

ChainLincs

THE NEWSLETTER OF

Lincolnshire Advanced Motorcyclists

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

June 2020



The Area Service Delivery Manager for our region (East Midlands and North Yorkshire) is Peter Serhatlic. Peter can be contacted on peter.serhatlic@iam.org.uk or via mobile on 07703 718907

Social Gatherings

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

Next Issue

The next issue of ChainLincs will be in July 2020.

Please provide any copy to the Editor, by

27th June 2020

Editor@coabab.com



Group Web Site – <http://www.L-A-M.co.uk>



Lincolnshire Advanced Motorcyclists on Facebook can be found at www.facebook.com/groups/301610040008772/



You can follow us on Twitter
[@Lincsbikers_iam](https://twitter.com/Lincsbikers_iam)

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COVID-19 Restart Guidance - Motorcycle

From IAM Roadsmart

IAM RoadSmart is pleased to announce that motorcycle **observed rides can resume from Monday 15 June, in England.**

This decision has been taken in line with the recent government announcement that non-essential shops can re-open from this date in England and our view that this opens the way for non-essential trips. Groups in Wales, Scotland and Northern Ireland should continue to follow the rules as they apply in their nation.

Observed rides will be offered first to those associates who have already started their coaching or purchased a course and been allocated to a group.

IAM RoadSmart **group rides can also resume from Monday 1 June, in England** where six people will be allowed to meet outdoors, as long as social distancing is still observed.

Advanced Motorcycle **tests will resume from Monday 6 July, in England**

In support of this easing of the current restrictions on motorcycle observed rides and group rides, the **Area Service Delivery Managers (ASDMs) will be returning to work from Monday 8 June.**

In preparation for a return to observed rides, all group members, Observers and Examiners are requested to:

- Familiarise themselves with the COVID-19 Restart Observer Guidance - Motorcycle June 2020 and the COVID-19 Restart Examiner Guidance - Motorcycle June 2020, both published on the group dashboard in Running a group, Observer resources and Examiner resources in the forms and documents section.
- Take the opportunity, in line with current social distance advice to undertake one on one refresh rides and cross-checking of skills to ensure all observers are

confident to resume observed rides from 15 June. Observers must continue to operate to IMI standards. The LOP and NOP forms on the group dashboard provide a helpful guide.

- Take the opportunity to review regular routes and ensure social distancing rules can be maintained at all times, in line with IAM RoadSmart's COVID-19 Restart guidelines.
- Take the opportunity to find out when and how your associates would like to return to their observed rides.

These arrangements are based on the latest government guidance for England. Some Observers, Examiners or associates will have their own personal reasons for remaining inactive at this time. If any party has concerns, an observed ride or test must not be carried out.

The new guidelines reflect feedback from the recent survey of groups about preparing to return to business. ASDMs will work with groups, Observers and Examiners from Monday 8 June to make sure we deliver coaching and tests safely.

Observed drives for associates working towards the advanced driving test are being kept under regular review but at this time, it is not possible to re-start this on-road activity and maintain compliance with the government's social distancing rules.

If you any questions on observed rides or drives please contact amanda.smith@iam.org.uk or richard.gladman@iam.org.uk

Richard Gladman said: "We are delighted to be able to start providing on-road coaching once more, but personal safety still has to be our number one priority. We are grateful to all our motorcycle groups, Observers and Examiners for their continued patience.

"As we start to resume on-road activity, I urge everyone to remember they are an ambassador for motorcycling, IAM RoadSmart and our commitment to improving road safety."

Membership Update

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

No new members this month which is hardly surprising with the continuing problems due to the Covid-19 pandemic and ensuing lockdown.

However new members Martin Smith and Stephen Gray have been allocated to Observers Phil Niner and James Taylor respectively. This leaves Julian Fisk who needs allocating his Observer.

Again, the Covid-19 lockdown means no tests have been completed.

The present composition of the group is as follows:

Full Members	110
Associate Members	24
Associate(s) allocated to an Examiner	1
Total Group Membership	135

The associate members are listed collectively as it is presently difficult to assess those active or otherwise.

The above list excludes those members with expired IAM RoadSmart membership.

A big thank you to all those who have renewed their group membership. Your continuing membership supports the work done by the group, especially the Observer Team in improving rider safety and awareness.

Some members are still outstanding with regard to renewing their group subscription. I hope as many as possible will renew to support the group and also to continue with their Preparation Runs where appropriate.

