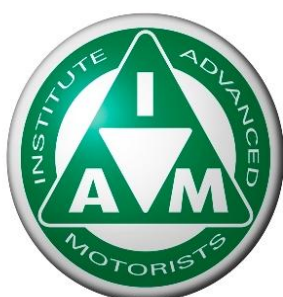


# ChainLincs

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



Roland Johns giving a presentation to the Lincoln Car Group



# GROUP COMMITTEE MEMBERS

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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](mailto: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](mailto: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 October 2017.

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

[lynne.iam1@gmail.com](mailto:lynne.iam1@gmail.com)

# EDITORIAL

Many thanks to all those who have contributed to the Newsletter this month, there's some very good articles and I hope you all enjoy reading them. And that it inspires you to put pen to paper, or contact me to discuss an event or ride out you'd like to do, or have done

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. It's a great way to meet other members.

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](mailto:lynne.iam1@gmail.com).

Whatever you do,  
Have fun,

*Lynne*

## **Contents in this newsletter:**

- Chairman's chatter
- Membership update
- September social
- September Sunday ride out
- Forthcoming Events
- Test Passes
- Duxford
- IAM Masters
- Ride for Life 2017
- Rolands Talk
- Observer & Associate Information
- Group Clothing
- Diary of events

## CHAIRMAN'S CHATTER

Due to an impending holiday I am writing this early this month so apologies for missing something that happens later in the month! I must admit if Lynne hadn't emailed me today I would be packing for next week not writing this. Not a problem, working for 2 more days, then marshalling at Air Ambulance ride out on Sunday – still time to pack before we fly out on Monday!

Anyway, welcome to Octobers ChainLincs and thanks again to Lynne for editing. Hopefully she has had plenty of contributions from other members. Thanks if you have contributed, if you haven't could you? Doesn't have to be much, a few words and a couple of pictures of your biking, or other, adventures helps fill some space for Lynne and makes the newsletter a worthwhile read.

I would like to apologise to Paul Corpse for the incorrect spelling of his name in last months ChainLincs, sorry Paul.

Big thanks to Roland Johns who prepared a presentation and spoke to the Lincoln Car Group earlier this month. Thanks Roland, I am sure awareness of bikes amongst the car group will have been much improved.

Only one test pass this month and that was Graham Swanston. Congratulations and well done Graham and to your Observer Jerry Neale. That brings the test pass total since the beginning of the year to 15. We currently have 18 active associates so come on guys and girls lets get some more passes this year. I know it's wet out there at times but riding in the wet sharpens those skills.

Dave Ayres did something this month that not many of our members have done in the past. He took his Masters test and successfully passed. Well done Dave and massive congratulations.

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 meetings.

We have two new members this month. Welcome to Paul Carson from Branston Booths and Ken Mulholland from Glenthams. Great to have you on board gents, enjoy your rides and hope to see you at a ride out or the monthly social meeting soon.

Septembers' monthly ride was from Willingham Woods. Seven members plus 3 guests turned up on a pleasant morning at Willingham Woods. We split into 2 groups and went out own way. Thanks to John Harrison and Malcolm Heaton for leading. John took us on one of his usual routes across the Wolds. I say usual but there are new roads all the time, some of which I can find again, others that I can't. Malcolm headed north with Nigel Hobson and the guests with some positive feedback from the guests after the ride. Hopefully some new members?!

Octobers ride is on 8<sup>th</sup> from Hartsholme Country Park on Skellingthorpe Road in Lincoln. Leaving promptly at 1000hrs so get there early for breakfast and a brew. Don't forget we meet at the front of the café through the no entry signs!

The annual Barrie Heath Quiz will take place on Wednesday 25<sup>th</sup> October starting at 1930hrs at the Pride of Lincoln (LN6 3QZ ) just off the Lincoln bypass near Damons. As last years' winners the Lincoln car group are hosting. We need a team so if you fancy a go come along or just come along to support the team. The audience usually play along as well so a fun evening for all.

