee member all the way through to Group Chairman. All full members are welcome to bring their talents and skills to assist with running and steering the group. Feel free to contact Group Chairman Mick Smith or any other Committee member if you would like more information about joining the committee.

So Looking at the roundabout sign, are you 'Planning to stop or looking for information to GO'? are you planning to take Exit 1,2,3 or 4 in 2020?

Jerry rang and asked if I would write an article on why I decided to complete the Master course. Thinking that it would be a simple enough story to write, I agreed, and I've been staring at a blank computer screen for an hour, trying to work it out.

The most obvious arc for the article would be the “Pursuit of Perfection” or some equally cheesy one-liner straight out of one of the self-improvement or motivational self-discovery books. But the truth is I don’t really know.

I can explain how I ended up doing the course, but *WHY* I decided to do it ... I’m still looking for the answer to that question.

According to a certificate I still have, on the 29th July 1980 the National Motorcycle Training Scheme certified me as an Advanced Motorcycle Instructor. I continued riding and instructing until the not uncommon influences of having a family and tightening finances required me to stop. I came back to riding about 6 years ago.

I had enough common sense to know that my riding would not be as sharp as it once was, yet I reasoned – mainly with my ego - that I had enough road sense to rediscover my old skills with a little practice. Getting carved up in traffic a few weeks later and realising that I hadn’t seen the sequence of events unfolding around me was all the motivation I needed to kick my ego into touch and sign up for the IAM course.

Enter Roland as my observer who kindly pointed out many of the areas in which I may like to consider “adjusting” my riding. A very polite and considerate way of pointing out my many flaws. Through the course, I slowly returned to some semblance of that rider of 30 years back.

My IAM test was appallingly bad. I am typically a reserved rider and my examiner was looking for a lot more progress than I was making. I met the objectives of Safe and Legal, but Appropriate was questionable and Progressive was nowhere to be found (S.L.A.P). I scraped a pass and rode home totally confused. Some of the techniques that my examiner had been talking about were beyond me.

The feedback from my test was accurate. It was the completeness of the feedback that was confusing me. The examiner had provided explanations that fully covered the IAM qualification and had then continued to point out additional information and the advantages that I could have extracted from the ride. Things like gaps in the shadow cast by the hedges indicating a field entrance or the group of streetlights that could be seen across the fields indicating the upcoming roundabout. I was looking for buildings across the fields, but looking for streetlamps during the day wasn’t something I was scanning for.

And that, I guess, is the answer Jerry’s original question. I signed up for the Masters course because there was something that I didn’t understand.

The IAM course had improved my roadcraft no end. Despite my appalling test, my roadcraft was better than many other road users, yet I wasn’t reading all of the available information. My curiosity was piqued. Other riders had more in their tool kit than I did and I wanted to understand what that was.

How did “they” get through traffic without ever – apparently – be bothered by it? Why was I working like a one-arm paper hang in a stiff breeze (New Zealand saying) to keep up, while they looked as if they were on a Sunday afternoon stroll?

I found the IAM Advanced rider course of great value, yet there was still more to discover. I wasn’t, and I’m still not, at the top of my game and riding as well as I might be able to.

RoSPA was one option. I’d seen adverts about their Gold qualification and that resonated with me as Bronze, Silver and Gold were the standards for the NATS course back in the 1980s. Having started with the IAM I wanted to keep going and so found the Masters course and started exploring what it was all about.

I was an Advanced motorcyclist. I could ride at the same posted speed limit as everyone else, so what was the Masters going to teach me that I wasn’t already doing?

There are several themes, and one of the most prominent is the knowledge that no ride is perfect. However, to know the difference between what I was doing and how I could be better was a hell of a challenge.

About halfway through the course, my Master Mentor asked me to start analysing his riding and provide feedback on how he might improve. It is part of embedding the practice of continual analysis and accepting that there is always something that can be improved upon.

