

ChainLincs

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



30 years and still going strong!



GROUP COMMITTEE MEMBERS

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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 June 2017.

Please provide any copy to the editor, Lynne Watson, by **26 May 2017**
at the latest, earlier is better. You can send any articles by email to

lynne.iam1@gmail.com

EDITORIAL

Lincolnshire Advanced Motorcyclists is celebrating 30 years!

Ken Braithwaite started out as a member of the Scunthorpe IAM car group but as he also rode a motorcycle he agreed to cover associates wanting to take their bike test. These came from Scunthorpe, Grimsby and Lincoln car groups. Ken's second pupil was John Harrison. However, there was no specific group just for motorcyclists and so Ken and Dave Hall did some investigations and set up a sub-group for bikers. Dave Hague came to a meeting and explained the process of setting up a full IAM Motorcycle Group. In **1987** the group achieved 30 full members and was eligible to become an IAM group in its own right. Ken became the chairman, Martin Allen became the secretary and John Harrison became the treasurer, with a small committee of other members. The bike associates who passed their test remained as members and the group continued to grow.

Lincolnshire Advanced Motorcyclists was born. The LAM supported members from across the water to pass their advanced test while they gained enough members to set up their own group over there.

Ken is very proud of the fact that his membership number for the Lincolnshire Advanced Motorcyclists' group is 1 (one) and that he has helped the group go from strength to strength with a core membership of about 100 members. Although he has retired he still keeps in touch with the members of the group and attends meetings and events where he can.

Ken, Dave and John have a lot to answer for!

Even though it's a Bank Holiday the next social is on **1 May 2017** and as always all are welcome to attend. Hopefully, there will be a ride out before the social, it's a good way to start the evening. Particularly after the bank holiday frenzy! Make sure you check the Facebook page.

Do you have any rides or events that are planning to do that will be of interest to someone? Any fund raising events, let us know so we can help spread the word for you. Let other members know, they may be able to join you. It's a great way to meet other members.

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:

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- Group Clothing
- Diary of events

CHAIRMAN'S CHATTER

Welcome to the May (already!!!) edition of ChainLincs. As I write this it seems that Winter may have returned, sunny now but throwing it down earlier and hail yesterday! As far as I am concerned the Spring needs to return and move onto Summer. Hopefully this doesn't stop you getting out on your bike. Many thanks once again to Lynne for putting the newsletter together and hope you enjoy it..

We have had another 3 new members during the month of April and hopefully a few more will follow soon after our open day last weekend. Welcome to Michael Day from Laceby, Rafal Walentrzak from Sudbrook and Michael Pace from Gainsborough. Michael Pace has been a friend of the group for a while now and some of you will remember that he has spoken to the group on a few occasions over the years in his capacity as a solicitor specialising in motor law and personal injuries. He took his advanced bike test back in 1977 and I believe has been an IAM member ever since then, he joined the group and is retaking his advanced bike test in the 40th anniversary year of his original pass. Good luck Mike.

This brings me onto the next ride out on which is on 7 May from the Leisure Centre in Brigg leaving at 0930. Hope to see you there and complete the ride this month!

As you will see from the bit later in the newsletter (and previously on Facebook) we had an excellent day on Sunday at the open/skills day. In addition to the 14 free taster rides, the Observers also conducted a couple of check tests and 3 trainee Observers got some shadow rides in. Overall it was an excellent day and we will hopefully have a few new members from it. My personal thanks to the Observers, they were kept busy pretty much from 9 to 4, and to the other members that came along and helped out and talked to the punters.

This leads me into a reminder that we are always on the lookout for Observers even though we have 6 (thanks guys and Allison) just about to start training. Membership is on the increase so we always need more Observers. If you fancy it come along to an Observer meeting (details in Diary of Events) or give Jerry Neale a call on 07885 494607.

Don't forget the new membership level in the IAM due to be launched soon – the Fellow. The Fellow membership tier will be open to all current full IAM members, it will offer you enhanced recognition and insurance benefits in return for your commitment to keep your advanced skills up to date by retesting every three years. If you are interested have a look at the IAM website www.iamroadsmart.com/fellow.

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).

Finally, don't forget the second category offer we have going with the Lincoln Car Group! **20% off** the second category price of £114 making the cost £91.20 so if you haven't done the advanced car test yet and fancy it, give Ash a call (see the poster for details) or for Scunthorpe, Terry Heath on 01652 655 601 or 07831 377 171.

