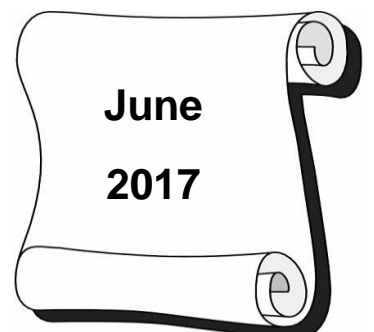


ChainLincs

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



Rain? What rain?



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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 July 2017.

Please provide any copy to the editor, Lynne Watson, by **23 June 2017**
at the latest, earlier is better. You can send any articles by email to

lynne.iam1@gmail.com

EDITORIAL

June already! Just in case you didn't know...there's only 7 (yes seven) paydays til Christmas!

Summer's here, I think. Technically, it should be but there's been a lot of rain around the last couple of weeks. Take care if you are out and about on your bike, visibility is poor and everyone, including those in cars, or walking, are thinking more about getting home than they are on how they're driving/riding or crossing roads.

The next social on 5 June will have a talk from Dr Mark Folman, an LAM member, GP and Air Ambulance volunteer. You can also read about him in the latest edition of the IAM magazine, RoadSmart.

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:

- Chairman's chatter
- Membership update
- May's social
- May's Sunday ride out
- Sutton on Sea Chip run
- Forthcoming Events
- The traceability of Driver Training Paperwork
- Isle of Wight & Isle of Arran
- Prescott Hill Climb
- Appropriate vehicles
- Observer & Associate Information
- Group Clothing
- Diary of events

CHAIRMAN'S CHATTER

Late May and it looks like Summer may have arrived at last! Welcome to the June edition of ChainLincs. A bright Sunday morning in the middle of a bank holiday weekend and I am stuck in writing this! If we didn't have visitors arriving shortly I would be out on the bike enjoying the weather. Many thanks once again to Lynne for putting the newsletter together and hope you enjoy it.

May has been a busy month for new associates and test passes. Lets start with the test passes – congratulations to Dave Ayres, David Kerr, Al Lui, Will Field and Bryan Sanderson. Hope you all enjoyed the experience and will continue to support the Group. Out of those 5 passes Al, David K and Bryan achieved a F1rst pass, well done guys. New members this month are Rafal Walentrzak from Sudbrooke, Kev Whitworth from Grantham, Neal Newnham from Hatton and Paul Corpse from Scunthorpe. I know a couple of you haven't been assigned observers yet but we will get to you as soon as possible. In the meantime come and join us on the next group ride on 18 June (details in the Diary of Events).

It looks like it is shaping up to be a good year for the Group. So far we have had 11 new members join and 8 associates pass their advanced bike test. In addition all but 2 of the Group Qualified Observers have now taken the Local Observer (LO) or National Observer (NO) qualification. We also have 4 Trainee observers working towards their LO qualification and another 6 who are preparing to start their training as observers as soon as possible. Roland Johns also passed his NO qualification this month and has agreed to become a Local Observer Assessor (LOA) joining Ian Morrison and Ken Rose in training the new observers. Many thanks to you guys, you are the back bone of the group as we can't function without observers.

The next ride out will now be on 18 June from the Willingham Woods leaving at 0930. Hope to see you there.

The Lincoln Bike Fest on the Brayford in Lincoln will take place on 11 June and as usual we will be there. I am not available this year to start with so Kev Turner will be setting up from 0830 onwards and will need some help then and throughout the day. Hope some of you can make this event – we always need members to talk to the public.

If you fancy being an observer come along to an Observer meeting (details in Diary of Events) or give Jerry Neale a call on 07885 494607. Please note that Observer Meetings are now held at LK2, Studio 2, Deepdale Enterprise Park, Deepdale Lane, Nettleham, LN2 2LL. Many thanks to Andy Kitchen for letting us use his offices for the meeting.

Don't forget there's 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.

And the second category offer we have going with the Lincoln Car Group and also the Scunthorpe 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 (for Lincoln) a call on 0300 365 0152 or for Scunthorpe, Terry Heath on 01652 655 601 or 07831 377 171.

