

ChainLincs



THE NEWSLETTER OF

Lincolnshire Advanced Motorcyclists

IAM GROUP 7176, REGISTERED CHARITY 1049955

MARCH 2026



Social Gatherings

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

Next Issue

The next issue of ChainLincs will be in April 2026

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

Mick Smith

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Lincolnshire Advanced Motorcyclists

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EDITORIAL

Welcome to the March edition of ChainLincs. A fairly quite month advanced test wise with no associate passes but a couple of our Trainee observers passed their National Observer qualification. Well done Kev and Jamie. We had the usual rides coincidentally both from the Homestead and another coincidence there were 14 members at each! Lets see if we can better that next month and if anybody has a route for a ride bring that with you and offer to lead. New leaders always welcome. Dates and location are in the [Events Diary](#).

Talking of rides with the longer days coming and hopefully milder weather the ride times from March will be 1000hrs so get there a little earlier for a chat and Brew (if available) before the ride starts.

Continuing the talk of rides Dave Hall has organised a ride on 2 April to Rudyard Lakes Narrow Gauge Steam Railway. See [Ride to Rudyard Lakes Narrow Gauge Steam Railway](#) for full details.

Thanks to Martin Atkin for his piece on his ride across Europe to Berlin last year, much appreciated. [The long road to Berlin \(and back\)](#)

As you can see from my Facebook roundup there are often extra rides laid on a short notice by some of our members so if you want to know what's going on Facebook is the place to look. By being a Facebook member you will get to know about them before and not just read about them afterwards in here. If you haven't found our Facebook page go to [\(1\) Lincolnshire Advanced Motorcyclists | Facebook](#) and ask to join to see all the other exciting things that go on. It is a private page so not open to the public's prying eyes.

I need your help to make ChainLincs a worthwhile read so if you have anything you want to share with other members whether your recent IAM journey or other advanced riding experience (RoSPA), your experience at a track day, a recap of a European tour or an experience that may have happened on the road that others can learn from or anything else you can think of please send it to me for inclusion at lincs.am.editor@btinternet.com.

In ChainLincs this month we have:

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Stay safe

Mick

CHATTER FROM THE CHAIR

Hello again everyone.

Firstly, as usual, a warm welcome to our latest new member. Just the one this month, Jason Brewer.

Secondly, an apology to the lone biker (no names to protect the innocent) who turned up at Starbucks for a Sunday morning (Sun 22nd Feb) ride out to find no one else attended. This venue has had varying degrees of attendance for a long time. I gave notice some months ago that I was fed up with being 'billy no mates' at the venue and would stop attending. I believe it is a good meeting point. It gives access to a part of the county that offers great roads and scenery. But I think it's best attended only by prior arrangement with other members.

It would be a shame if we were not riding some of these roads on a fairly regular basis, but Lincolnshire is a large county with plenty to offer elsewhere. That particular Sundays ride had something like 13 or so bikes meeting up at The Homestead, Bracebridge Heath, splitting into two groups, one of which was led by the very able Dave Hall leading a ride over the Wolds. The other ride was led by Ken Mulholland to places I've never heard of.

Anyway, we had a proper blue sky and a strange yellow ball floating in the sky that I'd almost forgotten. I elected to ride with Ken and I thoroughly enjoyed the route.

That's all for me for this month,

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

Thank you. Ride safe. Look after each other.

Ian (Chair)

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There has been one new member enrolled since the February newsletter.

Member	Observer
1138 Jason Brewer from Lincoln	Ian Welsh

The present composition of the group is as follows:

Full Members	148
Fellows	12
Associate Members	16
Total Group Membership	176

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

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

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

If any member is able to help in this instance could they contact John Bateman or any other group committee member.

That's all for now, ride safely:

John Cheetham

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RIDE TO RUDYARD LAKES NARROW GAUGE STEAM RAILWAY

Dave Hall has planned and will be leading a ride to the Rudyard Lakes Narrow Gauge Steam Railway near Leek on Thursday 2 April.

