

ChainLincs

THE NEWSLETTER OF



Lincolnshire
Advanced Motorcyclists



IAM GROUP 7176, REGISTERED CHARITY 1049955, SUPPORTERS OF THE BMF

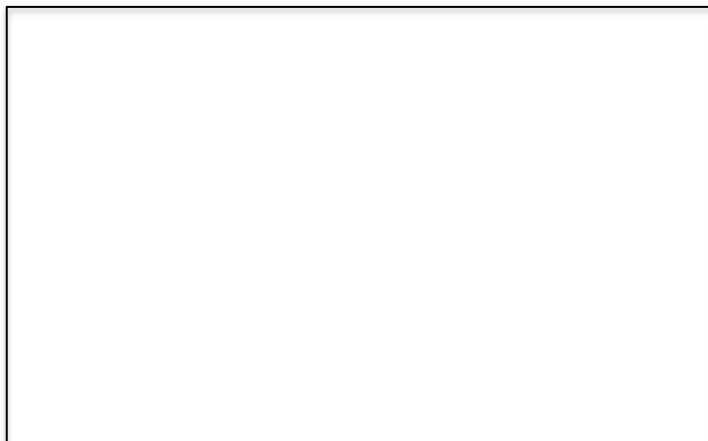


Source: <http://2000ad.wikia.com/wiki/Lawmaster>

With listings for over one hundred and forty motorbiking events near and far

June

2018



GROUP COMMITTEE MEMBERS

The Area Service Delivery Manager for our region (East Midlands and North Yorkshire) is Peter Serhatlic. Peter can be contacted on

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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 2018.

Please provide any copy to the editor, by **25 June 2018**

at the latest, although, the earlier the better. You can send any articles by email
to any member of the committee, but best to chainlincs@uwclub.net

EDITORIAL



This month is a bit legislation heavy with a summary of the big effort put in by Phil Niner to prepare the group for the new General Data Protection Regulations and a chunk about the regulations governing motorcycle clothing

Continuing the legal theme, the cover picture is Judge Dredd's Lawmaster motorbike. See <https://2000ad.com/> for further details.

More generally: E-mail your contributions to chainlinks@uwclub.net, and don't forget that our commitment to the highest journalistic standards means that if I can read it, we'll print it.

Photographs, art, and writing are all welcome.

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.

If you have any recommendations for people or want to tell them about interesting roads and places contact a member of the Committee (details in committee information) by telephone or via e-mail or put it onto Facebook and we'll put something together.

Have fun,

Nick

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CHAIRMAN'S CHATTER

Welcome to another packed edition of ChainLincs and many thanks to Nick for putting together another great edition.

I am sure you are sick of hearing about **GDPR** (General Data Protection Regulation), I certainly am, but we do need you to complete the Contract you have all been sent by John Cheetham. Please read it, if you are happy for Lincs Advanced Motorcyclists and IAM RoadSmart to continue to hold minimal data on you that allows us to keep you up to date and run the Group please just sign the form and return it to John either by printing and posting or filling in electronically and emailing it back to him. If you don't reply John will remind you a couple of times after which, without your consent, we will no longer be able to send you ChainLincs and information about ride outs, and we will have to dispose of any information we have on you effectively meaning you will no longer be a member. I fully appreciate that this is a complete pain but it is not of our doing and a quick reply to John is all that is required.

Since I wrote May's Chairman's Chatter we have had four new members join us. Welcome to James Taylor from Alford, Ian Glastonbury from Buslingthorpe, James Davison from Auckley and John Pittock from Sleaford. Hope you can make a ride out or social meeting and I look forward to meeting you. These four bring our new member total to 17 this year plus a couple of returning members who took their Advanced test previously.

The Lincoln BikeFest takes place on the Brayford on 10 Jun and as usual we will be there. If you can get down to talk to the punters about advanced riding, even if only for an hour, it would be greatly appreciated.

Once again, the BikeFest does coincide with our monthly group ride which is from the Leisure Centre in Brigg leaving promptly at 0930hrs. Perhaps those of you that turn up could make your final destination the BikeFest.

If you fancy being an Observer come along to an Observer meeting. As the meetings over the Summer months will be held at different locations give Jerry Neale a call on 07885 494607 for details. From September Observer meetings will be held at Emprocom Ltd, Bridge House, Scothern Lane, Langworth, LN3 5BH. Thanks to Ross Glover for arranging this new venue and many thanks to Andy Kitchen for allowing the meetings to be held at his offices in Nettleham over recent months.

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 . Six members of the Group have already signed up including me.

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).

Short and sweet from me this month. Hope to see you all soon, stay safe

Mick

MEMBERSHIP UPDATE

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

We have had two enrolments since my May newsletter update, a warm welcome to you both. Additionally, Roland Johns has been appointed Observer for Ian Glastonbury

Member	Observer
841 James Davison from Auckley	Ian Morrison
842 John Pittock from Sleaford	Phil Niner

There are no test passes to report since the previous newsletter listing.

The group membership is currently comprised as follows:

Full Members	92
Associate Members	33
Total Group Membership	125

The newly introduced General Data Protection Regulations (GDPR) have impacted on how we manage and use members personal information.

The sending out of the Member Contract forms is something we have to comply with according to information passed to the group from IAM RoadSmart and is not optional.

I have sent out 124 emails to members and received 30 back so far. It would be greatly appreciated if the remainder could be returned as soon as possible please, as I have plenty of other things to keep myself occupied with in my leisure time than having to send out large numbers of reminders.

There is also a separate contract for those within the group who undertake observing duties which will be sent out shortly.

That's all for this month, ride safely:

John Cheetham

ACTIVITIES

Take me to your Leader

Roland Johns dateline 1st May 2018



*"Rough winds do shake the darling buds of May,
And summer's lease hath all too short a
date."* And Bumble meets the Leader Lancaster
at RAF Coningsby.

The Trophy Room

Roland Johns dateline 3rd May 2018



Been a busy boy in the last 3 years! Just need to standardise the frames and get a new bubble for my spirit level 😂.

Biker Safe Froggy and Pals

Simon Battram dateline 6th May 2018



Gone for a ride with Sue and met up with biker safe froggy.
at one of Malcolm Heaton coffee stops.
Always good to take a break. And a brew.

The Wolds

Mick Smith dateline 6th May 2018



What a great day to be out in the Wolds.

Not the Bomber

Matt Haisman dateline 6th May 2018



Tried something different today - went out on my friends 600! Different to riding the Aprilia SL1000 Falco "Lancaster bomber"!!

The Triumph Motorcycle Factory Visitor Experience

David Hall dateline 8th May 2018



A mid week ride out, going to the Triumph Motorcycle Factory Visitor Experience, leaving the Friendly Farmer Cafe, Newark at 10am.

Peter's pink helmet

Malcolm Heaton dateline 8th May 2018



Great ride today with Peter Daubney really getting there across to Withernsea some great bends on way back. Some bloke thought we were gay for taking pictures for ChainLincs. It's Peter's pink helmet with butterflies what did it - Lincolnshire Advanced Gay motorcyclists

Hi-Viz Parade

Mick Smith dateline 7th May 2018



This month's spot-the-rider competition declared "too easy".

Trip to Seaways for a late lunch

Kev Smith dateline 7th May 2018



Associate Alexander Thorpe on his 3rd ride out today. Took a trip over to Seaways for a late lunch, great ride, great weather. Well done Alex! Not quite sure what I was doing at that photographic moment says Alex

Slow moving U turns in a car park

Simon Battram dateline 10th May 2018



A good 2nd ride out with associate Graeme H.

Slow moving U turns in a car park. Got a big smile, from Graeme when we finished slow riding exercise for the day! MORE TO FOLLOW, ambulance car coming through on a red traffic light against us, BMW car on country roads. Good ride with progress, restraint, and getting improvement using IPSGA.

Well done to Graeme.

Thanks again to Ken R for his input and direction 😊🕶️.

From our foreign correspondent

David Kerr dateline 10th May 2018



Went to a bike nite* in the states...
5.7 V8 small block in a bike!!

Kirkstone Pass

Gary Johnson dateline 14th May 2018



At the top of Kirkstone Pass in Cumbria.
Sweet day for a Ride Out.....

Not all the gears all the time

Malcolm Heaton dateline 16th May 2018



Out in observed ride with Peter when I lost all my lower gears and had to divert to Robspeed in Grimsby (<http://www.robspeed.com/>) who adjusted the lever and did full road test, then said no charge all part of service. We then went down to Cadwell and back over the Wolds. Peter put in a very polished ride.

Performance Plus Course

Mike Day dateline 18th May 2018



Great day Wednesday at Cadwell on the Performance Plus Course.

Tiger on the tank

Roland Johns dateline 18th May 2018



Lovely observing day within [David A Holmes](#). He made me and Tiny Tiger visit Chris Walkers and forced us to eat bacon baps! 🍔. We came back to the WAVE for Magnum's 😎. Good improvements shown on part 2 of the ride, practice practice! 😊.

Froggy on the tank

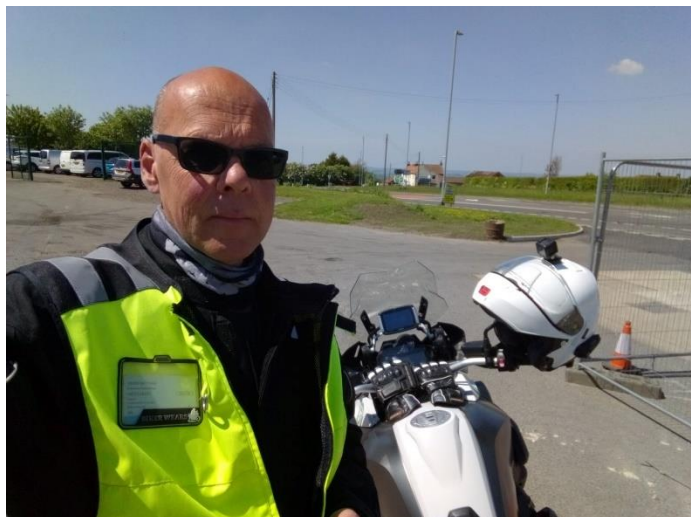
Simon Battram dateline 18th May 2018



Me, Sue and Safety biker Froggy are out for a check route ride. We started at Caistor and went cross country.

Waiting at Caistor

Simon Battram dateline 19th May 2018



Riding out with Malcolm H and Graeme H. Waiting at Caistor top for the crew. having just got news that Malcolm H has gear change issues so will not be with us today. 😞😎

Belton to Bitchfield

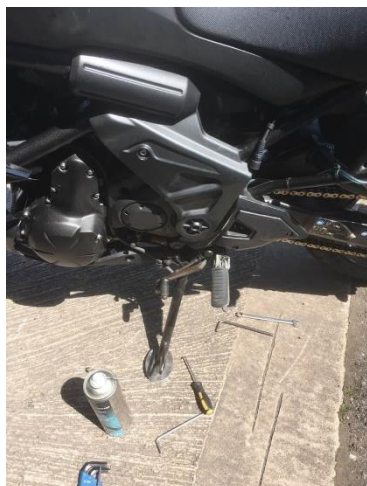
Mick Smith dateline 13th May 2018



Great ride out this morning from Hartsholme Park. Ten members (including 2 associates) and one pillion turned up and [Phil](#) led us down to Belton Garden Centre for coffee and cake. We then headed for Bitchfield Bends and onwards towards Melton. I dropped out at Colsterworth as need to be somewhere else. Thanks very much Phil, great route.

