

ChainLincs



THE NEWSLETTER OF

Lincolnshire Advanced Motorcyclists

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

OCTOBER 2024

iam
RoadSmart

Official Provider



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 November 2024

Please provide any copy to the Editor by **28th of the month**

Mick Smith
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Lincolnshire Advanced Motorcyclists

Find us here :



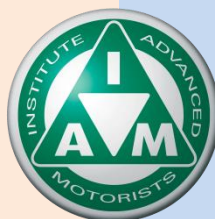
[Web Site](#)



[Facebook](#)



[X \(formerly known as Twitter\)](#)



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Welcome to another edition of ChainLincs. Apologies it is a little late as I was on holiday and had to extend a couple of days due to getting a sickness bug.

As you will see from Ian's bit he is also on holiday and has come across some interesting biker 'robots'. I was in Cyprus and didn't see anything like that and although there weren't that many bikes around there were plenty of scooters, mopeds, call them whatever you want. Many were used by food delivery riders and TBF they were wearing helmets and most had jeans on at least. It was the bikers I saw on the more powerful bikes just in shorts and t-shirts that concerned me most, at least they wore helmets!

Some of the roads in Cyprus would be great to ride but not in 30/35 degree heat, maybe one year I'll go later in the year and hire a bike?!?

Once again I have added an article from www.fliesonthevisor.com , thanks to Dave Ayres. Some of you will have seen this on our FaceBook page but for those that don't use it I have reproduced it for you.

It is great to have some items to include. 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 .

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.

And we still need a new data manager. As notified previously 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 could take on this role give Phil a call, I am sure he would be happy to talk to you about it.

In ChainLincs this month we have:

Chatter from the Chair

Membership update

Facebook roundup

ROSPA or IAM – Which is better?

AGM

Events diary

Clothing

Stay safe

Mick

Hello again,

Firstly, we have two new members to welcome: Paul Routledge and Steve Mitchell. Welcome to you both. I hope your journey with us is both rewarding and enjoyable.

Secondly, we have one test pass to share with you since the last newsletter, Reece Lake. Congratulations to you Reece and your Observer Stuart Harrison.

Here we are again, summer is on the wain, I'm away on an extended holiday break, experiencing traffic and attitudes from a different country's perspective.

One of the first campsites I visited, had this beast of a car parked outside the reception office. I was looking for a bloke in a black mask and a black cape, but I didn't see him. '5.0' were the numbers stuck on the bodywork close to the front wheel. I had to go into the office anyway for some provisions, so I broke into conversation with the diminutive young lady behind the desk, taking nothing for granted and making no assumptions...

"Do you know whose car that is out front?" I asked.

"Yeppers, it's mine" she said with a smile on her face.

"Tell me about it" I said.

"It's a Mustang Coyote" she said, "it gets a bit whippy in the wet, so it's not got long before I retire it for the winter"

(Whippy? That's one way of describing it, I'll bet it gets whippy. So, the '5.0' really did mean 5 litre (FIVE LITRE) engine. How? Why? What for? Type thoughts flashing through my lazy holiday brain.

I complimented her on her car and left.

I had a good look around it as I was leaving. She never brought it out to play again while I was there, I guess I took more interest in her car than she was comfortable with.

(I nearly forgot to mention the 'GT' bit of the badge, silly me, but I suppose it makes a difference to some of you lot that are interested in the performance numbers.)





Then, there's us driving down a road and we come across a house where some bloke called 'Knight' living at #541, has made some 'biker robots' and left them outside for passers-by to enjoy. I quickly gave these characters some names but I'll leave that for you to guess. Do you know anyone looking like or riding anything like any of the characters below?





Imagine 4 vehicles arriving at a crossroads (4 way stop) each from a different direction where each is prepared to let the other go first.

You, you, no you go, no you go first.

Where vehicles merge in turn, no queue jumping, no squeezing past, no trying to keep another vehicle out. Keeping to speed limits, even 30kmh, (that's 18mph to you and me) no tailgating. I know it sounds as if I've been on the mushrooms, but I've seen it. Yes, it's uncommon. Yes, I was lucky. Yes, there definitely were occasional rule breakers, but for the most part I got to experience a "sharing of the road" which I thoroughly enjoyed.

