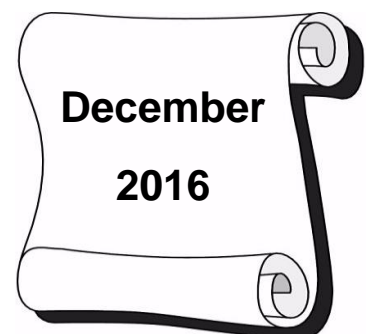


ChainLincs

THE NEWSLETTER OF
THE LINCOLNSHIRE ADVANCED MOTORCYCLISTS
IAM GROUP 7176, REGISTERED CHARITY 1049955, SUPPORTERS OF THE BMF



Brrr! It's getting chilly now.



GROUP COMMITTEE MEMBERS

Mick Smith mick.carron@btinternet.com	Chairman & Website	01673 860853 07979 912740
John Cheetham lincs-am-sec@pobroadband.co.uk	Group Membership Secretary & Newsletter Mailing	01427 616864
Sam Kirwan Samng41@icloud.com	Treasurer	07745 774215
Roland Johns johns7@ntlworld.com		01522 887829 07943 812324
Jerry Neale jerryneale@tiscali.co.uk		01522 681613 07885 494607
Kevin Turner kevturner59@sky.com	Website & Group Clothing	07796 954004
Lynne Watson lynne.iam1@gmail.com	Minutes Secretary & Newsletter	07739 571610
Steve Wivell jsks.wivell@gmail.com		07834 781042

CENTRAL ENGLAND & WALES REGIONAL OPERATIONS MANAGER

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

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



Lincolnshire Advanced Motorcyclists

<https://www.facebook.com/groups/301610040008772/>

Follow us on twitter at :- @lincsbikers_iam

Meetings are held on the first Monday of each month starting at 8pm

at the Nags Head, Middle Rasen, LN8 3JU

Middle Rasen is on the A631 about 1.5 miles west of Market Rasen

The next issue of ChainLincs will be in February 2017.

Please provide any copy to the editor, Lynne Watson, by **27 January 2017**

at the latest, earlier is better. You can send any articles by email to

lynne.iam1@gmail.com

EDITORIAL

Well here it is, the Christmas edition of ChainLincs. The weather's now getting colder and the days shorter and so rides are becoming few and far between, although there are some hardy souls out there! Make sure that you are warmly wrapped up and prepared for anything the weather gods send you. This includes making sure you have eaten something before riding, keep warm on the inside as well as the outside.

The next social is on **5 December**. All are welcome to attend and it would be great to see you there. As it's the last one of the year, and just before Christmas (just in case you hadn't realised), we also have a buffet, raffle and quiz happening.

There isn't a newsletter in January or a formal social, the next ones will be in February, however, I am on holiday at the end of January, beginning of February so please could I have all articles and information sent to me by 27 January so that it can be prepared and sent out as soon as I have returned?

I'd like to thank everyone who has sent me items for the newsletter this year, they have been much appreciated.

If you are planning a ride out and its short notice, put it on our Facebook page, there may be others that are free and would like to join you. The social rides are open to anyone, not just LAM members, so invite your friends along as well. Sunday morning group rides are for members and those considering taking their advanced test.

If you have any recommendations for people or want to tell them about interesting roads and places contact me on either my mobile (details in committee information) or via email and we'll put something together. As they say 'Every Little Counts'. My email is lynne.iam1@gmail.com.

Whatever you do,
Have fun,

Lynne

Contents in this newsletter:

- Chairman's chatter
- Membership update
- November's social and AGM
- November's Sunday ride out
- Ride Outs and events
- Presentations
- Observer & Associate Information
- Group Clothing
- Diary of events

CHAIRMAN'S CHATTER

Well, here we are at the end of the year again already, they seem to fly by – maybe it seems like that as I get older! Anyway, welcome to the December edition of ChainLincs on a dark winters evening! Roll on the Spring! Another great edition for you to enjoy.

Three test passes this month. Congratulations to Phil Niner, Glyn Richards and Andrew Hirst, and well done to their Observers Roland Johns, Don Ford and Andy Kitchen. Hope to see you at the December social meeting for the presentation of your certificates.

