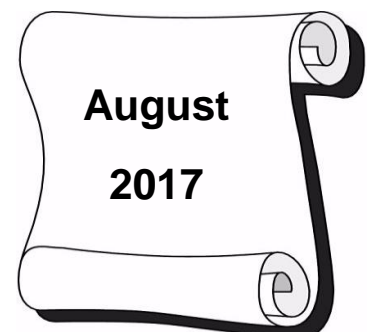


ChainLincs

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



Summers here!



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The new Area Service Delivery Manager for our region is Peter Serhatlic. Peter can be contacted on peter.serhatlic@iam.org.uk or via mobile on 07703 718907

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 September 2017.

Please provide any copy to the editor, Lynne Watson, by **21 August 2017**
at the latest, earlier is better. You can send any articles by email to

lynne.iam1@gmail.com

EDITORIAL

Hi folks, apologies for the delay in getting this to you, life's been very hectic just recently. Hope you are all having a great time out and about. There's some really good articles from members with tales of their travels. Hope you enjoy reading about them. If you've been on a good ride-out, journey, tour etc then why not let others know about it? Send me the details so it can go in an issue of ChainLincs.

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
- July's social
- July's Sunday ride out
- Arctic Quad
- Visor Down info
- Forthcoming Events
- China
- Observer & Associate Information
- Group Clothing
- Diary of events

CHAIRMAN'S CHATTER

So, where did July go? Suddenly realised it was nearly the end of the month, Lynne would be editing the next edition of ChainLincs and I hadn't written my little piece for her – again! I say again because as some of you may have guessed I didn't write Chairman's Chatter last month. I was away for a week, Lynne was going away and I didn't get it done. So, many thanks to Lynne for cobbling something together for me as well as sorting the rest of the edition – what would we do without you Lynne?

It is people like Lynne that help to keep this Group going, without her, the rest of the committee and the dedicated band of Observers we couldn't do what we do. Have you got something you can bring to running the Group, do you fancy being an Observer, then come along to a Committee meeting or Observer meeting and see what goes on. Dates and times are in the Diary of Events.

Only one test pass in July, well done and congratulations to Nick Tucker and his Observer, Jerry Neale. New members in July are Michael Winters from Corby Glen, Erica Smith from Bardney and Laurence Dowson from Witham St. Hughs. If you are still waiting to be assigned an Observer we will get to you as soon as we have one available. In the meantime come and join us on the next group ride on 13 August from the Leisure Centre in Brigg (details in the Diary of Events).

That's 20 new members in 2017 which is great going and hopefully we will pass the 22 new members we had last year. We must be doing something right!

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

Member	Observer
Erica Smith from Bardney	Morris Howe
Michael Winters from Corby Glen	TBA
Laurence Dowson from Witham St. Hughs	Ken Rose

Martin Harries and Anthony Wilkinson who joined last month have been allocated to Observers Kev Hewson and John Harrison respectively.

There is one test pass to report since the previous newsletter listing. Congratulations on your success and a big thank you to the Observer.

Member	Pass Date	Observer
Nick Tucker	5 July	Jerry Neale

The group membership is currently comprised as follows:

Full Members	100
Associate Members	23
Total Group Membership	123

That's all for this month, ride safely:

John Cheetham

July's social



The Lincolnshire Wolds Nadgery bits ride out took place before the social in July. Led by Roland Johns. A good number of members joined him for the ride then met back at the Nags Head to chat with those who hadn't made the ride out.

Most socials during the summer months have a ride out before hand and people to lead one are always needed. Going from the Nag's Head at 6pm.

July's Sunday Ride Out

Great to see another good turnout for the monthly ride in July, this time from Hartsholme Park. Nine of us pitched up on a beautiful morning in Lincoln and we had a merry route to Wickenby Airfield where cake and coffee was sampled. Thanks to Phil Niner for leading the ride, nice to see 3 associates there as well enhancing their skills and a couple of Observers (as well as Phil) to keep us on the straight and narrow.



Don't have time to join us? Ross Glover did, he came for breakfast straight off a LEBBS night shift!