Payment can be made direct to the Group Account by Bank Transfer or setting up a Standing Order using the following details.

Lincolnshire Advanced Motorcyclists - Sort code 77 12 16 - Account No. 13959868

Finally don't forget to send me a confirmation email as the only way I know who has paid is via a scan of the bank statement (we do not have internet banking) sent to me monthly by the Treasurer

That's all for this month, ride safely:

John Cheetham

Editorial



To remain within the official guidelines, I selected a park bench I know in Thetford Forest as my nominated picnic location. Two hundred and twenty – at some times gusty miles – later, fellow member Roger Tysoe and I had discovered two things.

The most obvious was that we enjoy the privilege of riding a motorcycle. The second has two possible answers.

Answer A is that V-Stroms are better in crosswinds than Africa Twins are, and the 21-inch wheel front wheel was the cause of Roger's cross wind woes. Answer B, and the most likely, is that I have expanded during the lockdown and I'm harder to blow about than Roger is. Either way, we had a wonderful day returning to social motorcycling.

Should you feel the need to wax lyrically on the joys of your recent journeys, give in to the urge to scribble some words and send them to the Editor. We maintain our commitment to the highest journalistic standards. If I can read it, we'll print it. Photographs to accompany the written word are equally welcome.

The email address for your prose and photographic contribution is editor@coabab.com

The Facebook page remains active and if you are planning something at short notice and want to share your solo garden or garage-based activities, feel free to let others know. Some of us working stiffs – if we read Facebook – would be jealous.

Coming up in this issue ...

- John adds up the numbers and comes the same answers
- Mick sits under the new gazebo
- Dave washes his helmet
- Roland and Julian cough up to teenage indiscretions
- Jerry wonders how many of the 5 things got done
- Social distant motorcycling come to us all

Cheers *Dave*

CHAIRMAN'S CHATTER



Welcome to the third month of lockdown, albeit not as restrictive as it has been. Also welcome to the June edition of ChainLincs. Despite Dave not thinking he had much it was a packed edition and hopefully June's will be too - great job again Dave, many thanks.

So since last month's edition, the government's message changed which, for bikers, basically meant we could ride our bikes with some caveats.

Looking at Facebook, Twitter and the media those caveats were clearly lost on the minority who seemed to think it was okay to gather in popular areas and fail to maintain social distancing. Before you all say but it wasn't just bikers I do appreciate that it was car drivers as well.

The last two Sundays I have ridden past Willingham Woods, and it was rammed with car and bikes as if we weren't in the middle of a pandemic!

Personally I don't understand it as all I wanted to do was ride my bike not stand around and chat although I guess some people may have craved some contact with others than what we have been used to over the past couple of months.



I have continued in the same vein as last month treating this period as a rehearsal for when I can retire and I am still not bored which bodes well for retirement.

In fact, I have been thinking of ways that I could retire early, but unfortunately, it isn't quite financially viable just yet!

I have had a couple of great runs out on the bike over the last few days making the most of the quieter roads and making sure that my only stops were either for fuel or at the side of a quiet road somewhere for a drink and something to eat.

News from the IAM today (Weds 27th May) is as follows:

While IAM RoadSmart is keen to get back to observed sessions we need to be confident that when we do resume activities, we are not only within the Government guidelines but offering the best advice for you our Observers and Examiners and our associates - to stay safe. We must also pay due regard to the publicity we court and the perception we project as representatives of IAM RoadSmart.

A new guidance document will shortly be available in the group dashboard within Running a group, Observer and Examiner resources. It is released in preparation for us being able to re-start observed runs. We will adjust the advice to fit the guidelines as they evolve in England, Wales, Scotland and Northern Ireland but the overriding principle must be that personal safety is prioritised. If you regard any session as a significant risk then do not conduct it.

[Please see the updated message from IAM at the start of this months ChainLincs – Ed.]

Before we receive that guidance, all IAM RoadSmart (including local groups) activities remain suspended. Hopefully, we will have this guidance in the next few days and a date from which we can at least start some observer rides.

As soon as I have news, I will email all members. I can't see us having group rides or social meetings too soon so may have to resort to virtual meetings which we are probably going to have to do for committee meetings.

Talking of virtual meetings thanks to Roland, who organised a Zoom meeting a couple of Mondays ago. If I remember correctly, we had about 18 members logged in at one point, and it lasted about an hour. Look out for another one soon.

The Observers are the backbone of the group, without them we wouldn't be able to carry on with our part in making safer riders. If you fancy being an Observer come along to an Observer meeting, when they start up again.