Meet at the Shell Garage Newark (A46 / A17 junction) to leave at 10am.

There will be a coffee stop en-route at McDonalds near Alfreton.

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FACEBOOK ROUNDUP

4 February

Many thanks to Dave Ayres for his talk 'Why am I doing this?'. It was most interesting and informative and made me jealous as I am the most uncreative person in the world! Great to see 23 members there as well, thanks for coming.

Test pass certificates were presented to Chris Smith by his observer Kev Brereton, Simon Clayton by his observer Mike Day and Darren Pick also by Mike Day. Congratulations to you all and more great work from our excellent observers. – Mick



8 February

Thirteen (or 14?) of us at the Homestead this morning. We split into 2 groups led by [Will](#) and [David](#). Will was heading Leicestershire way and Dave took us over to The Fisherman's Restaurant near Wyberton where Harry tucked into a 'small' breakfast. Thanks for coming all and particularly thanks to Will and Dave for leading the rides. – Mick

Yes Mick we did have a really good turn out(14). My route was about 100miles round trip to the flying goose with a sauna and a dip in the lake, followed by coffee and cake. – Will



Thanks to Will for a very enjoyable back roads ride to The Flying Goose. Anyone fancy a sauna (in a horse box) followed by a plunge in a lake? This is the spot for you! – Gerry



22 February

Fourteen of us for a ride from the Homestead this morning. Many thanks to Dave and Ken for leading the 2 groups. Ken headed for Colsterworth while Dave took us on a varied ride heading to the Wolds. - Mick

Fourteen of us for a ride from the Homestead this morning. Many thanks to [David](#) and Ken for leading the 2 groups. Ken headed for Colsterworth while Dave took us on a varied ride heading to the Wolds.



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February kicked off the second half of the Observer team winter office-based training sessions, these sessions are an important part of keeping our Observing skill-set up to date with current best practice and a great opportunity for trainee Observers to gain knowledge from senior members of the team.

This month the Observer team would like to congratulate Kev Brereton and Jamie Finn with their achievement of gaining the IMI National Observer qualification, well done to both and thanks to all the members of the Observer team who assisted them.

Part of being an Advanced rider is having developed good slow-speed riding skills, regular practice is essential to become proficient with this skill. Why do we need to be able to manoeuvre well?

Low-speed manoeuvring accounts for about a third for all damage to motorcycles, by doing this correctly we reduce our risk of incident.

The weather might not be up to big days out at the moment, but that shouldn't stop us from looking at what we can do rather than what we can't do. Pick an hour window on a good day and use that time to hone your slow riding skills, to become good at something, we need to practice, practice, practice!

Developing your competence at slow-speed riding

The slow speed riding technique is a specific set of skills that takes a lot of practice. You need to be able to ride at slow speeds with confidence, especially in urban areas, in order to:

- travel slowly with prevailing traffic
- filter-move between lanes of stationary traffic
- make tight turns in narrow streets
- make U turns
- manoeuvre in confined spaces, such as garages and other parking areas.

Observation

Good observation is vital for safety. It's important to take time to obtain information to give yourself an overall view of what you want to achieve, especially in tight or awkward situations.

- Check for adverse camber or slopes as these can make some parts of the manoeuvre easier or harder to control. Look for level areas, if possible, when you plan to make a manoeuvre at slow speed.

- Look out for poor road surfaces and irregularities on the surface that could cause you to lose grip or knock you off course.

***Look where
go!***



you want to

- Always look where you want to go. At very low speeds, the importance of doing this is often underestimated. This is a simple, practical technique that makes a huge difference.
- For the same reason, don't look at the object you want to avoid. For example, look **through** a gap rather than at the edges of it. Look at where you want to be at the end of a tight turn, not at the pothole halfway through.
- When your motorcycle needs to be turned in a very tight (full lock) turn, look as far over your shoulder as you can in the direction you want to turn as this will help you make the turn.