Alternative Sunday Ride Outs

Due to work and family commitments some members miss all the groups social rides. Would anyone be interested in a monthly mid week event? If so, let us know if you are interested. A discussion will take place at the next social on Monday if you can get. If not, let one of the committee know and they will put your comments forward.

Forthcoming Events

8th August.

We have been cordially invited to the Lincoln Car Groups next meeting on 8 August where the guest speaker is **Marc Jones, Lincolnshire Police and Crime Commissioner**. The event will be held at The Pride of Lincoln and refreshments will be provided.

Please let Mick Smith know by 6 August if you would like to attend and he will pass the numbers onto Ash.

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. Meet at the Newark McDonalds to leave at 8.25am as he is meeting up with the IMTC group at the American Diner on the ~A2 – 5 miles south of Colsterworth at 9am.

17th August.



Robspeed Honda 13 Brighowgate Grimsby DN32 0QL have an open night from 6pm on Thursday 17th August, have BSB's **Dan Linfoot & Jason O'Halloran** doing a Question & Answer session. There are some prizes to be won on the night.

3rd September.

There's a ride to the Duxford Imperial War Museum. Meet in the Friendly Farmer Café car park, Newark at 0730hrs for 0800hrs prompt departure. Spend the day in the museum, restaurant and café on the premises. Reduction for OAP's. (Lol!) If you're interested please let Phil Niner know on philniner67@gmail.com



24th September 2017.

The second **Ride to Save Lives** is planned for Sunday 24th 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.

28th September.

The British Superbike School are offering a semi-private event to Lincolnshire Advanced Motorcyclists on 28th September. There is a 50% discount for the IAM, including our friends and families making the cost for the day £144.50 per rider. 24 people are needed to book this but if we don't get the 24 then a full refund is given.

This is a Skills Improvement Day, not 'a how fast can you go' day. Undecided? There's an article on Facebook 'Confessions of a Born Again Biker – Part 20 – Track Day Virgin' by David Ayres. Or talk to them about it at the next social or ride out.

Test Passes

Two more F1rst's for Lincolnshire Advanced Motorcyclists.

Alan Wilds receiving his certificate from observer Roland Johns

and

Michael Pace receiving his certificate from observer John Harrison

at the social in July.

Just goes to show the calibre of the Observers we have.





Coffee shop at Langton

Whilton Ride Out

Thanks to all who came on the ride to Whilton on Sunday 30 July and made it a great success. We were looked after very well by the staff at our stops and we were blessed with good weather, apart from the shower going back. Look forward to seeing you all on a ride soon. 12 bikes and 2 pillions attended.



Blyton Park

Roland Johns muscling Ruby around a wet Blyton Park!

David Ayres and Nigel Hobson were also there sharpening their wet riding skills in a safe environment!

It was great fun exploring the turn in pints, braking techniques and that pesky tightening double apex.

Well recommended!



Arctic Quad

John Wigmore

Until recently, if you had asked for my opinion of quadracycles, I would have replied with a definite “thumbs down”, as they have neither the comfort of a car nor the versatility of a motorcycle. However my opinion changed for the better after a recent cruise holiday in the extreme North of Norway.

Our fifteen night cruise took us from Newcastle to the Arctic island of Spitzbergen, and the town of Longyearbyen. The northbound leg of the cruise started with a full day and a night crossing the North Sea, before the all-day stopovers in the ports of Geiranger and Tromsø, as well as Honningsvåg on the island of Magerøya, with another full day crossing the Barents Sea to reach the Svalbard archipelago.



It was during the Magerøya stopover that I had my introduction to the world of quadracycles. The first fact that I learned with some surprise was that in Norway, a bike licence does not cover tricycles or quads, as Norway does not have a category B1; consequently a full UK car license was required. After a short safety briefing, we were kitted out with helmet, gloves and a bike suit before being introduced to the quads. This brought a second surprising fact to my attention; that vehicles used close to their “home location” do not require number plates. All that is necessary is for the owner to be able to identify each individual vehicle – mine was “Number 7”

The journey started with a short drive along the public road, before we turned onto the gravel track that crossed the Tundra. After a Kodak moment overlooking the bay where our ship “Thomson Spirit” could be seen in the distance, the track rose by a total of about 500 metres. Although the quads would not break any speed limits, the 250cc engines proved more than adequate on the steep track. The transmission consisted of a single gear, with automatic clutch and no reverse. In fact there were no controls at all, except for two bicycle type brake levers on the handlebars and a single thumb operated throttle tab. Another hour brought us to the downhill section, and the engines provided enough compression braking to enable a controlled descent without excessive use of the brakes. We took a tea break with one of the locals, and then all too soon we were back at the quayside ready for up anchor, followed by a night at sea and another adventure in another port.



