

ChainLincs

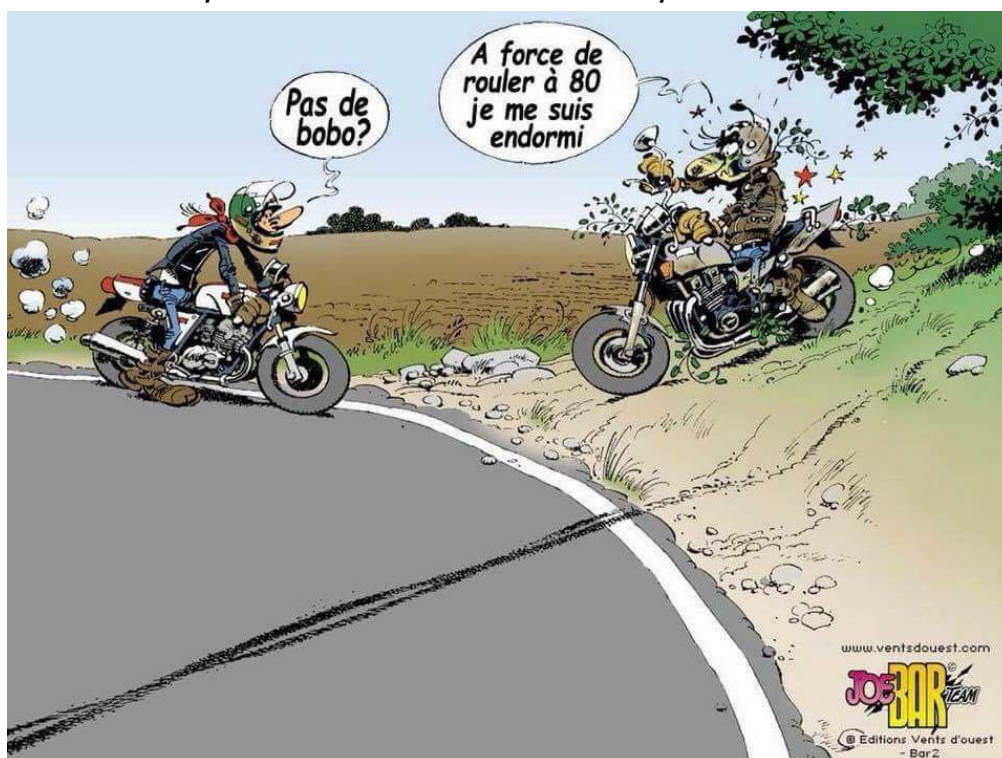
THE NEWSLETTER OF



Lincolnshire
Advanced Motorcyclists



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



With listings for over one hundred motorbiking events near and far

August

2018

GROUP COMMITTEE MEMBERS

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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 August 2018.

Please provide any copy to the editor, by **25 August 2018**
at the latest, although, the earlier the better.

EDITORIAL



This month

The cover picture is from the French Joe Bar Bikers cartoon strip, and is about the recent reduction in speed limits from 100kph to 80kph on French rural roads – why is it relevant? Read the report about the review commissioned by the government containing proposals for our national

speed limits.

This will be the last ChainLincs for the twenty or so of you who have not troubled to return your general data protection forms. Do please sort this out – you'll be missed.

If there is anything that you particularly like or dislike about the newsletter, I would be glad to hear from you, and if you think you could make a better job of it, you are welcome to have a bash.

So, e-mail your thoughts and contributions to chainlincs@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 equally 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.

Enjoy your riding,

Nick

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CHAIRMAN'S CHATTER

I am going to bang on about GDPR just once more! Sorry! However, there are still 20+ members who have not returned their data consent forms to John Cheetham. As of the end of August if your form has not been returned we will be deleting your details (in accordance with the new regulations) from our records. After that we will no longer be able to email you with details of events and ride outs, send out membership reminders and will have to remove you from our Facebook group if you are on there. Now clearly, we don't want to do that as the more members we have the greater funds we have to be able to carry out the road safety function that the Group (and the IAM) exist to perform. As we all know there are many motorcycle accidents throughout Lincolnshire and the more riders we can educate then perhaps we can help prevent one more accident so please dig that form out from your email that John sent out initially in May, fill it in and return it to him. Many thanks.

July has been another good month for new members – welcome to Karen Bevan for Heighington, Stephen Bullas from Healing (Grimsby), Martin Daniels from Haxey and Tim Hill from Harmston. I look forward to meeting you at our monthly social meeting or ride out. We also had a couple of returning members so welcome back Craig Hunter and Stu Smith. We are doing well for new members again this year currently up to 29 of which three were returning to us although they had remained a member of the IAM.

Tests are coming along thick and fast as well with four successful passes in July. Many congratulations to James Taylor, Paul Loveday, Gary Johnson and Adrian Hogg. Massive well done to your Observers Kev Hewson, Dave Ayres, Ian Firth and Phil Niner. Gary's pass was also a F1rst – well done Gary. Looks like there are three more tests booked for early August so good luck to you guys.

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 07412 935333 for details. From September Observer meetings will be held at Emprocom Ltd, Bridge House, Scothern Lane, Langworth, LN3 5BH.

Congratulations also to Simon Battram who was signed off as a Local Observer yesterday by Ken Rose. Well done Simon, great work by you and Ken.