Observer meetings during the Winter months are held at Emprocom Ltd, Bridge House, Scothern Lane, Langworth, LN3 5BH starting at 2000hrs. If you want more details, please give Jerry Neale a ring on 07412 935333.

The new group gazebo arrived yesterday, and those of you on Facebook and Twitter will have seen some pictures of it. As you can see, it looks very professional and will help promote the Group at events we attend.

If 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 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 keeping 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.



For the new, and existing, members don't forget to find our Facebook page Lincolnshire Advanced Motorcyclists here and ask to join so you can post and join in, and we are also on Twitter at IAM Lincolnshire (@lincsbikers_iam).

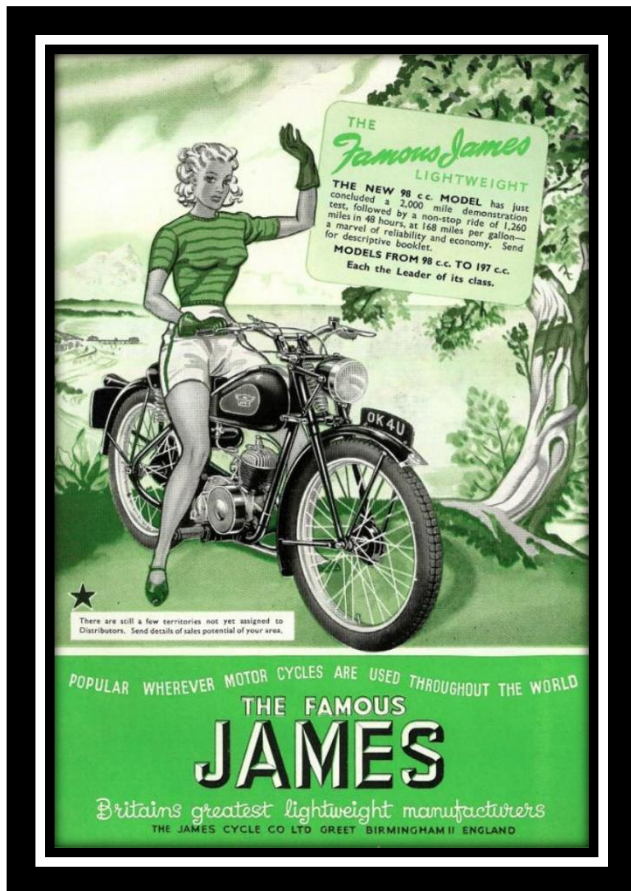
Finally, during these difficult times please remember that we have some members that are at a greater risk from Covid-19 and may have to self-isolate so stay in touch and offer to help if you can. If you need help with anything I am here and willing to help.

Have a good one and stay safe.

Mick



BARBED WIRE FENCES, CHIP SHOPS, AND YOUTHFUL MOTORCYCLING MISDEMEANOURS!



Between 1964 and 1966 a bunch of mates and I had a great collection of Brit bikes for racing over the fields and on private farm lanes. Most of us lived on farms and not being old enough for the road, the bikes provided us with no end of adventures.

I don't think we ever paid more than £10 for any bike – £200 in today's money – and recall our "fleet" including:

- James Captain (197cc 2-Stoke Single)
- BSA A10 with a sidecar with just floorboards
- Matchless 350
- Triumph Speed Twin
- and my BSA C10.

One late summer day, we had permission to thrash around a stubble field before it was ploughed.

I took the A10 chair outfit with three mates onboard and thrashed over the field, bouncing all over the place. We got the far side, and I threw the A10 into a power slide, ready for the return run.

Alas, the slide turned into a spin, and we walloped into a barbed-wire fence, which became so intertwined around both us and the bike, and we couldn't get out.

Needless to say, when my other mates arrived to investigate, they just stood there in fits of laughter. Wire cutters were obtained, and with a little assistance, we were released. The farmer was none too pleased, so we offered to repair the fence, and all was fine.

During those years, we learnt how to keep bikes going with minimal tools, no manuals, trial and error along with the art of bodge.

Another memorable incident was on my clapped out, seriously bent and bodged BSA C10 side valve that I used on our farm lane and across the fields. One day my mate John Stringer asked me for a go, like a fool I said yes and willingly hopped on the back.

I told him to be careful at the bend at the top of the lane as the BSA was a bit shaky when tipped over. "Okay", he says, and off we go.