Hope to see you all soon, stay safe

Mick

Membership Update etc.

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

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

Member	Observer
Rafal Walentrzak from Sudbrooke	Ross Glover
Neal Newnman from Hatton	Alison Millington
Kevin Whitworth from Grantham	Ian Firth
Paul Corpse from Scunthorpe	Malcolm Heaton

There are five test passes to report since the previous newsletter listing. Congratulations on your success and a big thank you to the Observers.

There are also three tests arranged for June already – things are really moving forward with the Observers this year which is great news.

Member	Pass Date	Observer
David Kerr	5 May	Andrew Kitchen
David Ayres	5 May	Roland Johns
Alan Lui	6 May	Roland Johns
Will Field	18 May	Morris Howe
Bryan Sanderson	24 May	Kev Hewson

The group membership is currently comprised as follows:

Full Members	89
Associate Members	20
Total Group Membership	109

Thank you to all those who have so far renewed their group membership, your continuing support of the group is appreciated and enables us to continue providing the means to prepare candidates for the IAM test.

That's all for this month, ride safely:

John Cheetham

May's social

Quite a few turned up for the first ride out before a social, particularly as it was a Bank Holiday. It was good to meet people who were interested in joining us. A lot of subjects were covered on the night, including the best ways to dispose of people without getting caught. Interesting!

May's Sunday Ride Out

Mick Smith

Thanks to all that came along to the group ride on Sunday 7 May from Brigg.

Nice to see a couple of associates and hear that they are enjoying the process of becoming an advanced rider.

Thirteen of us went on a great ride led by Malcolm Heaton up to East Coast Motorcycles at Hutton Cranswick at Driffeld.

Thanks for leading Malcolm and it was a great idea to have the leader and tail end Charlie in radio contact especially with a group of that size. By the way the bacon bap at East Coast M/C was awesome!

The next ride out is on 18 June from the Willingham Woods leaving at 0930. Hope to see you there.



Sutton on Sea Chip Run

Mick Smith

A couple of months ago Roland published a date for what has become an annual ride for fish and chips at Sutton on Sea. You would like to think that the middle of May would be a reasonably good time of year for the weather – not this year! It must have been the wettest day of the year so far. Through the day there was talk on Facebook of cancelling but in the end we decided to turn up at the Nags Head and take it from there.



Nine members turned up so based on that commitment we went for it. Most of the route we were playing "dodge the big puddles, mud and gravel!" It was very wet and dreary but the fish and chips and cuppa were most welcome when we eventually got to Sutton on Sea. I say eventually as Jerry

broke down. We waited with him while he contacted the RAC, who said they would be with him within the hour. He said to go on, he would be okay.

Unfortunately the RAC let him down badly and so did we. We spoke to him when we got to Sutton on Sea and he was still being told the RAC would be there soon. We made the big mistake of not checking with him when we left. They didn't recover Jerry until 7 hours later!

Jerry, we are really sorry you weren't recovered until the early hours and we should have come back to you. Many thanks to Roland for organising the ride and we all look forward to the next one.

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!



11 June 2017

The Lincoln Bike Fest on the Brayford in Lincoln will take place on 11 June and as usual we will be there. I am not available this year to start with so Kev Turner will be setting up from 0830 onwards and will need some help then and throughout the day. Hope some of you can make this event – we always need members to talk to the public.

13th August.

Dave Hall is doing a ride to the Brackley Motorcycle Festival, Northamptonshire, where you will see Honda 4's, MV 3's, works bikes and much more ridden around a street circuit, all in aid of the Air Ambulance Service in Northants area

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.

The Traceability of Driver Training Paperwork

John Wigmore

Following the recent re-branding of IAM to "IAM RoadSmart" and the roll out of the IMI verified qualifications procedures for Observers, it would be easy to look forward to a vision of slowly drowning in a sea of paperwork! In reality of course, there is huge value in the traceability of paperwork and the ability to locate and quantify the training record. So, to help myself understand the rationale behind the new training regime, I decided to look back at my own introduction to motoring, and particularly the lax attitudes towards training which prevailed in the sixties.

Amazingly, I can trace my riding and driving pedigree back to 1932 and an interesting, if somewhat incongruous vision of a diminutive Welsh soldier driving a mule train in the Himalayas.