Two new members this month, welcome to Adrian Hutson and Dave Ayres from Grantham. Dave got in while the price was right on the latest IAM promotion. Hopefully Roland will get you through over the Winter months and don't forget to join us on the Group ride outs on the second Sunday of the month – the next is on 11 December from Hartsholme Country Park in Lincoln leaving promptly at midday.

The next Social is the Christmas special on 5 December where we will have a quiz, buffet and raffle, and we have several certificates to present as well so hope you can make it.

Roland kindly organised another bowling evening on 25 November and despite hoping more than the seven we had last time might turn up in fact only five did. Roland even bought a couple of prizes so thanks for the wine Roland and for another good evening. Clearly the Group members don't seem to want events like this so it is unlikely we will try again in the future and will just stick with the monthly social at the Nags Head and the ride outs.

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).

Mark French was safely back from his trip across India on a bike at the end of October. His Justgiving page shows that he has raised £600 for the Air Ambulance although I wouldn't mind betting he has been given cash as well. Well done Mark. You can still sponsor him at <https://www.justgiving.com/Mark-French3>.

Hope to see you all soon, stay safe

Mick

MEMBERSHIP UPDATE

We have two new members to welcome to the group recently, as follows:

Member	Observer
David Ayres	Roland Johns
Adrian Hutson	Full Member

There are three test passes to report this month – congratulations on your success and a big thank you to your respective Observers.

Member	Pass Date	Observer
Phil Niner	2 November	Roland Johns
Glyn Richards	11 November	Don Ford
Andrew Hirst	18 November	Andrew Kitchen

The group membership is currently comprised as follows:

Full Members	103
Associate Members	16
Total Group Membership	119

Repeating my message from last month, Observer numbers are currently very low, this causing allocation problems especially in the Lincoln area. Please give thought to volunteering for this worthwhile and essential role which is paramount to the running and future of the group.

That's all for this month, ride safely:

John Cheetham

November's social and AGM

There was a good turnout for the November social and AGM with a few presentations taking place too.

There were some Committee Members standing for re-election and one long serving member who was retiring from the committee, but definitely not the group, Dave Hall. Dave has been a member of the Lincolnshire Advanced Motorcyclists for 31 years and an active committee member and ride and event organizer for most of those. As a thank you for all his efforts the group presented him with an engraved glass tankard.



November's Sunday Ride Out

Ian Morrison

An observers view on Group Rides.

No photograph for this month's magazine I'm sorry to say. It's unusual not to have a photo, but the bikes were just not together for a group picture. Never mind. 6 of us turned up for the ride and I led over some very challenging road conditions.

The event doesn't have to be an observed ride. While that's what's on offer, ride members are free to team up as they see fit, to go and do what they want on the day. This has been said many times before and in many ways.

We are all amateurs, no professionals, all of us doing this in our spare time. Whether leading or following, we are not perfect. We don't have to be, that's not what's expected, but turning up with the intention of trying to improve ourselves and each other. There's no such thing as the perfect ride. We all make mistakes. Regardless of where you are in the group ride order, to get the most from the event it takes an open mind and a desire to improve. With that, there should also be a willingness to both criticise and be criticised constructively, or the process doesn't work. It's not easy being on either side of that process. The ride leader is open to as much criticism as anyone else. This is team work. At least that's the intention, with the best of intentions, even if sometimes it doesn't seem that way. I've personally been on the receiving end of enough difficult attention in my time, some of which I didn't grasp the benefit of until later.

Turning up implies you want to be part of the team, even if not the above process, you don't have to make every ride.

You can ask for a 'one to one' if you prefer.

I personally like riding in small groups where we know each other, can trust each other to be safe and disciplined and can practice skills we don't get the chance to use when riding on your own.

It would be nice to see a few more on the ride outs.
You are all welcome. I hope you feel welcome.