Haring up the lane we were, of course, too fast entering the aforementioned right-hand bend, and the bike under-steered into yet another barbed wire fence. John hit his head on a fence post and knocked himself out, I had ripped jeans, and my left leg skin was hanging off in layers!

John came to, never said anything and walked home while I went to the Doctors.

The Doc proceeded to place the skin back in approximately the right place and wrapping the whole lot up in a waxed linen bandage.

I healed up very well, although I still have some scars, and the “Beezer” continued to run despite having bent the frame even more. I did manage to straighten out the forks a bit with a scaffold pole but decided the bend at the end of the lane was to be avoided, and I would be wiser to stick to the fields. Happy days!

By 1967 and I had been riding on the road for a year. I was demonstrating my skills (I was showing off) to my mates one day by gassing my Tiger Cub up a steep hill in Brighton on the way to Tech College.

My mates were walking up, I looked over and waved at them, looked back and hit the front of a Morris Minor Traveller that had pulled out of a side road.

I was launched over the car and apparently did a mid-air somersault and landed on my backside outside a chip shop! Luckily I was only battered (no, the chip shop wasn't open) and bruised. My mates thought it was hilarious, and the car driver blamed me for everything! We pushed the bike to college and straightened it out enough to ride home.

Hey ho! Halcyon days that are etched in my memory forever.

Roland Johns (Old enough to know better, and young enough to do it again).

Our next story of Daring-do comes from 1977



So, my best friend is going to college in a faraway place called Nottingham. In 1977 this was a journey of epic proportions. To the 2020 version of me, it is a nice little ride away, but to 16-year-old 1977 me it's miles away.

Why had they picked Nottingham? It's halfway across the country. After all, it's not as if Lincoln doesn't have a college. Regardless, off he goes to Nottingham and his flat on the A60.

We pack his things into his midnight blue Vauxhall Viva and off he goes. A few weeks go by, and he is back in Lincoln for the weekend, with all the

swagger and lingo he has picked up in his time at college.

Arrangements are made for the following weekend when he will take me to Nottingham to see his “Des Res” and sure enough the trusty Viva returns to my doorstep the following weekend to whisk me away to the bright lights.

After a cracking day in the city, the time comes to return home, at which point I discover the trusty Viva has been replaced by a Laverda Jota no less.

A helmet is thrust upon my head, and I'm escorted down to the waiting transport. It is important to note that the 1977 version of me has never been on a motorbike, let alone one that I have only seen on top trumps cards. After some brief but strict instructions on the etiquette of good pillion riding, I climb aboard the waiting beast.

On several occasions, while we navigated our way out of the city, I nearly departed off the back of the bike as we pulled away from traffic lights. The noble art of "hanging on for one's life" was soon something that I had mastered.

The journey home was, naturally, considerably quicker than the time it had taken getting there in the 1970s Viva. I was, of course, smitten. I have got to get myself a Laverdathose I kept telling myself, while in reality, the 1977 version of me was no more ready for a Laverda Jota than a career in nuclear physics.

After weeks of pestering my poor parents about how a motorcycle would get me to work; how I would make the payments; and that motorcycles really, my Dad gave in and took me to Wests motorbike shop on the High street in Lincoln.

Now, Dad knew nothing about motorbikes, and I knew even less. We were like lambs to the slaughter stood in this mecca to all things two-wheeled.

I wandered around and picked out a few likely bikes. Maybe an RD250 or perhaps an X6?

Nothing too big, I thought, and to be fair, the salesman soon got the picture of what was going through my mind.



The Saeman ushered me over to a red Honda C50 step through, yet all that was going through my mind was that Laverda. My Dad worked out what the salesman was suggesting, and despite my numerous suggestions, the deal was struck around me. Worse still, I couldn't even take it home with me. Apparently, it needed servicing, although I was sure "servicing" was just a cruel way of depriving me of a bike for even longer.

After another whole week of churning my way down West Parade and Monks Road to work on my bicycle, Collection Day soon arrived.

Things were, of course, VERY different back then. My pre-ride training consisted of a brief instruction of the controls and followed by "Off you go, Sonny. Take it easy", and we were done.

I climbed aboard my 50cc Laverda substitute and dropped it in gear (no manual clutch on these bad boys), indicated, and off I went.

Two hundred yards later and I'm already going faster than my bicycle. This was the future. I spotted the stationary bus ahead, decided to slow down. With both brakes applied and the speed reducing I decide I've cracked motorcycle riding. Next stop Laverda Jota.

