

ChainLincs

THE NEWSLETTER OF

Lincolnshire Advanced Motorcyclists

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

Reacle
Tart
£2.95



August 2021



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

Social Gatherings

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

Next Issue

The next issue of ChainLincs will be in September
2021

Please provide any copy to the Editor, by **26th**
September 2021

dayres@picturesports.co.uk



Group Web Site – <http://www.L-A-M.co.uk>



Lincolnshire Advanced Motorcyclists on
Facebook can be found at www.facebook.com/groups/301610040008772/



You can follow us on Twitter
[@Lincsbikers_iam](https://twitter.com/Lincsbikers_iam)

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Membership Update

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

We have five new members to welcome since the July newsletter.

Member	Observer
962 Edgar Baines from Washingborough	Will Field
963 Ian Smalley from Tetney	Simon Battram
964 Keith Dunkinson from Brampton	Mark Gill
965 Ashley Evans from Scunthorpe	Allan Knight
966 Anthony Limm from Louth	Morris Howe

There are three test passes to report since my July update.

That makes eight so far this year (from 10 May when assessments were restarted)

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

Member	Pass Date	Observer
Robert Burton	2 July	Allan Knight
Michelle Harrison	2 July	Mark Gill
Natasha Swaby	17 July	Stuart Harrison

The present composition of the group is as follows:

Full Members	123
Fellows	12
Associate Total	31
Associate Members "On Hold" – nine	
Total Group Membership	166

The above totals exclude three full members with expired IAM RoadSmart membership.

That's all for this month, ride safely:

John Cheetham



Welcome to the August issue of ChainLincs, where the last page will be of interest for those of with a bent for sartorial elegance.

The milliners have been hard at work and Lincolnshire Advanced Motorcyclist **baseball caps** and **beanies** are now available.

This month's cover image is a tribute to those of us that have been cake hunting. This particular specimen was caught at Gibraltar Point, just south of Skegness.

The Lincolnshire Wildlife café at Gibraltar opens at 10am and despite having the ride though Skegness high street to get there, you may wish to add it to you list of places to visit.

ChainLincs is Hiring!

I have but 2 more issues to edit before I hit the two-year mark and the end of my tenure as Editor. To ensure ChainLincs continues to develop, if anyone is interested in adding their own style as Editor, drop me a line, and I'll let you know what goes on in the background.

Skills Day at Blyton Circuit near Gainsborough

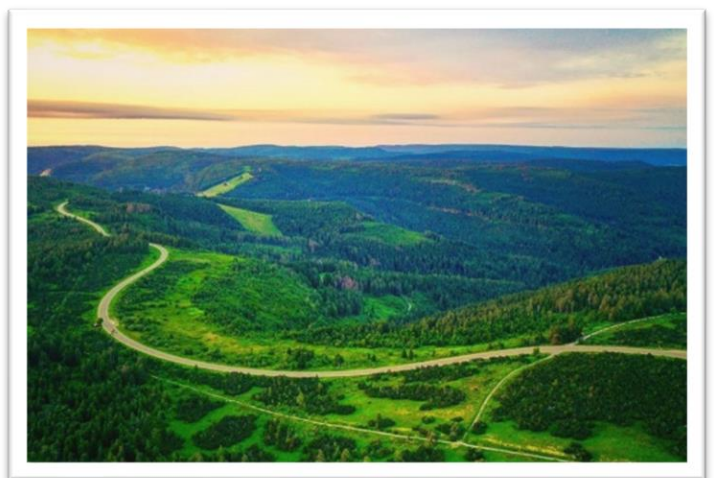
Mike Day has arranged a hefty discount on the normal cost of a British Superbike School skills day. Roland Johns and I did this course a few years ago, and it is a fantastic day. I can only hope it rains on you in the morning. Although initially sad, I learned more about wet weather riding that day than 100 hours riding in the rain. It dried in the afternoon, and, yes, we were then very "progressive."

30th September is the day, and the cost **half price @£164 each for IAM Members**. More details in the Diary of Events.

Coming up in this issue ...

- John hits 166
- Mick goes on a ride
- Stuart and Dave talk backsides
- Jerry talks Fellow
- Mike Day is a Fellow
- John talks humpbacks

Cheers *Dave*





Well, another month gone and here I am again, a busy month for the Group – 3 test passes, 6 new members and 5 rides both weekend and weekday.