December's Social

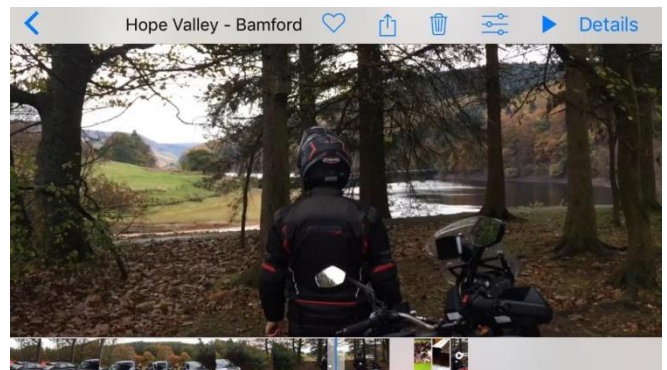
Don't forget the Christmas quiz, raffle and buffet at this month's social. Thanks to **Colin Willoughby Motorcycles** for donating some great raffle prizes. Donated prizes from members are also appreciated. Hope to see you all there!

Events and ride outs

Lady Bower Reservoir

On 6 November Ian Morrison led a ride to Lady Bower Reservoir, the weather seemed ok.....but as Ian says...

Good ride out today, apart from the normal mud, leaves, roadkill, cyclists and walkers, we also got snow! We got chatting with a lone cyclist, with an inch of frozen snot hanging from his nose. He said it was too slippery for him up there and he was ragging it in. Best display of autumn trees I've ever seen. I counted 4 out, and I counted 4 back in. Thanks to those that braved the weather.



Bowling



Unfortunately, only 5 turned up for the bowling night organized by Roland Johns but it was still an enjoyable night, particularly for Derek and Mick as they were the lucky winners of the wine.

Test Presentations



Kevin Seddon - It was 1964 and I was just 15 years old when I bought my first motorcycle. It was a Francis Barnett with a 250cc Villiers two stroke engine. I remember at that time there were two stroke pumps at all garages. As I was not able to ride the bike until my 16th birthday, it was lovingly cleaned and polished for many months in our back garden in Hull. Unfortunately, shortly before my 16th birthday, I was hospitalised with a debilitating illness which caused me to lose half my body weight and thereby made me physically incapable of handling the heavy Francis Barnett which I quickly sold and replaced with a 50cc Bianchi. The

Bianchi had 3 gears and a clutch, all manipulated with the left hand. After a few weeks I applied for my test, not because I particularly wanted to change the bike, I just wanted rid of those embarrassing "L" plates. The bike test at the time consisted of the motorcyclist riding continuously clockwise around a block whilst the examiner walked in the opposite direction observing on the odd occasions when the motorcyclist came into his view. At some time during this walkabout, he would step out suddenly into the road to enable you to prove to him that you could perform an emergency stop! At this point (providing you had not flattened him) you were asked some Highway Code questions which if answered correctly, obtained you the pass! What I had not realised was because the Bianchi had 3 gears, and the pedals were only used to start the bike it was classed as a motorcycle and not a moped so I was now "qualified" to ride any size motorcycle of my choice! This was also in the days before the wearing of crash helmets became compulsory and I knew of many young men who were either killed or had bad accidents during that dangerous period for young motorcyclists. So, partly to terrify my parents at the time, I sold my Bianchi 50cc and bought a 650cc AJS. It came with a sidecar which didn't stay on long as it turned out to be cumbersome and unreliable. In my late teens I was employed by the Cooperative Insurance Society and had a domestic insurance round which involved calling regularly at a few hundred homes. I bought a Honda 90cc motorcycle, which, for the hammer it received, was probably my most reliable bike to date.

It was placed on its centre stand so many times that it eventually dropped off and I ended up having to lean it up against fences and hedges! It was left outside at home and survived hundreds of daily kick-starts without ever letting me down. Japanese bikes were a revelation in the 1960's as they were not only reliable, but didn't leak oil like British made bikes did at that time. I still have a soft spot for everything Honda due to that bike.