Not all the gears all the time – part 2

Malcolm Heaton dateline 19th May 2018



Well, same problem again. This time got to Colin Willoughby in Scunthorpe (<https://colinwilloughbymotorcycles.co.uk/>) and Ginge who is Kawasaki trained knew the problem straight away. I gave a test ride and no problems. Thank you Ginge and Colin Willoughby

Third Frog of the Month

Simon Battram dateline 19th May 2018



Feeling sorry for Malcolm H 🙄.
It was a great run with Graeme.
Over the beautiful Wolds and back to Caistor.
Biker froggy is not happy as to many bugs in the air for him to catch.
Froggy says "keep your visor clean! "

Still Life with Bugs

David Ayres dateline 20th May 2018



Glorious morning for converting petroleum distillates into forward motion.
Coffee isn't bad either

Still Life with Bugs

David Ayres dateline 20th May 2018



Just a few pictures from our ride yesterday. Good weather, good roads and plenty of IPSGA use. John H would and does use the roads we went for a social ride on without Malcolm Heaton due to mechanical failure. Graeme H told me he hates U turns. Brilliant job in the carpark. 😊
Great day out 😎.

Home Thoughts from Abroad

Kev Turner dateline 20th May 2018



Flying the flag 5400 miles from home 🇬🇧😎.

Questing for Bacon Butties

Simon Battram dateline 28th May 2018



Was up at 07.00hrs on this bank hols! Sue and biker froggy wanted a ride out. It was very good and. Need now to find a bacon butty stall!

Royal Enfields in the Wild

Malcolm Heaton dateline 29th May 2018



Out on Observed ride ,met these fellows all on old Royal Enfield they where all late seventies early eighties of age good to see them riding. Peter had a dodgy start but it was early, when he woke up he did a excellent ride worthy of a good pass rate we need to see consistency in his riding which he does now .Well done Pete

Observers in the Wild

Simon Battram dateline 31st May 2018



The North group ready for a ride with Ken R in lead. With a thumbs up from Ken and the others, we were off. Ken showed us roads and grassed roads. We all. Needed to clean our bikes and reaily enjoyed the ride, briefings and de briefings. Thank you all for a safe ride in damp conditions.

Improvisation is the Mother of Cake

Malcolm Heaton dateline 31st May 2018



Observers meeting on bikes tonight, very good turn out all groups from all over Lincolnshire, John Harrison using all modern technology by using a stone on the car park gravel to demonstrate best corner line

LETTERS TO THE EDITOR

The difference between cars and bikes

In a car you're always in a compartment, and because you're used to it you don't realize that through that car window everything you see is just more TV. You're a passive observer and it is all moving by you boringly in a frame.

On a cycle the frame is gone. You're completely in contact with it all. You're in the scene, not just watching it anymore, and the sense of presence is overwhelming.

Robert M. Pirsig

The edge

The lever goes up into fourth, and now there's no sound except wind. Screw it all the way over, reach through the handlebars to raise the headlight beam, the needle leans down on a hundred, and wind-burned eyeballs strain to see down the center line, trying to provide a margin for the reflexes. But with the throttle screwed on there is only the barest margin, and no room at all for mistakes. It has to be done right ... and that's when the strange music starts, when you stretch your luck so far that fear becomes exhilaration and vibrates along your arms. You can barely see at a hundred; the tears blow back so fast that they vaporize before they get to your ears. The only sounds are wind and a dull roar floating back from the mufflers. You watch the white line and try to lean with it ... howling through a turn to the right, then to the left and down the long hill to Pacifica ... letting off now, watching for cops, but only until the next dark stretch and another few seconds on the edge ... The Edge ... There is no honest way to explain it because the only people who really know where it is are the ones who have gone over. The others -- the living -- are those who pushed their control as far as they felt they could handle it, and then pulled back, or slowed down, or did whatever they had to when it came time to choose between Now and Later.

But the edge is Still Out There. Or maybe it's In. The association of motorcycles with LSD is no accident of publicity. They are both a means to an end, to the place of definitions.

Hunter S. Thompson

Advanced notice of rides out

Phil Niner and Ian Morrison are going to **TankFest** (<http://tankmuseum.org>) on the South coast in July.

Riding down on Saturday 30th June for the Sunday Tankfest and riding back on Monday 2nd July.

Ride routes TBC but will be circuitous to take in varied interesting scenery.

All welcome, even if only for part of the ride down.

Ian Morrison (see Diary of Events for more details: Ed)

Thinking of Thursday 28th June for the next mid-week ride. Fancy **the Norton factory at Donnington** (<http://www.nortonmotorcycles.com/>) but would need a rough idea of numbers as you have to pre-book. There never used to be a charge for entry but will check again. Can alter the venue if not many takers but not much flexibility on the date for me unfortunately. Will set a start point when sure on the numbers. If interested, I can be contacted via Facebook or 07835939947.

Mike Day

FORTHCOMING CLUB EVENTS IN JUNE

- Monday 4th **Monthly evening meeting**, Nags Head, Middle Rasen, LN8 3JU (A631) at 8.00pm
- Sunday 10th **Group Observed Run** - the Leisure Centre in Brigg.
Meet 9.00am for 9.30am prompt start
- Sunday 10th **Lincoln BikeFest** - Brayford Waterfront, Lincoln between 10am and 5pm, Bikes can be parked for no charge along University Approach, Brayford South; in the NCP car park off Brayford Wharf East and at the western end of Brayford Wharf North
- Monday 11th **Committee Meeting**, Nags Head, Middle Rasen. Prompt start at 7.45pm
- Wednesday 30th **Meeting for Observers and those interested in becoming Observers**
Four separate runs to reflect the new Observer groupings.
For information on starting locations contact Jerry Neale (details in the Committee Information section)



OTHER BREAKING NEWS

Motorcycle clothing: The CE approval law explained

It could be argued that a large proportion of motorcycle kit available for the last 24 years was, technically, not legal. Since 1994, any garment described as Personal Protective Equipment has had to be demonstrably able to meet a CE standard – in the case of motorcycle jackets, trousers, and one/two-piece suits, this has been by testing to EN 13595. But most bike kit has been sold as being ‘non-protective’, with only the armour being tested to CE-standards.

The dodgy part comes from the fact that many manufacturers’ marketing departments – and the motorcycle media – have been describing these garments as protective, leading to confusion for the consumer.

From 21 April 2018, new legislation comes into force that should at least see the beginning of the end for this confusion.

We spoke to Paul Varnsvery, technical director of PVA-PPE Group, which provides advice to companies around the world looking to sell protective equipment within the EU. Paul was originally involved in the manufacture of motorcycle clothing, running his own business for ten years – Swift Leathers – which at the time was a high-end made-to-measure manufacturer. He later helped to establish a range of off-the-peg CE-marked motorcycle clothing with RS Performance Protection, then in 1996 went freelance as a Personal Protective Equipment (PPE) consultant covering various fields, including industrial, sports, police and motorcycle.

“For years, the choice of motorcycle kit has been down to CE – Conformité Européenne or Caveat Emptor,” Paul tells us. “You could buy something that had been independently tested, or you could judge the quality for yourself.

Employers have long had an obligation to provide staff with PPE where necessary, hence police riders for instance using CE-approved BKS and Hideout leathers. But as the standards were very tough, consumer bike kit has generally been sold as not being protective to avoid being deemed PPE.

“The European commission had 20 years’ experience of how the motorcycle industry – en mass – had tried to avoid its legal obligations under the 89/686/EEC Personal Protective Equipment Directive of 1989. This is presumably why, in January 2016, it got the MEPs in European Parliament to say that from 21 April 2018 – the date of full implementation of the new PPE regulation 2016/425 – all motorcycle clothing would be PPE and must be independently tested and certified by an independent body.

“The commission presumably looked at all the loopholes that the industry had used, and how to close them. The only item of motorcycle clothing now that will not be deemed to be protective clothing is specific, dedicated rainwear with no other purpose, and no capacity to take any form of protector. Just an outer shell that keeps the wet at bay.”

WHAT ABOUT WAX COTTON JACKETS?

“If there are no protectors in there, it’s a rainproof garment,” says Paul, “because of course wax cotton is also worn as a fashion and shooting accessory. It just so happens that some people wear it on a motorcycle because it fits in with the style and era of their bike. But if it’s described in any way as being for use by bikers, it’s PPE.

“There are still one or two exclusions, but the commission and European parliament have evidently looked very closely at where exclusions had been mischievously applied, and they have dealt with it.”

IS THIS GOING TO MAKE BIKE KIT MORE EXPENSIVE?

Potentially, yes. For a start, everything will have to be tested, but also, compared to the testing fees that those companies already making products to EN 13595 have paid, the new testing process could cost as much as three times more.

However, over time these costs should start to decrease, as the more data companies get, the more they can implement what they've learned into new products and spread and recoup the costs involved.

Who's behind all this?

The regulation that says all bike kit is now Personal Protective Equipment is from the European parliament, with a deadline – 21 April 2018 – that's set in stone.

The way manufacturers can comply with this legislation is through standards set by the European Committee for Standardisation (CEN), which is a separate body to the parliament in the same way that the British Standards Institute (BSI) is not a government body, rather a separate business that happens to be the national standards agency. CEN's membership is made up of all the national standards bodies in the European member states, which also includes DIN in Germany, AFNOR in France, UNI in Italy etc, as well as BSI.

CEN commissioned a working group (WG9) – made up of the interested parties in motorcycle clothing, like manufacturers, test houses etc – to come up with the standards required for motorcycle clothing.

Regulation 2016/425 is the legislation with which all bike kit must be comply. prEN 17092 is a testing method that, if met, enables a manufacturer to comply with the regulation, and their products to be CE approved. Put simply, from 21 April 2018, all kit should have proof that it's protective.

Proof comes from either already having been certified to EN 13595 (until April 2023 when existing certificates, issued under the PPE directive, become invalid), or by certifying to the new standard – prEN 17092 – which is still in draft form. EN 13595 will continue to run alongside prEN17092 will still be available to certify new clothing or update the existing 'EC' certification to 'EU' under the new regulation.

BUT IT'S JUST A DRAFT STANDARD

"As of April 2018, there's a lot of stability in the draft standard," says Paul, "and it's much the same now as it was around the middle of 2017." Earlier than that, and prEN 17092 was evolving extremely rapidly – goal posts sometimes moving on a weekly basis – making it very difficult for companies to adapt their product lines, especially given a typical two-year or more design and production cycle.

prEN 17092 won't be finalised until as late as Spring 2019, but the requirements of the legislation must be met by 21 April 2018. prEN 17092 and EN 13595 are a means to comply with the health and safety requirements written into the legislation of 2016/425. "The draft standard is a logical approach," says Paul. "If you meet the draft standard, and there are any minor changes by the time the final standard is published, all you do is retest those affected material or components. Or it might just be a paperwork exercise."

WITH BREXIT, CAN'T WE JUST IGNORE ALL THIS?

Any manufacturer in any country – including the UK, China, USA, India etc – who wants to sell motorcycle clothing to members of the European Union from 21st April 2018 – regardless of whether they're selling online or not – must comply with Personal Protecting Equipment Regulation 2016/425.

A small UK company that wanted to seriously limit its potential for growth might think it could decide to ignore the European Regulation and only sell to UK customers after we leave the European Union, but that might not be the case. The British government has said that on 29 March 2019, all existing EU legislation will be automatically adopted into UK law, then over the following weeks, months and years, Parliament will sift through it in order of priority to decide what to keep, what to modify and what to repeal. So, we'll have the EU regulations anyway. Also, the British Standards Institution (BSI) has already made it clear that it will (sensibly) continue its membership of CEN, regardless of what decision are made about our country's future. So, BSI will continue to contribute to the development of European standards.

Finally, the majority of European brands assemble their products in Asia, so if they're making a jacket with a CE mark for 27-member states, they're not likely to make a different one for the small UK market.

WHY HAS THIS BEEN DUMPED ON THE INDUSTRY AT SUCH A LATE HOUR?

Some might argue that it hasn't. Anything deemed personal protective equipment has always had to meet PPE Directive 89/686/EEC, which was introduced 21 December 1989, and fully implemented 30 June 1994. To comply with this legal requirement, jackets, trousers, one and two-piece suits needed to be tested to EN 13595:2002.

Boots needed to meet EN 13634:2015, gloves EN 13594:2015, elbow, knee, hip and shoulder protectors to EN 1621-1:2012, and back protectors to EN 1621-2:2014. EN 1621-4:2013 covers lanyard-activated air bag protectors, while EN 14021:2013 is for specialised protectors like those used off-road.

