

ChainLincs

Lincolnshire Advanced Motorcyclists

THE NEWSLETTER OF

Lincolnshire Advanced Motorcyclists

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

JULY 2024



Lincolnshire Advanced Motorcyclists
John Baleman



Contact Details

Social Gatherings

Meetings are held on the first Tuesday of each month starting at 2000hrs at The Sun Inn, 20 Bridge St, Saxilby, LN1 2PZ
<https://w3w.co/struts.comforted.clashes>

Next Issue

The next issue of ChainLincs will be in August 2024

Please provide any copy to the Editor by **26th of the month**
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Lincolnshire Advanced Motorcyclists

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Welcome to another packed edition of ChainLincs. Inside you will find Part 2 of the Jolly Boys Outing from John Bateman, and as promised last month, an article from Gill Matheson along with the usual from Ian, John and Jerry.

It is great to have some items to include and I hope you enjoy reading them. If you can contribute, it doesn't matter how long or how short I can use them. Send them to me at lincs.am.editor@btinternet.com.

I feel I must thank John Bateman for the great job he is doing as events organiser. As you will know and can see from the Facebook Roundup he spent a weekend, along with a few other members, at Cadwell Park promoting what we and the IAM do. This resulted in 4 new members and a good time by those that went along. He and a few others were also at Motorcycles at the Manor on 30 June and 4 more new members, as well as chatting to others about the benefits of what we do to the motorcycling community.

And don't forget that Simon Weir is at our social meeting on 2 July to talk about his life as a motorcycling journalist. Thanks again to John Bateman for organising Simon to come along and hopefully there will be many members there to hear him speak. Full details of time and location in the Diary of Events on Page 20.

As usual I have done a Facebook Roundup but I don't copy everything across so if you haven't joined our FB yet give it a go. There were plenty of posts on Facebook of our members getting up to other biking related activity and passing on info gleaned from elsewhere. Find our page at [\(1\) Lincolnshire Advanced Motorcyclists | Facebook](#) and ask to join to see all the other exciting things that go on.

We still need a new clothing member. Phil Gilbert has stood down from the committee and that leaves a vacancy for somebody to look after the group clothing side of things. Phil has done a great job over the past couple of years so many thanks to him and he will look after the clothing until we find somebody else to so if you feel you can spare a little time to give back to the group let somebody on the committee know. If you want to know more about the job drop Phil an email, his address is on the last page. You do not necessarily need to be a committee member as well. **There must be somebody out there willing to give back to the group.**

And we still need a new data manager. As notified last month Phil Niner is stepping down from the committee. Many thanks to Phil over the years especially when GDPR was introduced and he worked tirelessly to make sure we complied with the new legislation and have remained compliant since.

If you feel you can help with either position both Phil's contact details are available somewhere in ChainLincs, give them a shout to see what the jobs entail.

In ChainLincs this month we have:

Dave's 2 Day Trip – September

Oilcan café Ride – 4 July

Chatter from the Chair

Membership update

Facebook roundup

The Jolly Boys Outing – Part 2

Observer and associate update

The day I crossed to the other side

Events diary

Mick

DAVE'S 2-DAY TRIP - SEPTEMBER

Due to the success of the Lakes Trip & Wales Trip, I am arranging another trip for Sunday 8th September 2024 to Lancashire.

The Hotel Details are as follows:-

Best Western Lancaster Morcambe Lothersdale Hotel, Morcambe.LA4 5AA tel 01524 416404.

Price for a single room £69 to £79 (sea View) Double room £89 . There are a limited number of Single rooms but lots of doubles.

Travelling on Sunday 8th return home Monday 9th Sept.

If you wish to go please let me know ASAP, thanks.

Dave Hall – 07441 344308

OILCAN CAFÉ RIDE - 4 JULY

Don and myself are doing a ride to the Oilcan Cafe at Holmfirth, a very interesting place for petrol heads and cake lovers as well. The plan is to meet at Starbucks at Caenby Corner at 09:30 on Thursday July 4th.

If you fancy joining us instead of waiting in a polling station queue you're welcome to join us .