Machine control

Riding at very low speeds through curves requires specific machine control skills:

- Using the brakes with a bias towards the rear brake (if your bike is fitted with linked brakes, linked rear to front, be aware that using the rear brake may also apply the front. If your motorcycle has independent brakes, only apply the front brake as well as the rear with caution.)
- Using the clutch at times – referred to as slipping or feathering the clutch
- In some circumstances, riding with the rear brake steadying the motorcycle
- Staying relaxed: tensing up reduces your ability to steer or lean.

Manoeuvres to practice

Proper practice is essential to become familiar with your motorcycle. Always practice in a safe and controlled environment. A simple exercise is to ride repeatedly in a circle moving inward as your confidence builds. Try it travelling both to the left and right and notice the difference in turning circle depending on where you look.

Also try riding in a figure of eight manoeuvre, decreasing the radius of the turn progressively as your ability and confidence develop until you have achieved a 'full lock' turn.

Use cones to practice or just throw some old gloves on the floor. Set them up in a wide pattern to start with and decrease the distance and grouping according to your confidence and ability. Don't forget your shoulder checks before moving off.

A short slalom course is a good way to practice slow control and will help you understand the benefits of good body position. *Remember, we are looking for accuracy not speed!*

On your next ride out, find yourself a quiet car park, you can even invite a pal to join you, and get honing your skills, it will make sure that your slow riding skills are sharp as we head into the warmer months.

Any LAM group member needing any guidance with slow riding, just ask any member of the Observer team, we are all here to help keep us all sharp, and safe.



Stay Safe Jerry

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THE LONG ROAD TO BERLIN (AND BACK)

It's that time of the year - it may be freezing outside but out come the maps, travel guides and wish lists as we plan our motorbike tours for later in the year. Last summer was my first real European motorcycle adventure - just over 3,000 km through the Netherlands, Germany, Luxembourg, Belgium and France. I only had one rule - no motorways - which I managed to keep until the approach to the Channel Tunnel on the way back.

The real eye-opener was the vast stretch of near-empty country between the Rhine and Berlin - an incredible variety of roads from mountain hairpins to endless flat farmland. Once into the old East, where billions of euros have been spent upgrading infrastructure, I found some of the quietest roads and best surfaces anywhere in Europe.



After an overnight ferry from Harwich to the Hook of Holland, it was a fairly straightforward run down the Rhine Valley to Bonn where I caught up with some former colleagues. Then the real adventure began, across the heart of Germany to Berlin via overnight stops in Siegen and Magdeburg. The route took some hairpin climbs through the stunning Kellerwald-Edersee

National Park, as well the flatlands around Oschersleben, home to Motorsport Arena Oschersleben which was hosting a track day when I passed - if only I'd known!

Staying in Berlin with an old friend I was amazed to discover a 1952 BMW 250 tucked away in his garage - the very same bike he had learned to ride on in the 70s and still working (just!). All too soon, though, it was time to head back west, through the Harz Nature Park (home to the 140 km Harz narrow gauge steam railway) before crossing the Rhine by ferry at Sankt Goarshausen.



And so on to Trier, Luxembourg and Saarbrücken - not the most picturesque of cities but well worth a detour to visit the incredible Völklingen Ironworks, a UNESCO World Heritage site recognised as the world's best preserved and largest intact ironworks from the 19th and 20th centuries.

A long day's ride across four countries - Germany, Luxembourg, Belgium and France - brought me to St Omer, where I stayed the night before crossing back to the UK via the *tunnel sous la manche*, and so back to Lincoln. Altogether a pretty hassle-free trip - in two and a half weeks I had one day of heavy rain and one dropped bike (an ill-advised and very muddy off-road detour!). Now, back to the maps...