We don't need axes, spears and shields.

We ought to wear the best armour we can.

We can't change the past, but you can influence the now.

Be a good ambassador out there, be the best you can be.

It's a frame of mind thing.

"In the Sept magazine I stated that I'd like to put on a memorial days ride out for Keith Smith on Sat 19th October.

Venturing into North Yorks (if no one comes up with a better/different plan).

I'll reccy a route on a good weather day sometime after the 9th.

Anyone interested in either run out, please let me know by text. I'm not a regular on FB so don't rely on me spotting a reply there."

Take care, ride safe,
Look after each other.

Ian
(Chair)

There have been two new members join the group since the August newsletter

Member	Observer
1093 Paul Routledge from Navenby	Mick L
1094 Steve Mitchell from Newark	Alan Pugh

One test pass to report making nine so far in 2024

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

Member	Pass Date	Observer
Reece Lake	17 September	Stuart Harrison

The present composition of the group is as follows:

(figures exclude six members with expired IAM RoadSmart membership)

Full Members	136
Fellows	13
Associate Members	28
Total Group Membership	177

Membership renewal is due by 1 October 2024 for membership numbers in the range 1035 to 1052 inclusive. Emails will be sent to those members due to renew. Bank Transfer is now the preferred option for membership renewals in light of the continuing closure of bank branches and the fact that the Post Office will not accept cheques for payment to a business account which ours now is.

Cheques can be accepted as payment where a member has not got the option of Bank Transfer.

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 Cheetham

FACEBOOK ROUNDUP

8 Sep 24

7 of us out on the Observed Group Ride. Lots of bendy roads, finished off at The Homestead 🍷
👍 Thanks all for making it a great ride 😊👍 - Alan



8 Sep 24

The first day of Daves Adventure turned out to be very wet and eventful. – Will



9 Feb 24

Thank you Dave for a great, albeit soggy, trip. A few photos to share. Thank you to the intrepid fellow riders for their company and humour. – Dick

We are all safely home. Thanks Dave for putting on another great ride and thanks to all on the ride for great company. Even with the wet weather I thoroughly enjoyed it.- Will



15 Sep 24

I am going for a late summer ride into Derbyshire this Wednesday as I haven't done a midweek ride for a while and the weather forecast is looking good. Anyone within the group wishing to join me will be very welcome, (Full or Associate Member).

I will be leaving from Windmill Farm, Runcorn Rd, Whisby Rd, Lincoln LN6 3QZ at 10.00

I will be there at 9.30 ish for a coffee. The ride should be back in Lincoln late afternoon.

If you are interested please let me know. – Will

18 Sep 24

Thanks to everyone who came on my ride today. I had a great time thank you all. – Will



22 Sep 24

An interesting and enjoyable weekend at Cadwell 90th Anniversary Celebration.

Many thanks to the team that gave there time and effort to help out.

Sarah Barwick with excellent cakes as always Julie Mendes, Jerry Neale, Mark Goulden and his biscuit contribution, Rick Parker, Mike Day, Kev Hewson, Don Ford, Will Field, Mark Gill and Alan Pugh who scoped out and sorted a route for taster rides including downloading GPX files for satnavs and producing excellent laminated maps for the observers. Unfortunately due to a short time scale we were unable to get a taster ride booking system in place on the Classic Bike Track Days website (sorry about that) hopefully next time I can get it organised earlier and no doubt Alans route will still be of use in the future.

We did manage to get a couple of new sign ups so better than none. It was a good humoured get together for all involved and some new ideas were put forward to try and make our stand more interesting. We will be following up on the suggestions. We got an excellent spot for the stand this time opposite the Paddock Diner and closer to the action and after talking to the organiser Rob and Darin they assured us we can have the same spot in the future at their events. – John Bateman



22 Sep 24

Not a very big turnout at The Homestead this morning. But we had a good ride to The Daffodil tearoom at Eakring. Thanks for the company and thanks to Harry for tail ending. I think we all made it home dry. – Will



ROSPA OR IAM – WHICH IS BETTER

This article is brought to you courtesy of Dave Ayres at www.fliesonthevisor.com. Thanks Dave.