July's ride out from Willingham Woods proved popular with 16 riders turning up, two of which were guests having recently moved to the area and were sussing us out having been members of RoSPA. They seemed to enjoy the ride but I notice they have withdrawn from our Facebook page so maybe they decided not to join us. However, we split into two groups with John Harrison leading us out on even more roads I hadn't been on before in the Wolds and Malcolm Heaton leading the other group over toward Robin Hood airport direction. Thanks John and Malcolm and hope everybody else enjoyed the ride.

August's ride out is from Hartsholme Park (near the café through the No Entry!) in Lincoln on 12 Aug leaving at 0930hrs – get there early for brekkie. I won't be there as getting back from Switzerland late the day before – enjoy the ride.

Don't forget Roland has organised a guest speaker for the social on 4 August. He is a biking Typhoon pilot (Nick Callinswood) who will be talking about his life as a pilot. Roland is also leading a ride from the Nags Head prior to the meeting leaving at 1830hrs and hopefully Nick will be joining us.

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).

Before I go please be careful when filtering past a traffic queue which can be worse at this time of year on the roads to and from the coast. About 3 weeks ago on a busy Sunday evening my son was on his way back from Hunstanton on the road around King's Lynn. He came off a roundabout and there was a queue of traffic at a standstill so decided to make his way down the side of it until a guy in Seat Leon did a U-turn out of the traffic without looking behind him. My son (and his Triumph Sprint) ended up in the side of the Leon. The result being a badly broken wrist that he may never gain the full range of movement in again, various bruises and a damaged helmet where his head hit the car door frame (and a written off Sprint). Even now he doesn't remember the incident and only knows what happened from the Police who attended the scene speaking to witnesses. He was wearing the right kit and doing nothing illegal but you can't allow for the frustrated car driver in that queue who thinks he can find a way around the jam. Stay safe.

Finally, thanks once again to Nick for putting together this edition of ChainLincs.

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

Mick

Mick



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

MEMBERSHIP UPDATE

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

We have had nine enrolments since the July newsletter update, a warm welcome to you all.

Member	Observer
843 Paul Vernon from Cherry Willingham	Paul Henseleit
844 Paul Dudhill from Gainsborough	Malcolm Heaton
845 William Selka from Scothern	Ross Glover
846 Stuart Smith from Langworth	Full Member
847 Craig Hunter from Branston	Full Member
848 Karen Bevan from Heighington	Andrew Kitchen
849 Stephen Bullas from Healing	John Harrison
850 Martin Daniels from Haxey	Kevin Smith
851 Tim Hill from Harmston	David Ayres

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

Member	Pass Date	Observer
Paul Loveday	23 July	David Ayres
James Taylor	23 July	Kev Hewson
Gary Johnson	25 July	Ian Firth
Adrian Hogg	28 July	Phil Niner
Stuart Eakin	1 August	Kevin Smith

The group membership is currently comprised as follows:

Full Members	107
Associate Members	33
Total Group Membership	140

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.

There have now been four emails sent to the seventeen members who have not bothered to complete what is at most a few minutes work. Considering I have also offered to post a paper copy if required, I find it difficult to understand why a response is not forthcoming.

Please make the effort to reply and let me get this job wrapped up.

That's all for this month, ride safely:

John Cheetham

ACTIVITIES

Leaving Willingham Woods

Simon Battram dateline 4th July 2018

Sue's and Simon leaving Willingham Woods and taking Malcolm Heaton little black fly with them. 😎😎😎👍



Sixteen riders turned up this morning for our monthly ride out

Mick Smith dateline 8th July 2018



Mick says "Sixteen riders turned up this morning for our monthly ride out. This included 2 associates and 2 potential new members - hope you enjoyed your ride Julian and Helen Turner Thanks to John Harrison and Malcolm Heaton for leading 2 groups in different directions. John's group headed out over the Wolds and still some more roads I hadn't been on before."

250 mile Round Trip to Flamborough Lighthouse

Gary Johnson dateline 10th July 2018



250 mile Round Trip to Flamborough Lighthouse today, but I got my Timings a little wrong so I didn't even get time for Coffee never mind Cake 🙄. Just had time for a quick Piccie then back in the Saddle for the Journey back. Maybe next time eh...

Excellent first ride

Roland Johns dateline 12th July 2018



Roland tells us "Excellent first ride with my new Associate Ian Glastonbury. Good rider just needing a few tweaks. Two taster rides (possible new members) planned in Lincoln Monday, Team Roly is back in town!"

Wheelie good second ride through Hull

Malcolm Heaton dateline 12th July 2018



Out with Paul Dunhill second ride - coming along nicely, we need to work on filtering and the use of bus lanes .Filtering through Hull city centre when on opposite side of road a big Kawasaki was filtering on his back wheel with front end well up in the air ,beautifully controlled for about half a mile, he must belong to the Hull IAM...

Ready for another lesson

Paul Dudhill dateline 17th July 2018



All ready for another lesson with Malcolm Heaton 👍

Ready for another cake

Simon Battram 18th July 2018



A good observed ride out with Graeme H last night. Dry and a bit cooler. 55 miles and finished with a de brief at Caenby Corner truck stop. Open till 21.00hrs during the week and for Roland Johns, great tea, coffee and home-made cakes 🍌🍰🍰 Very good ride from Graeme, all is now fitting into place



Pleasant 90 mile circuit in Lincs

Roland Johns 18th July 2018



Pleasant 90 mile circuit in Lincs today with Malcolm Donaldson, Lorraine, and Martyn Allen. All the C's came into play.... Cadwell Park, Coffee, Claytons Corner, Coffee, Cake! Love random ride outs!

Hot dry evening and Graeme did well.