Besides testing and certification being a cost to factor into production, many products – particularly some textiles – simply wouldn't meet the required standards. So, manufacturers just avoided saying their products were protective (you'll often find a label saying the product isn't meant to be protective).

This was confusing for customers, compounded by some brands placing huge 'CE-approved' labels in the garments that related to the armour, not the clothing. Others got into the habit of declaring their brand as a manufacturer of CE-approved PPE on the label of a product that was not certified. Some even used spurious testing standards, like declaring gloves as being CE-approved when they simply met EN 420's industrial standard for dye-fastness.

Motorcycle clothing either had to become a lot tougher – and heavier – or the industry needed to agree a new set of standards that its products could meet. A committee had been trying to come up with these since 2010. In January 2016, the European Parliament made the decision to put an end to any ambiguity and forced the industry to take immediate action.

HOW DOES THE NEW TESTING COMPARE TO THE PREVIOUS STANDARD?

EN13595 uses two test levels, with the body divided into four zones: Zone 1 must have impact protectors, and along with zone 2, needs to last four seconds on the Cambridge Abrasion Machine to

meet Level 1 protection, and 7seconds to meet Level 2. Zone 3 requires 1.8seconds for Level 1 and 2.5 for level 2, while zone 4 can be used for ventilation and stretch panels, but must still last 1second on the abrasion rig for Level 1, and 1.5seconds for Level 2.

prEN17092 has five test levels, covering three key zones of the garment – Zone 1, Zone 2 and Zone 3, with samples tested on a Darmstadt machine that spins them at a set speed until they're dropped onto a slab of control concrete where they slow to a stop.

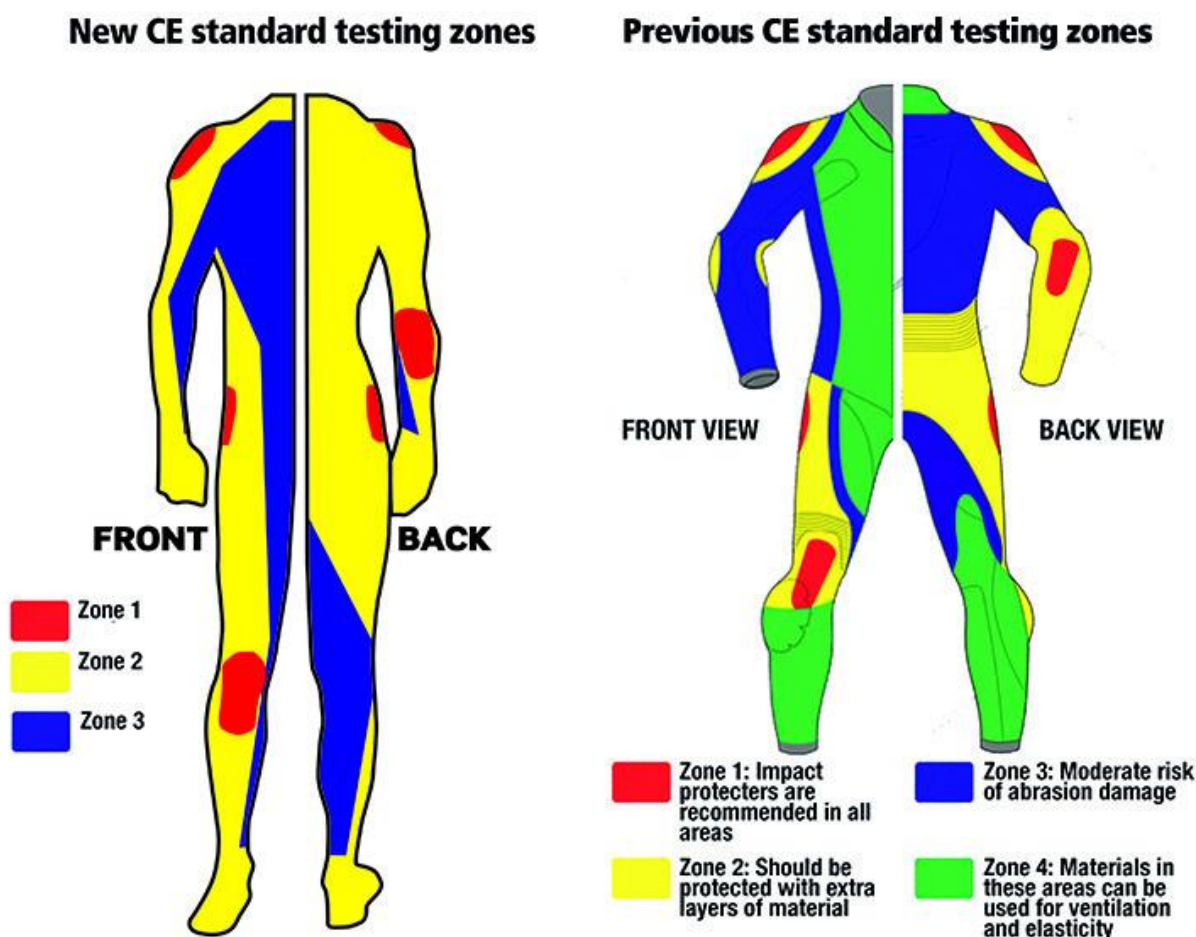
Classification AAA: The highest level, demanding four seconds of abrasion resistance with the machine spinning at 707.4rpm (the equivalent of 120km/h) in Zone 1, two seconds at 442.1rpm (about 75km/h) in Zone 2 and one second at 265rpm (around 45km/h) in Zone 3.

Classification AA: More suited to touring gear, this specifies two seconds in Zone 1 at 412.6rpm (about 70km/h), one second at 265.3rpm in Zone 2 and 0.5 seconds at 147.4rpm (the equivalent of around 25kmh) in Zone 3.

Classification A: Deemed suitable for urban riding, with Zone 1 requiring one second of abrasion resistance at 265.3rpm and half a second at 147.4rpm in Zone 2.

Classification B is the same as A, but impact protectors are not required.

Classification C covers garments such as the mesh under-suits that have impact protection for off-road riding.



Samples are taken from each zone to be tested for seam strength and abrasion resistance, for instance. A company using the same materials and construction methods in two or more jackets, for example, could meet approval with one test, as long as the tested parts are put together in the tested way within the tested zones, and subsequent garments are added to the certificate. Once these

materials and construction methods are approved, they cannot be changed, and that includes the specific supplier of the material.

WHAT'S THE DARMSTADT MACHINE?

From the mid-1990s, all CE-approved motorcycle clothing has been abrasion tested on a 'Cambridge' machine, which uses a specific grade of abrasive belt running at 18mph. The test sample is dropped at a specific force, with a brush cleaning the belt of debris and a fine metal wire behind the sample breaking and ceasing the test when the material has abraded through.

The Darmstadt machine is a spinning machine carrying three samples that are dropped onto a concrete slab (which must be very tightly controlled), that's been used previously to develop many man-made fabrics. After the device slows to a stop, if the material hasn't got a hole bigger than 5mm in it, it passes.

Because the Darmstadt machine can't keep going until a sample is destroyed, it's not as useful for research and development as the Cambridge machine – a company has to submit its sample for the standard it wishes to meet, then see if it passes, which means a company going for AA, might have been able to meet AAA, but wouldn't know unless they paid for the test again. Equally, if they went for AAA, they won't know at what point a failure happened, if it did occur. The end point of the test is when the machine stops spinning, not when the sample fails.

The test looks at the speed of the rig when the test begins, and the number of revolutions, which can give you a slide distance. The speeds tested at range from 25 to 120km/h, but will now be stated in rpm, to avoid potential litigation if someone were to be injured in a crash at a speed below the stated test. It creates a benchmark, in a similar way to the Cambridge machine – a nine second abrasion time on its belt didn't mean you were guaranteed to be able to slide for nine seconds. It could be less, or it could be more, depending on so many different real-world factors.

The Darmstadt machine arguably doesn't produce as severe a test as the Cambridge, but that's not what the industry needed – this method helps establish a level of performance that many materials in current use can pass. "There's anecdotal evidence that fabric and leather suits that couldn't pass EN 13595 have saved people in real-world crashes," says Paul. "prEN 17092 is a very necessary standard that allows the current technology of products to be certified, and we are seeing some of the materials used in the bottom end of the market being filtered out."

Manufacturers will increasingly use combinations of materials, as testing has shown that a single layer of extremely tough material can sometimes be compromised quicker than two layers of lighter material – the opportunities are there to look into new manufacturing technologies.

WHAT DOES THIS MEAN FOR CUSTOM-MADE KIT?

Custom leathers for instance will not be exempt from this legislation, but many of the major UK brands are already meeting EN13595. By certifying the materials and the seam types used in each zone, the company, however bespoke their products, will still be able to legally sell their kit.

WILL MOTORCYCLE RIDERS BE FORCED TO WEAR CE-APPROVED CLOTHING WHEN RIDING?

From 21 April 2018, all bike clothing placed on the market will be deemed PPE. But you don't have to buy it. While for a period there will be products available that are not CE marked, and others that are, over time the dealers' rails will be filled with prEN 17092 (and perhaps some EN 13595) clothing. If things stay as they are, you won't be forced to buy them, though in France, it's already a legal requirement to wear CE-approved gloves.

These days though, most sensible bikers do wear some form of protective kit, and generally buy motorcycle clothing. There'll be jeans, lightweight jackets and even hoodies available that meet CE approval, so the people most likely to be annoyed should compulsion happen are those who still think we shouldn't be forced to wear helmets, or for some reason refuse to wear gloves. The biggest impact, if it were to happen, could be for scooter riders who wear basic waterproof jackets to get to and from work. At this stage, it's guesswork.

"As part of the working group that developed the original CE standards, I never wanted to see riders forced to wear protective kit," says Paul. "I just wanted a customer to be able to go into a shop, make a judgement and complete an informed purchase based on an independent testing standard. It still is my position, and I think the blanket categorisation of all motorcycle clothing is illogical. But it's an extreme reaction that the industry as a whole is responsible for creating; if every company had produced a niche range of CE-approved products – even 5% of its entire range – I don't think we'd be in this situation. But for too long the majority stance was to ignore the standards, while continuing to market clothing as being protective."

WILL YOUR BIKE INSURANCE BE VOID IF YOU'RE NOT WEARING CE-APPROVED KIT?

With no legal requirement to wear CE-approved clothing, an insurance underwriter wouldn't be influenced by what you or your pillion were wearing in the event of a claim being made. However, a suitable helmet is a legal requirement in the UK, and if you or your passenger were to suffer an injury while not wearing a lid approved to ECE 22.05, any underwriter could have grounds to reduce compensation or even dismiss the claim.

While technically you can currently wear whatever clothing you like, we strongly recommend that you do use the best protective equipment you can afford and keep yourself as safe as possible.

DOES THIS MEAN WE WON'T HAVE TO PAY VAT ON MOTORCYCLE CLOTHING?

Bike helmets are VAT-exempt, but this new legislation won't necessarily impact paying VAT on your jacket, gloves, trousers or boots. There have been efforts in the past to secure VAT-exempt status for CE-approved bike kit, but they were unsuccessful.

Realistically, the only way it might happen is if it becomes a legal requirement to wear CE-approved kit, but there are other precedents where PPE isn't exempt, so it seems unlikely.

WHAT BIKE KIT WILL I BE ABLE TO BUY FROM 21 APRIL 2018?

There'll be a huge range of kit for sale; some of it will conform to prEN 17092, and be CE marked as such, and some of it will already meet EN 13595. And a lot of it won't be CE marked at all, because while anything deemed protective should have been independently tested for many years now, it's simply not been the case, and there's still a lot on the shelves.

It's plausible that we might see some discounts as older stock is cleared, and you'll also likely see many products that are the same, but one has the CE mark and another doesn't – it depends on the build quality that was always in place.

Ultimately, for the vast majority of motorcycle riders who value their safety, the new legislation can only be seen as a good thing. Any ambiguity is gone, so Customs and Trading Standards will find it much easier to remove from sale any products that are not independently tested, and the consumer will be able to get the best value when they spend their money.