There are no absolutes. The right thing to do is contextual and the context is constantly changing. Learning to discuss and analyse each ride even with yourself is one of the key skills.

Just a few days ago I was stopped in a queue of traffic and that analysis kicked in. I'm the third vehicle from the crossing and there is ample space on the outside the filter. There is even a central median to separate me from the opposing traffic, so why did I stop? The rule for zigzag lines on the approach to crossing are they you can filter up to the vehicle immediately at the crossing line (Highway Code Rule 191).

So right in front of me is easy Safe, Legal and Appropriate Progress and I missed it. The distance I would make is 5 meters at most, but it isn't the distance it is the principal. So be warned it the Masters can feed your paranoia. In exchange, you get to experience a strangely satisfying feeling that comes from knowing that with each ride comes the opportunity to be better than you were. To chance to find that extra something that perhaps the others missed.

So if you are wondering "Now What?" Is there something after the Advanced Riders course or is that it? The answer is most definitely, Yes.

If you would like to know more, feel free to ask me. It is challenging, but trust me, you are going to love it.

Regards Dave
07885 260560

The LAM Sunday morning Group ride out is a great opportunity for associate members to get in some extra riding practice before their Advanced test. At the Sunday morning ride you will usually find many Observers and Full members who have got a vast knowledge and experience of Advanced riding who are always willing to assist others to achieve test standard. It is also another opportunity to practice the work that you have been doing with your Observer. We have three areas of the county covered, so take a look in the events diary and plan your next Sunday morning Group ride! Add it to your New year, New challenge, 2020 Vision, to try and get to as many Sunday morning rides as you can throughout the year, its a great opportunity to upskill and meet more members of the group.

Jerry

Getting Your Knee Down

Getting your knee down. One of the iconic claims to riding a motorcycle. Working on the simple basis that repetitively trying, and falling off in the process, was going to be both expensive and hurt, I decided to try i2i Motorcycle Academy's "MC3" course, which is known better by its nickname "Knee Down Training".

Tom Killeen has been running the course for more than ten years and does so at five locations in the UK and one in his home country of Ireland. The nickname of the "knee down training" comes as the name suggests, from getting your knee slider to touch the tarmac. Don't worry if you don't have a knee slider as Tom will lend you one. However, knee scraping is the natural outcome course, not the primary objective.

To reach the knee scraping outcome, the course takes you through the facts and practical science of how and why a motorcycle performs the way it does. The myths and rumours of biker-lore are dispelled in favour of science and practical exercises that have you exploring the depths of how and why a motorcycle corners. While you work on that, Tom works on removing the destabilising influences that your riding style has. Those little things that we perhaps never think about, but adversely influence how the bike behaves.

Ever thought you could make a 180-degree turn in sixth gear, at 20 mph with the throttle closed, using only one hand to control the bike? Don't try this at home folks, opt to go on the course, but I can confirm that it is possible, and in both directions too. It isn't IPSCA, but the objective of the exercise isn't roadcraft, it's

motorcycle control. And if you are worried about scratching your pride and joy, don't be, all of the training uses i2i's Triumph 675 complete with extra-wide crash bobbins.

The morning sessions explore the dynamics of motorcycle handling, head and body positioning and throttle control, all of which contribute to calmness when turning at high lean angles. It is a highly enjoyable morning which is also quietly building the skill set needed to skim our knee sliders on the tarmac in the afternoon.

After a short lunch, which sounds fancy, but in reality, was six want-to-be-knee-draggers and Tom standing in the middle of an old airfield eating prepacked sandwiches and drinking instant coffee, we arrived at the moment where we get to combine our new skills.

To get your body in the required position so that your knee kisses the tarmac requires some flexibility. The other riders on the course came in a range of shapes, sizes and ages, and to a greater and lesser degree, we can now all add "knee down" to our list of motorcycling achievements.