RoSPA or the IAM Advanced Motorcycle Training – Which is Better?

Advanced Motorcycle Training is a much-debated subject. It has very little to do with how you ride a motorcycle, concentrating more on the dark art of Roadcraft.

There is a crossover between how we ride and roadcraft, but most of the time, reading the road (roadcraft) naturally encourages us to ride based on the situations we see unfolding.

Having decided to develop your road-reading abilities, you get to join the religious war that appears to exist between the courses offered by the [Institute of Advanced Motoring \(IAM\)](http://www.iamroadsmart.com) and the [Royal Society for the Prevention of Accidents \(RoSPA\)](http://www.rospa.org.uk).

Keeping the Peace

Before getting into the topic – and trust me, there are some very strong opinions out there – let me set out my position.

Advanced Motorcycle Training isn't—or shouldn't—be about flat caps, conversations about BSA Bantams, day-glow vests, references to “back in the day”, or war stories. Driving standards, vehicle design, their performance, and the state of the UK roads have all changed significantly in just the last five years and will have done so again by 2030.



Advanced motorcycle training of any sort should help develop a new level of road awareness and the skills to maximise the additional information the courses will open you up to.

I've completed the [IAM Courses](#), including the Masters and the RoSPA Advanced training, which resulted in a Gold pass. I've also instructed the Advanced and Masters courses for the IAM and trained other IAM Observers.

What follows are my experiences. Yours may be different. What matters more than all the accolades, badges, and perceived swagger that some think goes with each level is that any rider who starts advanced motorcycle training is interested in developing their skills. This alone is what is important, not which course they pick.

The Differences

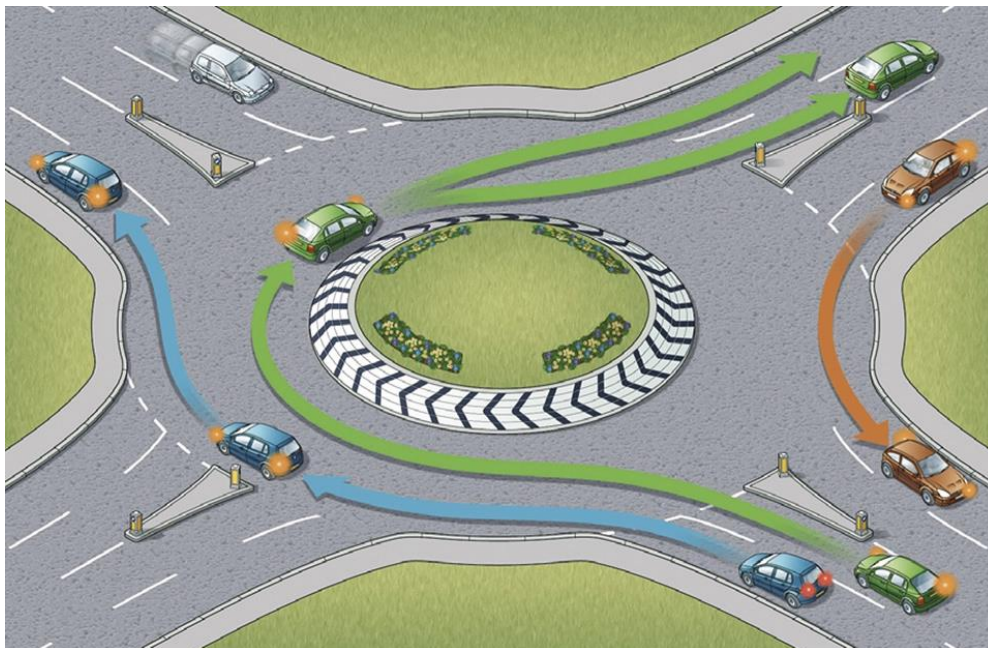
I scraped a pass for my first IAM Advanced test. Under Progress and Restraint, I was too restrained for the examiner's liking. Despite getting a three, the lowest allowable mark in a section, I'd scored high enough in the other areas to scrape through overall.