We'll still have a choice, but it'll be an informed one.

Source John Millbank - <https://www.bennetts.co.uk/bikesocial/news-and-views/features/product/motorcycle-clothing-the-ce-approval-law-explained>

The Ongoing Joy of the General Data Protection Act

The General Data Protection Regulations (GDPR) became law on the 25 May 2018. GDPR is a new Europe-wide data protection law to provide greater protection around personal data, and it effects every organisation that handles such data.

As a charity that in the course of our daily business asks for, receives and holds personal information from others (for example the email addresses of its members), then these regulations apply.

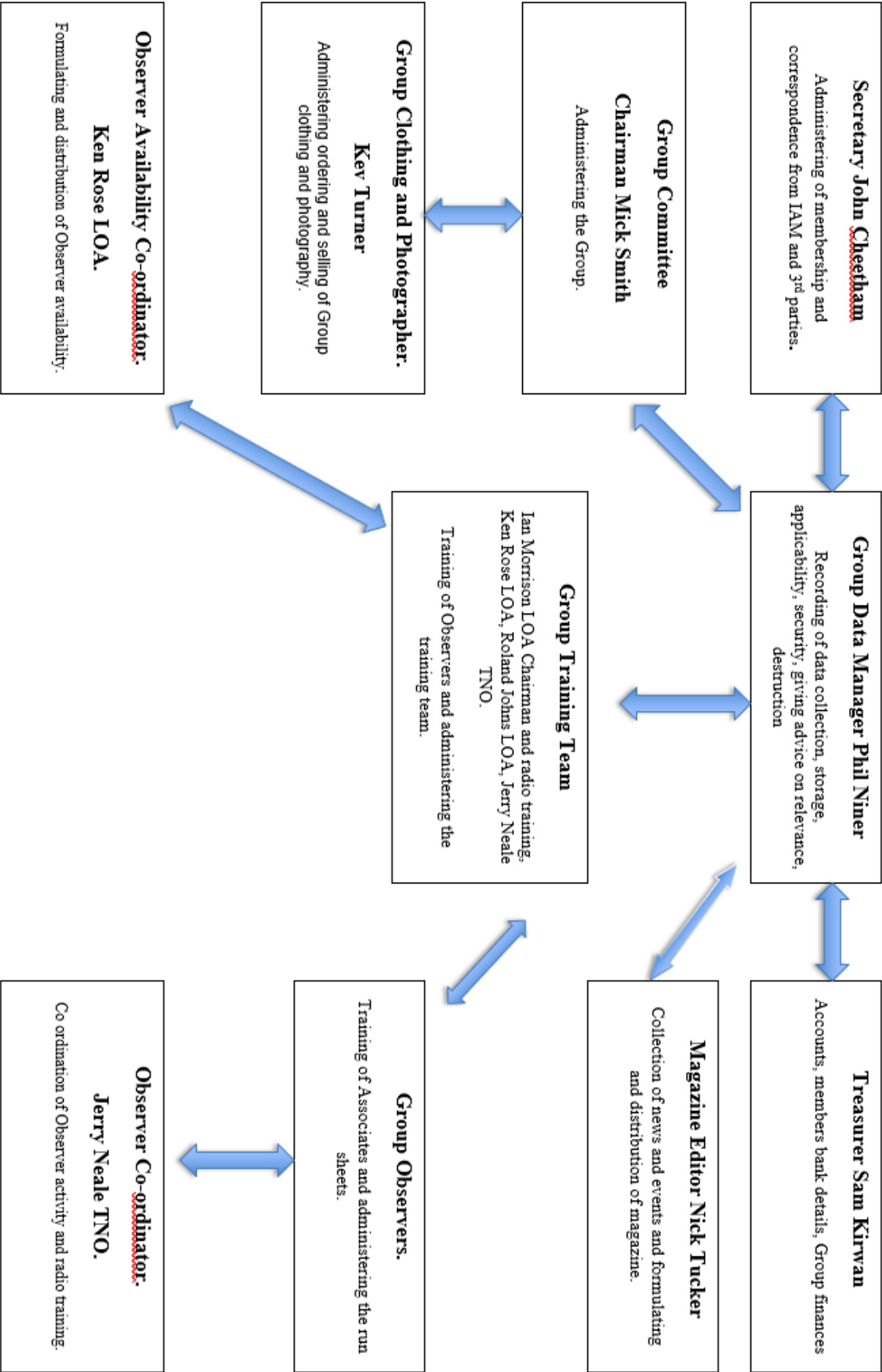
This has involved a substantial effort by members of the group committee, in particular Phil Niner. These efforts are designed to give us all the data protection the law demands without undue interference in the biking activities that are reason for the club.

Here are copies of the documentation including the membership contract that you will have already received due to the valuable efforts of membership secretary John Cheetham.



FIGURE 1 STILL FROM QUINTIN TARANTINO'S PULP FICTION - JULES WINNFELD (SAMUEL L. JACKSON) WORKS ON HIS PEOPLE SKILLS

Schematic diagram of Lincolnshire Advanced Motorcyclists Data holding and Responsibilities for Processors. Version 1.1 Final. May 2018.





Lincolnshire Advanced Motorcyclists

IAM Group No: 7176

Registered Charity No 1049955

April 2018.

Group Data Retention Periods.

To All Members.

The following is a detailed description of our data holding and who is responsible for them.

The retention period can be varied providing we can justify the length of time and reason for it. This policy can be updated at any time.

It should be noted that the overall responsibility for management of data rests with the Group Data Manager.

If updates to this document are required then the GDM should be consulted in every instance for advice before any changes are made.

It is important to take note that Data should never be deliberately deleted or destroyed in order to avoid disclosure in response to a Subject Access request.

Phil Niner

Group Data Manager.

April 2018.

Records held and type of Data.	Person Responsible for administration.	Reason for record.	Retention Period.	Action following Retention.	Action complies with.
Full Group Members. Name, gender, year of birth, address, contact details, Bank account details if DD used.	Secretary and Treasurer.	Group administration and demographics. Marketing, social contact. Official Group business. Payment of group funds.	Permanent Whilst person remains a Group member.	If a member leaves the Group, all data held to be destroyed. All records to be held electronically. Computers, tablets, and Smart Phones used to keep data on to be password protected. No paper records kept.	GDPR guidelines. IAM Policy.
Associates. Name, address, year of birth, contact details. Next of kin details. Portfolio of evidence regarding course progression.	Secretary. Observers.	Corporate demographics of age, marketing. Contact details. Associate to inform next of kin that these details are held by the group. Run sheets to be retained by associate membership of group. Sign off (MBGSO). Run sheets.	Once converted to full member, Data held as full member.	If Associate does not continue to full member, all data to be cleansed and any records kept to be handed back to Associate. Storage of Data as above.	GDPR guidelines. IAM Policy.
Group Meetings. Accounts.	Group Secretary. Training Group Secretary. Treasurer.	Legal Requirement.	Ten (10) years.	Destroyed.	Charities Act 2011. Companies Act 2006.
Observers.	Secretary.	Contact with Associates.	Whilst active as an Observer.	Destroyed.	GDPR Guidelines.

Training records including video. Personal details as at Group members. CPD attendance. Portfolio of evidence. Associate details.	Local Observer Assessors. Jerry Neale TNO Observer Co-ordinator.	Proof of progression as an Observer.	And Five (5) years in case of resumption of observing.		IAM Policy. Group Training Team Policy.
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Observer Availability.	Ken Rose LOA. Observer Availability Co-ordinator.	Formulate and distribute to all Observers their weekly availability.	Whilst active as an Observer. One (1) week or until new spreadsheet produced.	Destroyed.	GDPR Guidelines. IAM Policy.
Test Data Analysis.	Phil Niner LO Group Data Manager.	Formulate and distribute to all Observers test comments and graphs.	Whilst active as an Observer. Five (5) years.	Destroyed.	GDPR Guidelines. IAM Policy. Group Training Team Policy.

Radio Training.	Ian Morrison LOA. Jerry Neale TNO	Training of Observers in the safe and practical use of radio communication with Associates.	Whilst active as an Observer or Five (5) years if no longer Observing.	Destroyed.	GDPR Guidelines. IAM Policy. Group Training Team Policy..
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Newsletter / Magazine	Nick Tucker	Receiving, collating items for inclusion in the monthly newsletter	Two(2)months	Destroyed.	GDPR Guidelines. IAM Policy. Group Policy.
Clothing Sales and Photography	Kev Turner	Record of sales for ordering purposes and administration of photographs for group magazine and social media	10 years	Destroyed	GDPR IAM Policy Group Policy



Lincolnshire Advanced Motorcyclists

IAM Group No: 7176
Registered Charity No 1049955

Lincolnshire Advanced Motorcyclists Contract Statement to Members.

Lincolnshire Advanced Motorcyclists would like to thank you for becoming a member/renewing your membership with us.
As part of your membership contract with us, we will contact you with information on training, committee, and social events, together with newsletters/magazines relating to the Group and Road Safety.

Pictures, videos and written updates of Lincolnshire Advanced Motorcyclists events such as training, committee and social events at which you may be in attendance or referred to, will also be regularly published on social media sites such as Facebook, Twitter etc, Group newsletters/magazines and Group related websites.

Lincolnshire Advanced Motorcyclists also share your information with IAM RoadSmart in order to administer membership activities.

To administer your membership we hold the following data relating to you:

NAME, ADDRESS, YEAR OF BIRTH (deleted once the IAM/IMI assessment has been passed), CONTACT DETAILS.

In addition, Lincolnshire Advanced Motorcyclists may hold your training record administered by your observer. When this information is no longer required it will be destroyed.

By signing this form you are consenting to the above.

Option to Withdraw from the above.

You have the right to withdraw from receiving or participating in any of the above, at any time by contacting: Lincolnshire Advanced Motorcyclists. I do not wish to:

- ☐ receive information on training, committee, and social events, together newsletters/magazines relating to the Group and Road Safety.
- ☐ have my photograph taken at any event and published in the Group newsletter.
- ☐ have my photograph taken at any event and placed on Lincoln IAM Facebook page.
- ☐ have my photograph taken at any event and placed on Twitter or Instagram.
- ☐ be referred to on any Group social media sites such as Facebook, Twitter etc, Group newsletters/magazines and Group related websites.

Signature: _____

Name (in capitals): _____

Date: _____

Membership Number _____

Confidential. Author: Phil Niner 20/5/2018 Version 1.1 Final.

1

Please notify the Lincolnshire Advanced Motorcyclists by email to or letter to:

lincs-am-sec@pobroadband.co.uk

Group & Membership Secretary:

John Cheetham
28 Lansdale Avenue, Lea, Gainsborough DN21 5JL
01427 616864

Confirmation of any option to withdraw will be confirmed either by email, letter or phone call from the Secretary or Group Data Manager within 14 days.

By pressing the reply button an email to John Cheetham will be generated and will be proof of your consent to the above.



Lincolnshire Advanced Motorcyclists

IAM Group No: 7176

Registered Charity No 1049955

Lincolnshire Advanced Motorcyclists Contract Statement to Observers.

Lincolnshire Advanced Motorcyclists Group No 7176 thank you in your voluntary role as a Pre Trainee Observer, Trainee Observer, Local Observer, National Observer or Local Observer Assessor in order to prepare members to achieve the required standard of riding to pass the IAM Advanced Rider Assessment.

In order to administer the Group training ~~scheme~~ it is necessary to hold certain information about yourselves and to obtain your consent to use that information for analytical purposes.

The data the Group training team hold about you consists of the following:

NAME, ADDRESS, YEAR OF BIRTH (deleted once the IAM/IMI assessment has been passed), CONTACT DETAILS, TRAINING REPORTS AND INFORMATION ON YOUR PROGRESSION IN THE GROUP.

Also, Group training availability is distributed regularly by the availability coordinator on a regular basis to all grade of Observers within the Group.