Hope to see you all soon, stay safe

Mick



20% DISCOUNT
On Advanced Driver or Rider Courses with Lincoln
IAM and Lincolnshire Advanced Motorcyclists

What do I get?
As a current member of Lincoln IAM or Lincolnshire Advanced Motorcyclists you will receive 20% discount when you sign up for a Advanced Driver or Rider Course in Lincolnshire.

How to claim?
Simply contact us on the details below quoting "LINCSDISCOUNT" and we'll sign you up!

Advanced Driver Courses with Lincoln IAM
Contact: 0300 365 0152 or lincolniam@gmx.com

Advanced Rider Courses with Lincolnshire Advanced Motorcyclists
Contact: 01427 616864 or lincs-am-sec@pobroadband.co.uk

MEMBERSHIP UPDATE

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

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

Member	Observer
Michael Pace from Gainsborough	John Harrison
Michael Day from Laceby	Ken Rose
Rafal Walentrzak from Sudbrooke	Ross Glover

Andrew Kitchen is to observe Robert Wingrave from Aubourn who joined in February.
Roland Johns is to observe Michael Haisman from Grantham who joined in March.

The group membership is currently comprised as follows:

Full Members	102
Associate Members	22
Total Group Membership	124

Thank you to all those who have so far renewed their group membership, your support is appreciated.

That's all for this month, ride safely:

John Cheetham

April's social

Just a general chit chat and get together this month but still very well attended. There was a test pass to be presented but couldn't be done on the night so Roland took advantage of the good weather to pose with John Neilson. Well done to John on getting a F1rst!



April's Sunday Ride Out

Mick Smith

Excellent turnout for the Group ride on 9 April. Seventeen members were there on the warmest day this year. We split into 2 groups and went off to different areas of Lincs and Notts. I understand that coffee and cake was enjoyed by both groups. I have no personal experience due to a bike malfunction at Sturton and being left behind by the group. The question is why did this happen? I was tail end Charlie so was bringing up the rear and knew where we were going. When we ride in a reasonably small group (up to 10) we rely on each



member of the group to check their mirrors, particularly at junction and other bottlenecks, to ensure the person that should be behind you is still there. If not we should signal to the guys in front and come to a stop which will then fairly quickly bring the group to a stop - hopefully. This clearly didn't happen on the 9 Apr and I got left behind. Fortunately, nothing major had happened, a friendly local helped me out and I got my bike started about 40 mins later and went home. In future this procedure should be clearly discussed before starting out on the ride and everybody should understand what to do.

This brings me onto the next ride out on which is on 7 May from the Leisure Centre in Brigg leaving promptly at 0930, returning at 1200. Hope to see you there and complete the ride this month!

Lincoln Car Group Meeting

Roland Johns

The Lincoln IAM car group have invited me to give a talk on motorcycling in general, giving a perspective to the car driver through our eyes.

I have entitled the presentation 'Motorcars and Motorcycles, Friends or Foes?'

I am trying to promote a better understanding of our world and how we can help each other make the roads a safer place.

Could you, (my learned friends) please furnish me with your thoughts as below;

1. What car drivers can do for us:

2. What we can do for them:

Just 3 points on both would be fine, plus any other thoughts you may have.

Forthcoming Events

5 June 2017

GP, Air Ambulance Man and IAM member Mark Folman will be talking about his experiences

Dr Mark Folman GP is also one of the doctors on the Lincolnshire and Nottinghamshire Air Ambulance. Last year Mark decided to join the IAM and take the Advanced Motorcycling course with the aim to becoming a better and safer rider.

Mark and his Paramedic colleagues are often called to attend Road Traffic Collisions which account for 40% of all our Air Ambulance missions. Some of these involve motorcyclists so Mark has seen first hand the sad aftermath of such collisions. This spurred him on to take the course and lessen the chances of himself becoming a statistic!



29 June 2017

Urgent!

Anyone fancy a day at Blyton with the British Superbike School? Roland Johns has secured an IAM member 50% discount price of £144 for the day. It would be on the Level 1 Road Rider course so all activities will be road biased, not racing! It's a great way to sharpen your handling skills in a safe environment. If you would like to join Roland on this day, please contact him straight away as the deadline date for securing places was 25 April. More info can be found on FaceBook, or contact Roland direct.

Ride to Save Lives



The second Ride to Save Lives is planned for **Sunday 24 September 2017**. To register your interest in attending the event please email on ridetosavelives@ambucopter.org.uk, we will then keep you informed with news as we plan the event.