A gentleman referred to as "Blipper" by his friends was perhaps the most successful, once Tom has persuaded him to stop moving about on the bike so much and calmed his use of the throttle. You could understand where his nickname came from. I managed to drag my knee through the corners on three different runs, thereby proving that the first time wasn't a fluke, although I did find it easier going left rather than right.

But how does this link to road safety? I'm certainly not going to try this on the Lincolnshire roads, even if I could find one with smooth tarmac. Getting my knee down on the day was the result of the course, not the objective. The fact that I reached the absolute edge of the tyre and could corner successfully at that angle with the power balanced and the bike driving through the corner, is simply the definition of how far the bike would lean before quite literally running out of tyre. I'd signed up for the course to improve my corner entry technique and this was a safe and highly enjoyable way of exploring all of the dynamics of cornering in a one day course.

Was the course any use? Having found an excuse to ride for a couple of hours the next day, I noticed my control at corner entry and through the corner was noticeably improved. The transition in and out of a corner is much smoother. This is mainly due to me no longer adversely influencing the bike. What I had been doing was interfering with motorcycle's natural tendencies to do what I was asking the bike to do, and as a consequence creating a problem, I then tried to fix.

It all sounds simple sitting here writing about it. If you are interested, search for "i2i Motorcycle Academy". York is the closest location.

David Ayres

WHY SHOULD YOU TRY A TRACK DAY?

I thought I would share my experiences of track days with you all as I find track sessions very good at keeping my skill set sharp for the road. Some of you may feel nervous about having a go, I did, but once you have done it you will return!

My first taste of riding on track was back in 1976 when I attended a race school at Cadwell Park. The school was run by Bob Heath, (of visors fame) and ran Kawasaki 2 stroke KH350's. It was March and very cold, even a bit of snow on the grass! I rode to the track on my 650 Triton in a Belstaff jacket and jeans! After thawing out Bob lent me a once piece set of leathers which seemed one size too small, but sitting on the KH which had clip on's and rear sets they seemed ok.

To learn the layout of the track Bob took us round in his van pointing out peel in points and apexes, bits of tarmac to avoid, breaking points etc. etc.! Having been totally confused we ventured out on track following Bob's lines. After 6 or so laps I soon got the hang of where the track went and where to be, where to brake and what gear to be in. During the sessions Bob and his team took turns to

follow us individually and gave us great feedback with hints and tips in the breaks. By the end of the day I felt like a 'racer' even though only circulating at probably half Bob's race pace! At least I stayed shiny side up, a few went grass tracking and slid off.

A great day that stuck in my memory and made me appreciate the enormous skill of racers. The ride home was scary as there were vehicles coming the other way, pot holes and mud! Needless to say I took it easy. Back riding the roads I put some of what I had learnt into practice and I reckon it made me a better rider. Reading the road, position, cornering, braking, smoothness and use of gears all improved.

It wasn't until 2007 when I had a Bandit 1250 that I ventured out onto the track again. I did a track evening at Cadwell and had a ball! The big beastie handled really well and I could exploit its enormous grunt to an extent I couldn't safely on the road. I learnt a lot about the bike and what it could do, this gave me more confidence on the road. That was the start of regular track sessions at Cadwell, days and evenings, including 3 Performance Plus days.

I also did the IAM Skills day at Mallory Park (with Jerry Neale) and the Superbike School at Blyton Park (with Dave Ayres), both of these were in the rain where you end up learning even more about you, your bike and how to be super smooth in the wet! Added to those I have attended two airfield riding days at RAF Waddington, a very fast 4.5 mile circuit.



So how does a track day/evening work? What to expect? How to prepare? I'll use Cadwell as an example but they are all similar.

Book a session on line: I would suggest an evening first as there are 3x20min sessions for around only £45, more than enough to catch the bug! There are usually two groups in the evenings, novice and intermediate/fast. I suggest novice if it's your first time. Day sessions have three groups and have 6 or 7x20 min sessions. Early and late in the year are cheapest.

Clothing: You will need full leathers, one or two piece (must zip together) and an ACU approved full face helmet, not flip front. Decent gloves and boots goes without saying. A back protector would be advisable. I have a second hand (£100) two piece for the track.