In addition, advanced test report details of your Associates is collected, analysed and distributed to all Observers within the group on a regular basis to assist with identifying training needs. All personal information identifying members which includes Examiners, Observers and Associates are redacted and securely held and password protected. All information when no longer required will be destroyed.

By signing this form you are consenting to the above details being held and used only for training and administering purposes within the group of Observers.

You may withdraw your consent to any of the above at any time by ticking the attached boxes and sending them to the Secretary below by email or post.

I do not wish my details to be distributed within the Group re my availability.

☐

I do not wish my training or test data to be used for analysis.

☐

Group & Membership Secretary:

John Cheetham

26 Lansdall Avenue, Lea, Gainsborough DN21 5JL

01427 616864

lincs-am-sec@pobroadband.co.uk

Confirmation of any option to withdraw will be confirmed either by email, letter or phone call from the Secretary or Group Data Manager within 14 days.

Signed

Member Name and No.

Grade of Observer

By pressing the reply button an email to John Cheetham will be generated and will be proof of your consent to the above.

Confidential. Author: Phil Niner 20/5/2018 Version 1.1 Final.

OBSERVERS AND ASSOCIATE INFORMATION

The May Observers meeting was another well attended evening, with 17 Observers split into three groups throughout the county, for on bike training. The individual groups worked on different aspects of Observer skills training. Although the weather was a little grim it didn't dampen any of the team's enthusiasm to make progress, improve their skills and maintain the high standards of all in the team. The three groups finished at Caistor Lakes Restaurant for a team de-brief and coffee. Thanks for the time, commitment and enthusiasm from all who could attend the evening.

The Observer team will be out completing on bike training for the meetings of, June, July and August and will not be at the office of L2K in Nettleham. The IMI Local Observer qualification is open to any Full member who would like to take their riding to the next level. If you would like to join the team during our on-bike training sessions please give me a call on 07412935333 to find out where we will be. We have teams working in all areas of the county.

This month has some very wise observation skills from IMI National Observer and Class 1 Police rider, Ken Rose.

Jerry

Jerry Neale

Vision

Please excuse me if you have been through all this before, but here we go.

Probably the most important factor in advanced motorcycling is vision, looking well ahead is essential for a safe and smooth ride.

Several years ago, Haverford University USA made a study of drivers' vision by attaching a camera focused on the eyes of the driver, and by measuring the iris and retina were able to accurately determine the drivers distance of focus during trips including all types of road.

It also noted the way the eyes scanned the road ahead and the peripheral vision. This study was done over several years and the conclusions were ratified and published. The conclusion was that most i.e. the average drivers and we can include riders in this, focus on a distance approximately 20 metres ahead of them as the distance that the eyes naturally come to rest, they also did not scan the road ahead, but after a short time became fixated. This was so irrespective of the drivers' experience. Think about your journeys especially in your car, unless you are applying advanced driving techniques all the time how often have you realised your vision has dropped to that 20 metres, and all you are looking at is the car in front of you?

This has to do with the fact that the human animal is a relatively slow creature compared with some other animals.

So why do our eyes naturally see this distance ahead? This is our "fight or flight" distance which is about 20 metres, it coincides with the distance that a human can throw a missile with deadly accuracy and effect. It is not by accident that a cricket pitch is 22 yards long about 20 metres.

That's all very well if we remain as pedestrians, but most of travelling is done not as slow walkers, we choose to ride motorcycles or drive cars, fast even at legal speeds compared with our natural method of movement as 3mph walkers.

So, what can the driver/rider do to improve our vision now that we have elected to move at a speed by far above our normal walking speed.

You will be delighted to know that the answer is both simple and difficult. First, we have to constantly remind ourselves to look well ahead and continue to do so, I find an easy way to do this is to say to myself (after all no one can hear me when I have my helmet on) "In the distance I can see" and use this phrase every time the view ahead changes. Please do not think that as Advance Rider you can relax, oh if only it was that easy, we must continue to remind ourselves to keep our vision up. It does not come naturally to us to look any more than those magic 20 metres ahead, and it never will.

As Advanced Riders we should be concerned with three areas of vision each with its own importance.

First, the far distance, this is as far as we can see even to the horizon. This is where we are aware of any hazards trying to identify them if possible. Remember the local authorities do not waste money erecting signs without reason, so the sight of a sign in the distance even if we cannot identify its meaning gives us early warning of a hazard. We should start our riding plan to deal with the hazard at this point.

Second, the middle distance. This is where objects come into sharp focus enabling us to identify them and formulate the riding plan to safely negotiate the hazard. Remember that a riding plan should remain flexible to take into account any additional hazards which become obvious.

Thirdly the foreground, this is the area immediately around us the cricket pitch distance. Having seen the hazard in the distance, and decided on a course of action or riding plan and started to put that action into practice during the middle-distance phase, it is in the foreground that those actions are finalised.

So, we can see if we fail to identify hazards when they are in the distance then we have much less time to deal with them.

As an advanced rider it is very important to raise our vision and keep it raised, remember this does not come naturally to us and if we relax then vision will drop to that 20 metres zone.

An advantage can be gained by using scanning so that we check all areas of vision frequently. We can also gain an advantage by widening our field of view looking over obstructions where the road layout permits, through gaps in hedgerows etc. The layout of services can also give us early clues to hazards such as bends where telegraph poles or even better street lighting standards can delineate the line of the road, but don't be fooled.

Remember, **"LOOK UP, LOOK OUT, IN THE DISTANCE I CAN SEE"**

Ride safe

Ken Rose

Rambling On

John Harrison suggested that it would be a good idea if some of the old articles that have been printed in the Newsletter over the past years were reprinted as they are just as relevant today as they were when they were first printed, this one is by Ken Braithwaite from May 1992, and describes our origins.

The Lincolnshire Group, how it came to be.

In the late 70's there were a few motorcyclists scattered around, wanting to improve their riding standards, but with no organisation to which they could go for guidance. The only organisation to offer any kind of instruction in Roadcraft was the IAM, but the groups which covered this area were for car drivers.

I made enquiries and found that there was a small section within the Scunthorpe group, of people who had passed their advanced test on motorcycles and were offering guidance to riders who were interested in taking the advanced test, so I offered my services to assist in training. Among my first candidates were Peter O'Leary and John Harrison, who joined the Grimsby car group.

There were also a few motorcyclists attached to the Lincoln group, so we had small numbers scattered around the area, each doing their best to spread the word of advanced riding.

Although we were generating tests it was difficult to retain members, having got them through the advanced test, because there was no organisation to keep their interest. Most of us did not attend the car group meetings, because the subject matter of the meetings generally did not cater for the interests of motorcyclists.

In the early 80's a meeting was organised by the members of the newly formed Kent group of Advanced Motorcyclists, for all motorcycle members of the IAM, at which they told the story of their success. They had the same problem of keeping members after they had passed the test, so had taken the bold move of breaking away from the car groups and forming a new group for motorcyclists.

The enthusiasm which came from that meeting was infectious and the seeds were sown as far I was concerned. This was the way forward. I had the problem that numbers were still small in this area, and in order to start a group a minimum of 30 members were needed. This could not be done from Scunthorpe members alone. So, encouraged by the Scunthorpe car group committee, I approached the members from Grimsby and Lincoln to see if there was any interest in joining forces to form a group. There was, so I invited them all to a meeting at my house, when the idea of a group of advanced motorcyclists was discussed. We all left the meeting united in the aim of starting a group.

We still did not have the numbers to start a group, but Scunthorpe car group agreed to support us as a sub group.

Dave Hall and I went to a meeting of the Kent group to see how they worked and I paid further visits to the Essex group and Norfolk group. The success of these groups was apparent, and they gave us the ideas on how the success was achieved. Our numbers increased to the point where we had enough to start a full group in our own right, and so, in April 1987, the Lincolnshire Group of Advanced Motorcyclists was formed. It has been a team effort that has kept it going and I am pleased that the membership has been maintained through the following years when, because of the change of duties, I have been able to play a smaller and smaller part in the group's running. It proves that this was no one person's achievement and the group will continue to prosper through the enthusiasm of the members as a whole, and not any one person

Ken Braithwaite, May 1992



"Er, you've a coupla brake lights out, pal."

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 \(kevtur59@sky.com\)](mailto:kevtur59@sky.com) or 07796 954004

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

All the gear, all the time...



DIARY OF EVENTS

It would not do for members to be left thinking “nowhere to ride today”!

The Sunday Morning Group Observed run and the Social Runs are open to all members and also to 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 also have an individual assessment ride. The runs last around 2 hours, usually with a mid-point refreshment stop, starting at the venues listed below.

Members are of course, free to group up as they feel fit and embark on a purely social run without any “observing” - merely enjoying the opportunity to ride with fellow like-minded bikers, with this aim in mind, there are also some biking and events of general interest included in the diary. Don't forget that a lot of these events are susceptible changes in circumstances like the weather, so do check with the organisers before setting out.

If you have any events that might be of interest to the membership, please don't hesitate to send them in for inclusion to chainlinks@uwclub.net.

Our traditional starting venues are:

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. Do 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.

The editor gratefully acknowledges sources of information used in these listings:

<http://nandsjervis.wixsite.com/fuel-to-noise>

<https://www.lincolnshirebikenights.co.uk/>

<https://lincsbikers.co.uk/>

<http://www.thebikerguide.co.uk/>

<https://www.bikerandbike.co.uk>

[100% Biker Magazine](#)

JUNE

Saturday 2 nd and Sunday 3 rd	<i>MotoFest Coventry</i> 15 Queens, Coventry, CV1 3 DE - the "Edinburgh Festival" of motoring – if it has two wheels, ride it in and be part of this event- https://www.coventrymotofest.com/
Sunday 3 rd	<i>'Normous Newark Autojumble</i> The Showground, Drove Lane, Winthorpe, Newark, Nottinghamshire, NG24 2NY £7 admission from 10.00am
Sunday 3 rd	<i>North Lincolnshire Classic Motorcycle Club Trial</i> 10.30am North Willingham Near the junction of A631 and B1225 Springbank Farm, LN8 3RW
Sunday 3 rd	<i>NCC Northants Custom Show</i> The Stag's Head, High Street, Earls Barton, NN6 0JG, 12 noon start £2.50 on the gate
Monday 4 th	Monthly evening meeting, Nags Head, Middle Rasen, LN8 3JU (A631) at 8.00pm
Monday 4 th	<i>Hybrids' Bike Night</i> The Colsterworth Sports and Social Club, Old Post Lane, Grantham, NG335PG – food will be available
Wednesday 6 th	<i>Lincolnshire Bike Nights</i> - sports bike – Foxhill's Institute, Scunthorpe - cruisers – The Red Lion, Redbourne - www.LincolnshireBikeNights.co.uk
Friday 8 th – Sunday 10 th	<i>Retro Festival</i> Newark Showground, Drove Lane, Winthorpe, Newark, NG24 2NY www.retrofestival.co.uk
Sunday 10 th	Group Observed Run - the Leisure Centre in Brigg. Meet 9.00am for 9.30am prompt start
Sunday 10 th	<i>Lincoln BikeFest</i> - Brayford Waterfront, Lincoln between 10am and 5pm, Bikes can be parked for no charge along University Approach, Brayford South; in the NCP car park off Brayford Wharf East and at the western end of Brayford Wharf North
Monday 11 th	Committee Meeting, Nags Head, Middle Rasen. Prompt start at 7.45pm
Wednesday 13 th	<i>Lincolnshire Bike Nights</i> 17:00–22:00 Lincolnshire Aviation Heritage Centre East Kirkby Airfield, East Kirkby, PE23 4DE
Wednesday 13 th	<i>Eckington car show.</i> Renishaw Hall Eckington Derbyshire, S21 3WB A large, midweek, charity car and bike show. Entry £10 per vehicle, Food and trade stands on site. 3pm - 8pm. For details contact Stewart 01246222777
Saturday 16 th	<i>Hybrids' Bike Night</i> The Colsterworth Sports and Social Club, Old Post Lane, Grantham, NG33 5PG – food will be available
Saturday 16 th - Sunday 17 th	<i>Bath Festival of Motoring</i> , Walcot Rugby Ground, Bath, BA1 9BJ - Saturday 10.00am to 5.00pm : Sunday 10.00am to 4.00pm - an eclectic display of classic and vintage cars and motorcycles £10, https://www.bathfestivalofmotoring.com/
Sunday 17 th	<i>Bourne Classic Car and Bike Carnival.</i> The Well Head, South street car park, West street, Bourne PE10. A large family friendly classic carnival featuring cars and motorbikes made before 1996, http://www.bourneclassiccarshow.co.uk
Saturday 16 th – Sunday 17 th	<i>Straight Line Sprint</i> by Straightliners Ltd, East Kirkby Airfield, Hagnaby Rd, PE23 4BP https://straightlinersonline.co.uk/