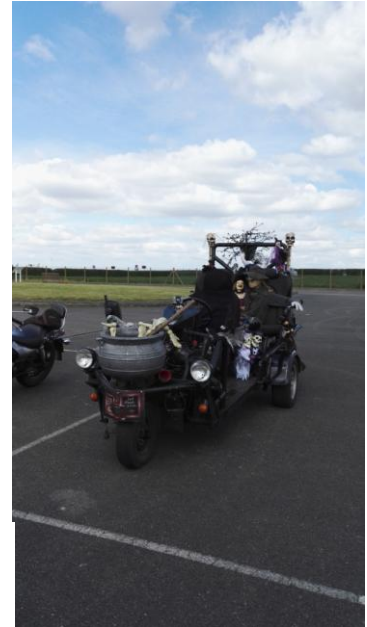
WAVE EVENT 2017

Mick Smith

It was a fantastic day at the WAVE on Sunday 23 April. Beautiful weather, loads of visitors and interested bikers. And interesting bikes!



Meet Sandy, the dog who likes to go for a ride in Betsy with his owner.



There were 14 potential members on free taster rides and 2 associates out on check rides.



13 brave bikers had a go at the slow riding competition, once again hosted by **Ride Right Motorcycle Training**.

It was won by David Kerr on his BMW K1600! Well done Dave.



Many thanks to our bank of 5 Observers who conducted the free taster rides and to my other fellow members who stood around chatting to the punters about the virtues of advanced biking.



Some of the reprobates who were helping!



Mobile Tyres and All Year Biker were also there.

Excellent day all round! Already looking forward to next year's event. Many thanks to Roland for the organizing.

Observers and Associate Information

Jerry Neal

The observer team would like to congratulate **Ross Glover** on his successful completion of the IMI Local Observer qualification.

Please come along to the next Observer meeting if you would like to push your riding skills to the next level or contact me.

Likes and Dislikes!

Ian Morrison asked the Observers what did they like and dislike from bikers. These are their responses. Do you agree or disagree with them?

Key Hewson: The first of my two dislikes is riders who tailgate other vehicles in particular cars. This type of riding is usually followed by a poorly carried out overtake. The outcome is drivers being intimidated, causing them to lose concentration on their own driving and painting ALL motorcyclists in a poor light.

My second dislike are riders who when travelling in a group, (normally fast) make reckless and stupid maneuvers not only placing themselves in danger but everyone else as well. We've all seen these guys, the first and possibly the second rider will successfully carry out an overtake.
The following riders not wanting to be left behind will take tremendous risks to catch up.

On a good note my first like is to see a rider who is courteous and well mannered, a rider who 'shows' respect for not only other road users but all that he comes into contact with. This is shown by a planned ride from a thinking rider.

My second like is the way in which bikers come together whatever the circumstance to help each other.

Andy Kitchen: Like to see from another rider.....
Smooth, progressive ride.
Well presented rider and bike.

Don't like to see.....

Loud exhausts, especially if following as an Observer.

Those riders that give us all a bad name – by excessive inappropriate speed, reckless maneuvers, etc.

Alison Millington: Dislikes - inappropriate clothing & lack of consideration for other road users

Likes - camaraderie & politeness to other road users.

Ian Firth: What I like to see is the rider looking where he/she intends to go and not at the road immediately under their front wheel or at a hazard they fear. Riders often forget that your wheel tends to go where you are looking and that target fixation is highly dangerous when you get into difficulties. I also like to see riders looking across fields when approaching tight bends, to see what may be coming from the other direction. It shows a greater understanding of planning for not just the immediate hazard (The bend) but what lies around it or something that may make the bend even more hazardous.

What I really dislike seeing is the knee down attitude. It may look sexy, but the reality is that if you do that on the road, you are not going to be able to stop within the limit point or take effective and safe avoiding action should the need arise. A small dislike I have is the unnecessary use on indicators. All too often I see people indicate through force of habit, when there is no requirement. Indicators are used to give other road users information, so if there are no other road users about, why use them?

Roland Johns: Things I like to see from another biker;

1. Courtesy and respect to other road users
2. Planning ahead and safe road positioning

Things I don't like to see from another biker;

1. Forcing their way into the front of traffic queues
2. Riding at inappropriate speeds with no regard to other road users, giving bikers a bad name!

I guess it all comes down to respect and lack of!

John Wigmore: Happy to see the following :-

PRO 1 Power with responsibility; remember that 99% of the other motorists you encounter are driving a car, with much less power (to weight ratio) than you.