Alan Pugh

CHATTER FROM THE CHAIR

Hello again everyone.

Firstly let me welcome our one new member this month, Paul Slater. I hope you enjoy your advanced riding journey.

This platform is not a pulpit. I am not your leader. My opinions are just that, only my opinions. But I've found this drum and I'm going to sound it.

The content of this article does not relate to anyone in our group, Tom, Dick or Harry. I want to discuss the subject of speed and what I feel we are supposed to be about within this group, especially when riding on group rides. What you do on your own is entirely up to you, but I hope this also has an influence on that.

Cast your mind back, as you start the process as an Associate of trying to become a full member of the IAM you are given a message at the start of every ride "you are responsible for your own ride..." or something to that effect.

It's also appropriate that before we start any group ride you also get something like a similar message for the benefit of older and newer members alike, members from different groups etc.

Such a message serves to reaffirm some of the basic principles of riding under the IAM banner, ie safety, legality, improving standards.

Such a message repeated often makes the speaking of it easy, the listening to it easy and uncontroversial, so the speaker gets the chance to practice the message and be fluent in giving the message and the listener knows what they are about to take part in, ie a regular IAM ride that they can trust and feel comfortable with.

If we don't give 'the message' we are almost saying that this ride 'might' be adhering to different rules.

Here's a question?

While we advise that an Associate is unlikely to pass their advanced test if not adhering to speed limits, when do we demonstrate to them that process is now 'old hat'? and we have now entered the new era, i.e. that of having less regard for the posted speed limit.

Surely, one of the 'skills' we were pushing to Associates was the ability to keep the bike legal (you are responsible...).

Does that not matter anymore?

Are we now that good that we can play by different rules?

Can we get better by playing to different rules?

What is this perception of 'being slow' all about?

What I'm doing here is to confirm that process does matter to me.



If any of you can remember my previous article where a conversation centred around 'a rider not feeling safe at 160 mph', who makes the decision as to what speeds are safe or what we feel is acceptable to group ride at? If we don't stick to the law, stick to the same process we followed when practicing for the IAM test.

You are the only person sitting on your bike.

You have to make decisions that will hopefully get you home safely at the end of your ride.

Your bike speedo is different to mine.

Your bike speedo and your GPS will read differently.

No one apart from you knows what speed you are doing, you might not be aware yourself all the time, there are other issues to contend with.

Speed limits are not intended to be absolute. If you stray over a speed limit you are unlikely to evaporate into a puff of red smoke, at least at the moment.

I believe that we should be enjoying creating an image of skill, with machine sympathy and confidence within prescribed limits and restraint, not grudgingly working around a speed limit. If we want to see how fast we can ride, then the road or our IAM group is not the place for it.

Keith Smith (aka Steady Eddie) did not expect a vehicle coming at him on his side of the road on the blind side of a 90 degree right hand bend (to Keith). I don't believe Keith did anything wrong on that fateful journey, but the driver of the offending vehicle gave sworn testimony that Keith was 'leaning over the tank and pushing it'.

What image (and potential sworn testimony) are we inviting if we don't stick to the rules? and seek to foster an image of quiet professionalism as of owning the road, enjoying the journey not the destination.

On a lighter note, the anniversary of Keith's accident falls on a Sunday this year, 6th October at around 17:00. I would like to mark that occasion with a memorial ride, hopefully an annual memorial ride, possibly riding the B1202 in the vicinity of Lissington. I've had it mentioned to me a couple of times, so here we are. October is not so far away, so if I can get it into people's diaries early, we might get a better turnout. I'm open to suggestions.

I do hope the above did not come over as preaching, sticking up for a cause and being seen to stick up for a cause wasn't intended to be a preach.

Look after each other.

Take care

Ian

(Chair)

There has been one new member join the group since the June newsletter.

Note that David Magill who joined in late May has been allocated to Observer Mark Gill.

Member	Observer
1086 David Magill from Morton	Mark Gill
1087 Paul Slater from Carlton-le-Moorland	TBA

Two test passes so far in 2024

The present composition of the group is as follows:

Full Members	130
Fellows	12
Associate Members	32
Total Group Membership	173

Finally, don't forget that the rules of our affiliation with IAM RoadSmart state that local group membership is dependent on current IAM RoadSmart membership being in place.