When I got married in 1974 we had to sell the old banger and replace it with a motorcycle as I stopped work for a year to study at college. I bought a Triumph 350 3TA which I used daily. After college we moved to Bolton, Lancashire where the Triumph was used to transport my wife Shelagh and I daily to work in Manchester until we could afford a car. During that time I entered and won an open IAM car driving competition, the prize being a voucher to take the IAM Course. Unfortunately, I never had time to redeem the voucher but the thought of taking the course (not necessarily in a car) stayed with me. When we moved back to Hull (with two young children) in 1982 I bought a Honda 100 as a fun run-around which I kept for a few years.

In 2003 I bought a Harley Davidson FLSTC Softail. Although I travelled to France and Ireland on it I eventually concluded that it wasn't really suitable for me. Shelagh and I retired in 2007 and proceeded to renovate a bungalow in Goxhill which took us nearly five years during which time the Harley was rarely used. When I sold it in 2014 it only had 6000 miles on the clock. One good point

about the bike was that I sold it for 75% of the price that I paid for it. I then looked around for a smaller, lighter bike and settled on my present machine which is a Honda NC700S. Later that year I started the IAM course but shortly after, received some bad news about our son's health. This put me in the wrong state of mind to carry on the course during 2015. Earlier this year I had to make a decision whether to proceed with the course and with the help and encouragement of Ken Rose and John Harrison decided to carry on with the observation and subsequently passed the test on Friday 2nd September. This is an achievement I am very proud of and I will always be grateful to the Lincolnshire IAM observers.

It wouldn't be honest of me to say that motorcycling was my first passion. Since I retired I have been lucky enough to take up a hobby that I have always been passionate about - beekeeping. I took a course in 2009 and have been a beekeeper since then.

I have five hives in my garden and am the Secretary of North Lincolnshire Beekeeping District which takes up a great deal of my time.

However, I have to say that after achieving my IAM pass I am enjoying motorcycling more than I have ever done in my life.



Lee Coulbeck: I started riding on my 16th birthday which feels about a decade ago but is rapidly approaching 4 decades. It was all really rather accidental because as a kid I wasn't into bikes but I needed some transport for life after leaving school. So I got an MZ Simpson 3 speed 50cc moped and discovered I *loved* 2 wheels. I didn't own a car until about 8 years later even though I passed my car test at 17. The best feature of the bike that made a lasting impression on me was the fully enclosed drive chain. This meant chain adjustment was minimal & the chain always appeared to be in perfect condition.



As my 17th birthday approached I took the RAC/ACU training scheme in Grimsby that ran, I think, on a Sunday morning in the public car park next to Freddie Frith motorcycle dealers. One piece of advice an instructor gave me that I always remember is "give drivers in hats a wide berth" - you can make your own judgement on that call. Shortly after reaching 17 I moved onto a Kawasaki KH125. Again a great bike for me and it had a nice bigger bike feel. I finished my RAC/ACU training on the KH125 and later that summer took my bike test proper. I made a lot of mistakes and learn't a lot on that bike.



Next bike was a Kawasaki Z400 twin which I ran for 18 months or so before



'the' bike turned up. In fact I kept the Z400 for some time and attached a sidecar to her which is most definitely different but great fun.

The bike I had been waiting for turned up... a Triumph Bonneville! The bike in question being a T140VJ Silver Jubilee which I bought in 1981 and which I still have and run. Sylvia, as she is called,



was my only form of transport for about 5 or 6 years and was used year round. Within a few months of getting Sylvia I fitted a Boyer Brandsden electronic ignition and everything was good. Sylvia happily took us (me and fiancé/wife) all over the UK. We used to take part in English Civil War re-enactments/living histories and Sylvia would take us all over UK packed with camping gear and props etc. One year we had a leisurely 2+ week tour in France going from Calais to Blois, the Massif Central (great views but wavy tarmac), Le Puy & Cap d'Agde in the south of France which was just too hot! We quickly headed north to

discover the Dordogne - absolutely gorgeous!!! Up the west coast on the Vendee & back to the channel ports. Sylvia only had one issue in France when she just stopped! Which was easily solved by spotting the over crimped (by me) battery feed to the Boyer ignition system, otherwise she didn't miss a beat. Sylvia was on the road for 10 or 11 years in regular use with very few problems until about 1991 when we started a family. She then spent 15 years garaged, in a shocking state, having done 50k miles most of which were mine.