PRO 2 Courtesy; "Take, Use and Give"

Unhappy to see these:-

CON 1 Showing off; e.g. wheelies, hand gestures (decent or otherwise) or unnecessary overtakes.

Remember that the oncoming driver might be a nervous old lady!

CON 2 Domineering attitude; we have all met the type who think bikers take priority over other road users.

Ross Glover: My choices would be

Likes

- Bikers stop to check you're ok if you're at the side of the road and will ride for miles to get some spares for you

- You're never alone when you ride a bike, some bikers join in on your route or stop and chat if you're having a cuppa, no matter their age.

Dislikes

- Inconsiderate riders who overtake at inappropriate places putting others at risk or force their way into your safety zone

- Riders or passengers not wearing correct biking clothing

Ken Rose: I feel that here is a problem with some riders maintaining a 2 second gap when no overtake is possible, and allowing their speed to increase when following another vehicle which may be exceeding the limit i.e. being drawn on.

I like an Associate that listens and tries to put into practice what is discussed during the sessions. I am enthusiastic when we have a brisk, well planned ride within the Road Traffic Act.

Ian Morrison:

Likes:

1) abundant courtesy, using clear hand signals to acknowledge a gift, not just a nod of the head.

2) appropriate space, eg, a safe space in front of the bike with a clear escape route just in case, and not cutting in too soon after an overtake.

Dislikes:

Trailing feet once the bike is moving.

Riding on obvious (well they should be) slippery surfaces, white paint and steelworks.

Morris Howe:

2 good

1. Positive use of horn at blind L/H bends on country lanes.
2. Acknowledging courtesy of others.

2 bad

1. Parking without considering moving off.
2. Remaining in gear when stopped for more than a few seconds at lights, level crossings etc.

Jerry Neal: I like to see from other rider's

(1) courtesy and consideration to all other road users.

(2) Safe and progressive riding standards.

I dislike to see from other rider's

(1) Motorcyclists undertaking/filtering using a cycle lane.

(2) Poorly timed and misjudged overtakes requiring the rider to bully their way back in.

New Speeding Laws

Lincolnshire Road Safety Partnership

On Monday 24th April speeding penalty sentencing is changing. Presently, if you are caught speeding a Fixed Penalty Notice (FPN) is issued which is a £100 fine plus 3 penalty points and in many cases an Educational Course is offered as an alternative. Those caught at higher speeds are prosecuted through the Courts and can receive up to a maximum £1000 fine, £2500 on motorways, as well as penalty points.

As the law stands driving just 1mph over the speed limit is an offence however, drivers would spend too much time watching their speedometers which would have an adverse effect on road safety. The National Police Chiefs Council (NPCC formally ACPO) recommend that drivers are not prosecuted until a margin of 10% plus (1, 2, or 3 mph) has been reached to account for driver concentration and any error, or reading error, in the speedo. This is known as the speeding threshold and remains in place.

Typically in a 30mph limit a speeding driver would receive a FPN at around 35mph (dependent on the local threshold) and a prosecution, in Court, at 50mph. That said, the threshold is not a guaranteed allowance, it is the police officer's discretion to allow that threshold so a driver could still receive a FPN either at a lower speed, below the threshold but over the speed limit, if there were other factors involved.

If you are caught speeding you will, if your speed is low enough, receive a FPN and you may be offered a course. IF you reject that offer OR plead not guilty then you have to appear in Court, THIS is where the new sentencing rules affect you.

Not forgetting that the offence occurs at just 1mph over the limit so the wording in the tables below have to reflect that;

- Band A – This refers to the lowest level of speeding. For example, you could be driving at between 21mph and 30mph in a 20mph zone, 31mph to 40mph in a 30mph zone, or 71mph to 90mph on a 70mph road. You can expect 3 points on your licence, and a fine of around 50% of your weekly income.
- Band B – This is for more serious cases of speeding. If you are in a 20mph zone and you drive at 31mph to 40mph, or in a 40mph zone at 56mph to 65mph, or up to 100mph in a 70mph, that will be a Band B fine. That means 4 to 6 points on your licence, or disqualification for between 7 and 28 days, plus a fine of 100% of your weekly income.
- Band C – This is for the most egregious speeding. If you are doing 41mph or above in a 20mph zone, 51mph or above in a 30mph zone, or above 100mph in a 70mph zone, that is a Band C fine. That means 6

points on your licence or disqualification for between 7 and 56 days, as well as a fine of 150% of your weekly income.