Do you want to prove that your riding or driving is still up to advanced standards then why not take the test (actually a reassessment for full members) again. The new membership tier, Fellow, is now open. The Fellow membership tier is 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](http://www.iamroadsmart.com/fellow) . Four members of the Group have already signed up.

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 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 Behan 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](http://www.l-a-m.co.uk)

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

<b>Member</b>	<b>Observer</b>
Paul Carson from Branston Booths	Paul Henseleit
Ken Mulholland from Glenham	Phil Niner
David Taylor-Lennox from Anwick	Ian Firth

Dave Holmes who joined the group in August has been allocated Roland Johns as his Observer.

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

Member	Pass Date	Observer
Paul Corpse	28 August	Malcolm Heaton
Graham Swanston	1 September	Jerry Neale

The group membership is currently comprised as follows:

Full Members	102
Associate Members	25
<b>Total Group Membership</b>	<b>127</b>

Membership subscriptions for membership numbers in the range 766 to 782 are due from 1 October to cover membership until 31 March 2018. The cost is £4 and the renewal forms will be posted out shortly.

That's all for this month, ride safely:

*John Cheetham*

## September's social



A busy night this month with over 22 members coming to the social. A lot on bikes too. Just making sure they can get as much riding in as possible. Nice to see more new members too.

## September Sunday Ride Out

Mick Smith:

Great to see 7 members plus 3 potential members at Wilingham Woods this morning for monthly ride out. Thanks to Malcolm Heaton for leading one group up towards the Humber and John Harrison for a great ride over the Wolds and onto A16 and back. Thought I got a picture but apparently not, doh! Nice to see Nigel Hobson, Kev Smith, Mark Gill, Paul Henseleit and David Ayres (The Master) who turned up for a coffee before we set off.

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## Mid Week Ride out

Mike Day organised another mid-week ride out on Wednesday 27 September with five members going from Louth to Woodhall Spa via Alford.

Mike says: "All went ok up to Alford then technology let me down and my sense of direction let me down even more! We missed, in my opinion, the best part of the ride through Revesby Chase but they all said it was enjoyable. Think they are being polite. Would do it all again but would be better prepared."

These rides are for anyone who is unable to join in the Sunday morning runs, or who just wanted to come along for the ride. These look to be of definite interest to people. If you would like to lead a ride out, or just suggest one then put something on the Facebook page or let me know and I'll arrange for it to be advertised in ChainLincs.



# Forthcoming Events

## 2<sup>nd</sup> October

John Siddle will be coming along to give us a presentation on the Lincolnshire Road Safety Partnership and the work they do. Should be interesting and gives the opportunity to ask those questions you often wondered about

## 8<sup>th</sup> October

Octobers ride is on 8<sup>th</sup> from Hartsholme Country Park on Skellingthorpe Road in Lincoln. Leaving promptly at 1000hrs so get there early for breakfast and a brew. Don't forget we meet at the front of the café through the no entry signs!

## 25 October



The annual Barrie Heath quiz takes place in the function room at The Pride of Lincoln on 25 October. The quiz is between the Lincoln Car Group, the Scunthorpe Car Group and the Lincolnshire Advanced Motorcyclists Group. It would be great to see lots of you there to support us. If anyone is interested in being part of the quiz team please contact Mick Smith, details in committee information.

Previous winners of the trophy!

## 5 November

Ian Morrison is planning a ride out to the peaks again this year. It will be the same route as previous years. The date is Sunday 5 November. This is usually an all day event with the intention of being back by 18:00. The meeting place will be at the services on the M180 or in that vicinity. The meeting time will be confirmed nearer the event.

"The ride is open to all. If you think you might like to give it a go, you should express an interest, as far in advance as possible so I can plan the event, you are not committed to ride. Just showing interest. If I don't get any takers, I'll do something else with my day. You can confirm your ride closer to the event. The ride is challenging but not difficult. The views are superb"

Contact Ian on Mob: 07766008100  
Email: [rianmorrison@hotmail.com](mailto:rianmorrison@hotmail.com)

# Test Passes

**Three more F1rst's for Lincolnshire Advanced Motorcyclists.**



Bryan Sanderson receiving his certificate from observer Kev Hewson at the social in September.