Simon Battram 22nd July 2018



A good long observed ride with Graeme H. Hot dry evening and Graeme did well. Motorway overtakes and reposition after the overtake are now in place. We had a family welcome us into their lay-by for a debrief and offered us refreshments. That is Harley Davison riders. A thumbs up from Graeme and off to Caenby Corner Cafe for another brew. Well done Graeme. 🤔👍

Out early before the heat got going.

Malcom Heaton 24th July 2018



Out early before the heat got going ,Paul is test ready, out with Simon Battram on Sunday for his opinion - then get Paul a check ride and then put in for test 🤔

Observer ride

Simon Battram 28th July 2018



Pictures from last Wednesday Observer ride. Our team, North of the area, led by Ken and joined by me and Mike. Nice night to leave Louth and head to The Wave at Waddington. We all inspected the "riders" from Willingham Woods. Our team stopped for a comment or two, the first at Caldwell. Great ride and plenty of learning taken on board. 👍👍🤔👓🏍️🏍️

Gusty and a little damp..

Mick Smith dateline 29th July 2018



Gusty and a little damp out today but so much more comfortable than the heat last week. Just been past Willingham Woods and not a bike in sight. Camera van will have a quiet afternoon!

Observed double ride

Simon Battram and Malcolm Heaton dateline 29th July 2018



Good observed double ride today. My associate and Malcolm's associate swap observers for a look over from another pair of eyes.

Good rides from Peter and Graeme.

Alan joined us to follow to gain a ride to start observer training.

Malcolm was already in to carpark for debriefing and a brew when we arrived.

Going through the motions?

Ian Morrison dateline 29th July 2018



Reasons to keep the visor down before moving off. I caught this pile of guano at 23:00 on the motorway on my way home from the last Observer meeting. It's supposed to be a sign of good luck. 🐾

FORTHCOMING CLUB EVENTS

The Sunday morning Group Observed and Social Runs are open to all members and also potential members who may be considering preparing for the IAM test. The prime purpose is to provide the opportunity for all to improve their skills through riding with fellow members. Potential members considering taking the IAM test may have an individual assessment ride. The runs last around 2 hours, usually with a mid-point refreshment stop, starting at the venues listed below.

It should be noted that members are free to group up as they feel fit and embark on a purely social run of their choice without any "observing" etc, merely enjoying the opportunity to ride with fellow like-minded bikers.

Ancholme Leisure Centre, Scawby Brook, Brigg, DN20 9JH South side of A18

Willingham Woods Picnic Site, LN8 3RQ East of Market Rasen A631

Hartsholme Country Park Cafe, Lincoln, LN6 0EY South side of B1378, Skellingthorpe Road

Group Social Runs will incorporate café stops unless an alternative is specified. Please try to arrive at the meeting point in good time and with a full tank of fuel. Please let the run organizer know if you want to invite a guest. If carrying a pillion passenger, you should ensure that this is covered by your motorcycle insurance policy.

It is you, as the rider who is deemed to be in control of your motorcycle at all times during an observed or social run.

AUGUST

- Monday 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 - Typhoon pilot and keen biker Nick Callinswood has kindly offered to chat to us about his life as a fighter pilot, should be a very interesting evening! Nick will hopefully be joining us for a pre-meeting ride around the Wolds, (run by the master of mystery tours, Roland!) starting at 18.30 from the Nags Head. Hope to see lots of you there for this very special event!
- Sunday 12th Group Observed Run - Hartsholme Country Park café area
Meet 9.00am for prompt 9.30am start
- Monday 13th Committee Meeting, Nags Head, Middle Rasen. Prompt start at 7.45pm
- Wednesday 29th Regional Evening Run for Observers and those interested in becoming Observers
Four separate runs to reflect new Observer groupings.
For information on starting locations contact Jerry Neale (details on page 2)

SEPTEMBER

- Monday 3rd Monthly evening meeting, Nags Head, Middle Rasen, LN8 3JU (A631) at 8.00pm
- Sunday 9th Group Observed Run - Ancholme Leisure Centre car park, Scawby Brook, Brigg
Meet 9.00am for prompt 9.30am start
- Wednesday 26th Meeting for Observers and those interested in becoming Observers
For information contact Jerry Neale (details on page 2)
- Sunday 30th Treasure Trek organized by Regional Service Delivery Team Manager (Northern) Peter Serhatlic. Teams will be of three, either in one car, or three motorcyclists.
There will be eight map coordinates, within each coordinate will be some kind of reference, a cryptic clue will help you find the answer, then each answer is marked for

accuracy. The team with most points wins, the team with the lowest score gets the booby prize.
Of the eight locations, each team chooses six and works out their own route around them. A couple of OS Landranger maps will be required (map numbers later).
The day will start and end at The Pastures Hotel, Mexborough, S64 0JJ and will commence at 9am.