Born in South Wales in 1915, the fourth of five brothers, my father slept his way through school before leaving at the age of 14 with a marked lack of qualifications. His first employer was a local land owner who sent him to work in the stables.



Whilst home on leave in 1939, on the pillion seat is my uncle Huw.

After a few uneventful years in this post, 1931 brought his 16TH birthday, and the opportunity to ride a motorcycle. No training necessary, he simply bought a Driving Licence from his local Post Office, and off he went. Another year and he was old enough to start driving a car, after buying an additional Driving License for the class of "Goods or Passenger Locomotive" which covered everything from a small car to the largest juggernaut; the only restriction being "propelled otherwise than by steam".

He had never actually driven a car when, later that year he decided to better himself by joining the Armed Forces. Asked what his civilian occupation was he told the recruiting sergeant he was a stable boy; this obviously resulted in him being enlisted in the Royal Corps of Transport and he soon found himself in India as a Muleteer. Here he continued his association with road transport when the Army decided to replace mules with jeeps. Incidentally, did you know that they were originally called "General Purpose Mechanised Transports?" This was soon shortened to "GP transports" or "GP's" and ultimately "jeep".

The obvious progression was:-

"You have a license and you can drive a mule, so drive the jeep!" followed closely by "You can teach the others". So having never driven a car, and with no training he became a military driving instructor.

Two years later, Hitler came to power, and the world changed. After seeing action in Europe, he was demobbed in June 1946, as a result of which I was born in March 1947. Later that year he used his demob money to buy our first family car.



Our first family holiday, in our first car, Llanberis Pass North Wales, 1950



Civil Defence exercise 1952, with a “Garth” heavy transport in the background

Although Driving Tests were introduced in 1934, he was exempt and continued to hold a civilian license for car and motorcycle; commonly called Granny Rights, this also extended to the HGV class when it was introduced in the early 1970's

So when I was sixteen, he taught me to ride a motorcycle simply by running beside me and shouting instructions.



With a Ferret Scout Car, Guernsey Liberation Day Celebrations 2008

Isle of Wight

Lynne Watson

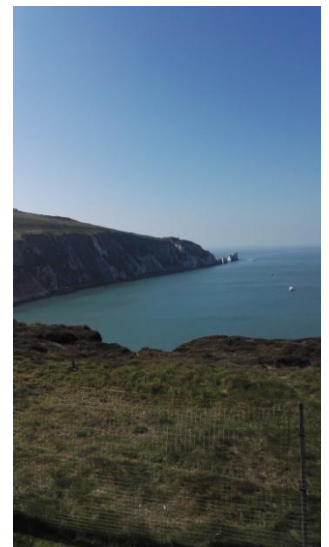
Steve said: “We’re going to Italy soon, touring on the bike. We haven’t been far on this one so perhaps we need to test it out, see what we can get in the panniers etc.” It was his new Honda VFR 1200F he meant and as I’d only been on it once, on the test drive I thought it was a good idea to try it out.

I’m not much for touring anyway and two weeks was going to be a shock. Yes, best test it. So we decided we’d ‘do’ the Isle of Wight with friends. We had fantastic weather down there and a really calm crossing. That suited me as the ferry crossing to the Shetlands in January of this year was a nightmare! Ugh, don’t ask.