That's all for this month, ride safely:

John Cheetam

FACEBOOK ROUNDUP

4 Jun 24

Just five of us the social ride tonight. I lead a ride across to Bardney- Wragby- Holton-Cum - Beckering-Faldingworth and then cut short the ride because of the heavy rain and went to The Sun Inn at Saxilby via Scampton and Tillbridge Lane. Just eight of us total at the meeting. I hope the weather is kind to Dave and the guys on the ride to Wales tomorrow. Thanks to all that came along tonight. – John



5/6 Jun 24

Thanks for the trip Dave, a great trip around Wales, and great company! Very enjoyable, looking forwards to the next one! -Will



9 Jun 24

Friday 7 - I went to Inch Perfect , roughly 20 minutes from Clitheroe . Site is set up very well for anyone who wants to have a go at trails riding. Second time I have been, excellent coaching on both occasions . Yes, did fall off more than once but had a very good day. - Adie



Fourteen of us at the Woods this morning for the group ride. We split into 2 groups led by Ian and Ken. Ian took us on a circuitous route over the Wolds to Wickenby and Ken led his group to Sutton on Sea. Many thanks guys and great ride Ian. - Mick



22 Jun 24

A really good productive day today at Cadwell Suzuki Live Event. Thanks to all the volunteers that came and supported and helped out. Plus at last really nice weather.

We had four new sign ups and a surprise visit and a good long chat with Stuart Donald the Chaiman of the IAM. – John Bateman



23 Jun 24

Another glorious day at Suzuki Live at Cadwell. Many thanks for those that volunteered to help out. Alan Pugh, Don Ford, Mark Goulden (Thanks for the biscuits Mark), Julie Mendes, Karen Bevan, Jerry Neale and Alison Hanna. We had some good banter. A bit of interest today and maybe some future prospects but no sign ups. We did however get some good networking with the Event Organisers, Rob and Darren, the law firm Hugh James and of course Stuart Donald the chairman of the IAM and hopefully some future collaboration at local events. Don and Julie went and tried out some Suzuki's today and Don and Alan tried out some off roading yesterday.

The only downside to the weekend was poor Alan Pugh was banned from the trackside when he was wearing his shorts because the sun glinting on his legs were putting off the riders coming over the mountain and also people in the cafe were eating. ("Oh revenge is sweet for the High powered mobility scooter jibe a while ago). I told you I'd bide my time and get revenge 🤪

We did expect Barry Jones to be there to help out but he came up with the lame excuse that he is in Seattle USA (Any excuse will do) 🤪

For those that missed out this week and really wanted to volunteer to man or woman the stand but had prior pressing engagements,



don't worry you're in luck (Rick Parker 😊) because next Sunday we are having our Gazebo at the Motorcycles At The Manor Event at West Ashby. I will of course post separately about that. I hope you all had a wonderful weekend in what will hopefully be this type of weather until October at least. – John