Mike Day receiving his certificate from Mick Smith

Mark Mowbray receiving his certificate from Mick Smith.





# Duxford

Phil Niner

At 8am on Sunday 3rd September 2017, 5 bikes and one pillion set off to Duxford Imperial War Museum in Cambridgeshire.

The route down was A17,A15 with a stop for coffee at Yaxley, Mrs Garmin took us a merry route around the suburb of Yaxley but only for about 10 minutes.

We continued via the A1 and turned off at Godmanchester to do a cross country route. However, Cambridgeshire CC had blocked the road off with roadworks and we had to go back to the A14 then M11 to Duxford, arriving at 1050hrs.

On arrival we all spilt up to do our own thing. I have to say the place is fabulous. Magnificently maintained aircraft set out in 8 new hangars. Three cafe/restaurants where we met up for lunch. We were treated to some flying displays from the Spitfire and bi -planes. There is also a hangar dedicated to ground forces with all their equipment etc.

We met up and departed at 1630hrs and arrived back at 1925 after a refuel and coffee stop. Good company, a good ride and superb venue made it a great day out.

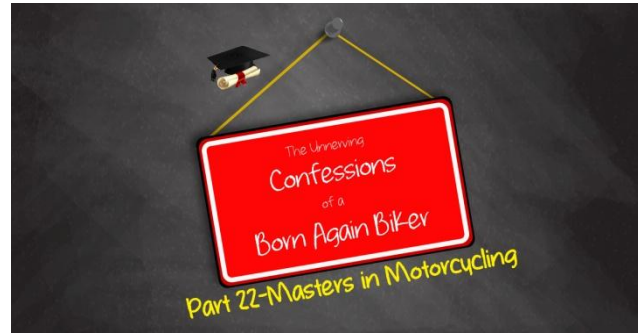


# IAM MASTER!

David Ayres

Father Confessor – otherwise known as Dave Ayres - recently qualified as an IAM Master. Is it the next logical step for any advanced rider? Yes ... Here is why ...

The IAM Roadsmart Masters qualification starts with a problem. How do you take an advanced rider and increase their skill level on a motorcycle? Luckily for me, I didn't have to make that decision. My IAM test ride made that decision for me.



Having put in what I thought to be a solid ride on my test, there were a few areas where I could have sparkled a little brighter, Andy McManus, my examiner, congratulated me on passing as we started the debrief.

I couldn't – and wouldn't – argue with any of the points that Andy made and it is a testament to my Observer Roland Johns that one of the comments Andy made was "... close to a First".

If I'm honest, that comment stung just a little. There is an interesting story about a 4x4, a VW Polo and a truck, all coupled with an excess of restraint on my part, but the important part was the detailed and exacting conversation I had with Andy about that section of the ride.

As that conversation unfolded, I realised that there was so much more for me to learn about riding a motorcycle, despite the fact that I had just become an IAM Advanced Motorcyclist.

I rode home, in a mixed state of being elated and deflated. I sent a text to Roland my Observer detailing my good news and then rang the IAM to arrange a Masters course and, requesting Andy, the examiner, as my Masters Mentor. My logic being, if I came away with more questions, then Andy was the person with the answers.

Andy is an intriguing gentleman. Once a motorcycle rider in the Police Diplomatic Protection Squad, he later moved to Lincolnshire, where he spent many years as the Head of Collision Investigation. Then he decided it was time for a career change, and took up to post of Vicar at a Baptist Church in Lincolnshire.

Andy's passion for motorcycling burns strongly, and he holds the distinction of being the first person to have an IAM Masters Candidate pass with Distinction – a gentleman I know only as "Dan". Andy's constant desire to challenge the status quo and develop himself as a rider, despite his considerable experience, is how my fellow "trainee" Nigel Chapman and I came to be standing outside the Vicarage, on a Saturday morning in early June.