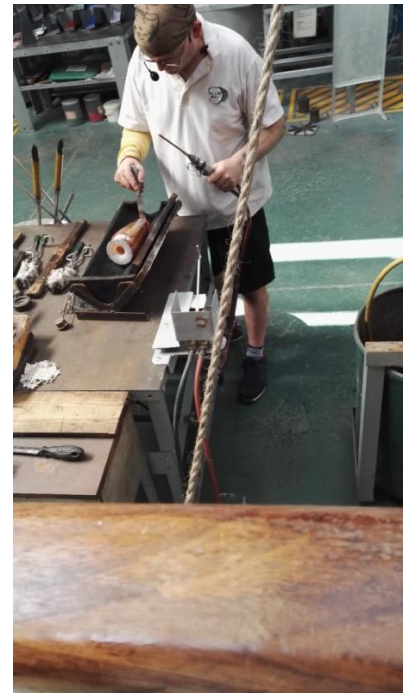
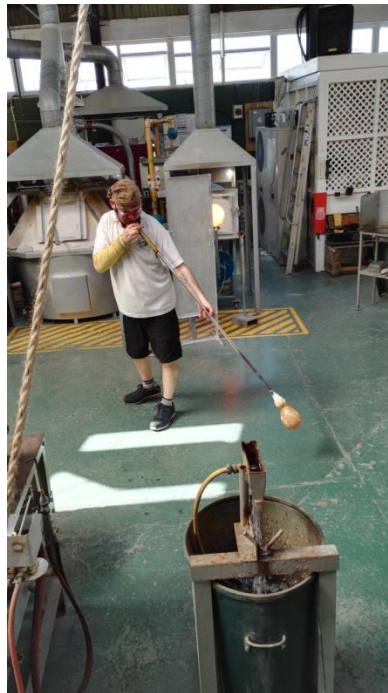


We had booked a room at the pub near to the East Cowes ferry terminal and made good use of the beer garden to relax and plan our route for the next day.

We decided to do the coast road and set off bright and early the next day. Good grief! I thought our roads were bad but some of these were horrendous. Hills at 12% with very little surfacing on them, particularly on the hairpin bends. The Honda wasn’t happy. Neither was I.



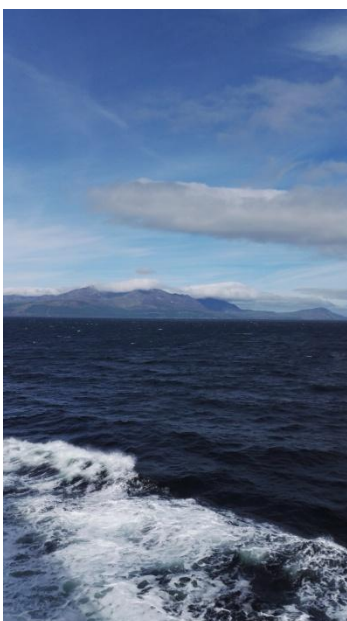
We did the tourist bit and visited the Needles and Alum Bay and watched the amazing talent of a local glass blower.



Unfortunately, a lot of the attractions weren't open as it was early in the year, but we still managed to check out the restaurants and tea rooms! It was a great place to visit. Would I go again? Certainly not on the VFR. Lovely people. Gorgeous views. Horrible roads.

Isle of Arran

So okay, the sports tourer was a total let down. Getting off the bike when we got home from the Isle of Wight my first words were "I'm never getting on that again!" Looks like we need to reconsider what we're going to go to Italy on. So, a Moto Guzzi Stelvio is our next attempt at a bit of comfort when touring. And, I have to say, it's very comfortable. I could quite easily go to sleep on the back.



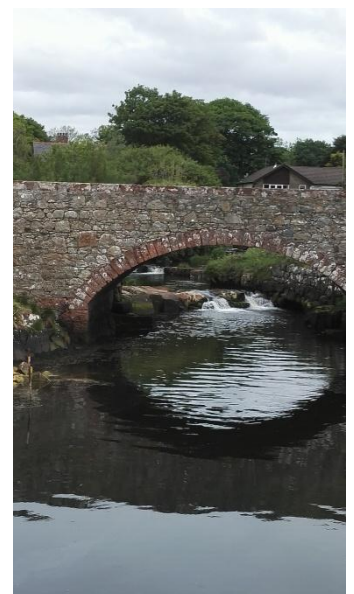
Seems like Italy is on!

We tried it out by going to the Isle of Arran and that was a brilliant weekend. Fantastic weather again all the way there and whilst we were on the island. Unfortunately, rain all the way home though. To be expected really, after all it was Bank Holiday Monday!

The isle of Arran was much more lush than I'd expected, with lots of colour. There were great swathes of purple rhododendrons along ridges above us, absolutely gorgeous.

Second breakfast (or first lunch) was at a village hall café at Kilmory Haven. £5 for all you could eat cooked breakfast. Great value for money!