As well as annoying me that I'd done so poorly, it also piqued my interest and fuelled the desire to know more. How was I supposed to overtake an oversized 4x4, following a skip lorry, both of which were welded to the rear bumper of a Nissan Micra, driving at 55mph on a twisting country road where the speed limit was 60mph?

I wanted to understand this skill. Mirror, Indicate, Manoeuvre alone wasn't going to get the job done; I needed to know more.

The IAM Masters course was the most intense training I've undertaken. However, this doesn't make it better than RoSPA, as when I took the [RoSPA course](#), I'd already done the Masters, so I wasn't starting from the same place.

I spent a day in Milton Keynes with my Masters Mentor, developing my roundabout skills. The objective was to get from one side of MK to the other without stopping while maintaining a high safety margin and maximising our forward motion. This came after a seventy-mile cross-country ride to MK.



Highway Code Rule 185 – Roundabouts

[Editor's Note: For those unfamiliar with Milton Keynes, it may have the highest density of roundabouts of any town in the UK. It is built on a grid system, where the north-south and east-west roads cross; there is a roundabout].

IAM Skills development was based around developing “Thinking Riders.” There is the rule book ([Motorcycle Roadcraft](#)), and then there is the application of the techniques in the real world.

Conversely, I found RoSPA more attuned to perfecting the techniques described in the book so that they can be repeatedly and skilfully executed. Precision was the focus I was given when completing RoSPA.

For example, there is a known process for roundabouts, and if you execute it, you will benefit from the collective knowledge of thousands of motorcyclists. This isn't an uncommon approach. Pilots use checklists to remove variation and ensure every detail is covered.

Whereas we can't ride around reading checklists, the techniques are broken into smaller sequences, making them easier to memorise. Interpretation is still a key part of the RoSPA training, but each situation has a defined solution.

Both courses centre around the book [Motorcycle Roadcraft: The Police Rider's Handbook](#), so the content is the same. Perhaps the one and only difference between the two schemes is how the book's content is taught.

Human Interaction

Whether they are called Observers, Tutors, Instructors, or anything else, the key (for me) to advanced motorcycle instruction has to be the person you are working with.

School teachers go through a two-year qualification to learn how to teach and impart information in different ways. This isn't true for advanced motorcycle instructors.

Yes, there are standards and qualifications that an instructor must meet before being let loose, but the ability to communicate in a range of differing styles is more assumed than taught.

Not everyone learns in the same way, and if the person trusted to help you discover new ways of reading the road is more impressed with their position as the “expert” than imparting the knowledge in a way that makes it easy for you to absorb, then you are in for an uphill slog.

I've seen and endured these types over the years, and learning to manage them isn't what an advanced roadcraft course should be about.

If you ask to switch instructors—politely, of course—they should understand. The objective is receiving the advanced training, and if their ego is bruised, well, that tells you everything you need to know.

Remember, though, that for a team to perform – that is what you and your instructor will become – you will have to go through the Forming, Storming, Norming, and Performing cycle. There is more on this dynamic at [BiteSize Learning](#).

Instructor Training

If the core to enjoying Advanced Motorcycle training is your instructor, rather than which course you choose, how are the instructors trained?

As you might imagine, RoSPA takes a more formal approach, requiring its instructors to undertake a week-long course. Before starting, you must have passed the RoSPA course at the Gold Level. Within the RoSPA course, there is an element focusing on Adult Learning and Facilitation.



To become an IAM Local Observer, you must have passed the IAM Advanced Course before applying. The local IAM group then delivers the Observer training through a mixture of sessions with your Local Observer Assessor and supervised road sessions training an Associate.

If you wish to advance from a Local to a National Observer—an IMI-approved qualification—you must be assessed by the IAM Area Service Manager and repeat this assessment every three years.

To become an IAM Masters Mentor, you must have passed the IAM Masters Course, be qualified as a National Observer and then be formally assessed.