N.B. On Skills Days with the IAM and the LRSP you can wear your usual riding gear as they are not track days.

Your bike: Ensure you have carried out all the essential checks, especially brakes, chain, oil and tyres. Don't forget that you will be giving you steed more than the usual amount of beans so everything needs to be in tip top condition!

I would advise a couple of things to do in the pits prior to going on the track.

1. Take off, tape up, or turn round your mirrors, you need to be 100% focussed on the track ahead, looking in the mirrors will be a dangerous distraction. Things will be happening fast, half a second in the mirror and you could have lost your line into a bend and you may be off roading!
2. Tape up your speedo and leave the rev counter visible. The speedo is another unwanted distraction and may egg you on out of your comfort zone!

You: Take plenty of water, the sessions will make you very dry with excitement! Don't eat too much, you'll get sleepy! Listen and act on all the advice given by the track day team, they are experts and often ex or current racers.



Insurance: Basically you are not likely to be insured on track unless you take out specific insurance for that activity. It is at your own risk and you will have to sign disclaimers to the effect.

On the day: Arrive at the track in good time with a full tank of fuel. I usually fill up in Horncastle and bingle up to Cadwell. Make your way to the clubhouse and sign in. You will be given a wristband and

told to take your bike to scrutineering for noise testing. Unless you have no baffles or a megaphone most road bikes easily pass the test.

You will have been given a time for a safety briefing in the clubhouse, ensure you attend or you will not be allowed on track. The brief covers all elements of track safety including the flags and what they mean, the track layout, the marshals and safe riding considering others. Another wristband is issued confirming attendance.

When it's your groups' turn to go on track an announcement will be made over the tannoy. The group lines up in the holding area, this is when the butterflies start appearing! One of the track marshals will lead the group out for a couple of laps for familiarisation and to warm up the tyres, no overtaking. Each corner, of which many are blind, have a small yellow cone for peel in points and a red cone for the apex, they are very good guidance, follow them. After two laps the marshal goes in and off you go!

Use this first session to get to know the track layout, sort your best gears and braking points. Keep the revs up for maximum control, I rarely use more than 4th on the Tiger, the straights aren't very long. Learn by repetition, it's the same corners over and over, you are bound to improve. Don't mind the other riders, some will be faster and some slower.

Don't be tempted to follow faster riders, they may have more skill than you and take you out of your comfort zone. Some may have less skill and brake like crazy before corners, then 'threepenny bit' them, be aware, ride your own ride like we do on the road.

Overtake in safe places, never 'steal' apexes. If some riders are a bit wobbly follow them for a bit and choose your moment. Just when you are getting into the flow the session ends and it's back to the pits to calm down and guzzle some water!



Depending on your speed and the heat of the day your tyres will show wear on the right hand side (clockwise circuit), but your 'chicken strips' will be going! Check the pressures, you may need to let some out. Hot tyres cause an increase of pressure as you well know.

The following sessions you are generally on your own, but remember to take it easy for a couple of laps to get your tyres back up to temperature.

You can pay extra for on track tuition but it's not something I've used so I can't comment.

By the end of the track sessions you will be feeling elated and full of adrenaline, take time to calm down and get your Lincolnshire roads head back on! For me the scariest part of the day is the ride home!

Does learning track skills help your road skills? For me, a big YES! It is a relatively safe place to improve your cornering skills, use of gears, positioning, vision, planning, anticipation etc. You have the same corners repeated, smooth grippy surface, all going the same way, marshals to warn of hazards, no mud or tractors etc. It also teaches you your limits and you appreciate that your bike can always do more than you! After a few such days you will find yourself riding much smoother on the roads with a heightened sense of planning and anticipation.

I can thoroughly recommend that you all try it at least once, you will be amazed how much you end up enjoying the experience, and approached in the right way, how many of your newly honed skills are transferrable to the road.