The Confucian approach to give way rules?

Nick Tucker

Work, in the form of presenting Lincoln University engineering research work at an academic conference took me and the lovely Mrs T to Xi'an in China for a week. Xi'an is a city inhabited by about nine million souls (by way of comparison, London has just on seven million). In former times, it was the capital of China and the starting point of the Silk Road. It is now a commercially bustling modern city, but with a lot of history stretching back to Neolithic times. It is also home to the Terracotta Warriors which were commissioned by China's first emperor, Qin Shi Huang, who started construction of the army in 246 BCE. He was 13 at the time – puts wanting to paint your bedroom black into perspective.

Happily, work allows a couple of jet-lag days before the conference starts, so we were able to get about and see some sights.

Xi'an has an excellent public transport system. There is an underground railway with an automated ticket system that at the push of a button translates itself into English. This was highly beneficial to those of us who have neglected to learn the Chinese script and language. The buses have conductors, who will enthusiastically drum up business. Especially if the bus is going to a tourist destination, and you are the only Europeans in the area.



Figure 1

solid tyres (note the holes to provide a bit of flexibility), shaft drive and built in baskets. This system is now being introduced to Manchester and Salford.

The city also has several well used bicycle hire systems. One of the largest is similar to the Lincoln system, with the bikes locked into stations, but the other is a bit more sophisticated. Each bike has a QR code plate on it. A phone app directs you to the nearest bicycle, you photograph the QR plate with your smart phone and the system gives you the combination lock code. Then unlock the bike and off you go. At the end of the journey presumably it's the reverse of the above procedure. Xi'an is a nice flat city, so the bicycle is a popular means of getting about, and the hire systems seem popular. (Figure 1). The bikes are well designed to take heavy usage with



Figure 2

many being charged up. They are used in a variety of roles from individual transport, delivery services and taxis. (Figure 2 & 3)

There are an awful lot of powered two wheelers in use, and in town most of these are electric. They seem to have enough range for a day's use, as we didn't see



Figure 3



A new scooter retails at about £500. There is clear evidence that some of the electric transmission have been retro fitted to pedal powered originals. (Figure 4)

It may be that the transition away from petrol is to do with air pollution. The atmosphere was a little bit soupy, and flying in you get a clear view of the practice of putting bright green or black dust suppressing netting over any patches of bare earth.

In addition, there are Zoom-Lion street spraying carts (

); in addition to the traditional street watering

Figure 4 sprayers, they also have a sort of rear facing water spray cannon that may be to wash the dust of the trees that typically line the street. These useful vehicles play a little tune such as “Happy Birthday to You” or “Auld Land Syne” to warn of their approach. If you do not take heed they will happily give you a good washing to help you remember next time.



So why is this all of interest? Well, I have visited China before (Beijing) and there found the traffic absolutely incomprehensible. I was reduced to finding a suitably staid elderly pedestrian to follow across the road to cope with my lack of understanding of how the road code worked. There certainly was one, but the workings of it were to say the least, arcane. However, it clearly must work, as there were not great piles of ruined vehicles and corpses at every junction. Of course, trying to figure out how road rules work from the naïve observation of city traffic is probably not the best way to achieve

understanding – imagine what you would come up with doing the same thing looking at rush-hour commuters in say, London.

Figure 5

However, that said, this time things were a bit different, because I was equipped with the conceptual toolkit supplied to me by Jerry Neale during our sequence of observed rides.