Photos

1. The old Iron Curtain between West and East Europe - note the difference in road surface!
2. Crossing the Rhine by ferry
3. 1952 BMW 250 - a surprise find in Berlin
4. Map: Lincoln-Berlin-Lincoln

EVENTS DIARY

The Sunday morning Group Observed Rides are open to all members and also potential members who may be considering preparing for the IAM test.

The prime purpose is to provide the opportunity to hone/improve skills through riding with fellow members.

Potential members considering taking the IAM test may have an individual assessment ride. Rides usually last around two hours: often with a mid-point refreshment stop.

Depending on numbers / balance etc., it is customary for different groupings to embark on a ride style of their choice as they feel fit.

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

ANCHOLME LEISURE CENTRE	Scawby Brook, Brigg, DN20 9JH
WILLINGHAM WOODS.	Willingham Woods, LN8 3RQ.
THE HOMESTEAD	Canwick Avenue, Bracebridge Heath, Lincoln, LN4 2RS
NAGS HEAD	The Nags Head, Gainsborough Rd, Middle Rasen, LN8 3JU

Group social rides will incorporate café stops unless an alternative is specified. Please try to arrive at the meeting point in good time and with a full tank of fuel. Please let the ride organiser know if you want to invite a guest. If carrying a pillion you should ensure that this is covered by your motorcycle insurance policy.

MEETING TIMES

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

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

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

MARCH 2026

Wednesday 4th	Social Meeting	Nags Head, Middle Rasen - talk from Dave Hall about his recent tours.
Sunday 8 th	Group Observed Ride	Ancholme Leisure Centre
Sunday 22 nd	Group Social Rides	The Homestead
Wednesday 25 th	Observers Meeting	Details from Jerry nearer the date

APRIL 2026

Wednesday 1 st	Social Meeting	Nags Head, Middle Rasen – talk from Mick Goodwin LNAA Paramedic
Thursday 2 nd	Dave Hall Ride	Rudyard Lakes Narrow Gauge Steam Railway
Sunday 5 th	Group Observed Ride	Willingham Woods

Friday 17 th	Committee Meeting	1900hrs Zoom
Sunday 19 th	Group Social Rides	The Homestead
Wednesday 29 th	Observers Meeting	Details from Jerry nearer the date

May 2026

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

JUNE 2026

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

Committee meeting on a date TBC.

JULY 2026

Wednesday 1 st	Social Meeting	Nags Head, Middle Rasen
Sunday 5 th	Motorcycles at the Manor	West Ashby 1000hrs
Sunday 12 th	Group Observed Ride	Willingham Woods
Sunday 26 th	Group Social Rides	The Homestead
Wednesday 29 th	Observers Meeting	Details from Jerry nearer the date

August 2026

Wednesday 5 th	Social Meeting	Nags Head, Middle Rasen
Sunday 9 th	Group Observed Ride	The Homestead
Sunday 23 rd	Group Social Rides	The Homestead
Wednesday 26 th	Observers Meeting	Details from Jerry nearer the date

IMPORTANT NOTE

IT IS YOU, AS THE RIDER WHO IS DEEMED TO BE IN CONTROL OF YOUR MOTORCYCLE AT ALL TIMES DURING AN OBSERVED OR SOCIAL RUN

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GROUP CLOTHING

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

Name						
ITEM	DESIGN	SIZE	QTY	Name to be embroidered(leave blank if not required)	PER ITEM	TOTAL
Polo Shirt with	Group Badge				£8.50	£
Polo Shirt with	Group Badge + IAM Logo				£10.50	£
Sweatshirt with	Group Badge				£10.00	£
Sweatshirt with	Group Badge + IAM Logo				£12.00	£
Fleece with	Group Badge				£14.00	£
Fleece with	Group Badge + IAM Logo				£16.00	£
T-shirt with	Group Badge				£7.00	£
Caps	Group Badge				£5.00	£
Beanies	Group Badge				£5.00	£
Colour required:					TO PAY	£
PAYMENT MUST BE RECEIVED WITH ORDER						



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