OCTOBER

- Monday 1st Monthly evening meeting, Nags Head, Middle Rasen, LN8 3JU (A631) at 8.00pm
- Sunday 7th Group Observed Run - Willingham Woods Picnic Area near kiosk
Meet 9.30am for prompt 10.00am start
- Monday 8th Committee Meeting, Nags Head, Middle Rasen. Prompt start at 7.45pm
- Wednesday 31st Meeting for Observers and those interested in becoming Observers
For information contact Jerry Neale (details on page 2)

NOVEMBER

- Monday 5th Monthly evening meeting, Nags Head, Middle Rasen, LN8 3JU (A631) at 8.00pm, commencing with the group ANNUAL GENERAL MEETING
- Sunday 11th Group Observed Run - Hartsholme Country Park café area
Meet 9.30am for prompt 10.00am start
- Wednesday 28th Meeting for Observers and those interested in becoming Observers
For information contact Jerry Neale (details on page 2)

DECEMBER

- Monday 3rd Monthly evening meeting, Nags Head, Middle Rasen, LN8 3JU (A631) at 8.00pm
- Sunday 9th Group Observed Run - Ancholme Leisure Centre car park, Scawby Brook, Brigg
Meet 11.30am for prompt 12.00am start
- Monday 10th Committee Meeting, Nags Head, Middle Rasen. Prompt start at 7.45pm

PLEASE NOTE there is no Observers meeting this month

OTHER BREAKING NEWS

Railway consultants say that government should review national road speed limits ‘as soon as possible’

This is one of the key findings in the [Road Safety Management Capacity Review](#), which was commissioned by the DfT and carried out by the Systra consultancy, which provides research and advice on transport to central, regional and local governments across the globe.

The report recommends reviewing national speed limits, with a particular emphasis on single carriageways in the countryside – suggesting that a 5% decrease in mean speed could produce a 30% reduction in deaths on these roads.

The report also calls for more average speed cameras to be introduced, pointing to figures which suggest average speed cameras reduce fatal and serious collisions by 36%, and a reduction in the threshold for speeding prosecutions.

In terms of vehicle safety, the report encourages the Government to promote technologies including Intelligent Speed Adaptation and Autonomous Emergency Braking, and to introduce improvements in crash tests for front and side passenger protection, and pedestrian protection.

Among the report's other recommendations are lowering the drink-drive limit, reintroducing casualty reduction targets and ensuring that at least 10% of road infrastructure investment is devoted to road safety intervention.

A DfT spokesperson told the Times: "The UK has some of the safest roads in the world but we are constantly looking to do more. We are considering the findings of the review."

The road safety management capacity review is quite a chunky read, and is available to download from: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/717062/road-safety-management-capacity-review.pdf

Who are Systra?

SYSTRA S.A. was established with majority shareholders RATP (The RATP Group, also known as the Régie Autonome des Transports Parisiens, is a state-owned public transport operator and maintainer headquartered in Paris, France) and SNCF (The Société nationale des chemins de fer français is France's national state-owned railway company) in 1992. Around the world, SYSTRA's specialists plan, design, integrate, test, commission, project manage and deliver mass transit and mobility solutions that are relied on by more than 50 million people every day. SYSTRA has been involved in UK mobility and mass transit schemes for 50 years and has delivered projects in the Republic of Ireland for nearly 40 years. Under the MVA Consultancy brand their transport planners delivered the first large scale transport studies in the UK (leading to the implementation of the Tyne & Wear Metro). They have managed and developed London's strategic transport model since 1987, including developing the tools to assess the capital's congestion charge scheme, Crossrail/Elizabeth Line and other major rail schemes. As a member of the Rail Link Engineering joint venture, SYSTRA played a key role in delivering HS1, the UK's first high speed line, and are now part of the team delivering Crossrail. (<https://www.systra.co.uk>)

Thank you to **John Harrison** for bring the report to our attention.

Roland's Tour to Lake Garda, Italy

I had been thinking of touring the continent on the bike for some time. Driven over there, but never ridden. Perhaps a short trip around Northern France to get a feel for it. Then last year Andy Tofts approached me with the idea of a twelve-day tour down to Italy and back with a company called Magellan Motorcycle Tours for

June 2018. The itinerary sounded awesome and daunting at the same time, so I was hooked! Alan Wilds and Gary Pickford were up for it too. So, the 4 of us started planning and preparing. I say planning but all the route planning, sat nav routes, hotels, stops, Channel Tunnel etc. is done by Magellan. You get a very comprehensive package of advice and guidance so you can't really go wrong. They take the stress out of the whole planning thing, they are experts!

Having loaded up the panniers we headed to Dover for the night on the 15th June, we had an early tunnel booking for the next morning.

Day1 187 miles

We met our tour guide Nick and the rest of the group at the services near the terminal. 16 bikes including the guide and 3 pillions. A mixture of makes and models, Triumph Explorers and 800's, BMW GS's, a Multistrada, an 888 Harley and even a 650 Suzuki Burgman scooter two up! The Burgman couple are from Washingborough! The rest of the group were from around the UK. Following a briefing from Nick and introductions we checked in to the Tunnel terminal.



Within a couple of hours, we were on the French motorway system following Nick heading for a coffee stop. At this point Nick explained that from now on we were on our own and he will play the role of 'sweeper' and is available by phone should anyone need him. We seemed to naturally form our small groups and headed off following our sat navs. Us 'Lincolnites' formed our group of 5. 2 GS's, 2 Explorers and the Burgman. The Burgman was the biggest surprise, it kept up easily with all the big bikes and was the only one in our group two up! Great machine with Malcolm piloting and Lorraine pillion.

Lunch in Guise and a visit to a disused GP track at Gueux followed. That night was spent in Reims where we all ate together at a local restaurant which enabled us to bond over a few beers! It was remarkable how the whole group seemed to gel very quickly and soon the banter was flowing fast!



Day 2 240 miles

From France into Germany along fast roads and through lots of villages, lunch at Les Relais d'Alsace and stopping overnight in pretty Baden Baden which is on the edge of the Black Forest at the start of the famous B500. Each day's route has way points for morning coffee, lunch and afternoon break stops. Along the way we often had photo stops and a stretch!

Day 3 221 miles

Off to Oberammergau via the B500, a fantastic smooth road of fast sweepers and great views! Oberammergau is in the foothills of the Dolomites, great mountain views everywhere and many of the houses have murals painted on them. So far, no rain, nice and warm and sunny!