There are a couple of differences in traffic regulations. One can evidently pass on either side (not as rule 267 directs UK road users), and as in America you can apparently turn right on a red light. Also, you may, as my great aunt in Somerset used to do in the nineteen twenties, ride side saddle as a pillion (**Error! Reference source not found.**) – something that would bring you into conflict with rule 85 here.



Figure 6

The big difference is that everybody seems to have adopted and enacted the idea of a safety bubble, and there seems to be a desire to allow the road, *and* rights-of-way to be shared in the noble cause of keeping the traffic flowing. So, if I am wanting to turn right, and need to get through the stream of pedestrians flowing across the road, I can just nose my way through the queue, and it will almost magically part to let me and my bike or car through (Error! Reference source not found.).



Figure 7

It's the same for getting on and off a roundabout – just ease your way through the traffic stream. Your fellow road users seem to expect this and will accommodate your passage. The general appreciation of the safety bubble is also demonstrated by the road sweepers who patrol up and down the highway literally sweeping the roads with a dustpan and brush (Error! Reference source not found.).



Figure 8

People do toot their horns but not in the usual UK fashion as though to make a comment on the lineage of somebody who they imagine is impeding their path to stillness, but much more in the way that would be recognised by the unsung civil servant who drafted Highway Code rule 112. Since people are evidently using bikes as daily transport, they have some imaginative ways of protecting themselves from the sun and rain (Error! Reference source not found.). They also have their own interpretation as to what constitutes adequate protective gear (Figure 1). I cannot imagine that the average Xi'an rider falls off any less frequently than their UK counterparts, but somehow the risk of tarmac contact doesn't translate itself into personal protective equipment a way that we would recognise.

So, brilliant place to visit, and with my IAM head on, very interesting to see a very different but equally effective way of applying some fundamental road safety concepts that are basically familiar to us, but applied using an entirely different philosophy.

Does the IAM have a presence in the People's Republic?



Figure 9

Figure 1 All the gear, all the time!



Figure 10

Amalfi Coast Trip

In a previous ChainLincs I regaled you with tales of the most uncomfortable bike I had ever been a pillion on, the Honda VFR. That trip to the Isle of Wight had us looking for something, anything, to replace it for our trip to Italy. Scouring the internet Steve decided he'd look at a Moto Guzzi Stelvio. Luckily, there was one for sale at J & S in Doncaster. One visit later, with no test ride the bike was bought! So, Italy, here we come.



We travelled on the overnight ferry from Hull to Zbrugge and set off through France to our first stop, Colmar. In the rain of course.



The next day we went as far as Calzecchio before we stopped. Our third day of travel took us to a little village called Pucara on the Amalfi coast. Our accommodation was a little villa, up a hill of course, with orange and lemon trees in the garden and a wonderful view down the valley to the coast.

The weather was hot, 32-34degrees every day so obviously a visit to the beach was required. We caught the bus to Maori which was an experience in itself! We were overtaken by an old gent on a mobility scooter on the way down the hill, on a bend, would you believe! Par for the course with the driving out there though.

Scary! No protective clothing at all, helmets maybe but certainly no gloves, boots or anything. Mind you, they were on scooters so perhaps they didn't need any.



Even the children were ferried around on the scooters.

The coast road around Amalfi was a delight. Blind bends, 90degree turns, traffic coming from all directions, pedestrians in the middle of the road, pushbikes, dogs. Not a problem for those who've done the IAM course though. Expect the unexpected! Always!

From Pucara we headed inland to a bungalow on a working smallholding in Marine in the Puglia region. Again, very hot. In fact hotter than Amalfi



at 38-39 degrees. Acres of olive groves to be seen for miles. Lovely village, typically Italian as it was nowhere near a tourist centre. Pub open from 5am! Unfortunately, it then shut at 7pm when the local Pizzeria opened. This seemed to be the local youth club, we are young enough to fit in, fortunately.

Driving in Italy was an experience. When overtaking they only give enough room to miss your vehicle, so at 85mph in the middle lane we were overtaken by a driver who straddled the white line between his lane and ours. It was safe enough though, as he was using his knees to control the car while he sent a text. Argh!