As I write this, the RoSPA Level 3 Award in Advanced Motorcycle Instructor Training costs £1,500 and takes a week. Although technically free, the IAM Local Area Observer qualification requires one-on-one training from a Local Observer Assessor until the trainee Observer qualifies by demonstrating the necessary teaching and riding skills.

Neither RoSPA nor IAM instructors do it for the money. Having been an Observer and Masters Mentor, I can tell you there isn't any. We all do it – or, in my case, did it – because of a passion for motorcycles.

If you are asked to cover the cost of the instructor's petrol and tea consumption during each session, that is all the monetary reward they will receive.

What Will It Cost?

Beyond feeding your Instructor's tea and cake fetish, the two courses are once again different in how they charge.

The IAM goes straight in with one cost for the course: £215. This includes the admin, materials, and the test. Subsidies are often available, especially for riders under 25, so check with your local IAM Group.

RoSPA, in my case, charged me £15 to join the local group for a year, and the test was another £90. As I dealt exclusively with my local RoSPA group, I can't say if other groups charge more or less to join. The test bookings are administered centrally, so the cost is the same everywhere.

Which is Best?

We will all have our preferences, and mine is based on the people I met along the way. Yes, I've met a few "interesting" characters that I've not overly warmed to, but I'm there for the information they share. Anything else is a bonus that makes the learning experience easier.

All of my examiners at all levels of Advanced Motorcycle Training have been serving or retired Class One Police Motorcyclists. Again, this establishes that there is little difference between the skills you must demonstrate to pass any of the courses.

RoSPA has a single test that is graded Bronze, Silver and Gold depending on the level of skill you demonstrate. The IAM splits the tests into two levels, Advanced and Masters, with different levels of passing grades within both tests.

Hopefully, by now, I've convinced you that neither course is better than the other. Which is right for you depends on your preferred learning style and how well your Observer, Tutor, or Instructor can present the information in the style that works best for you.

They are all volunteers, so you might need to work a little to extract the maximum benefit from them. The simple fact that you decided to investigate the dark art of reading the road and refining your riding skills is all the encouragement they needed to help you.

So, which is best? Start one and find out, but in the end, it will be down to the people you meet along the way.

Those who tell you their scheme is best ... well ... perhaps they met the wrong people, or perhaps they are the people you want to avoid.

ANNUAL GENERAL MEETING

NOTICE IS HEREBY GIVEN by order of the Group Committee that the 37th Annual General Meeting of **LINCOLNSHIRE GROUP OF ADVANCED MOTORCYCLISTS** will be held at 8:00pm on Monday 4 November 2024 via “Zoom” to enable the Trustees of the Group (Registered Charity No. 1049955) to present their Annual Report and Accounts for the year ended 31 March 2024 for approval by the Group Members and to conduct an election.

Honorary Secretary's Name	John Cheetham	Date	01 09 2024
Address	26 Lansdall Avenue Lea GAINSBOROUGH DN21 5JL	Group No.	7176

All Members, Associates and Friends are invited to “attend” but only Fully Paid Up Members of the IAM and of the Group may vote.

A Member entitled to vote at the General Meeting may appoint a proxy to vote in his stead. A proxy need not be a Full Member of the Group.

CURRENT OFFICERS

All Officers retire annually and may offer themselves for re-election. (Group Rule 3.4)

Ian Morrison	Chairman
John Cheetham	Honorary Secretary
Matt Hopkins	Honorary Treasurer

COMMITTEE MEMBERS

One third of the Committee (excluding Officers) must retire annually and may offer themselves for re-election. (Group Rule 3.4)

A. RETIRING BY ROTATION AND STANDING FOR RE-ELECTION

Jerry Neale
Mick Smith

B. RETIRING BY ROTATION AND NOT STANDING FOR RE-ELECTION

None

C. COMMITTEE MEMBERS NOT RETIRING

Julie Mendes
Martin Atkin
Sarah Barwick
John Bateman
Phil Niner

Note

The total number of Committee Members including the Officers must not exceed twenty. Please see the NOMINATION PAPER for further detail.