See you on track Cheers, *Roland*



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 Shayne Joyner shadirysa@yahoo.co.uk or 07375 471207




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						



TRADE DIRECTORY





Support our local bike businesses. If you know a good local bike business, send details for inclusion to chainlinks@uwclub.net

	<p>RWH Motorcycles Ltd, Repairs, servicing, tyres, MOT, wheel building</p> <p>http://rwhmotorcyclesoflincoln.co.uk/</p>
	<p>Customised motorcycle seat re-covering / re-trimming service, altering trike and motorcycle seats</p> <p>http://edblade.simpl.com</p>
	<p>Cylinder rebores, valve guide replacement, bespoke repairs, bearings</p> <p>http://www.nrsec.co.uk/</p>
	<p>MOT testing, repair and servicing for all makes and models of bikes, trikes, scooters, mopeds and quads</p> <p>http://www.skmotorcycleslincoln.co.uk/</p>
	<p>Online and showroom retailer of motorcycle helmets, clothing, parts & accessories.</p> <p>https://www.sportsbikeshop.co.uk/</p>
	<p>Triumph and Yamaha Main Dealer in Lincolnshire.</p> <p>http://www.webbsoflincoln.co.uk/</p>
	<p>Control and drive cables made from a pattern, drawing, or to fit your bike, ultrasonic carb cleaning, thread repair inserts fitted for spark plug and other threads.</p> <p>http://www.carrotcycles.co.uk</p>
	<p>Musgrave & Co Tools 5 Clasketgate, Lincoln, LN2 1JJ</p> <p>Phone: 01522 527088</p>
	<p>Colin Willoughby Motorcycles Grange Lane North Scunthorpe North Lincolnshire DN16 1DE Phone: 01724 853300 https://colinwilloughbymotorcycles.co.uk/</p>







 —LINCS REPAIR—	<p><i>"Small company, Big savings! Leather furniture repair, Leather handbag repair, Motorcycle leathers, Car Seat repairs & many more....."</i></p> <p>Lincs Repair 43 Cotman Rd Lincoln, Lincs LN6 7NU 0771 9620830 http://www.lincsrepair.co.uk</p>
	<p>Lincoln Bikes off Exchange Rd off Doddington Rd. Come off ring Rd, head down past Swanholme pub, exchange Rd on right.</p> <p>https://www.facebook.com/lincolnbikesMC/</p>
 Suppliers & Installers of 	<p>Supplying high quality, safety related accessories combined with a mobile installation service.</p> <p>For more information please visit: www.moto-mate.com</p>
	<p>RD Motorcycles Limited Unit 7 Riverside Enterprise Park Saxilby, Skellingthorpe Rd, Lincoln LN1 2FU http://www.rdmotorcycles.co.uk/</p>

THE QUEST FOR CAKE

One of the joys of observed runs is a stop for feedback, cocoa and buns. If you know a good local café, send details for inclusion to chainlincs@uwclub.net

	<p>Wickenby Cafe is based in the Control Tower at Wickenby Aerodrome. There is also a museum upstairs which tells the story of RAF Wickenby during WW2. Bike Night - Wednesdays until end of September. https://www.facebook.com/groups/495019267369270/about/</p>
	<p>Three Kings Inn, Saltersway, Threedingham, Sleaford NG34 0AU. It says here: <i>"a quintessential old English pub in traditional style with a balanced mix of local patrons, diners and tourists, creating an ambience and atmosphere where everyone feels welcome and comfortable."</i> The MG car club meets here http://www.thethreeringsinn.com/</p>
	<p>Lincoln Bowl - Washingborough Road, Lincolnshire, Lincoln LN4 1EF. Lincoln's premier bowling centre also has a café attached. Ample parking.</p>
	<p>Sentry Post Snack Bar Sleaford Road A15, Lincoln LN5 9FG, England +44 7540 752432 – opposite the Waddington Avro Vulcan and adjacent to the Waddington Aircraft Viewing Enclosure (WAVE) for a friendly welcome and notable bacon butties.</p>