Would I go again? Absolutely! Fantastic island. Bike wasn't bad either.



Prescott Hill Climb Report

Dave Hall

Sunday 9th April 2017

On what was to be the hottest day of the year I made my first trip to the Prescott Hill Climb just north of Cheltenham, Gloucestershire. I have known about the event for some time but never made it there. This year was the 7th year of the event, run to raise money for the Blood Bikers. Last year was a wet event so I expected a large turnout. Three friends were going from Grimsby who I would meet up with at the event.

From Lincoln the mileage was approx. 125mile. The gates opened at 8.30am with the action starting at 9am so an early start was on the cards. As the weather forecast predicted temperatures in the 20's (but chilly first thing) I decided to take the Honda NC 750.

The admission was £15 for the day.

I left home at 6.30am and made good progress arriving at 8.30am. I thought it would take me longer. My fingers were a bit on the cold side but otherwise Ok. I had fitted the bike with top box & panniers so I could stow away my riding kit and wear more suitable clothing. During the day I saw many in leathers, boy they must have been roasting.

I made my way into the show area where there were lots of stalls, clothing, travel, food etc and after a good look I made my way to the track. What I did not know was that the event is held on an old established race circuit that is owned by the Bugatti owners club. I had never heard of it before and thought that the event would take place on a closed off public road.

There is a Footbridge that goes over the track, on the other side to the left is the Clubhouse, further down was the pit area with access onto the circuit. I made my way to the right and found a spot that gave me a good view of a right hand hairpin bend and a short straight which started to climb a gradient to an even tighter and steep left hairpin bend. The track then continued to climb through a tree lined section, to an "S" bend and then a left hand bend and climbed steeply to my left to another right hander and away out of my sight. At the highest point on the circuit for today was the marshalling point and the end of the climb, (there were no times recorded on the day as members of the public could pre-book to ride the course at £10 for 2 runs during the day, maximum of 200 places) the circuit then descends in a loop to re-join the start.



I had my camera with me and I took over 350 photo's during the day. One of the first bikes on track was Allen Millyard on his home built Viper, this has a Dodge Viper 8ltr Vee ten motor. I have seen a youtube video of it with taller gearing achieve 207MPH. This bike is used on the road and has covered several thousand miles. His brother rode another of Allen's creations a large Vee-twin, with having a large engine the rider had to sit well back and made it look very ungainly and a handful on the circuit especially on the tight left hand hairpin bend.

There were lots more “specials” around the pit area, another of Allen’s creations was a 5 cylinder Kawasaki 2 stroke which looked like a factory bike as it was built so well, it was based on the early 80’s triples.

Also a 4 cylinder Kawasaki based on the triples. Another beautifully built bike was a Honda SS 50 which was converted to 2 cylinders and named SS100.

There was also the worlds fastest shopping trolley powered by a Blackburn pallouse gas turbine which has been



converted to thrust and an afterburner fitted, it produces 600lb of thrust, created by Matt McKeown.

There was also another of his creations, a Ford Granada Hearse fitted with an additional Jet engine which could produce 10,000 hp. He gave a demonstration on track of the jet running but could not let rip due to the bends on the circuit.



There were 3 different Mono wheel creations but as they are difficult to steer did not complete the course. One bike I liked was a replica Mike Hailwood Honda 4 which looked authentic in every way, and also sounded the part. There were race bikes and replica’s of Joey Dunlop’s bikes, Barry Sheene’s, and many others.



As well as solo bikes there were sidecar outfits, and Morgan 3 wheelers. The Norton owners club had a large turnout and gave a parade lap as did the Blood Bikers complete with flashing lights and sirens.

I think you now have the gist of the day, It was none stop action (except for the lunch break) all day. The temperature was about 24c mid afternoon, I ended the day listening to a band and then watching the “trials riding stunt show” by 2 fellers who could do nearly anything on a trials bike, they have won championships with their skills. I had met up with my friend’s around mid-day and had a great day out.



Next year’s event is on 15th April 2018 put it in your diary now.

P.S. if you like the more unusual I am doing another ride this year to the “**Brackley Motorcycle Festival**” **Northamptonshire, on 13th August.** where you will see Honda 4’s MV 3’s works bikes and much more ridden around a street circuit, all in aid of the Air Ambulance Service in Northants area. Details will be in chainlinks nearer the time.