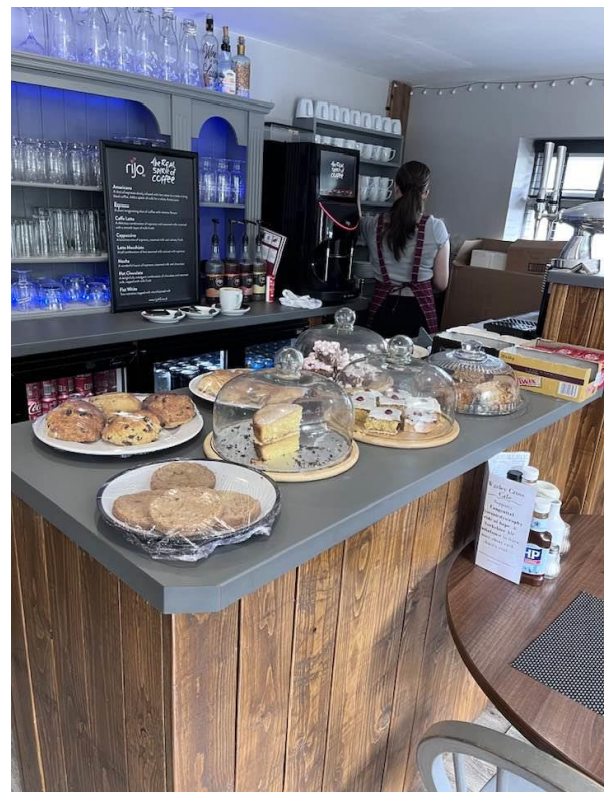
23 Jun 24

We had a good turnout at the Homestead this morning. We had 2 rides led by Bruce and GeOff. Thanks very much chaps.👍👍 - Will



23 Jun 24

This is especially for cake eaters, this was our ride on Sunday, really good route and cafe. – Malcolm



30 Jun 24

A good day at Motorcycles At The Manor at West Ashby.

Nice weather and very well attended event with lots of classic bikes and riders. It was slightly larger than last year and I think this event will only grow over the next few years.

Four new associate sign ups and one taster ride booked.

Many thanks to the volunteer team Julie Mendes, Sarah Barwick, Matt Hopkins, David Hall and Stan Parker who chatted to prospective associates and fielded general enquiries and helped with the gazebo stand setup and packing away.

We couldn't do this without the help of volunteers which is appreciated by us all.

It was nice that group members Alison Hanna, Rick Parker and Rob Pursey who took the time to attend the event and drop in and have a chat with us. There were also other group members that stopped by for a chat but unfortunately I don't know your names but thanks anyway.

An extra special mention also goes to Sarah for bringing her excellent chocolate brownies again and Julie who supplied the sweet banana thingy's. – John Bateman



THE JOLLY BOYS OUTING – PART 2

The Unfamous Three in a Quest for the search for The Elixir of Youth.

By Enid Blyton.

Some of the names have been changed to protect the guilty and artistic and poetic licence given full reign.

Starring Barry “Indiana” Jones, Rick “Spidey” (Peter) Parker. and John “Enid Blyton” Bateman.

Chapter 3 - Automotive Treasure.

Captain Slog Star date 11/04/2024 09H30

Repleat with a hearty breakfast the band of adventurers set of on the next leg of the quest. It was a very short leg and they arrived at the Hayne's Museum in Sparkford around twenty minutes later.

Dismounting and entering the building they were again greeted with the need to pay for entering the hallowed halls. Enid predictably got a senior citizen discount, once again much to the annoyance of the other two.

They spent the next few hours wandering through row upon row of cars and vans from all manner of motoring history recounting to one another stories of their childhood in Standard Eights, Morris Minors and Cortina MK1s.

After a refreshing brew and large slabs of cake they continued the visit with a trip to the first floor to see the few motorcycles on display.

They had a long leg now to the next watering hole for the night in a place called Knowle in the West Midlands.

Initially Spidey Parker lead the way on the old KTM followed buy Enid and then Indiana on what was no longer the shiney new BMW. It was covered in a thick layer of mud and grime and early in the morning they had found Indiana crying over the now unrecognisable filthy Beemer his tears falling on to the grime encrusted exhaust pipe and leaving little telltale trails of the shiney chrome underneath.

The trio set off weaving their way through B roads northbound with Spidey Parker on the trusty old KTM. The weather had brightened at last and the weather gods decided if they couldn't upset these road warriors with bad weather they would use a different tack and turn up the heat. They had been travelling for the last few days in torrential rain and gales with the temperature just hovering in double figures but now the heat was turned up. Enid noticed that the air temperature gauge was rising and at one point was showing 22 degrees a massive difference from when they had set out. They were dressed for cooler weather and pulled in for a refuel stop and a cool refreshing drink. Enid was having shoulder pains in the old arthritic body and decided to dissolve a couple of Paracetamol in the water bottle and give it a bloody good shake. This however proved to be a big mistake because the build up of gas from the tablets suddenly exploded the top from the bottle with a loud bang that sounded like a gunshot. After a short while Spidey Parker said he thought that Indiana with his encyclopedic knowledge of the area should lead the rest of the way to the fabled cafe AV8 on Cotswold Airport.