	<p>Daisy Made Ice Cream Lincoln Rd, Skellingthorpe, Lincoln LN6 5SA - Small farm with a coffee shop serving homemade ice cream, animals to pet, crazy golf and play area. http://www.daisymadefarm.co.uk/</p>
	<p>Pennells Garden Centre, Newark Road, South Hykeham, Lincoln LN6 9NT – this is family owned business established in 1780 and has a large restaurant and tons of parking. Popular as a debrief point for those undergoing compulsory driver training (so I'm told) http://www.pennells.co.uk/lincoln/</p>
	<p>Clayton's Corner Main Street, Howsham, Market Rasen, LN7 6JZ - a favourite, lunch can be sandwiches which come with salad, crisps and homemade coleslaw. There is also hot food on the menu and a selection of homemade cakes and pastries. The staff are welcoming https://www.facebook.com/Claytons-Corner-Cafe-350859448434765/</p>
	<p>Café Mews - Whether it's a hearty home cooked breakfast or a tasty warming soup you're craving our fully home cooked menu, utilising the best the local area has to offer, is guaranteed to fill the hole in your belly and warm your heart.</p> <p>Coffee Mews Ltd, A18,Melton Ross, North Lincolnshire, DN38 6AB, 01652 245001 email:contact@cafemews.com</p>
	<p>The Seaways Cafe welcomes all bikers, lorry drivers, walkers, cyclists, holiday makers and anyone else who wants a trip to a brilliant café. Telephone: 01377 288203 Opening times: 8 am – 4 pm daily Location: Fridaythorpe, East Yorkshire, YO25 9RX</p>
	<p>The Honey Pot Café Maltkiln Road, Waters Edge, Barton-upon-Humber DN18 5JR, UK</p> <p>Sit on the jetty to eat - over looking the lake full of wildlife. Great food and prices and very nice staff.</p>
	<p>Zoom-Zoom Tea Rooms, Sand Lane, South Cave, HU15 2JQ</p> <p>https://www.facebook.com/zoomzoomtearoom/</p>
	<p>The Dunn Deal Tea Rooms Normanby Road Nettleton, Market Rasen LN7 6TB, England, Telephone +44 1472 488410</p> <p>https://www.facebook.com/DunnDealTearooms/</p>
	<p>The Ropewalk</p> <p>T: 01652 660380 F: 01652 637495 E: info@the-ropewalk.co.uk The Ropewalk, Maltkiln Road, Barton upon Humber, North Lincolnshire, DN18 5JT</p>

	<p>Jenny's of Hibaldstow</p> <p>On the B1206 heading North into Hibblestow, sky diving club on right. About 200 yards up the road on the left is the old filling station – DN20 9PD - This is now Jenny's Café 07598938796</p>
	<p>The Happy Cafe Sandtoft Airfield, Sandtoft Road, Belton DN9 1PN. Tel. 01427 875670, www.happycafe.co.uk Kev Smith has been using this cafe for a while, when taking out associates on rides. It is a part of a small airfield, has great staff, and excellent food (and most important ... cakes 😊). Open seven days a week</p>
	<p>The Robin's Rest Eatery Gainsborough Road, Everton, Doncaster, DN10 5BW https://www.facebook.com/Robinsresteverton/</p>
	<p>The Wolds Way Café Driffild Road Market Weighton YO43 3LW http://www.woldswaycafe.co.uk/</p>
	<p>Willows at Glentham Gainsborough Road Glentham Lincoln LN8 2EG Phone: 01673 878971 http://www.thewillowsglentham.co.uk/</p>
	<p>*Recommended by 448 people · People talk about "chocolate fudge cake", "amazing gluten free cakes" and "sticky toffee pudding" Maythorne Lane, Maythorne NG25 0RS Southwell, Nottingham, United Kingdom https://www.allminecakes.co.uk</p>