Appropriate Vehicle

John Wigmore



I am sure we have all been party to arguments regarding the merits or demerits of the car versus the motorcycle, the suitability of a large or small vehicle, or the relative importance of power over economy.

The only thing we know with certainty is that if you ask a dozen people, you will get a dozen different opinions as to what is the most appropriate style of vehicle.

So the keyword is “appropriate”: or as they say on the police-camera-action programs “advanced driver, appropriate vehicle”.

Personally I own a 1250cc Kia Rio five seat saloon car and a 650cc Honda Deauville motorcycle.

This combination adequately fulfils my regular motoring needs on both the domestic and fun areas; however it does fall short when it comes to some typical family events.





My daughter's wedding is an obvious example; her vision of the day called for other things; a lovingly restored Lambretta scooter on which the Groom arrived at the Church, a restored Volkswagen camper van for the Bride to travel in and a hired



LDV Maxus 17-seater as a general run about, so as to afford my guests the option of taking a drink while leaving the driving to somebody else.

A few years and two grandchildren later, and we were planning a family outing to Kent for another wedding, my grand-niece Emma. We had decided on a four night break and travelling together would be myself, my wife Lavinia, as well as our daughter Abigail and her children, three year old Henry and Florence aged 15 months. At first sight it might seem that a five seat saloon car was adequate. However, consider the width of modern child seats, and factor in the need to take a push chair for the toddler, a trike for the older child as well as the usual luggage for three adults and two infants. This now brings the term "appropriate vehicle" to the front of the mind, and so we decided to hire an eight seat Hyundai i800.



Weighing in at 2.295 tonnes kerbside and with a maximum gross weight of 3.070 tonnes, the vehicle has a total of eight seats, laid out as two in the front then two rows of three. This begs the question; "at what point does a large car become a small minibus?" For a definitive answer I referred to www.askthe.police.uk. The answer is

surprisingly simple. To fall within the definition of "car", it needs to be under 3.500 tonnes MAM (Maximum Authorised Mass), and may have seats for up to 8 passengers. This brings the Hyundai well within the "car" rules, and so it is not subject to the lower speed limit or motorway lane restrictions of a minibus.



A new vehicle with less than 15000 miles on the clock, and with two advanced drivers in the cab we would expect good fuel economy; and this vehicle did not disappoint us, with was better than 7.5 miles to the litre, compared with 10 for the Kia Rio and 12 for my motorbike.

The 2.5 litre turbocharged diesel engine was more than adequate, and overall performance was on a par with the Rio. I was less impressed with the six speed gearbox. First was so low that before the clutch fully up, it was time to depress it again and select second. Sixth gear on the other hand was so high as to be of little use until you were doing 70mph.

As one would expect, the driving position was higher than either car drivers or motorcyclists are accustomed to. This made for good all round vision especially when using the large side mirrors. On the negative side, I did not feel that the privacy glass added anything to the driving experience. This factory original feature proved popular with the passengers, but the restricted view through the side



and rear windows gave the impression of driving at night when nobody had lights on! The obvious way was to rely on the wing mirrors only.

The layout of the cabin was excellent. There were two single seats in the cab, followed by two rows of three seats and a cavernous luggage area. Both rows of rear seats featured the 60-40 fold that we would associate with an estate car. In the case of row two this was to allow access to the third row via the large sliding rear doors.

Over all the Hyundai was the best type of vehicle for the task in hand; so for every journey there is an appropriate vehicle.

Observers and Associate Information

Jerry Neal

This past month has seen all at the observer team being kept busy either out on the road with associates or attending Observer training.

On Sunday 30th April there was an on bike training day for Observers. This was very well attended with 7 qualified Observers pairing up with 7 trainee Observers and one senior committee member. Thank you to all who attended making it an enjoyable and very informative day.

Thanks also go to Andy Kitchen for allowing the Observer team to use his immaculate office at L2K for the Observer meetings. This new venue allowed the 15 members of the team that could attend this month's Observer meeting a great environment to work in. Many subjects were on the agenda for discussion including progress of trainee Observers and progress of associates, good constructive results were achieved on many issues, thank you to all that made this happen.