First let me thank Dave Ayres for putting together another great edition of ChainLincs. It is a shame that Dave has said he will be standing down as the editor after the October edition. This will leave us with a vacancy for a new editor. If you think that the monthly newsletter is worthwhile and also have the time to spend each month we would welcome your contribution. Out of our 160 (ish) members there must be somebody out there that could contribute so please step forward. Thanks, in anticipation.

Onto the test passes since I wrote last month's Chairman's Chatter which are Michelle Harrison, Robert Burton and Natasha Swaby. Congratulations and well done to you and your Observers Mark Gill, Allan Knight and Stuart Harrison.

Talking of passes big congratulations to Stuart Harrison and Will Field who both qualified as National Observers this month – well done guys.

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 are now evening meetings normally on the last Wednesday of the month. For more information please give our Chief Observer, Jerry Neale, a ring on 07412 935333. He will be happy to talk to you.

The six new members this month are Joshua Blackley from Scunthorpe, Edgar Baines from Washingborough, Ian Smalley from Tetney, Keith Dunkinson from Brampton, Ashley Evans from Scunthorpe and Anthony Limm from Louth. Welcome to you all, hope to meet you at a ride soon. Have a look at the Events Diary towards the back of the newsletter for details. Group rides are for all members so come along and meet us – we are a friendly bunch and enjoy cake!

So far this year (since 1 Jan) we have had 18 new members and one returning member join us. Not too bad considering we haven't done any events this year as per previous years – hopefully we can get back to more normality next year and events such as the Lincoln BikeFest will happen again.

Thanks to Dave Hall and Will Field who both arranged midweek rides this month heading off to Leicestershire and Derbyshire. Looks like they were well supported so worth the effort. Once again thanks to them and to the members that joined them, it makes their efforts worthwhile.

We had three weekend rides this month. On 11 Jul we met at Brigg where 14 of us turned although Malcolm went off with his associate to do some Observing work. The rest of us split into two groups ably led by Ken Mulholland and Geoff Everard. Not sure when Ken's group went but Geoff's group

headed across the Wolds on some great roads having a stop at Louth and then back towards Caenby Corner where we went our separate ways. Thanks for leading guys, much appreciated.

On 25 Jul we met the Homestead in Bracebridge Heath (The WAVE was closed) and also at Lidl's in Barton upon Humber. There were ten of us at BH and we split into two groups led by Geoff (again) and Alan Pugh. More great roads from Geoff and we ended up at Heckington Windmill for coffee and cake. Thanks again Geoff. Not sure when Alan took his group but at least to the Brewers Café and Bar at Hanworth Country Park near Potterhanworth. Thanks to Alan for the lead.



From Facebook intel it looks like there were seven members at Barton who were led by Stuart Harrison with plenty of bladder retention testing but no clues to where they went but clearly at a café somewhere. Thanks for coming guys and to Stuart for the lead.

The next group observed ride is from Willingham Woods on 8 Aug leaving promptly at 0930hrs. Again we will split into smaller groups so if anybody is willing to lead a ride then please step forward before then or on the morning.

If you 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.

In Observer & Associate, Mike Day who recently took his Fellow assessment talks about how he prepared. It is well worth a read.

We will continually review meeting indoors although at the moment it is not planned to start meetings again until the Autumn. We will not resume indoor social meetings until we consider it safe to do so. Somewhere with more space than the Nags Head might be more appropriate and that is something the committee can look at before the Autumn. Any suggestions anybody?

Please remember the new bank account details so if paying subs through internet banking this is the account to do it to (30-96-26, 67439968, Lincolnshire Group of Advanced Motorcyclists). From now on this is our preferred method to pay subs as it saves John a journey to a bank to pay cash in although cheques can be paid in through the banking app. We will shortly be closing the old account so if you have a standing order please remember to change the details to the new account – thanks.

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).

Stay safe and see you soon, Thanks, *Mick*

Reader discretion advised. It impacts us all, but isn't exactly what we might discuss over tea and cake 😊

Stuart Harrison's recommendation ...



Well, as I sit here in my air-conditioned office at work – my mind wanders to the heat of recent days when I was riding in 30 degrees with my “wing-woman” enjoying the great roads of Lincolnshire. Two planned tours – Croatia and Spain/Portugal have been scrapped due to the you-know-what, and so the balmy evenings have been spent planning and booking accommodation for a “wee Scottish bimbie” – a poor substitute for the alpine passes I know – but good enough to make us smile.