Andy wanted to explore training with two Master's candidates as a collective, rather than the traditional mentor and pupil, one-on-one arrangement.

This style of training is similar to that used by the British Police force. It changes the dynamic from the teacher and pupil relationship that most of us are familiar with, for one where learning is a combined experience. Andy, as the mentor, sets the overall agenda for the sessions and ensures we stay on the right track, politely dispelling any miss held concepts or things that we are just plain wrong about.

On that Saturday morning, Nigel and I took it in turn to lead, typically with Andy riding at number two. Our instructions, for that first ride, included a destination, a reminder to maintain active rear

observation, and the expressed desire to “get on with it” as Andy wanted to enjoy himself. Dawdling about was never on the agenda.

To say that Nigel is a quick rider is something of an understatement. A motorcyclist of 45 years’ experience, I found I needed to ride harder than my normal pace to stay with them. There was that excess of restraint coming to the fore again.

Arriving at the first tea stop of the day, Andy had a cheeky grin on his face as he asks Nigel and me to critique each others’ ride. Neither of us wanted to, especially as we had only met an hour or so earlier, but Andy pushed for details. Having received my assurance that I won’t be offended by anything Nigel has to suggest, Nigel relented and offered me some solid feed back.

When it comes to my turn, my questions are mainly around the pace of the ride.

To take an Advanced motorcyclist and help them to improve, the mentor has to discover the right areas for improvement (AFIs). One of the factors that control our ability to improve is our ability to process road information and developing the required increase in mental capacity comes from learning to operate at an accelerated pace.

It isn’t about making the world go by faster – speeding in other words – it is about constantly looking for more information and processing that through Observe, Analyse and Plan.

The I at the start of IPSGA quickly takes on a new level of significance. Over the following weeks, as our ability to digest information increases, we observe more, analyse and plan further ahead. Our position, for example, as always is based on safety, now also considers the stability of the motorcycle, as well as the view the chosen road position will deliver.

Our speed and the gear required for the next action in our constantly evolving plan, are known sooner. Acceleration, both positive and negative, is predicted and fed back into the information loop. We are looking and processing further and further ahead, delivering us the ability to progress safely, smoothly and unobtrusively, without fuss or flourish, through the traffic.

Nigel’s highlights additional areas I can extract more information from the road ahead. My suggestion to him is to trim 10% off his commitment to each manoeuvre, thereby establishing more “wriggle room” should something unpredicted happen.

And so our collective development continues. Nigel finds an even quicker way through corners by following Andy’s advice to reduce his entry speed and translate this into a faster exit.

Another improvement for me comes from changing the arc I take during the exit phase of right-hand bends. By extending the arc, so I’m back at the 3/3rds position a little later, I can maintain safety and increase stability, without sacrificing my view.

As we approach our final rides with Andy, Nigel and I can see how we have influenced each others riding and the changes that Andy’s tutelage has brought. Even the contrast in our clothing is now a factor we consider. We may be three fashion faux pas on motorcycles, yet we stand out in the traffic by ensuring a good contrast, not just a glowing bundle of Hi-Viz colours.

So, the big question: Is the IAM Master course difficult? It is a common question I’m asked, and the answer is a subjective one.

Over one of the many cups of tea, while Andy is in his normal post ride trance making copious notes in his fabled book, Nigel and I pondered the point. Our reasons for starting the Masters are different, but the desired outcome is the same.

Nigel decided to embark on the IAM training after a road traffic accident, which involved significant physical injury which now requires him to both brake and change gear with the heel of his foot, rather than the ball of his foot, or his toes. His injuries also resulted in one of his legs only bending little. Nigel maintains to this day that had he received IAM training all those years ago; the accident wouldn't have happened. He would have spotted them coming.

For me, the IAM, came about when I realised there is so much I didn't know. The hardest part of being RoadSmart was the initial phone call to the IAM. Understanding that I wasn't as good as I wanted to believe I was, and being prepared to park my ego and take advice, guidance and constructive criticism, which at times can be tough, was the biggest hurdle.