On the way the trio once again crossed the Salisbury plain and distant cannon fire could be heard from tanks on the practice grounds. Fortunately our travelers did not come directly under direct fire due to the in depth military knowledge of Indiana who lead them through the treacherous terrain.

Apparently he knew this place intimately and regaled his companions with escapades, most of which are not suitable for publication to the general public of a sensitive disposition.

As they left the premise it was about to close and true to form Spidey Parker once again his spider senses had deserted him and he left something behind. This time it was his gloves and he had to beg the staff to open up to let him retrieve them.

They set off towards their next destination The Kings Arms Taverne in Knowle in the west midlands.

Again the trio consumed enormous portions of the local cuisine and copious amounts of ale.

Chapter 4 - A view of bygone times and a little sadness.

Captain Slog, Star Date 12/04/2024, 09H30

The next morning they were up bright and early and after a hearty breakfast they left on their next leg of the quest to the home of the best of British Motorcycling the aptly named National Motorcycle Museum. Once again Enid managed to gain an advantage and get pensioners discount.

Again this place was filled with all manner of incredible "British Engineering" from a time when this wonderful land was truly "Great Britain".

I was an incredible collection that made the heart glad but also sad at the same time that this was all that was left of a once great industry that lead the world.

Their quest completed after a few hours they set off on the final leg home.

An uneventful journey now that the weather gods had tried and failed to thwart their quest.

They arrived home weary but sure in the knowledge that they had found the answer to the Elixir of Youth.

EPILOGUE

Well I can say that the answer to the Elixir of Youth will come as no surprise to most of you.

It is of course "Petroleum Spirit" in all its forms. Because once this amazing liquid is added to the tank of a motorcycle and the engine is fired up it transports the rider of any age back to the days of carefree youth.

Our intrepid trio had a blast and an almost constant stream of laughs as each one in turn became the butt of jokes. It was all taken in good part and I'm sure created a bond of lasting memories. There are many parts that have been left out of the story as some of the jokes are unprintable and certainly not suitable for the easily offended.

Hopefully we managed to evade Moriarty Killspeed and escape any speeding tickets.

If you made it this far then well done because I'm sure you're in a minority.

I hope you have enjoyed my little diatribe and I hope it has at least raised the odd smile.

Whatever you ride and wherever you ride your amazing youth giving machine, may you always ride well, ride safe and maybe in the words of "MC Rider" we'll see you on the road.

THE END (Thankfully)

Ps, Just some quotes. They're not relevant to the story but I like them.

"It's life Jim but not as we know it" (Spock.)

"He's not the messiah he's a very naughty boy" (Brian's Mum "Life of Brian)

"Always look on the bright side of life" (Brian)

"Man who keep feet on ground have trouble pulling up pants". (Confucius)

"Its better to ride into the sunset than watch it set over the horizon from a chair in your back garden". (Me)

THANKS FOR READING.

John Bateman

Following on from Group Chairman Ian Morrisons words about speed limits, I read in a statement from Lincolnshire police that the Bike team were out in the county, and over one weekend in June, over 60 people were reported for driving offences, including one person who was speeding in West Ashby: they were travelling at 68mph in a 30mph speed limit. Three officers, two on unmarked motorbikes and one on a marked bike issued over 20 summons for speeds in excess of 50mph in a 30mph zone, across the county.

Your choice of speed

Speed affects your perception and judgement, so your choice of speed has a major impact on your ability to anticipate hazards. It's important to adjust your speed to how well you can see, the complexity of the situation and the distance it will take you to stop.

How speed affects observation and anticipation

The faster you go, the further ahead you need to look. This is because as you ride faster, the nearest point at which you can accurately focus moves away from you. Foreground detail becomes blurred and observation becomes more difficult because you have to process a lot more information in less time. The only way to cope with this is to scan further ahead, beyond the point where your eyes naturally come to rest, to give yourself time to assess, plan and react.

At higher speeds, you will travel further before you can react to what you have seen and you need to build this into your safe stopping distance.

Always ride so you can stop safely within the distance you can see to be clear on your own side of the road.