Day 4 185 miles

Today we rode 3 countries, Germany, Austria and Italy. Riding across the Alps to Passo del Tonale via the Timmelsjoch Pass we climbed up to 2,509m around 60 fantastic bends! The views at the top were staggering! An afternoon stop at the top of the Gampenpass on to our hotel via the fabulously twisty S42. Now we are in Italy!



Day 5 90 miles

A shorter run today which took us down to Lake Garda. Fantastic views along the way and lots of photo stops! The temperature gradually increased to peak at 34C in one town, phew, we were melting! A bit cooler for our lunch stop by the top of Lake Garda in Riva del Garda. From here it was a short run down the side of the lake through lots of tunnels and brilliant views of the lake to our hotel at Toscolano Maderno. The hotel is run by a biker and he welcomes fellow enthusiasts with open arms. Other bikers were there too, at one time during our two night stay I counted 27 bikes in the car park! The swimming pool was most welcome after our hot ride down, we all grabbed a beer and went for a dip! A great evening at a lakeside restaurant with more friendly banter!



Day 6

A welcome day off from riding! Some ventured off on their bikes exploring the area whilst the rest spent a lazy day locally. A few of us took a ferry across the lake and explored the small lakeside town of Torri del Benaco. Very pretty with loads of bars and restaurants, all serving cake!



Day 7 236 miles

Today we tackled the famous Stelvio Pass! After riding through many tunnels we reached the Stelvio, a truly awesome road up the side of a mountain! Along the way we met many cyclists, supercars, motorhomes and motorcycles. A few stops on the way for photos allowed the busy traffic to move on in clumps giving us a clear road to the next stop! A short diversion took us up to some mountain top shops and restaurants for lunch. We then descended down the pretty Umbrail Pass into Switzerland mixing with high speed cyclists and negotiating many 180 deg bends. More passes, including the Fluela, in the afternoon with amazing views ending up at our hotel in the ski resort of Flims.



Day 8 117 miles

Our next destination was Obergoms in Switzerland. A fabulous ride traversing more Swiss passes, the Oberal, Furka (more bicycles and supercars!) and Grimsel. Lots of stops for photo's, cake and coffee etc! Great wooden chalet hotel in a very quiet area. Great meal with beer, wine and banter!



Day 9 190 miles

Today we left Switzerland and crossed back into France. More passes and fabulous roads/views took us to our overnight stop in the Vosges mountains. Another ski resort surrounded by meadows, hills and forests. Excellent bendy roads to get there and still no rain!!



Day 10 205 miles

We came down off the Vosges making our way across Northern France. Our lunch stop was at the Verdun WW1 war memorial, very sobering but beautiful place. It commemorates the Battle of Verdun in 1916 (the longest running battle of WW1) where over 250,000 lost their lives. The afternoon ride took us across to Belgium and into the pretty town of Bouillon for our final night's stop. Our last evening meal together as a group included wine, beer and banter!



Day 11 200 miles

A hearty breakfast and on our way to the Channel Tunnel through the beautiful Ardennes Forest then coffee and cake in Guise. We carried on along the long straight roads which took us to the motorway and on to the terminal. After saying our goodbyes, it was the short trip back to Blighty! Some of us stayed in the Dover area for the night before making for home in the morning.

In summary

For my first trip to the continent it was an EPIC one! All 2,300 miles door to door! So glad I did it, trouble is I now have the urge to do more continental touring! We did not have one drop of rain, mostly blue skies and warm temps, very lucky in that respect.

It was a great group of people to hang out and ride with, we all bonded early on and had some great laughs! We are still keeping in touch via a WhatsApp group and 4 have joined our RAT Club. Many new friendships were formed.

Thanks must go to Andy Tofts for suggesting the trip in the first place and to Magellan Motorcycle Tours for their great itinerary and organisation. I reckon you would be hard pressed to find another company as good as these. Why not visit their website? It may inspire you to venture forth!

www.magellanmarcotorcycletours.co.uk

Cheers for now and enjoy your ride, wherever it may take you!

Roland

PhD student urges the government to scrap the MoT

The Adam Smith Institute, based in London, claims that mechanical failures account for just two per cent of all accidents in the UK and the Government should bring its policy 'into the 21st century' by scrapping the MoT and shifting its focus on driver error.

The RAC has labelled the proposal as "a recipe for disaster", saying drivers would no longer have to do anything to ensure their vehicles are safe.

"We accept the MoT test isn't perfect, but we're far better to have it than not," said RAC roads policy spokesman Nicholas Lyes.

The MoT was introduced in 1960 and is mandatory for all modern cars that are over three years old. In 2017 there were over 30 million MoTs carried out in the UK, with 10 million vehicles failing; however, Alex Hoagland of the Adam Smith Institute argues there's "no evidence" to show that the MoT improves road safety. He says it should be scrapped or become less frequent, with a test every three or five years.

It's thought that over 65 per cent of accidents in the UK are caused by driver behaviour and in place of annual vehicle testing the Government should put more resources into driver safety, such as driving without a seat belt, speeding and substance abuse while driving.

The think tank points toward evidence in the USA, where traffic fatality rates have stayed the same, despite many states abolishing vehicle safety inspections. The Adam Smith Institute says Britons would save £250m a year, with the average driver spending £143 on unnecessary repairs to get their car through the test.

Twenty thousand garages provide the MoT service, which costs drivers up to £29.65 for motorcycles and £54.85 for cars, with the average fee coming in at £33.60.