After getting past that, I've never looked back. Even riding through the winter as an Associate with Roland Johns, was highly enjoyable. Yes, the Masters is a challenge, but it isn't about wondering if you are good enough. It is about learning and developing the skills to become good enough. It just takes practice and the willingness to learn.

So, perhaps Nigel and I should ask you the same question. Is the Masters level difficult to achieve, or simply the logical progression for any advanced rider? I can't recommend it enough. Highly enjoyable and challenging at the same time. Has it improved me as a rider? Yes, without doubt.

## **Ride For Life Beyond Sight Loss 2017**

Lee Coulbeck



We (wife & I) took part in the fourth "Ride For Life Beyond Sight Loss 2017" on Saturday 12th August. This was our second Ride for Life having done our first in 2016 after encouragement from a schoolmate (& best man). The ride was from Moreton in Marsh on the northern edge of the Cotswolds to the main Blind Veterans facility in Ovingdean, Brighton via a fairly circuitous route. As the ride was scheduled to start at 9am with registration from 8:15am at the Fire training Centre in Moreton we decided to stay over the previous evening at the by now traditional hotel in Moreton which as the previous year was very nice. This allowed us some quality time to catch up with Phil and Tracy whilst having a beer or two and wait for another couple to join us for the evening before the ride. When we were all assembled another beer followed by a curry was in order.

The following morning we were up bright and early surprising the staff with an early checkout and grabbing a quick breakfast, aiming to leave at 8:15. In 2016 we were fashionably late turning up during the final briefing, oops best behaviour required this year. So we registered eventually - they had changed registration point since last year doh! They were expecting 70 bikes on the 110 mile run with some joining us in Portsmouth. They were running the second man drop system with a tail end charlie on a very obvious ex police pan European with much dayglo making sure the dropped 2nd man joined the ride at the back of the group ensuring we all end up in the correct place, using mainly single carriageway A roads & better B roads. The weather promised to be good but kept threatening the odd shower. As you might imagine many sorts of bikes were taking part in the run but BMW boxer twins in various guises were the most common bike with Triumph probably being the next most popular Marque followed by Harleys, a few sports bikes and a Moto Guzzi.





Bikes assembling at registration



More bikes at registration including my tiger in the foreground and my riding buddies sheltering in the shade in the background.

We left the fire training college pretty much on time and headed south into the Cotswolds through many chocolate box villages. The sight of 50+ bikes snaking through the countryside was quite something, a shared experience unlike pretty much anything else I have done. We then rode across the North Wessex Downs AONB with more chocolate box villages and the weather holding up with cloudy sunshine. After about 90 minutes of riding we arrived at the Army Aviation Centre near Middle Wallop for a comfort break. Plus an opportunity to top up on tea, coffee and bacon butties!



BMW GS1200 top box on run



Route from Moreton to Brighton

We then skirted just south of Winchester skirting the southern edge of the south Downs National Park heading towards Fort Widley just outside Portsmouth to pick up some more riders before the final run into Brighton.





Fort Widley stopover near Portsmouth



Riding Buddies and Bikes assembling before Brighton Sea Front run to Blind Vets HQ

Then another relatively short ride skirting the south coast until we met up in a lorry park in between Worthing & Brighton for the final massed run to the Blind Vets HQ. The 70 or so bikes all managing to get split up by the many traffic lights on Brighton seafront. Eventually arriving at Ovingdean at 4:30pm



and managing to navigate the huge hill up to the car park. We then adjourned for some food and drinks closely followed by the raffle and thank yous. All done for 2017, a brilliant day's riding that did stay dry after all.

Next year it's rumoured the run is 2 days from Llandudno to Ovingdean, Brighton via Moreton in Marsh!

Blind Vets HQ Ovingdean. Apparently with a floorplan in the shape of an airplane.