Tuesday 19 th	<i>Sportsbikeshop Monthly Bike Night</i> , Hereward Close, Kirton, nr Boston, PE20 1QS https://www.facebook.com/SPORTSBIKESHOP.co.uk/
Wednesday 20 th	<i>Royston and District Motorcycle Show</i> at Eternit Sports and Social Club, Whaddon Road, Royston, Cambs, SG8 5RL, 6.30-11.00pm £5 entry – www.roystonmotorcycleclub.co.uk
Wednesday 20 th	<i>Lincolnshire Bike Nights</i> - sports – Haven Inn, Barrow Haven - cruisers – The Anglers, Saxilby - www.LincolnshireBikeNights.co.uk
Wednesday 20 th and Thursday 21 st	<i>The Lincolnshire Show</i> - the Lincolnshire Showground, Grange-de-Lings, Lincoln, LN2 2NA. The A15 from the A46 Lincoln By-pass to the A631 at Caenby Corner is closed to all but Show traffic
Friday 15 th and Saturday 16 th	<i>Dirt Diggers #1</i> at the Eddie Wright Raceway, Normanby Rd, Scunthorpe, North Lincolnshire, DN15 8QZ - a full night of professional speedway on the Friday evening, and over 25 laps of funky track action on the Saturday. Plus, an after-party. See https://www.facebook.com/dirtdiggersracing/
Friday 15 th – Sunday 17 th	<i>The Farmyard Party</i> Duncombe Park, Helmsley, York YO62 5EB, rally organised by Yorkshire MAG http://www.mapevents.co.uk/
Sunday 17 th	<i>VMCC Banbury Run</i> at The British Motor Museum , Gaydon, Warks CV35 0BJ Open to Veteran & Vintage machines manufactured before 31st December 1930 Entries close 28th February 2018 http://www.banbury-run.co.uk/
Sunday 17 th	<i>The 48th Beamish Safety and Reliability Run</i> - for cars, motorcycles and commercial vehicles registered before 1956. Beamish Museum, County Durham, DH9 0RG https://www.beamish.org.uk/events/reliability-run/
Tuesday 19 th	<i>Top Speed Tuesday</i> Elvington Airfield 10 Halifax Way, York YO41 4XW This event is for anyone who wishes to have a go at Top Speed. https://straightlinersonline.co.uk/
Saturday 23 rd	<i>Hybrids' Custom Show and Rock Night</i> The Colsterworth Sports and Social Club, Old Post Lane, Grantham, NG33 5PG – 2pm–1am £5 for the show or £7 for show and party. Camping available – supporting Lincs and Notts Air Ambulance.
Saturday 23 rd – Sunday 24 th	<i>BMCRC Club Bike Championships</i> Cadwell Park Circuit, Louth, Lincolnshire, LN11 9S http://www.cadwellpark.co.uk/
Saturday 23 rd – Sunday 24 th	<i>Cock O' The North Road Races</i> including a European and American bike rally, Oliver's Mount, Postcode – YO11 2UG – 2 miles south of Scarborough town centre, Signed from A170 and A165
Saturday 23 rd	<i>10th Sunset 2 Sunrise Tour</i> - an overnight ride run by Bikers 4 Macmillan and leaving at sunset from Southstack Holyhead then traveling 256 miles to arrive in Skegness by Sunrise http://www.bikers4macmillan.org.uk/overnightride.aspx
Sunday 24 th	<i>Swaton Vintage Day</i> The Park, Thorpe Latimer, Sleaford, Lincs, NG34 0RF. 10.30am start, £5 entry www.swatonvintageday.com
Wednesday 27 th	<i>Lincolnshire Bike Nights</i> - sports – Ferry House Inn, Burton Upon Stather - cruisers – Three Horseshoes, Scotton - www.LincolnshireBikeNights.co.uk
Wednesday 27 th	Meeting for Observers and those interested in becoming Observers 7.45pm. For venue information contact Jerry Neale (details in the Committee Information section)

Friday 29 th June- Sunday 1 st July	<i>TankFest</i> the world's biggest and best live display of historic armour, living history, and much more at the Home of the Tank - The Tank Museum, Bovington, Dorset BH20 6JG. http://tankmuseum.org/whats-on/events/bovevt63380
Friday 29 th June- Sunday 1 st July	<i>Drednortz's Lady in the Lake Rally</i> , Skipworth Arms, Moortown, Caistor, LN7 6HZ Prebook: £15, All rally usuals. Cheques/PO made payable to: Mr A Cooper 41 Webb St, Lincoln, LN5 8DL 07818 874887 email: susanluton@outlook.com
Saturday 30 th	<i>Reg Phillips trophy meeting</i> (seems to be car based, but it is a famous venue) Shelsley Walsh Hill Climb, Worcestershire WR6 6RP. 9.00am start
Saturday 30 th	<i>Lincoln Autojumble</i> 6.30am – 12.30pm Hemswell - no admission charge, only a parking charge of £2 per car (Motorbike themed)
Sunday 30 th	<i>Summer Nationals at Santa Pod</i> , Airfield Road, Podington, Northants, NN29 7XA – www.santapod.com
Friday 29 th – Sunday 1 st	<i>The Malle Mile</i> inappropriate motorcycle racing at Kelvington Hall, Crockenhill Road, Orpington, Kent, BR5 4EP £85 for a three day camping weekend. www.mallelondon.com
Saturday 30 th – Sunday 1 st	<i>Hylton Cup/Peter Carter Trial</i> , The Lincoln Motor Cycle and Car Club Ltd, Cockthorn Farm, Scotton, Gainsborough, DN21 3HS - http://www.lincolnmotorsport.co.uk

JULY

Sunday 1 st	<i>Baston Car and Bike show</i> . Baston Event Area A15, North of Baston, Lincs. PE6 9PA large car and bike show featuring vintage, classic and modern cars and motor cycles. Public entry from 10am. www.bastoncarshow.com
Sunday 1 st	<i>Crich Classic Motor Cycle day</i> . Crich Tramway Village, Crich, Matlock, Derbyshire DE4 5DP. Owners of classic motorcycles built prior to January 1994 are invited to display their bikes during the day. https://www.tramway.co.uk/
Monday 2 nd	Monthly evening meeting, Nags Head, Middle Rasen, LN8 3JU (A631) at 8.00pm
Monday 2 nd	<i>Hybrid's Bike Night</i> at the Colsterworth Sports and Social Club, Old Post Lane, Grantham, Lincs, NG33 5PG – food available
Wednesday 4 th	<i>Lincolnshire Bike Nights</i> – sports bikes – The White Swan, Torksey - cruisers – The George Inn Brewery, Langworth- www.LincolnshireBikeNights.co.uk
Thursday 5 th	<i>Boston Bike Night</i> – Boston Motorcycle Riders 16:00–22:00 - http://www.bostonbikenight.co.uk/
Friday 6 th – Sunday 8 th	<i>Adventure Bike Rider Festival 2018</i> Seals Farm, Chacombe near Banbury, OX17 2JR (just off junction 11 on the M40). Pre-book only. https://www.adventurebikerider.com/event/adventure-bike-rider-festival-2018/
Saturday 7 th - Sunday 8 th	<i>Carry On At The Camp</i> Wood Lane, Ramsey, Huntingdon, Cambs, PE26 2XB – www.activepromotions.co.uk

Saturday 7 th	<i>The Great Yarmouth Motorcycle Takeover</i> Yarmouth Seafront, Great Yarmouth, NR30 2EN. Raises funds for East Anglian Air Ambulance and starts at 10am. http://www.onthethrottle.co.uk/events/great-yarmouth-motorcycle-takeover-2018/
Sunday 8 th	Group Observed Run - Willingham Woods Picnic Area near kiosk Meet 9.00am for prompt 9.30am start
Sunday 8 th	<i>Clumber Park Classic car and Motor Cycle show.</i> Clumber Park, Worksop, Notts, S80 3AZ. Now in its second year and expecting around 500 vehicles. Pre-booking advised for advanced tickets see www.classicshows.org .
Saturday 7 th and Sunday 8 th	<i>The VMCC Festival of 1000 Bikes</i> , Mallory Park Circuit, Church Road, Kirkby Mallory, Leicestershire, LE9 7QE. Saturday - track sessions for road silenced machines, Sunday - track Sessions for racing machines. http://www.festivalof1000bikes.co.uk/
Saturday 7 th and Sunday 8 th	<i>Carry on at the Camp.</i> Ramsey, Huntingdon PE26 2EB. Large Classic and American Car and Bike weekend. 2nd year of this motoring festival, featuring American and European Vintage and classic cars and bikes www.activeshows.co.uk
Saturday 7 th and Sunday 8 th	<i>ACU-BMF National Road Rally</i> – a navigational scatter rally - a road-based event for qualified riders. Test your riding ability against other enthusiastic riders on all types of machines along some of England's finest roads www.nationalroadrally.co.uk
Saturday 7 th and Sunday 8 th	<i>North Lincolnshire Classic Motorcycle Club Trial Camping weekend</i> 3.00pm Walcot Hillside – North of Scunthorpe between Walcot and Burton upon Stather - https://northlincsclassicmotorcycleclub.wordpress.com/trials-locations/
Saturday 7 th and Sunday 8 th	<i>Festival of Wheels</i> , Cadwell Park Cadwell Park Circuit, Louth, Lincolnshire, LN11 9S racing for solo & sidecar motorcycles, superkarts and cars http://www.cadwellpark.co.uk/
Wednesday 11 th	<i>Lincolnshire Bike Nights</i> - sports bikes – The Salutation Inn, Nettleton - cruisers – The Nags Head, Middle Rasen - www.LincolnshireBikeNights.co.uk
Wednesday 11 th	<i>IAM Motorcycle Skills Day – Ladies only with Maria Costello</i> , Thruxton Circuit, Andover, Hampshire, SP11 8PW https://www.iamroadsmart.com/campaign-pages/end-customer-campaigns/skillsday
Saturday 14 th	<i>22nd Annual Barton Bike Night</i> , 4-9pm, Barton Upon Humber Town centre, North Lincolnshire, DN18 5HQ.
Friday 13 th – Sunday 15 th	<i>HAMC North Lincs Bullfrog Bash III</i> Sleaford Rugby Club, Ruskington Road, NG34 8SP (A17-A153) - £15 pre-book or £20 on the gate, e-mail nth-lincs@hellsangelsmc.co.uk
Friday 13 th – Sunday 15 th	<i>Dragstalga</i> Santa Pod Raceway Podington, Northants, NN9 7XA. www.santapod.co.uk
Saturday 14 th and Sunday 15 th	<i>Parson Drove Custom and Classic Vehicle Show and Shine.</i> Parson Drove, Wisbech PE13 4LE. A good show for all classic cars and bikes, plus trikes, custom vehicles and commercial. 14 show and shine prizes, beer festival, music and family fun. http://customcarbikeandtrikeshow.co.uk
Sunday 15 th	<i>Thetford and District MCC's Motorcycle Show</i> Thetford Rugby Club, Mindford Road, Thetford, Norfolk, IP24 1LZ – 10.00am to 6.00pm www.thetfordmotorcycleclub.org
Sunday 15 th	<i>Classic Car and Bike Meet</i> - Earls Barton, Northamptonshire, NN6 0EP. 4:30-9pm. Large classic car and bike meet with food drink and trade stands. You'll find many classic, vintage and supercars, modern classics and old timers. £3 entry. www.classiccarmeet.co.uk