From Puglia we travelled to Rimini for our stop over on our way home. A very bustling seaside town with a fabulous church. Another stop over in Colmar and then the ferry home. How was the bike? Totally recommend the Moto Guzzi for comfort, even after a journey of over 400 miles in the one day.

Visordown via Facebook

Motorcycle industry welcomes news of 2040 ban on new petrol vehicles as “tremendous trigger” for electric bikes

“A tremendous stimulus for the motorcycle industry” says MCIA chief Steve Kenward

THE Motorcycle Industry Association has welcomed reports of a ban on new fossil fuel-powered vehicles from 2040, saying it will be a “tremendous stimulus” for bike makers.

The Government is due to announce a ban on the sale of new petrol and diesel vehicles from 2040 as part of an effort to tackle air pollution, according to several national newspapers.

The measure is expected to include a ban on new hybrid vehicles and could mark the beginning of the end of the prevalence of the internal combustion engine in automotive transport. The announcement will be in line with a similar commitment already made by France.

Steve Kenward, CEO of the Motorcycle Industry Association, pointed out that no specific mention had been made of bikes but added: “I think there’s a great opportunity”. “For all the congestion-busting abilities of motorcycles and the abilities to make electric bikes I think it’s a tremendous stimulus for the motorcycle industry. “It’s a tremendous commercial trigger to push on with electric motorcycles.”

Motorcycles made before 2007 are already set to be hit by a **£12.50 daily pollution toll for entering London** from 2020.

Currently the most practical electric motorcycles available include the £16,000 **Zero SR** (pictured), making around 69hp and with a range of up to 200 miles between charges.

The most powerful include the **LS-218** from US firm Lightning Motorcycles, named after its top speed of 218mph and making 200hp.

Observers and Associate Information

Jerry Neal/Roland Johns

The LAM observer team would like to congratulate Alison Millington on her successful completion of the IMI Local Observer qualification.

Mick Smith stated that free tasters were being offered by Road Smart but Lincoln was not on the list. Historically this has been difficult to manage, but now we have more Observers it was agreed to re-instate Lincoln on the map.

Following discussion members suggested more Observer ride outs at weekends. Everyone can organise a social or Observer ride out, the more the merrier! We should all be good at planning and organising eh?

Alison, Phil and Ross found the Associate discussions very useful. As new Observers these discussions helped them compare notes with the more experienced in the group to aid their development.

Please think about a subject for future meetings. This can be anything related to our work as Observers.

Roland reminded the group that he has been invited to talk at Lincoln IAM Car Group's September meeting. The subject is around our world of motorcycling. Please email Roland your thoughts on possible subject matters, especially.....how can we help each other to make the roads safer and avoid collisions? Any photos or video clips would also help.

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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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.

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
 Contact Dave Hall (01522274989) for further information
 Monday 14th Committee Meeting, Nags Head, Middle Rasen. Prompt start at 7.45pm
 Wednesday 30th 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 4th Monthly evening meeting, Nags Head, Middle Rasen, LN8 3JU (A631) at 8.00pm
 Sunday 10th Group Observed Run - Willingham Woods Picnic Area near kiosk
 Meet 9.00am for prompt 9.30am start
 Sunday 24th Ride to Save Lives
 Contact Roland Johns for further information
 Wednesday 27th 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 2nd Monthly evening meeting, Nags Head, Middle Rasen, LN8 3JU (A631) at 8.00pm
 Sunday 8th Group Observed Run - Hartsholme Country Park café area
 Meet 9.30am for prompt 10.00am start

 Monday 9th Committee Meeting, Nags Head, Middle Rasen. Prompt start at 7.45pm
 Wednesday 25th 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 6th

Monthly evening meeting, Nags Head, Middle Rasen, LN8 3JU (A631) at 8.00pm
Commencing with the group ANNUAL GENERAL MEETING

Sunday 12th

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 4th

Monthly evening meeting, Nags Head, Middle Rasen, LN8 3JU (A631) at 8.00pm

Sunday 10th

Group Observed Run - Willingham Woods Picnic Area near kiosk

Meet 11.30am for prompt 12.00am start

Monday 11th

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

PLEASE NOTE there is no Observers meeting this month