Alex Hoagland, author of the report, said: "The UK has required MoT testing for decades, in order to prevent crashes and fatalities from unreliable vehicles. Nowadays, vehicles are safer than ever, leading some Governments to re-inspect these programs. When these safety inspections were done away with in some US states, accident rates did not change."

In 2017 the Government launched a consultation to extend the first MoT for cars and vans from three to four years, but the plan was shelved after it emerged that the changes would severely impact road safety.

Source <https://www.honestjohn.co.uk/news/running-costs/2018-07/government-urged-to-scrap-the-mot/>

The report is available to view at:

<https://static1.squarespace.com/static/56edde762cd9413e151ac92/t/5b57640b562fa7157864ac62/1532453906216/MOT+paper+final+pdf+%281%29.pdf>

Alex Hoagland is a PhD student at Boston University, studying development and health economics. He is particularly interested in questions of policy regarding mental health practices and crime. He has a B.A. in economics and a B.S. in mathematics from Brigham Young University

(https://www.researchgate.net/profile/Alex_Hoagland)

The Adam Smith Institute is a think tank, said to be "independent, non-profit and non-partisan, we work to promote neoliberal and free market ideas through research, publishing, media commentary, and educational programmes". It is not known who funds the institute (<http://whofundyou.org/org/adam-smith-institute>)

Roadcraft

Another two articles from 1987 by Ken Braithwaite, on Roadcraft. Although the second one was for the aid of car drivers, it shows how much more alert we must be at road junctions etc, even if the vehicle is stationary, as we have no real way of knowing if we are in a blind spot.

Observation

This month's subject is concerned with OBSERVATION. There can be no safe riding without good observation and it is on our observations that our riding plan is based. To obtain good observations it is essential that the rider is concentrating on the job in hand, that of riding the bike. Whatever the purpose of the journey, there is nothing you can do about events that are to take place at the end of the journey until you get there, so there is no point in thinking about it whilst travelling, even if it is a journey to meet the love of your life. Plan the events

before the journey, not during it. It is important to get there fit and well, because your plans most certainly would be wasted if on the way you broke your leg.

Our riding plans are based on a combination of

- (a) What can be seen.
- (b) What cannot be seen.
- (c) The circumstances which may reasonably be expected to develop.

** These riding plans are another area where Roadcraft has evolved as they now read,*

- (a) What can be seen.
- (b) What cannot be seen.
- (c) What might reasonably be expected to happen.
- (d) Which hazards represent the greatest threat.
- (e) What to do if things turn out differently from expected. (Contingency plans).

For our observation to be of value it is essential that the brain computes the significance of what we observe and the links what is seen to a necessary action. There are a number of aids to safe riding. The road signs and road markings, which to be of any value must be understood. It is pointless trying to read a book if you do not understand the language it is written in, so it is with the language of the road. It is of little use seeing a sign if we do not know what it means.

Another aspect of observation and assessment of what is seen is the behaviour of other road users and anticipation of their actions. There is a list of observation links in Roadcraft, but it is by no means a complete list and should not be read as such.

One of the great aids to good observations is local knowledge, which used correctly can be a great aid to safe riding. A word of caution here however, it is a well-known fact that there is a greater chance of having an accident on road close to home. Part of the reason for this undoubtedly a problem of familiarity breeding contempt. We may have ridden that road for the past ten years and there has never been anything in the way, but one day there might be.

Observations are linked to planning and it is a continuous process, as the road stretches out in front of you. The faster we go the further ahead we must look and plan, but it is not only in front that we observe, but also behind and on both sides so that we can relate our plans to what is happening around us.

Ken Braithwaite.

Blind Spots

I have attended several accidents in the past year where the problem of the 'blind spot' has played a major part in causing the accident. On each occasion, the driver of the offending vehicle has stated that they looked and the road was clear (or so they thought) so they moved off, and suddenly "there it was in front of me, I couldn't avoid it". Other things are said – "I don't know where it came from", "he must have been travelling, to get there in that time, he wasn't there when I looked. The fact is that he WAS there when they looked, but could not be seen because of something in the way between the driver's eyes and the oncoming vehicle, as well as objects outside the vehicle such as Lamp-posts, trees, etc. It is often the vehicle itself which is providing the blind spot – those solid pieces which are all around the driver between the main body of the car and the roof. As an exercise, try sitting in your car and look around it for its blind spots, note what you can see through the glass areas and what is hidden behind door pillars and remember that if you are looking down the road at an angle, a whole house can be hidden from your view across the road. There are ways of overcoming this problem. First, as you approach the junction start looking right and left early, allow time for vehicles to clear the blind spot. If you have to come to a halt, move your head to check round the blind spot, look right, then left, then right again. Always remember (I may have said this before) as you are driving along that if you can't see the other driver, he can't see you. A timely reminder at this time of year, those blind spots are increased by mud or frost on windows.

Ken Braithwaite.

The new Roadcraft now makes more of the safe and effective use of information gained from observation. Riding plans are based on your observation skills. Observe and gather the information by continuously scanning the whole scene as it opens up around you, make the obvious observation links, to anticipate any likely hazards, and to identify the actual hazards, prioritise and grade the hazards in their terms of risk, then decide what the appropriate course of action will be, but always be prepared to re-form your riding plans if new priorities arise.