Thursday 12 th – Sunday 15 th	<i>Goodwood festival of Speed</i> Goodwood House, Chichester, West Sussex, PO18 0PX https://www.goodwood.com/flagship-events/festival-of-speed/
Monday 16 th	<i>Hybrid's Bike Night</i> at the Colsterworth Sports and Social Club, Old Post Lane, Grantham, Lincs, NG33 5PG – food available
Tuesday 17 th	<i>Sportsbikeshop Monthly Bike Night</i> , Hereward Close, Kirton, nr Boston, PE20 1QS https://www.facebook.com/SPORTSBIKESHOP.co.uk/
Tuesday 17 th	<i>Top Speed Tuesday</i> Elvington Airfield, North Yorks, YO41 4AU www.straightlinersonline.co.uk
Wednesday 18 th	<i>Lincolnshire Bike Nights</i> - sports – Ferry House Inn, Burton Upon Stather - cruisers – Three Horseshoes, Scotton - www.LincolnshireBikeNights.co.uk
Wednesday 18 th	<i>Mablethorpe Bike Night</i> Central Beach Promenade, 6.00pm to 9.00pm
Thursday 19 th	<i>Skegness Charity Bike Night</i> – Skegness Tower Lifeboat Station, Tower Esplanade, PE25 3HH - 16.00 'til late in aid of the RNLI - https://www.facebook.com/groups/455777934517548/about/
Wednesday 18 th to Wednesday 25 th	<i>Lincolnshire Bike week</i> - Coastal events CIC officially supported by the British Motorcycle Federation & the Motorcycle Action Group - based in Mablethorpe, Trusthorpe & Sutton on Sea and kicking off with the Mablethorpe Bike Night (18th July) and finishing the following Wednesday with Sutton on Sea Bike Night (25th July) http://lincolnshirebikeweek.co.uk/
Wednesday 18 th to Weds 25 th	<i>Vintage Village</i> Poplar Farm, Crabtree Lane, Sutton-on-Sea, LN12 2RS – classic and vintage motorbike display amongst things. http://lincolnshirebikeweek.co.uk/
Friday 20 th – Sunday 22 nd	<i>Back2Basics Rally</i> Old Station Café, Snaith, DN12 0DE, £12 pre-book – see Back2Basics Biker Bash on Facebook
Friday 20 th – Sunday 22 nd	<i>Split Links MCC Piston</i> disorganised Rally The Sun Inn, Town Street, North Wheatley, DN22 9DS, £12 pre-book – cheque payable to Split Links MCC, 18 Mansfield Rd, Worksop, Notts, S80 3AD
Sunday 22 nd	<i>Taverners Club Founders Day</i> , Arena events, bike displays, autojumble and beer tent Stanford Hall, Lutterworth LE17 6DH – Theme 'Over Head Cam Motorcycles' http://www.thetaverners.com/founders.html
Sunday 22 nd	<i>Ashover Classic car and Bike show</i> . Milken Lane, Ashover, Chesterfield (S45 0BA). Large well attended Car and Bike show run by the local Rotary clubs. 10am until 4pm. www.ashoverclassics.co.uk
Monday 23 rd to Sunday 29 th July	<i>Scarborough Speed Week</i> - includes demos, ride-outs, cycle races, star rider talks, pub quizzes, bike parades at Whitby, Filey and Scarborough town centre and sea front. The week finishes with the Barry Sheene Road Race Festival - https://www.facebook.com/events/683849825147083/
Wednesday 25 th	Meeting for Observers and those interested in becoming Observers 7.45pm. For venue information contact Jerry Neale (details in the Committee Information section)

- Wednesday 25th *Lincolnshire Bike Nights* - sports – The Rose and Crown, Upton - cruisers – Ferry House Inn, Burton on Stather - www.LincolnshireBikeNights.co.uk
- Wednesday 25th *IAM Motorcycle Skills Day*, Thruxton Circuit, Andover, Hampshire, SP11 8PW
<https://www.iamroadsmart.com/campaign-pages/end-customer-campaigns/skillsday>
- Wednesday 25th *Bainbridge Hill Climb* – Sorrel Sykes Farm, West Burton Leyburn DL8 4UW
<https://www.facebook.com/Bainbridge-District-Motor-Club-435697799809788/>
- Friday 27th,
Saturday 28th
and Sunday 29th *Halfway Heroes MCC Leathered in Lincoln Rally* – Steampunk post-apocalypse bike rally at the Sleaford Rugby Club, Ruskington Road, NG34 8SP (A17-A153)
<http://www.halfway-heroes.co.uk/LandL.html>
- Saturday 28th
and Sunday 29th *Barry Sheene Road Race Festival* Oliver's Mount, Postcode – YO11 2UG – 2 miles south of Scarborough town centre, Signed from A170 and A165 <https://oliversmountracing.com/>
- Saturday 28th
and Sunday 29th *Motorcycle Social* Canal Mills, Brandon Street, Leeds, LS12 2EB –
www.motorcyclesocial.co.uk
- Sunday 29th *Nostalgia Show* at Beaumanor Hall, Woodhouse, Nr Loughborough, Leicestershire, LE12 8TX. Cars bikes, and commercial pre-1997. Entry fee £5 a vehicle, site opens at 8am.
<https://www.classicmotorshows.co.uk>

AUGUST

- Friday 3rd to
Sunday 5th *The Yorkshire Pudding Rally* – Escrick Park Estate, York YO19 6LB, rally organised by Yorkshire MAG <http://www.mapevents.co.uk/>
- Saturday 4th and
Sunday 5th *Llangollen Motorcycle Festival* Royal International Pavilion, Abbey Road, Llangollen LL20 8SW <http://www.llanbikefest.co.uk/>
- Monday 6th **Monthly evening meeting**, Nags Head, Middle Rasen, LN8 3JU (A631) at 8.00pm Those who wish to participate in the pre meeting ride please arrive at the Nags Head for 6.00pm
- Saturday 11th –
Sunday 12th *Straightliners Round 6* Lancaster Raceway, East Kirkby, Spilsby, Lincs, PE23 4DE –
www.staightliners.co.uk
- Sunday 12th **Group Observed Run - Hartsholme Country Park café area Meet 9.00am for prompt 9.30am start**
- Sunday 12th *Graham Walker Memorial Run* 10:00am-6:00pm, veteran, vintage and post-vintage motor cycles of all makes built before 31 December 1940 will be displayed, Beaulieu, New Forest, Hampshire, SO42 7ZN <https://www.beaulieu.co.uk/events/graham-walker-memorial-run/>
- Sunday 12th *Brackley Festival of Bikes* see and hear some of the rarest, fastest, greatest and most beautiful motorcycles and a whole range of other entertainments, 10am to 5pm Tickets are only available on the day at £7.50 proceeds to various charities NN13 7EX
<http://www.brackleyfestivalofmotorcycling.co.uk>
- Sunday 12th *Ilkeston Heritage Classic vehicle show* Market Place. Ilkeston, DE7 5QA. Town centre show for pre-1992 Cars and Bikes, show hours 10 am until 4 pm. Food drink and entertainment available. <http://www.ilkeston.biz/index.php/heritage-vehicle-show>

Saturday 11 th and Sunday 12 th	<i>Saltfleet Gala</i> Saltfleet Sports Field, Louth Road, Saltfleet, Lincs, LN11 7SB. Large village gala with sizable classic bike, car, commercial and agricultural sections for vehicles pre-2000 http://www.saltfleetgalaandcountryfair.co.uk
Monday 12 th	Committee Meeting, Nags Head, Middle Rasen. Prompt start at 7.45pm
Tuesday 13 th	<i>Hybrid's Bike Night</i> at the Colsterworth Sports and Social Club, Old Post Lane, Grantham, Lincs, NG33 5PG – food available
Thursday 16 th	<i>IAM Motorcycle Skills Day</i> , Thrupton Circuit, Andover, Hampshire, SP11 8PW https://www.iamroadsmart.com/campaign-pages/end-customer-campaigns/skillsday
Friday 17 th – Sunday 19 th	<i>BMF Dambuster Rally</i> Thorpe Camp Visitors Centre, Woodhall Spa, Tattershall Thorpe, Lincs, LN4 4PL £15 pre-book. www.bmf.co.uk
Saturday 18 th	<i>The Bristol Bike Show</i> , St Nicholas Market, Corn Street, Bristol Old City, BS1 1HT Free Entry. The Bristol Bike Show is a free motorcycle show 07906 877325 www.facebook.com/thebristolbikeshow/
Saturday 18 th	<i>Northants Custom & Classic Bike Show</i> , The Bell Inn, High Street, Little Addington, Northamptonshire, NN14 4BD, OTG: £3 Trophies / Raffle / Real ales / Barbecue / Fine pub food / Superb country roads www.northantsbikeshow.com
Saturday 18 th and Sunday 19 th	<i>Notts Custom Show</i> – NCC Notts custom bike and car show, £5 on the gate, Free bouncy castle, Newark Rugby Club, Kelham Rd, Newark NG24 1WN
Saturday 18 th and Sunday 19 th	<i>Wheelie and Top Speed Event</i> Elvington Airfield, Elvington, North Yorks, YO41 4AU – www.straightliners.co.uk
Tuesday 21 st	<i>Sportsbikeshop Monthly Bike Night</i> , Hereward Close, Kirton, nr Boston, PE20 1QS https://www.facebook.com/SPORTSBIKESHOP.co.uk/
Friday 24 th – Sunday 26 th	<i>OGRIMCC Summer Rally</i> Kemble Airfield, near Cirencester, Gloucestershire, GL7 6BA https://www.ogrimcc.org/ogri-mcc-summer-rally/
Sunday 26 th	<i>International Lincolnshire Poacher Grasstrack</i> , The UK's only 1000m grasstrack, Thorpe St. Peter nr Skegness PE24 4NR - practice starts at 10.30am, racing from 1.00pm to 5.30pm- http://www.superspeedtrack.com/poacher.html
Sunday 26 th	<i>Lizard King Custom Party 6</i> , Origny-le-Sec, North Central France, “La lizard king custom party 6 est sur les rails, le theme de cette annee une journee autour de la mecanique avec au programme un run le matin avec arret apero , toujours la planche a burn , la musique , des goodies , des becanes plus folles , et nouveaute une moto a gagner a la tombola venez nombreux” it says here - https://www.facebook.com/events/540290966422151/
Sunday 26 th	<i>Hornsea Biker Event</i> Hall Garth Park, HU18 1PA Hornsea 09.00-19.00 https://www.facebook.com/events/132674837455455/
Friday 24 th to Monday 27 th	<i>Asylum Steampunk Festival</i> - Bailgate and Steep Hill, Lincoln, LN1 3AA - https://www.asylumsteampunk.co.uk/
Friday 24 th to Sunday 26 th	<i>Ogri MCC's 40th Anniversary Summer Rally</i> Kemble Airfield, Cirencester, Glos. GL7 6BA £26 pre-book www.ogrimcc.org
Monday 27 th	<i>Fenman Classic Bike Show</i> Wimbotsham, Downham Market, Norfolk PE34 3QH £4 entry on the gate, http://www.fenmanclassic.co.uk/
Monday 27 th	<i>Warlocks Mc Scunthorpe 5th Custom Bike & Car Show</i> Foxhills Sports Field DN15 8LH https://www.facebook.com/events/2385943801431662/
Monday 27 th	August Bank Holiday

- Wednesday 29th **Meeting for Observers and those interested in becoming Observers**
7.45pm. For venue information contact Jerry Neale (details in the Committee Information section)
- Friday 31st –
Sunday 2nd
September *Kustom Kulture Blastoff 2018* - Lincolnshire Show Ground, A15, Lincoln LN2 2NA - live music, kustom art, burlesque, rockabilly, steampunk and Tiki vendors and tons of traditional & kustom painted vehicles from across the country.
<https://www.kustomkultureblastoff.com>
- Friday 31st –
Sunday 2nd
September *Stormin'the Castle Bike Rally and Custom Show* Witton Castle. Co. Durham, DL14 0DE
<https://storminthecastle.co.uk/>