Using these sentencing guides also allows for mitigating circumstances such as a genuine emergency, good character and no previous convictions but also allows for aggravating factors such as speeding in bad weather, speeding with a trailer or caravan, HGV, taxi/minicab and bus drivers. Additionally, locations such as schools or areas with pedestrians or crowds will come into consideration when sentence is passed.

Pre group ride chat

Ian Morrison

In the January Chain-Lincs issue, Ken Rose put together a very good article about putting on a group ride, especially when there are riders of mixed ability and larger groups. There are always mixed abilities, even in the IAM, however you would expect more standardisation of expectation and ability on a Lincs Group club ride. So while the below might be extensive, it's intended as a guide only, for what the ride leader ought to be covering before the ride, and ride members ought to expect from the ride leader, without being too controlling. As if...

Identify who is on your ride, gather everyone together and get their attention

Introduce yourself, state how long you have been a member

You might advise that this is the first group ride you are taking out, or that you have done it before
Ask for everyone to be prepared to offer constructive criticism at both the half way stop and end of ride as this is how we all hope to improve

State how long the ride is, in time and distance

You might mention the mid-point stop coordinates in the event of us getting separated
Ask if everyone has enough fuel, or if we need to go to find fuel before we start
State that there will be a half way (ish) stop for toilet and refreshments.

Identify a 'tail end Charlie' to supervise the rear of the group (this is for the ride leader to decide, especially if two people volunteer, make a choice, this is normally one of the more experienced riders)

Identify the rider order for the rest of the group, so everyone knows who is both in front and behind them

Normally weaker or unknown riders are close behind the leader, say bike #3, riding in P3 line

Saving the even numbers for riders more skilled at keeping a safe inside P1 line

State the ride protocol – what is expected of the riders, eg

- No overtaking with the group, for any reason, other than personal safety.
- Explain the staggered formation and how it works, ie the process to emerge from junctions
- Explain the formation used for bends.
- Explain how we keep the ride from splitting up at changes of direction
- That you do not need to ride slow to keep the following rider in sight, but must not lose them when changing direction
- Explain what to do in the event of separation

It is a good idea to exchange mobile phone numbers in case of an emergency or if anyone should get lost.

Almost there, "is there anything that we need to know about each other before we ride?"

Lastly, something like "keep it safe, it's not a race, you don't have to feel the need to keep up, ride to your own skill level, enjoy."

The biggest risk to personal safety is someone riding out of their comfort level and making a decision to change speed or direction without the proper checks.

Can anyone else think of anything to add? (Be careful or there will be no time left to ride)

Ride Safe.

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						



MOTs

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



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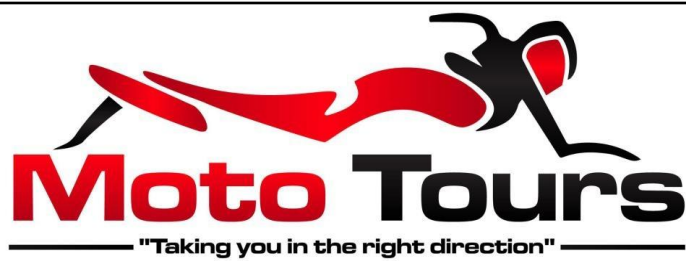
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Here at Moto Tours we are passionate about
what we do. We have experienced motorcycle
guides who have been to the locations before



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 East of Market Rasen A631

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.

MAY

Monday 1st Monthly evening meeting, Nags Head, Middle Rasen, LN8 3JU (A631) at 8.00pm
Check Facebook to see if there is a run beforehand

Sunday 7th Group Observed Run - Ancholme Leisure Centre car park, Scawby Brook, Brigg
Meet 9.00am for prompt 9.30am start

Wednesday 27th Meeting for Observers and those interested in becoming Observers
Venue, Nags Head, Middle Rasen, LN8 3JU (A631), commencing 7.45pm
For information contact Jerry Neale (details on page 2)

JUNE

Monday 5th Monthly evening meeting, Nags Head, Middle Rasen, LN8 3JU (A631) at 8.00pm
Group member Dr. Mark Folman who is a GP will be giving the group a talk about his experiences as part of the Air Ambulance crew

Sunday 11th Group Observed Run - Willingham Woods Picnic Area near kiosk
Meet 9.00am for prompt 9.30am start

Monday 12th Committee Meeting, Nags Head, Middle Rasen. Prompt start at 7.45pm

Wednesday 28th Meeting for Observers and those interested in becoming Observers
Venue, Nags Head, Middle Rasen, LN8 3JU (A631), commencing 7.45pm
For information contact Jerry Neale (details on page 2)