The other thing which is making me smile is my backside! Those of us who have ridden long days

in excessive heat will testify to the uncomfortable state of affairs which can occur “south of the border”, where the contents of one's boxers (other types of underwear are available) can get rather hot and sweaty, and dare I say – it's not just the gentlemen who suffer. I've ridden in all sorts of gear – from Summer Rukka to BMW's Touring Jeans – but when it's hot hot HOT there's no escaping what's going on downstairs. Until now !!

Some of you may have already seen these or even bought one – a seat cover from *CoolCovers*.

I bought mine back in February and for a laugh went out for a spin. Michelle and I have bike to bike comms and as we were heading over the Humber Bridge she was asking “What the hell are laughing at”? I was having the oddest sensation – even through my Rukka bottoms and liners I was feeling the cool air between my backside and my bike seat. How cool is that?!



Now I'm not going to go into details of the new benefits of the Cool Cover as some of you may be eating while you're reading, but I will add three other benefits. First – when it rains you're not going to be sitting in a pool of water as the cover makes you “hover” above the seat surface so that the rain runs off the sides. Second – because the surface area you're sitting on is drastically reduced the numb-bum sensation is (for me anyway) a thing of the past. And finally, – touring often means jumping on a wet seat on a morning to head off on your adventure. I say PAH to your wet seat

sir! Because of the nature of the material the rain drops through to the seat surface and runs off, and the upper layer remains dry.

OK – so cost wise – for my R1250RT front seat, a made to measure cover came out at around £70 including postage.

I got mine direct from the makers - <https://www.coolcovers.co.uk/> and although I'd already had my RT seat re-sculpted the standard RT cover fits just fine. You just tell them the make and model and away you go.

The second recommendation comes from the Editor ...

If I had known how effective the [Comfort Air Seat Cushion](#) would be, I could have saved myself the cost of Yamaha's Comfort Seat.

For most people, the standard seat on the Tracer 9 GT is appalling. For the £167 that Yamaha charges for their comfort seat, you will get an improvement, but perhaps not as much as you would hope for.

Alternatively, you could spend around £150 and have your seat rebuilt using high-quality memory foam. Others will tell you that gel inserts are the way to go. But you are still spending a lot of money in the hope of improving something that should not have left the factory this way.

Yamaha, though, will not be fixing the problem for us, we all have to find our own answer, and I have found mine – the [Comfort Air Seat Cushion](#). It is half the cost of the other options, and I can use it on any bike – Perfect.

How Does It Work?

The base concept might sound simple, but there is more to it than simply sitting on a blow-up cushion.

When riding a motorcycle, your upper body is supported by the seat, with the weight transferring through your backside.

To be comfortable, your weight needs to be distributed in a way that doesn't create pressure points. The problem with this requirement and riding a motorcycle is that you sit relatively still, and your weight is transferred through the same pressure points for hours.

Getting off the bike helps, as does attempting to ride in any number of contorted positions. Yet, no matter what riding position you try, it isn't going to provide sustained relief. As soon as you get back on the bike, the same pressure points retake the load.





The key to the [Comfort Air](#) working so efficiently is the air pockets. These minimise the pressure points that lead to discomfort, and because the air pockets are interconnected, as soon as you move – even slightly – the weight distribution across your backside changes.

It might be a mental image you don't want, but imagine having your backside subtly massaged as you ride.

Tried One – Crap

We all know this person. The person who couldn't be bothered to read the instructions. The one who was sure the [Comfort Air Seat Cushion](#) needed inflating to its maximum pressure, which is so very wrong.

All that is needed is the thinnest layer of air. Sufficient to separate your backside from the seat.

That same person will also tell you that it is like adding an inch to your seat height. A small increase is inevitable. I could agree with a centimeter more, but not an inch.

Next, they will tell you that it doesn't fit their bike. Most likely, this is because they didn't bother to discover that there are three shapes of Comfort Air Seat Cushion, so be it a bobber, an adventure bike or a sports bike, simply pick the Comfort Air that best matches your saddle shape.

And finally comes my personal favourite, "It slid off". That is class one bovine waste product. If it is installed correctly – which isn't complicated – the seat cushion does not move.

There are two elasticated straps that lock the [Comfort Air](#) seat cushion into place and are designed to prevent the cushion from being stolen. The only way to remove the Comfort Air is to first remove the standard seat from the bike.

Added Bonus

Along with the discomfort of the Tracer's seat, people are also complaining about sliding forward. The shape of the seat is such that you naturally migrate towards the tank. Having ridden 170 miles today on the Comfort Air, I noticed this had stopped.

As the air pockets are interconnected, the seat cushion is sculpting itself to the shape of my backside and stopping me from sliding forward.