This month the LAM Observer team would like to congratulate Roland Johns on his IMI National Observer qualification, also Andy Kitchen and Morris Howe with their IMI Local Observer qualification.

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						



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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.

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 BikeFest at Brayford Wharf, Lincoln
- Monday 12th Committee Meeting, Nags Head, Middle Rasen. Prompt start at 7.45pm
- Sunday 18th Group Observed Run - Willingham Woods Picnic Area near kiosk
Meet 9.00am for prompt 9.30am start
- Wednesday 28th Meeting for Observers and those interested in becoming Observers
Venue, LK2 Offices, Deepdale Enterprise Park, Nettleham LN2 2LL at 7.45pm
For information contact Jerry Neale (details on page 2)

JULY

- Monday 3rd Monthly evening meeting, Nags Head, Middle Rasen, LN8 3JU (A631) at 8.00pm
- Sunday 9th Group Observed Run - Hartsholme Country Park café area
Meet 9.00am for prompt 9.30am start
- Wednesday 26th Meeting for Observers and those interested in becoming Observers
Venue, LK2 Offices, Deepdale Enterprise Park, Nettleham LN2 2LL at 7.45pm
For information contact Jerry Neale (details on page 2)

AUGUST

- Monday 7th Monthly evening meeting, Nags Head, Middle Rasen, LN8 3JU (A631) at 8.00pm
- Sunday 13th Group Observed Run - Ancholme Leisure Centre car park, Scawby Brook, Brigg
Meet 9.00am for prompt 9.30am start
- Sunday 13th Brackley Motorcycle Festival, Northamptonshire. See Dave Hall for further information

Monday 14 th	Committee Meeting, Nags Head, Middle Rasen. Prompt start at 7.45pm
Wednesday 30 th	Meeting for Observers and those interested in becoming Observers Venue, LK2 Offices, Deepdale Enterprise Park, Nettleham LN2 2LL at 7.45pm For information contact Jerry Neale (details on page 2)
SEPTEMBER	
Monday 4 th	Monthly evening meeting, Nags Head, Middle Rasen, LN8 3JU (A631) at 8.00pm
Sunday 10 th	Group Observed Run - Willingham Woods Picnic Area near kiosk Meet 9.00am for prompt 9.30am start
Sunday 24 th	Ride to Save Lives. See Roland Johns for further information.
Wednesday 27 th	Meeting for Observers and those interested in becoming Observers Venue, LK2 Offices, Deepdale Enterprise Park, Nettleham LN2 2LL at 7.45pm For information contact Jerry Neale (details on page 2)
OCTOBER	
Monday 2 nd	Monthly evening meeting, Nags Head, Middle Rasen, LN8 3JU (A631) at 8.00pm
Sunday 8 th	Group Observed Run - Hartsholme Country Park café area Meet 9.30am for prompt 10.00am start
Monday 9 th	Committee Meeting, Nags Head, Middle Rasen. Prompt start at 7.45pm
Wednesday 25 th	Meeting for Observers and those interested in becoming Observers Venue, LK2 Offices, Deepdale Enterprise Park, Nettleham LN2 2LL at 7.45pm For information contact Jerry Neale (details on page 2)
NOVEMBER	
Monday 6 th	Monthly evening meeting, Nags Head, Middle Rasen, LN8 3JU (A631) at 8.00pm Commencing with the group ANNUAL GENERAL MEETING
Sunday 12 th	Group Observed Run - Ancholme Leisure Centre car park, Scawby Brook, Brigg Meet 9.30am for prompt 10.00am start PLEASE NOTE there is no Observers meeting this month
DECEMBER	
Monday 4 th	Monthly evening meeting, Nags Head, Middle Rasen, LN8 3JU (A631) at 8.00pm
Sunday 10 th	Group Observed Run - Willingham Woods Picnic Area near kiosk Meet 11.30am for prompt 12.00am start
Monday 11 th	Committee Meeting, Nags Head, Middle Rasen. Prompt start at 7.45pm PLEASE NOTE there is no Observers meeting this month