During the time when the Bonnie was off the road I acquired a blown-up Suzuki GP125 to fix up. This gave me a nice little commuter. The GP125 fixed up well and ran great after the rebuild and I kept it for 2 or 3 years before selling it on to a mate to take his test on.



In about 2005 when the family were older and finances allowed, it was time to treat Sylvia to face lift (full renovation) which, for various reasons, took longer than anticipated. During the renovation I was warned of the shocking quality of some of the parts out there. But nothing really prepared me for what was to come! I could sort of cope with the idea of cheap far-eastern made butter metal parts and tried to avoid as best I could. What I didn't expect was a UK manufactured un-hardened inlet cam! This made setting tappet clearances a weekly routine during shakedown & bedding in until the missing cam lobes were spotted. The thought of all the worn metal in the oil on what is usually an unfiltered oil line (mesh filter & sludge trap only) made me thankful and hopeful that the retrofitted cartridge filter would save the engines bacon. After fitting another inlet cam etc. I then discovered the inlet cam followers had been hardened but not correctly and they were rapidly wearing. So, new inlet cam followers followed quickly. Sylvia is fairly reliable now after 8 years of shakedown. Still some issues but almost all related to 'new' parts. Anyway, I quickly realised that my 35+ yr old bike wasn't going to cope with the amount of biking I was trying to do, hence I acquired a second bike.

In Aug 2014 I bought my Suzuki V-strom 650 which, so far, has been near perfect with only 1 issue to date which is well known and easily sorted once you know about it. Thanks to the Wee-Strom I enjoy 3 seasons riding and the wife is back on the pillion seat. We did a nice charity run this August doing about 600 miles in 3 days for the Blind Veterans Charity. Taking us from the Cotswolds to Brighton via Loomies Cafe and the South Downs and we are planning a repeat again this year. I am looking to get a Tiger 800 but worrying as it may have one too many cylinders! My kids are all in competition to see who inherits the Bonnie when I'm too old to ride but they have to pass the initiation test.... They have to be able to start her up & pull the clutch in. So far no takers as apparently there are bikers today who have never kick started a bike!



Alison Millington receiving her test certificate from Mick Smith. Unfortunately, her observer, Morris Howe, was unable to attend.

Worth knowing.....

IAM Surety adopts a zero tolerance policy towards penalty points for mobile phone usage whilst driving.

The risk of using mobile phones while driving has been very prominent in the media recently, following the tragic quadruple fatality caused by an HGV driver using a phone at the wheel,

From this point forward our insurer, IAM Surety, will be unable to offer our exclusive 'members only' insurance scheme to any members who obtain points for using a phone while driving. This will be a permanent exclusion. Please spread the word so everyone understands the position.

We support this positive step towards making using a mobile phone while driving socially unacceptable.

INDIA MOTORCYCLE TOUR IN AID OF

Mark French



After more than a year of planning the time had finally arrived. As I picked up my riding gear and my bag stuffed full of cameras, spare batteries, memory cards, a first aid kit of essentials and a few changes of clothes I found myself wondering why my friends would do this to me. In mid 2015 I asked them to come up with a way I could raise money for the Lincs & Notts Air Ambulance and this was their answer. I would ride 1,300km through North Eastern India on dangerous and twisty roads through the foothills of the Himalaya's. The climax of the challenge would see me ride to a height of 10,000ft on what some rate as the second most dangerous road in India; the Jalori pass. My steed for the journey was to be a 500cc Royal Enfield bullet.

Following a 10 hour flight to New Delhi and an 8 hour train ride to Amritsar we finally got to rest. The next day we rise early for a safety briefing consisting of advice such as "might is right" (essentially if they are bigger or heavier it's their right of way) and use the horn to signal any and all of the following: *I'm here, don't hit me, I'm coming through, I'm overtaking you, I'm coming round the blind bend, I'm still alive so definitely don't hit me* and about a dozen other messages I never quite understood.

That afternoon we spend some time getting familiar with the bike which, thankfully, was a new model with a left foot 1 down 4 up gear change. Comfortable, solid and nicely balanced although lacking speed (yes, I am still talking about the bike) I am starting to get excited by now.