And, if all of this isn't enough to make you invest in one, [Comfort Air](#) offer a 30-day money-back guarantee, or to use their words ... ***"If you're not convinced for whatever reason simply return your Seat Cushion within 30 days for a full refund."***

IAM Roadsmart research clearly shows that advanced driving and riding skills deteriorate over time, and that three years is a pivotal time frame in which to refresh and renew those skills.

Having a retest with an independent examiner every three years is a great opportunity to demonstrate that you are still riding to an Advanced standard.

Your Fellow annual membership covers the cost of your retest. It's very easy after passing the Advanced test to sit back and over a period of time, slip back into old or poor riding habits. Becoming a Fellow gives you a challenge-to have your riding checked every three years.

It's a great feeling to know that you still cut the mustard! If you want a little extra help towards the Fellow test then we have a very experienced Observer team here at LAM that will work one to one with you to ensure that you are test ready, just ask and we will find you an Observer, it's what we do, and as a member of LAM it is another great benefit.

Are you still riding to an Advanced test standard? Time to join the Fellow register and show that you are. You might even gain a F1rst.



How to become a Fellow member

Simply choose the application process that matches your membership circumstances

1. If your most recent IAM advanced test pass was less than three years ago

Then all you need to do is to advise us that you wish to become a Fellow and we will adjust your membership details immediately and you'll become a Fellow right away. Call 0300 303 1134 to switch now.

2. If your latest IAM advanced test was over three years ago

Then we ask that you book a Fellow car or motorcycle entry test using the links below, and upon passing you'll be made a Fellow for three years from the date of your entry test pass. Call 0300 303 1134 to book your Fellow entry test.

This month Observer Mike day talks about his Fellow journey and his reasons for signing up.

Also to follow on from Simon Battram's recollection last month with his close shave with the Audi, Observer John Harrison has some more to add about Blind crests.

Stay Safe Jerry

“It’s like riding a bike” by Mike Day

We have all heard that sentence before, usually attributed to a simple skill that, once learned, lasts a lifetime. Yet as we all know, riding a motorbike to an advanced level requires regular practice to keep up to standard.



I always think of my dear old dad who passed his advanced test many years ago whilst driving petrol tankers for Shell. He always took great pride in his work and often entered organised competitions where his driving and maneuvering skills would be tested against other tanker drivers from around the UK.

But, and it’s a big but, issues crept in, and his driving standards slowly deteriorated although he still considered himself an advanced driver and so it leads me nicely on to the subject of the IAM fellow and my desire to have my skills periodically checked.

Covid has had a huge impact on all our lives, and although not getting out on the bike is a minor inconvenience, my riding time has seriously reduced these last 18 months.

With my Fellow retest rapidly approaching and feeling extremely rusty, I called upon the services of Roland Johns for a couple of hours, and over tea and cake, he pointed out a few minor points to consider, but all in all, everything looked OK.

The retest was booked, and the day before, I put aside a morning to get out again in preparation. It was safe to say that the ride didn’t go well. I struggled to concentrate at all and found my positioning all awry. The only option was to turn around and go home, accepting that the Y in MPOWDERY was far more critical than test preparation.

The following morning was test day. A ride to Gainsborough was much better, and everything felt back to normal. After meeting with Nigel Atkinson and sorting a few formalities, we set off with me feeling quite relaxed and enjoying being back in the groove.

An hour later, the Cheshire cat grin appeared across my face as Nigel stated that he considered my ride to be at a good standard and he would be awarding me a first. He also took the opportunity to mention a couple of instances during the ride where I could have done things slightly differently and the reasoning behind it, which just goes to show we never stop learning and improving.



Roll on 2024 and another chance to prove to myself I still make the grade.

Rambling on by John Harrison

In last month's ChainLincs, Simon kindly mentioned about the position I suggested he could take for the approach to a blind crest, what he did not say was the little story that goes with it.

I was told it's safer to err to the verge as its better to hit a stationary vehicle than one travelling toward you, a bit blunt but probably true.

I find that to make a point stick in the memory it helps to have a little story to go with it. This one goes back some 20 or so years when I was going to Caistor from Brigg, it was all national speed limit then, it was about this time of year, around 6 o'clock in the evening, those who know the road, as you have passed the Garden Centre the road has open views across the fields to just past the Kettleby Lane junction on the left where the road drops away out of sight.