Good observation is a skill that needs practice and concentration to master, things do not just happen, they develop. When in the country make the scenery work for you, look for the clues, which way do the hedges bend, scan over the hedges, where do the telegraph poles go, look for the gaps at gates to see if any information can be gleaned, a car roof across the field could mean a junction around the bend, Also on the open road the faster you travel, the further forward into the distance you have to look, a vehicle seen in the distance over the brow of a hill will not startle you as it pops into view in front of you. Observation is not about just looking what is ahead of you, but scanning from the distance, through all the intermediate area to the immediate road surface in front of your wheel. The information must be gathered from the scene in front of you, roundabouts, road junctions, lay-bys, bends, oncoming traffic, etc are all obvious hazards. A nearside indicator starting to flash on a parked vehicle, a ball rolling across a path, an empty junction, a farm gate left wide open, are less obvious clues that something or one may become a hazard for us. Likewise, loose gravel, pot holes and manhole covers are all better ridden around. Rear observations, whether lifesaver, shoulder check, or looking in the mirrors all must be taken into account as all the forward observations are possible

rendered useless, be a lack of rear observation. So, by constantly scanning and observing the road ahead for actual and potential hazards with rear observation, then grading the risks to prioritize the greatest danger, and putting a plan into action your progress will be safer and a lot smoother. The clues are out there all you have to do is find them. So, the key to been an advanced rider is to be able to make good observations and on them, be able to plan an appropriate course of action and still have a contingency plan in reserve.

John H.

OBSERVERS AND ASSOCIATE INFORMATION

To become proficient as an Advanced rider it is important that you continue to practice your Advanced riding skills. This is relevant at any level, Associate, Full member, Observer, Fellow, Masters, the learning never stops. On your next ride out take time to self analyse your ride. Ask yourself, am I riding at an Advanced level? Could I have done something different to improve my ride? You might find that there is some room for improvement.

Continuing with the Observer's four months of on bike training in July, saw three groups from around the county working on different aspects of the Observer skills set for the monthly meeting. The three groups finished at The WAVE Café south of Lincoln for a team de-brief and coffee. Thanks for the time, commitment and enthusiasm from all who could attend the evening, and Christine at the WAVE for looking after us.

This month the Observer team would like to congratulate John Harrison, Paul Henseleit, Simon Battram and Will Field on completing their IMI Local Observer qualification, also a big thanks to the teams LOA's who worked with them to achieve their goals. The Observer team will be out completing on-bike training for the meeting in 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. The LAM Observer team is always available to assist any member of the group who would like to continue to maintain their personal Advanced riding skills. Just ask any of the Observer team, or even consider the IAM Roadsmart Masters course.

Jerry Neale

This month's tips are from LAM group LOA, Ken Rose, and are on the importance of working with the Limit point.

Now you see it! (But do you get it?)

See what I hear you ask. Why the "Vanishing Point" (my preferred description) or "Limit Point", call it what you want, it is the limit of vision of the road surface and it is essential to good safe cornering.

Without bends in the road how dull would life be for motorcyclists, what would life be like if all roads were straight lines, incredibly dull I think. Happily, in this country we have bends a plenty, and are blessed with a wide variety of bends here in Lincolnshire this gives us ample opportunity to hone our cornering skills.

So, what about this vanishing point (VP) and why is it so important, and why do so many riders have trouble with interpreting it. What is it? It is best described as a point ahead where the kerbs or verges of each side of the road appear to intersect and our view of the road ahead is restricted by the physical feature of the bend.

Maybe the word "Point" is a little confusing as this would indicate a fixed position, the VP however is a flexible concept for as I will explain the VP is anything but fixed. So what information does this VP give us?

There are three important pieces of information. The first and probably obvious item of information we should glean from the VP is the direction of the bend - Left or Right, this will dictate our line of approach. The second the severity of the bend which will dictate our speed of approach. Thirdly the extent of the bend and this will let us know when we can accelerate firmly and look for the next hazard.

So how do we use this information to safely negotiate the bend using the system of motorcycle control (IPSGA) with safety, smoothness and speed. Thinking about vision and the need to obtain early warning of a hazard, the first piece of information direction of bend should be obvious (but not always) and should be picked up as soon possible by looking well ahead (remember IN THE DISTANCE I CAN SEE).

If the bend is to the left then a position as close as possible to the crown of the road with due regard for the safety of ourselves and others and if to the right then as close to the nearside as possible be careful as this is where most road debris is deposited and underground services are run with the consequential disturbance of the surface. In wet weather it is advisable not to enter a puddle that holds a reflection as its depth cannot be judged and it may conceal a pothole. On many roads the local Highways Authority have seen it necessary to mark the road surface with the word "SLOW" across the carriageway on the approach to a bend, if this is not the case then we have to imagine the word, in either case on a Left bend we should ride over the "W" and on a Right bend the "S".

Having established the direction of the bend and adopted the correct line of approach the next thing needed is to regulate our speed to enter the bend safely. Observing the VP and its relative distance from us remember its flexibility we can alter our speed of approach by careful use of the throttle if the bend is not too severe, or by using the brakes on a tighter bend. Remember that progress is also an important part of advanced riding and acceleration sense must never replace braking where braking is appropriate.

If the distance between the VP and us is shortening then a loss of speed is required this can be achieved as above, if the distance between the VP and us remains constant it would indicate that our speed is correct, and of course if that distance appears to be increasing then an increase in speed is indicated have due regard for any speed limits that may be in force on that road. The correct speed having been attained the correct gear for the road speed should now be selected it might be OK to stay in the same gear as your approach to the bend or you may need to downshift one or more gears, multiple downshifts are to be favoured over sequential changes releasing the clutch between gears, remember to raise the speed of the engine to compensate for the lower gear.