Your ability to take in foreground detail decreases with speed and increases as you slow down. In areas of high traffic density such as town centres, you must slow down so that you are able to take in as much foreground information as possible.

Statutory speed limits set the maximum permissible speed, but this is not the same thing as safe speed. The safe speed for a particular stretch of road depends on the conditions at the time. It is your responsibility to select a speed appropriate for the conditions so that you maximise your ability to observe and anticipate hazards.

Accurate assessment of your own riding competence is essential, if you don't choose a safe speed for the circumstances, you won't have enough time to anticipate hazards. Riders who ride fast regardless of the circumstances have a collision risk three to five times greater than riders who don't.



Inappropriate speed

Whether exceeding the speed limit or driving too fast for the conditions poses significant risks on the road.

- 1. Increased Crash risk:** Drivers and Riders travelling at inappropriate speeds for the situation are more likely to be involved in collisions. Their higher speed amplifies the severity of injuries to themselves and other road users. *
- 2. Stopping distance:** Even within the speed limit, driving too fast for the conditions (e.g. poor weather or visibility) reduces the safety margin. At 30mph, vehicles travel about 44 feet (approximately 3 car lengths) per second. A slight increase in speed significantly affects stopping distance. *
- 3. Urban roads:** Around two-thirds of crashes resulting in injuries or fatalities occur on roads with a speed limit of 30mph or less. A 1mph reduction in average speed could decrease accident frequency by approximately 5%. *

*Source ROSPA

Remember, responsible riding means adjusting your speed based on road conditions and staying within the limits.

Remember, Speed limits are a maximum, not a target.

Incidentally I see that all motor cars sold from July 7th 24 must now be fitted with a speed limiting device that uses both GPS and camera to read speed limit signs (If they are not overgrown with foliage) reduces power to the vehicle if it strays over the speed limit. As for Motorcycles, well the technology is not there yet, but it's just around the corner and will be following the cars for sure....

Stay Safe Jerry

THE DAY I CROSSED TO THE OTHER SIDE!!

As well as IAM I am also a member of the Curvy Riders MCC and another member of that group is also a member of ROSPA. She had noticed that the Yorkshire ROSPA group were putting on a bike manoeuvring and handling course and I was fortunate to be able to book myself onto the day's course even though I am not a member.

So, it was an early start to get up to the Humber and over the bridge to the Humber Country Park where the training took place and meet the rest of the group. I was then instantly spotted by two members of our IAM who had also 'crossed to the other side'! John and Baz were there observing the training to see if it would be a useful idea for our group. Typical, I sneak off to have training by ROSPA and crossing into Yorkshire and I still get caught out!!

The ROSPA group had been allowed free use of one half of the large carpark in the country park for the training with the expectation that we would all use their small café for drinks and cakes etc during the day. As motorcyclists this was never going to be a problem!

After introductions, the day started with a 'walk' round the bike. This involved firstly getting the bike balanced whilst it was standing upright (not on a stand) and then moving slowly round it just using one hand at a time to keep the bike upright and not allowing it to drop. The instructors obviously did this first and made it look easy but once we all took it in turns to have a go, I realised that it is an unusual feeling as it is not something we would normally do with our bikes. However, having managed to work my way round the bike without letting it fall over I already then had more confidence in the way my bike wants to balance on its own with little help from me, which was the object of the exercise.

The training continued with theory and practice of emergency stopping using back and front brakes separately at first and then both together. The distances for each stop were measured to show us the stopping difference between using each brake and also how the ABS feels when it does kick into action (which mine did on one of my braking runs).

Cones were used to give us the chance to slowly ride a slalom type course around them with, again, lots of help and instruction for each run and the chance to have a few goes to help perfect our technique. This was also the case later on when we had to enter a circle and slowly ride round it to both our right and left and head to the exit without putting our feet down. Again, the instructor made it look effortless but, as we all probably know, it is harder than it looks! I managed to get round in both directions after a few goes and was met with a cheer once I had completed it (they knew I was determined to get it right in the end!) A good exercise to reinforce the idea of looking well ahead of where you want the bike to go whilst manoeuvring round corners or turning the bike around.