As my associates will know I always go on about making riding plans from what is observed from what you can see, but local knowledge can play a part as well. Anyway, the road was clear and as I drew nearer to the junction a crop sprayer came out of the junction and turned towards Caistor, so I eased off the speed as to be in a good position to overtake it on the downhill stretch when it came into view before the Y junction on the right to Howsham.

On reaching the crest of the drop, a car must have pulled out of the lay-by just over the crest, to follow the crop sprayer and a car was in view at the bottom of the rise, so the thought of the overtake was aborted and the speed eased off a bit more as the next overtaking spot was the other side of the railway bridge past the junction, that is if neither turned off to Howsham.

Now what happened next after they had passed the junction, left me almost at a standstill on the road



on the approach to the railway bridge, the car, an blue estate pulled out and started to overtake the crop sprayer, I watched in disbelief as it slowly overtook the crop sprayer, never regaining the correct side of the road until it went over the top of the bridge, luckily nothing was on the road coming in the opposite direction.

Now when I talk about position for a blind crest, I say that you may be able to see the roof of the caravan or the top of a tractor cab with its flashing

lights, but you cannot see the car overtaking it, so with that little story, it seems to hook onto something in them old grey cells.

Diary of Events when Covid-19 Permits

Social distancing. Avoid shaking hands. Follow NHS hygiene advice. Hands. Face. Space. Motorcycles.

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 and 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 the A18
Willingham Woods Picnic Site, LN8 3RQ	East of Market Rasen A631
Waddington Airfield Viewing Area (WAVE) LN5 9FF	East side of the A15

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 organiser 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.

AUGUST

Monday 2nd	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 CANCELLED
Sunday 8th	Group Observed Run - Willingham Woods Picnic Area near kiosk Meet 09.00 for prompt departure at 9.30
Monday 9th	Committee Meeting - details to follow nearer the date
Tuesday 10th	Mike Day Mid-Week Rutland TT Ride Departs the Wave at 10am
Sunday 22nd	Group Social Runs – Meeting 9.30 for prompt departure at 10.00 Waddington Airfield Viewing Area (WAVE) LN5 9FF Lidl car park, Ferriby Road, Barton-Upon-Humber DN18 5LQ

Wednesday 25th	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 6th	Monthly evening meeting, Nags Head, Middle Rasen, LN8 3JU (A631) at 20.00
Sunday 12th	Group Observed Run - Ancholme Leisure Centre car park, Scawby Brook, Brigg Meet 09.00 for prompt departure at 09.30
Sunday 26th	Group Social Runs – Meeting 9.30 for prompt departure at 10.00 Waddington Airfield Viewing Area (WAVE) LN5 9FF Lidl car park, Ferriby Road, Barton-Upon-Humber DN18 5LQ
Wednesday 29th	Meeting for Observers and those interested in becoming Observers For information contact Jerry Neale (details on page 2)
OCTOBER	
Monday 4th	Monthly evening meeting, Nags Head, Middle Rasen, LN8 3JU (A631) at 20.00
Sunday 10th	Group Observed Run - Willingham Woods Picnic Area near kiosk Meet 09.30 for prompt departure at 10.00
Monday 11th	Committee Meeting - details to follow nearer the date
Wednesday 27th	Meeting for Observers and those interested in becoming Observers For information contact Jerry Neale (details on page 2)
NOVEMBER	
Monday 1st	Monthly evening meeting, Nags Head, Middle Rasen, LN8 3JU (A631) at 20.00 commencing with the group ANNUAL GENERAL MEETING
Sunday 7th	Group Observed Run – Waddington Airfield Viewing Area (WAVE) LN5 9FF Meet 9.30 for prompt departure at 10.00
Wednesday 24th	Meeting for Observers and those interested in becoming Observers For information contact Jerry Neale (details on page 2)
DECEMBER	
Monday 6th	Monthly evening meeting, Nags Head, Middle Rasen, LN8 3JU (A631) at 20.00
Sunday 12th	Group Observed Run - Ancholme Leisure Centre car park, Scawby Brook, Brigg Meet 11.30 for prompt departure at 12.00
Monday 13th	Committee Meeting - details to follow nearer the date
PLEASE NOTE there is no Observers meeting this month	

GROUP CLOTHING

There is a wide range of group clothing available to order, with our Lincolnshire Advanced Motorists logo on it, you can also add the IAM logo and a name if desired. There are several colours available, contact Philip Gilbert pmgilbert7@yahoo.com or 07704 168227

Name						
ITEM	DESIGN	SIZE	QTY	Name to be embroidered (leave blank if not)	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						