## Lincoln Car Group Presentation

By Roland Johns



Ashley Behan from the Lincolnshire IAM car group invited me to give a talk at their September meeting. The title was Talking Bikes and the purpose was to discuss how we as bikers and them as car drivers, could help each other out. The common aim was to reduce collisions and ultimately serious injuries and deaths by raising their awareness of motorcycles. During my presentation there was very good interaction and discussions between the car group and those of us from the bike group. I was ably supported by LAM members Ross Glover, Ian Firth and Dave Hall (thanks guys). Overall it was a very productive evening, I even gained a round of applause!

If anyone would like to have a copy of the presentation I am happy to share. Email me on [johns7@ntlworld.com](mailto:johns7@ntlworld.com)

# Observers and Associate Information

Jerry Neale

The observer team is always available for any member of the group who would like to have a one to one in order to maintain their program of continuous personal improvement. The Sunday morning group observed run is a great opportunity to take full advantage of this free service for any member. Just ask and as we have three more group observed runs before the year end there is still plenty of opportunity or if you fancy taking your riding skills to the next level consider becoming an IMI Qualified Local Observer.

## SITUATIONS VACANT

### Role

IMI Qualified Group Local Observer

### Definition

Group –

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

Observer –

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

### Purpose of role

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

### Requirements

Enthusiasm

Self motivation

Communication skills

Planning skills

Leadership

### Qualifications

Full Motorcycle License holder

Full Group Member

Current IAM Member

To be able to ride to a high standard

### Hours

3 per week when required (more may be available on request)

Plus 1 evening per month (except winter time)

### Salary

Voluntary. Although fuel costs may be paid by associate

### Benefits

None of a material kind.

### Role Satisfaction

Unrivalled

### Training

Comprehensive training will be given

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



Ian Morrison with Malcolm Heaton

## 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	£
<b>PAYMENT MUST BE RECEIVED WITH ORDER</b>						



# 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.**

## OCTOBER

Monday 2<sup>nd</sup>

Monthly evening meeting, Nags Head, Middle Rasen, LN8 3JU (A631) at 8.00pm  
We have John Siddle coming along to give us a presentation on the Lincolnshire Road Safety Partnership and the work they do. Should be interesting and gives the opportunity to ask those questions you often wondered about.

Sunday 8<sup>th</sup>

Group Observed Run - Hartsholme Country Park café area  
Meet 9.30am for prompt 10.00am start

Monday 9<sup>th</sup>

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

Wednesday 25<sup>th</sup>

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)

Wednesday 25<sup>th</sup>

Barrie Heath Quiz Night at the Pride of Lincoln, meeting at 7.30pm for an 8pm start. Please come along and join in. Buffet included!  
For information contact Mick Smith (details on page 2)

## NOVEMBER

Sunday 5<sup>th</sup>

Ride out to the Peak District.  
For information contact Ian Morrison on Mob: 07766008100  
**Email: [rianmorrison@hotmail.com](mailto:rianmorrison@hotmail.com)**



## **NOVEMBER**

Monday 6<sup>th</sup>

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

Sunday 12<sup>th</sup>

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<sup>th</sup>

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

Sunday 10<sup>th</sup>

Group Observed Run - Willingham Woods Picnic Area near kiosk  
Meet 11.30am for prompt 12.00am start

Monday 11<sup>th</sup>

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

**PLEASE NOTE** there is no Observers meeting this month

# **2018**

## **JANUARY**

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

## **FEBRUARY**

Monday 5<sup>th</sup>

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

Sunday 11<sup>th</sup>

Group Observed Run - Hartsholme Country Park café area  
Meet 11.30am for prompt 12.00am start

Monday 12<sup>th</sup>

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

Wednesday 28<sup>th</sup>

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)

## **MARCH**

Monday 5<sup>th</sup>

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

Sunday 11<sup>th</sup>

Group Observed Run - Ancholme Leisure Centre car park, Scawby Brook, Brigg  
Meet 9.30am for prompt 10.00am start

Wednesday 28<sup>th</sup>

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)