The gear selected should be one that can give us some degree of engine braking, but also allows us to accelerate without having to change to a higher gear. Once we have started on the curved course we should always apply some degree of positive throttle the degree of accelerating being dictated by the relative distance of the VP, sometimes that distance will shorten in such cases then reduce the amount of positive throttle NEVER SHUT THE THROTTLE as this will cause the machine to adopt an upright position and travel in a straight line, not a desirable situation mid bend - better to apply more lean angle and more throttle.

More often the bend will tend to open as we negotiate the curve indicated by the VP appearing to move away from us if this is the case then increase the amount of acceleration to "chase the Vanishing Point". The third

and final piece of information the VP offers us is when we can leave our line of approach or not as the case may be. As the VP opens up to give us a clear view of the road ahead we can make the decision whether to apex the bend or remain in the same position on the road. This will be determined by what is ahead, it may be another bend in the same direction in which case you should maintain your position, if however, the next bend is in the opposite direction then continue on the curved path to take up the correct line of approach. I feel the main problem some riders have with using the VP is belief. As the only variable in the cornering equation you the rider dictates everything when cornering. Get off your bike sometime and walk a bend looking at the various aspects above, you will learn more about bends.

Above all enjoy your motorcycling.

Ride safe

Ken Rose

(class1 Police M/C) IAM Observer 20 years

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						

OTHER EVENTS



AUGUST

- | | |
|---|--|
| Friday 3 rd to Sunday 5 th | <i>The Yorkshire Pudding Rally</i> – Escrick Park Estate, York YO19 6LB, rally organised by Yorkshire MAG http://www.mapevents.co.uk/ |
| Friday 3 rd to Sunday 5 th | <i>Withfest 2018</i> , the largest free motorcycle and music festival of its kind in Yorkshire and beyond, it is a full weekend of fabulous entertainment for all the family. Withernsea, East Riding of Yorkshire, England https://www.withernseafestivals.co.uk/ |
| Saturday 4 th and Sunday 5 th | <i>Llangollen Motorcycle Festival</i> Royal International Pavilion, Abbey Road, Llangollen LL20 8SW http://www.llanbikefest.co.uk/ |
| Sunday 5 th | <i>Hare & Hounds</i> by the Lincolnshire Enduro Club at Willingham Hill, Marsh Lane, North Willingham, LN8 3RJ |
| Saturday 11 th – Sunday 12 th | <i>Straightliners Round 6</i> Lancaster Raceway, East Kirkby, Spilsby, Lincs, PE23 4DE – www.staightliners.co.uk |
| Sunday 12 th | <i>Graham Walker Memorial Run</i> 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 12 th | <i>Brackley Festival of Bikes</i> 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 12 th | <i>Ilkeston Heritage Classic vehicle show</i> 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 |

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> , Thruxton Circuit, Andover, Hampshire, SP11 8PW https://www.iamroadsmart.com/campaign-pages/end-customer-campaigns/skillsday
Saturday 18 th	<i>Lincolnshire Emergency Blood Bikes Coffee and Cake</i> 10am – 2pm Yondar Campsite, Legbourne Road, Louth, LN11 8LQ
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>OGRI MCC 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

- 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 *Hybrid's Bike Night* at the Colsterworth Sports and Social Club, Old Post Lane, Grantham, Lincs, NG33 5PG – food available
- 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
- Monday 17th *Andy's 17th Annual Motorbike Run* Charity fundraiser at Willingham Woods, 11.00am 01472 571265 for further information.

- Friday 21st –
Sunday 23rd *Cernunnos MCC's 18th Mabon Rally* Location TBA Tickets £10 cheque payable to Cernunnos MCC. 7 Blacksmiths Way, Hartwell, Northhants, 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
- 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
- Sunday 30th *Distinguished Gentleman's Ride*, Hull, Don your cravat, tustle your tie, press your tweed, and sit astride your classic or vintage styled motorcycle to raise funds and awareness for men's health, specifically prostate cancer and men's mental health. <https://www.gentlemansride.com>

OCTOBER

- Sunday 7th Auto 66 bike hill climb champoinship finals. Oliver's Mount, Scarborough, North Yorkshire, YO11 2YW Tel: 01723 373000 <https://auto66.com/>
- Sunday 7th Shuttleworth Race Day, Shuttleworth Museum, Old Warden Aerodrome, Hill Ln, Biggleswade SG18 9EP <http://www.shuttleworth.org/events/raceday/>
- Saturday 13th &
Sunday 14th The 24th Carole Nash Classic Motorcycle Mechanics Show, Stafford Showground Ltd, Weston Rd, Stafford ST18 0BD <http://www.staffordclassicbikeshows.com/>
- Sunday 21st *Normous Newark Autojumble* Newark Showground, Drove Lane, Winthorpe, Newark, NN7 2HY www.newarkautojumble.co.uk
- Saturday 27th –
Sunday 28th Auto 66 Sidecar Bash – Cadwell Bonanza - Cadwell Park Circuit Louth, Lincolnshire LN11 9SE, Tel: 01507 343248 <https://auto66.com/>



Over-restoration of the month – a Simson moped glimpsed in Schmalkalden, Germany









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 chainlincs@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, Threackingham, 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>
	<p>Clayton's Corner Main Street, Howsham, Market Rasen, LN7 6JZ - a favourite, lunch can be sandwiches which come with salad, crisps and homemade coleslaw. There is also hot food on the menu and a selection of homemade cakes and pastries. The staff are welcoming https://www.facebook.com/Claytons-Corner-Cafe-350859448434765/</p>