SEPTEMBER

- Saturday 1st *A Classic Affair 2018* 11am to 5pm, Hemingford Pavilion, Manor Rd, Hemingford Grey PE28 9BX classic cars, motorcycles, vintage vehicles and other attractions on display. Live music from a jazz & swing band, delicious food & refreshments and live demonstrations of the Rolls Royce Merlin Engine. Entrance is free, however donations are welcome as all profits will be donated to Magpas Air Ambulance.
<https://www.aclassicaffair.co.uk/>
- Monday 3rd **Monthly evening meeting**, Nags Head, Middle Rasen, LN8 3JU (A631) at 8.00pm
- Monday 3rd *Hybrid's Bike Night* at the Colsterworth Sports and Social Club, Old Post Lane, Grantham, Lincs, NG33 5PG – food available
- Sunday 9th **Group Observed Run** - Ancholme Leisure Centre car park, Scawby Brook, Brigg
Meet 9.00am for prompt 9.30am start
- Friday 7th –
Sunday 9th *Tiger MCC's 23rd Soggy Moggy Rally* Woodgreen Animal Shelter, Godmanchester, Cambs, PE29 2NH www.tigermcc.org.uk
- Friday 7th –
Sunday 9th *Motorbike Women North Rally* Woolley Edge Scout Campsite Wakefield West Yorks WF4 2LS – raising money for North West Air Ambulance and Breast Cancer Now - female riders only – www.motorbikewomen.com
- Saturday 8th *Alleykat Club's Biker Bash for the Heart Link Children's Charity* Lower Butchery Court, Lincoln, LN2 1JS
- Saturday 8th *Straightliners Round 8* Lancaster Raceway, east Kirkby, Spilsby, Lincs, PE23 4DE
www.straightliners.co.uk
- Saturday 8th and
Sunday 9th *Festival Of Bikes*, the Town Hall Cheltenham GL50 1QA - Customs - Modified Classics - Stunt Show - Burn Ups <https://www.thecustomshow.com/the-cheltenham-festival-of-bikes>
- Saturday 8th
and Sunday 9th *The Scottish National Road Rally* - a rally of the type that involves visiting checkpoints all over Scotland whilst adhering to certain rules and finishing at a final control point before a set time. A Three Nations certificate is available for the very committed who complete all three national rallies. Contact: Colin Pate on colinbpate@yahoo.co.uk
- Friday 14th and
Saturday 15th *Leeds custom and classic bike show* New Inn, Eccup, Leeds.
<https://www.facebook.com/LeedsCustomAndClassicBikeShow/>

- Friday 14th – Sunday 16th *Hybrids MCSC Rally Part Deux* - at the Colsterworth Sports and Social Club, Old Post Lane, Grantham, Lincs, NG33 5PG £20 pre-book cheque payable to Hybrids MCC and an SAE to Julie Moor, Woodlands Waters, Willoughby Rd, Ancaster, Lincs, NF32 3RT
- Friday 14th – Sunday 16th *NSRA Hot Rod Drags at Santa Pod Raceway* Airfield Road, Podington, Northants, NN29 7XA – www.santapod.com
- Monday 17th *Hybrid's Bike Night* at the Colsterworth Sports and Social Club, Old Post Lane, Grantham, Lincs, NG33 5PG – food available
- Friday 21st – Sunday 23rd *Cernunnos MCC's 18th Mabon Rally* Location TBA Tickets £10 cheque payable to Cernunnos MCC. 7 Blacksmiths Way, Hartwell, Northants, NN7 2HY – www.cernunnos-mcc.org
- Sunday 23rd *Ride to Save Lives 2018* The 62-mile route starts at Newark Showground at 11am travelling through rural villages in Lincolnshire and Nottinghamshire. Returning to Newark Showground around 1pm, you can grab some lunch and have the opportunity to meet the helicopter crew who plan to fly in around 1.30pm. The £12.50 entry fee goes to the Lincs & Notts Air Ambulance - <http://www.ambucopter.org.uk/ride-save-lives-2017-2/>
- Sunday 23rd *Normous Newark Autojumble* Newark Showground, Drove Lane, Winthorpe, Newark, NN7 2HY www.newarkautojumble.co.uk
- Wednesday 26th **Meeting for Observers and those interested in becoming Observers**
7.45pm. For venue information contact Jerry Neale (details in the Committee Information section)
- Saturday 29th and Sunday 30th *Straightliners Round 9* York Raceway, Seaton Cross, North Yorks. YO42 4SS www.straightliners.co.uk
- Saturday 29th and Sunday 30th British Historic Racing. Cadwell Park Louth (LN11 5SE). Everything from Vintage machines to 1980's Superbikes. www.britishhistoricracingclub.co.uk

May Mystery Object Answer

Body armour insert!










TRADE DIRECTORY

Support our local bike businesses. If you know a good local bike business, send details for inclusion to chainlinks@uwclub.net

	<p>RWH Motorcycles Ltd, Repairs, servicing, tyres, MOT, wheel building</p> <p>http://rwhmotorcyclesoflincoln.co.uk/</p>
	<p>Customised motorcycle seat re-covering / re-trimming service, altering trike and motorcycle seats</p> <p>http://edblade.simpl.com</p>
	<p>Cylinder rebores, valve guide replacement, bespoke repairs, bearings</p> <p>http://www.nrsec.co.uk/</p>
	<p>MOT testing, repair and servicing for all makes and models of bikes, trikes, scooters, mopeds and quads</p> <p>http://www.skmotorcycleslincoln.co.uk/</p>
	<p>Online and showroom retailer of motorcycle helmets, clothing, parts & accessories.</p> <p>https://www.sportsbikeshop.co.uk/</p>
	<p>Triumph and Yamaha Main Dealer in Lincolnshire.</p> <p>http://www.webbsoflincoln.co.uk/</p>
	<p>Control and drive cables made from a pattern, drawing, or to fit your bike, ultrasonic carb cleaning, thread repair inserts fitted for spark plug and other threads.</p> <p>http://www.carrotcycles.co.uk</p>
	<p>Musgrave & Co Tools 5 Clasketgate, Lincoln, LN2 1JJ</p> <p>Phone: 01522 527088</p>
	<p>Colin Willoughby Motorcycles Grange Lane North Scunthorpe North Lincolnshire DN16 1DE Phone: 01724 853300 https://colinwilloughbymotorcycles.co.uk/</p>

THE QUEST FOR CAKE

One of the joys of observed runs is a stop for feedback, cocoa and buns. If you know a good local café, send details for inclusion to chainlinks@uwclub.net

		<p>Wickenby Cafe is based in the Control Tower at Wickenby Aerodrome. There is also a museum upstairs which tells the story of RAF Wickenby during WW2. Bike Night - Wednesdays until end of September. https://www.facebook.com/groups/495019267369270/about/</p>
		<p>Three Kings Inn, Saltersway, Threkingham, Sleaford NG34 0AU. It says here: <i>"a quintessential old English pub in traditional style with a balanced mix of local patrons, diners and tourists, creating an ambiance and atmosphere where everyone feels welcome and comfortable."</i> The MG car club meets here http://www.thethreekingsinn.com/</p>
		<p>Lincoln Bowl - Washingborough Road, Lincolnshire, Lincoln LN4 1EF. Lincoln's premier bowling centre also has a café attached. Ample parking.</p>
		<p>Mount Pleasant Windmill Tearooms & True Loaf Bakery Ltd, 6 North Cliff Rd, Gainsborough DN21 4NH noted for stoneground organic flours, which are sold in their delightful tea room. http://www.visitnorthlincolnshire.com/item/mount-pleasant-windmill/</p>
		<p>Sentry Post Snack Bar Sleaford Road A15, Lincoln LN5 9FG, England +44 7540 752432 – opposite the Waddington Avro Vulcan and adjacent to the Waddington Aircraft Viewing Enclosure (WAVE) for a friendly welcome and notable bacon butties.</p>
		<p>Daisy Made Ice Cream Lincoln Rd, Skellingthorpe, Lincoln LN6 5SA - Small farm with a coffee shop serving homemade ice cream, animals to pet, crazy golf and play area. http://www.daisymadefarm.co.uk/</p>
		<p>Pennells Garden Centre, Newark Road, South Hykeham, Lincoln LN6 9NT – this is family owned business established in 1780 and has a large restaurant and tons of parking. Popular as a debrief point for those undergoing compulsory driver training (so I'm told) http://www.pennells.co.uk/lincoln/</p>

IF YOU ARE ASKED “HOW DO I BECOME A MEMBER?”

The journey to becoming a better rider and reaping the rewards of being an IAM member can start here.

IAM membership is open to any rider (or driver) who passes our advanced test or qualifies by exemption. You can be one of the most skilled riders on the road with this on-road advanced motorcycling course delivered by our qualified riders. Using your own motorcycle, you will benefit by:

- Gaining confidence and skills
- Possibly get cheaper insurance
- Meeting like-minded people
- Gaining full IAM membership
- Improve your road anticipation
- Appreciate your motorcycle's full capabilities
- Become a better rider in different environments

Joining means you can be recognised as one of the safest and most skilled riders on our roads.

In the expert hands of a local skilled mentor, you will develop advanced skills that enable you to pass our advanced test and become a full member of the IAM.

Enrollment details are available here: <https://www.iamroadsmart.com/courses/advanced-rider-course>

Whichever of the routes to IAM membership is right for you, you'll discover a world of benefits, including:

- [Exclusive members-only insurance services](#)
- [Attractive new vehicle offers from Fiat, Suzuki and Volvo](#)
- [Superb motorcycle clothing and accessory deals from Bike Stop](#)
- [Invitations to participate in circuit-based skills days](#)
- The opportunity to take your skills to even higher levels with our F1RST, Masters and IMI qualified Observer courses.

All members also receive our RoadSmart 'members only' magazine which offers a guide to the benefits and enjoyment of being an IAM member. RoadSmart magazine will give you the opportunity to both read about our work as well as finding out how to get more involved with us. It is the perfect guide to enable you to get the most from your IAM membership once you have joined us. In addition to RoadSmart, a digital version of this high-quality publication will be automatically sent to you.

We'd love you to join us, so start your journey today. Come and be part of the IAM RoadSmart family and the Lincolnshire Advanced Motorcyclists

Powered two wheeler characteristics

Motorcycles excel in providing convenient, low cost personal mobility, which offers riders lower journey times, while generating fewer emissions and using less fuel. Thanks to their smaller and lighter profile, motorcycles occupy less space and cause reduced wear and tear on road infrastructure compared to other forms of transport.

Economy of use

Motorcycles deliver efficient transport for individuals over time, especially in an urban environment. Motorcycles also often offer a low purchase cost. That, combined with a good fuel economy and low maintenance costs, delivers riders an economical means of greater mobility. This is one reason why motorcycles are the natural choice in many countries, with some national motorcycle fleets numbering double figure millions. Brazil, for example, had a circulating parc of 22.5 million motorcycles in 2014.

Energy savings

Motorcycles are engineered for excellent fuel economy and help conserve energy. Motorcycles, being of lower mass than automobiles, require less energy to manufacture and recycle.



Unique personal experience

Motorcycle use for leisure and sport has attracted many around the world for the personal benefits they can bring. Stress reduction, social interaction with others, the personal and economic perspective of motorcycle tourism and the pleasure of riding as an end in itself. All are cited as some of the benefits motorcycle recreation can provide. Motorcycling provides quality of life through access to jobs and services, affordable mobility and the enjoyment of sports, leisure and tourism.

Convenient Mobility

Motorcycles enable greater freedom of movement in crowded urban environments and their relatively small size offers advantages for reducing congestion and decreasing the need for large amounts of parking infrastructure compared to cars. Motorcycle use also reduces wear and tear on the roads infrastructure. Where other means of public transportation do not exist or are inadequate or inconvenient, motorcycles can provide an important source of personal mobility. Reduced commuting time also gives riders more time to spend with family and meeting friends.