LINCOLNSHIRE GROUP OF ADVANCED MOTORCYCLISTS

(Registered charity 1049955)

38th ANNUAL GENERAL MEETING

Monday 4 November 2024

@ 20:00 Via "Zoom"

(link to "Zoom" meeting to be sent by email 20 October 2024 to all group members
by Group Chair Ian Morrison)

AGENDA

1. **APOLOGIES FOR ABSENCE**
2. **MINUTES of the 2023 AGM (37th)**
3. **MATTERS ARISING from the 2023 AGM (37th)**
4. **AMENDMENTS OR ADJUSTMENTS TO THIS AGENDA**
5. **CHAIRMAN'S REPORT**
6. **TREASURER'S REPORT AND ADOPTION OF ACCOUNTS**
7. **ELECTION OF OFFICERS**
8. **ELECTION OF COMMITTEE**
9. **ADDRESS BY NEW CHAIRMAN (if applicable)**
10. **ANY OTHER BUSINESS (properly the business of the AGM)**

As notified separately, the AGM is being held at 8:00pm on Monday 4 November 2024 via a “Zoom” meeting.

Nominations are invited from Full Members to stand for Committee. The Nominee must be willing to stand for the Committee and sign the Nomination Form. By signing the Nomination Form the Nominee is affirming his/her ability and intention, if elected, to attend Committee meetings regularly.

Please note - You may not stand for the Committee if the law debars you from being a Charity Trustee.

Only Fully Paid Up Members of the IAM and of the Group may nominate Committee Members or be nominated as Committee Members.

This Nomination Paper must be returned to the Group Secretary at least seven days before the election – i.e. by 28 October 2024. (Group Rule 3.5)

All Officers and one third of **all** other Committee Members must retire annually by rotation and may offer themselves for re-election by Group Full Members. (Group Rule 3.4)

Those elected become Charity Trustees of the Group.

OFFICERS

Name	Position	Nominated by	Seconded By	Signature of Nominee
IAN MORRISON 0654	Chairperson			
	Vice Chairperson			
JOHN CHEETHAM 0070	Honorary Secretary			
MATT HOPKINS 0858	Honorary Treasurer			

COMMITTEE MEMBERS

Name	Nominated by	Seconded by	Signature of Nominee
JERRY NEALE 0676			
MICK SMITH 0652			

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

OCTOBER

Tuesday 1 st	Social Meeting	Sun Inn, Saxilby
		First aid training session courtesy of Jayne Kirton. Jayne provides first aid training professionally and is the wife of one of our members.
Sunday 6 th	Group Observed Ride	The Homestead
Friday 11 th	Committee Meeting	Via Zoom. To Be Advised
Saturday 19 th	Keith Smith Memorial Ride	Ian Morrison organising, see 'Chatter from the Chair'
Sunday 20 th	Group Social Rides	The Homestead and Starbucks
Wednesday 30 th	Observers Meeting	Details from Jerry nearer the date

NOVEMBER

Monday 4 th	Annual General Meeting	Zoom, details to follow separately by 20 Oct
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	Barrie Heath Quiz	2000hrs Heslam Park Rugby Club, 124 Ashby Road, Scunthorpe, DN16 2AG
Wednesday 27 th	Observers Meeting	Details from Jerry nearer the date

DECEMBER

Tuesday 3 rd	Social Meeting	Sun Inn, Saxilby
Sunday 8 th	Group Observed Ride	Willingham Woods
Friday 13 th	Committee Meeting	Via Zoom. To Be Advised
Sunday 22 nd	Group Social Rides	The Homestead and Starbucks

FEBRUARY 2025

Tuesday 4 th	Social Meeting	Sun Inn, Saxilby
Sunday 9 th	Group Observed Ride	The Homestead
Friday 14 th	Committee Meeting	Via Zoom. To Be Advised
Sunday 23 rd	Group Social Rides	The Homestead and Starbucks
Wednesday 26 th	Observers Meeting	Details from Jerry nearer the date

MARCH 2025

Tuesday 4 th	Social Meeting	Sun Inn, Saxilby
Sunday 9 th	Group Observed Ride	Ancholme Leisure Centre
Sunday 23 rd	Group Social Rides	The Homestead and Starbucks
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.

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						