A few local beers and another good sleep sets us up for the first big day.

Getting up early we start the 200 km ride up what seems like never ending hills towards Dharamsala, the adopted home of his holiness the Dalai Lama. We get a few hours riding completed before the heat starts to build. Increasing our fluid intake accordingly to remain hydrated we have to push on. Average speeds are low because of the terrible road surfaces, rock falls, blind bends, monkeys, dogs and occasional cow none of which respect my frantic blasts of the horn or "the might is right" rule. Several hours later we roll in to Dharamsala exhausted from the non stop effort and concentration. The next day offers little difference with much the same terrain and a seemingly endless array of obstacles and danger to avoid as we make our way to Manali.

At times the road was barely one vehicle wide with nothing between me and a drop of hundreds of feet. I can see why they recommend an advanced riding qualification before you take part in this challenge because without the knowledge, skills and systematic riding style the training gave me I think I'd have been too intimidated to tackle these roads (if you can call them that).



Finally the big day arrives. With feelings of anxiety and fear we head to Chail via the Jalori Pass. I really can't find words to describe how steep this road is in places or how poor the surface is, what surface is left. From the start of the pass to the summit (14 km's) it took over an hour of riding often standing on the pegs in an off road style as we ride steep inclines in what is essentially mere dust, sand and a few rocks. For those of you who want to watch the videos of the riding I'll paste links below. Look out for the guy in the red, white and blue helmet and the blue jacket because that's me.



Despite the enormity of the challenge I made the summit without falling off once and even remembered to put on my Air Ambulance t-shirt for a few pictures. The ride down the other side was an equally long journey using 1st gear and occasional light touches of the rear break to stop the bike running away with me. The next two days, 340km and 250km respectively (11 hrs and 10 hrs of riding) are taken up with making our way to the River Ganges and through New Delhi towards the airport.

Riding through New Delhi was an experience like no other with vehicles coming from all sides and weaving in and out like a cross between whacky races and a scene from a James Bond film. My observations and safety checks were so frequent it must have looked like I was dancing, the bubble of safe space I like to keep around me when riding was forcibly reduced to the size of my own skin with cars and scooters inching their way past me, often clipping my legs or the bike as they went. It could best be described as extreme filtering with a touch of wrestling thrown in.



So that's my experience of riding in India. Would I do it again? The mountain roads yes, without a moment's hesitation, but I think I'll leave riding through New Delhi to the locals.

Now where will my next adventure be....

Videos

Can be found on YouTube by clicking here

https://www.youtube.com/channel/UCLVTBeuHukYkY3qtA7_jQ5A

or searching the channels for Marks India Motorcycle Tour

Donations

I have raised over £600 so far. If you would like to donate please do so online using the details.

Thank you

www.justgiving.com/Mark-French3

Observers and Associate Information

Ian Morrison

Who wants to be an observer?

"Not me! No way! What for?" was my initial view when I heard someone asking for volunteers.

When I started putting in extra hours my wife said 'I thought you'd passed your test?'

And now I'm on the inside, I can see that it includes reading, reading and reading the books (you are supposed to know your stuff. You can't blag this). Riding, riding and riding (you need to be able to set an example. You can't blag this). Meeting, meeting and meeting (you're supposed to show your face from time to time. Part of the team and all that).

Then what? Stand up and criticise (constructively) without offending, and offering yourself up for criticism. Wonderful. It's not easy. There's not much in the way of thanks.

But there is pleasure, riding better yourself, especially getting someone else to ride better, whether they pass the test or not. Love 'em or loathe 'em, the Observers do it for you.

You wouldn't have passed your test so easily without one. Without them, we don't have new members, the club withers and dies.

So, How about putting something back?

It's not easy.

Give it a go?

Even if you don't make it through, you stand a chance of improving.

Isn't that what it's all about?

It's not easy.

I wanted to pass my test when I joined, but I really wanted to be safer, to improve.

If you're not going forwards, the theory says unfortunately you are going backwards, we don't stand still well.

I just didn't realise when I started that it never ends.

Come on...

It's not easy...