One of our final bits of instruction was the 'wiggling of the hips' to also help us move the bike around corners more easily. I remember being told this in other training sessions, but it seemed to click again with me on this day. This is the technique where you are moving your hips on the bike to help steer it in the direction you want it to go whilst trying to keep your body and head more upright. It made me realise that I was leaning over with the bike into corners but not actually helping it by moving my centre of gravity and I don't keep myself as upright as I should. When I'm out riding now I have to keep remembering to do the hip wiggle and keep myself more upright. It's amazing how the bike reacts so much better when you do all you can to help it round corners!

I think the scariest thing we saw was when one of the instructors was talking about using bike's side stand. He just put the bike stand down, got off the bike and walked away leaving the bike to fall sideways onto it's stand. I think we all cringed and shut our eyes expecting the bike to just carry on and fall over completely but it didn't and neither did it fall over the next few times he did the same thing! However, being asked to do the same thing to our own bikes was not pleasant but, funnily enough, they all landed on their side stands and none fell over though it is not something I will be trying with my bike too often.

There were more exercises that we had instruction on during the day and they were all about learning new skills and boosting everyone's confidence which the day did do for all of us. The whole day was well organised and the ROSPA instructors were very friendly and welcoming and went out of their way to put us all at ease from the beginning. All in all, it was a fun day and I learnt a lot from it and just need to now keep putting it into action when I'm out and about on my bike. I would happily do the whole day again and I'm sure that I would come out of it having learnt yet more skills and boosted my confidence even further.

Gill Matheson

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
STARBUCKS	M180, Junc 5 Services, DN20 0PA, ///breakfast.slippers.alleges
SUN INN	20 Bridge Rd, Saxilby, LN1 2PZ (Social Venue)

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

GROUP AND OBSERVED RIDES **0930hrs FOR PROMPT DEPARTURE AT 1000hrs**

SOCIAL MEETING **FIRST TUESDAY IN THE MONTH AT 2000hrs**

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

JULY

Tuesday 2nd **Social Meeting** Sun Inn, Saxilby

Speaker is Simon Weir, author, journalist, tour planner, advanced riding instructor, speaker, commercial copywriter and general jack of all trades (taken from his LinkedIn profile)

Sunday 7th **Group Observed Ride** The Homestead

Sunday 21st **Group Social Rides** The Homestead and Starbucks

Wednesday 31st **Observers Meeting** Details from Jerry nearer the date

AUGUST

Tuesday 6th **Social Meeting** Sun Inn, Saxilby

Friday 9th **Committee Meeting** Via Zoom. To Be Advised

Sunday 11th **Group Observed Ride** Ancholme Leisure Centre

Sunday 25 th	Group Social Rides	The Homestead and Starbucks
Wednesday 28 th	Observers Meeting	Details from Jerry nearer the date

SEPTEMBER

Tuesday 3 rd	Social Meeting	Sun Inn, Saxilby
Sunday 8 th	Group Observed Ride	Willingham Woods
Sunday/Monday 8 th /9 th	Dave's Lancashire trip	See Page 4 for details
Sunday 22 nd	Group Social Rides	The Homestead and Starbucks
Wednesday 25 th	Observers Meeting	Details from Jerry nearer the date

OCTOBER

Tuesday 1 st	Social Meeting	Sun Inn, Saxilby
Sunday 6 th	Group Observed Ride	The Homestead
Friday 11 th	Committee Meeting	Via Zoom. To Be Advised
Sunday 20 th	Group Social Rides	The Homestead and Starbucks
Wednesday 23 rd	Barrie Heath Quiz	2000hrs Heslam Park Rugby Club, 124 Ashby Road, Scunthorpe, DN16 2AG
Wednesday 30 th	Observers Meeting	Details from Jerry nearer the date

NOVEMBER

Tuesday 5 th	Social Meeting	Sun Inn, Saxilby
Sunday 10 th	Group Observed Ride	Ancholme Leisure Centre
Sunday 24 th	Group Social Rides	The Homestead and Starbucks
Wednesday 27 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.

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 pgilbertlam@gmail.com or 07704 168227.

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						