Apologies to the two interested observer hopefuls that seem to be kept at arms length, Kevin and Ross, we have not forgotten you.

SITUATIONS VACANT

Jerry Neale

Role

Group Local Observer

Definition

Group – a number of persons located close together with a shared belief.

Observer – one who observes, an interested spectator, a person trained to notice, one who examines and notes by way of comment.

Purpose of role

To give guidance to Associate Members enabling them to be able to pass the IAM motorcycle test.



Requirements

Enthusiasm
Self motivation
Communication skills
Planning skills
Leadership

Qualifications

Full Motorcycle Licence holder
Full Group Member
Current IAM Member
To be able to ride to a high standard

Hours

3 per week when required (more may be available on request)
Plus 1 evening per month (except winter time)

Salary

Voluntary- Although fuel costs may be paid by associate

Benefits

None of a material kind

Role Satisfaction

Unrivalled

Training

Comprehensive training will be given

How to Apply Telephone 07412935333 or see me at any group meeting.

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 a number of colours available, for full details contact Kevin Turner via email. Details shown in the Committee Information.

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



ALL CLASSES OF MOT 1, 2, 4, 5 & 7

From a Lincolnshire Advanced Motorcyclists Member

**Please ring for an appointment
Open Monday to Saturday
9.00am to 5.30pm**

**M. S. Buckley Motors Ltd
Station Road, Keadby
Phone 01724 782667**

We also do cambelt replacements and snap-on diagnostics



Cars

Motorcycles
& Scooters



Pickups

Motor Homes
a Speciality



Commercial
Vehicles

**10%
DISCOUNT
TO IAM
MEMBERS
ON OUR
MOROCCO
TOURS**



Specialising in guided motorcycle tours in Europe and Morocco.

Here at Moto Tours we are passionate about what we do. We have experienced motorcycle guides who have been to the locations before, so we are not going in blind.



CONTACT DAVE FOR MORE INFORMATION

07887 528623

DIARY OF EVENTS

The Sunday morning Group Observed and Social 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 for all to improve their skills through riding with fellow members. Potential members considering taking the IAM test may have an individual assessment ride. The runs last around 2 hours, usually with a mid-point refreshment stop, starting at the venues listed below.

It should be noted that members are free to group up as they feel fit and embark on a purely social run of their choice without any "observing" etc, merely enjoying the opportunity to ride with fellow like-minded bikers.

Ancholme Leisure Centre, Scawby Brook, Brigg, DN20 9JH

South side of A18

**Willingham Woods Picnic Site, LN8 3RQ A631
Rasen**

east of Market

Hartsholme Country Park Cafe, Lincoln, LN6 0EY South side of B1378, Skellingthorpe Road

Group Social Runs will incorporate café stops unless an alternative is specified. Please try to arrive at the meeting point in good time and with a full tank of fuel. Please let the run organizer know if you want to invite a guest. If carrying a pillion passenger you should ensure that 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.

DIARY DATES

DECEMBER

- Monday 5th - Christmas social meeting at the Nags Head, Middle Rasen, LN8 3JU (A631) at 8.00pm. Includes, quiz, raffle and buffet.
- Sunday 11th - Group Observed Run from Hartsholme Country Park. Meet 11.30am for 12.00am. prompt start.
- Monday 12th - Committee Meeting, Nags Head, Middle Rasen. Prompt start at 7.45pm

PLEASE NOTE - No Observers meeting this month.

2017

JANUARY

Please note there are no formal events during the month of January, however, that's not to say that nothing happens! If you have any suggestions, please let us know.

FEBRUARY

Monday 6th - Monthly evening meeting at the Nags Head, Middle Rasen, LN8 3JU (A631) at 8.00pm.

Sunday 12th - Group Observed Run from the Ancholme Leisure Centre, Scawby Brook, Brigg. Meet 11.30am for 12.00am. prompt start.

Monday 13th - Committee Meeting, Nags Head, Middle Rasen. Prompt start at 7.45pm

Wednesday 22nd - Meeting for Observers and those interested in becoming Observers Venue the Nags Head, Middle Rasen, LN8 3JU (A631), commencing 7.45pm.