WHAM!!! 5-10mph into the back of the bus. Unknown to me the bike actually had a fault, and the automatic clutch stuck on and didn't disengage the engine when I closed the throttle.

The bus driver came round the back and saw me laid in a heap on the floor around my Honda, inspected his bus for damage muttered something about me "being silly, small and having no father" and left me there in a heap.

I decided bikes hurt your head, as I pushed the Honda back to the shop to explain my problem. According to the salesman, the clutch no disengaging was just a "teething trouble" and they wouldsoo fix that. Come back next weekend, he said. Back to that bloody bicycle. Bugga!

They did fix the Honda C50, and I manage not to kill myself over the next few months. I even rode that tiny Honda to Cambridge to see my Uncle. Cambridge FFS! That's 100 miles on a step-through, and I remember it like yesterday. I couldn't sit down for hours, as my backside was numb, to say the least.

All this waffle leads to my point. In all of my motorcycling life, I have never had training of any kind. Perhaps it is luck or simple good fortune that I have made it to today unscathed, ye here I am pushing 60 now about to embark on my first motorcycle training course.

Lord knows what dangerous habits I have picked up over the years, but I'm willing to learn and start riding properly.

The examiner who took me on my test many years ago, said, that he could tell I was a car driver, as I rode too close to the vehicle in front. "I better keep away from cars as they are out to get us", washis sound advice. Regardless, he could tell I had "significant experience on a bike" and decided to pass me, despite me being on an MZ.

We did have a small chuckle at the part where I had to ride at the national speed limit on the Lincoln bypass. 70mph on an MZ 125, you're having a laugh! He settled for fast as possible. I know what you're thinking, and no, I never did get that Laverda Jota. I wonder what's on Ebay ...

Julian Fisk aged 58 ¾ 😊

Editor's note: Great articles thank you, Gentlemen. For clarity, both articles were edited for formatting and lay out purposes. Any errors in grammar or storytelling are mine.

RESTORING THAT FACTORY FRESH FEELING



Having washed my RST Jacket in reproofer, and removed the dead bugs from my leathers, I decided it was time to freshen up the padding inside my helmet.

Why I find the idea of removing the padding from my Shoei NeoTec worrying is hard to say. It isn't the first time I've done it, but for some reason, I always approach the task with an uneasy feeling.

When I consider how long it has been since the padding was "factory fresh", I needed to

get over myself and get it cleaned. The removal is never as difficult as I imagine it is, and with all the soft lining removed, I go in search of the non-Bio hand wash liquid.

At this point, the Officer Commanding All Matters Domestic (O/C DoM) is checking that it isn't oily bits I'm bringing into the kitchen. It sounds like a cliché from an Ogry cartoon, but I did get checked.

It is perhaps also for the best if I don't mention the colour of the water or the three rinses it took before the water ran clean. We'll just move on and say nothing.

Despite lots of squeezing, the helmet padding retains a lot of water and takes a solid 12 hours to dry. Even aided by the afternoon sunshine and warm weather, a night next to the hot water tank was required before the pads were dry.

I mention all of this, in case you are going to need your helmet. It is relatively vile, sticking your head back in a damp helmet padding when it is raining. I wouldn't fancy trying when the padding was sodden from washing.

And now, with all the domestic parts of the story covered, we get to the important bit.

With all the pads back in place and after I've treble checked all the pop-studs are seated correctly, I stick my head back in the Shoei, and it grips my head as tightly as it did when new. Along with removing the grime, washing the lining appears to bring all of the pads back to life and restores their original shape.

It is going to take a few more days similar to yesterday's 220-mile loop through Norfolk, to get the pads aligned to the contour of my head again.

The only strange thing is the lingering smell of fabric softener. Perhaps I should spray some WD-40 in there to make it smell more "motorcycle".

Perhaps not ...

With thanks to FliesOnTheVisor.com

Good news as you may have become aware, the IAM Roadsmart HQ has given the green light to recommence with Motorcycle Advanced test Observed runs.

Your Observer should be back in touch soon to arrange your Observed runs. That is great news I hear you shout, because back in the April Chain Links (still available on the LAM website) I gave you 5 things to be doing while waiting to recommence your Observed runs, and I'm sure that you are keen as mustard to show your Observer that you have done your homework, reviewed your run sheets, and looking to correct any weak areas! This should put you on a good footing to start back riding.

The Observer team will be taking the opportunity, in line with current social distance advice to undertake one to one refresh rides and cross checking of skills to ensure that all the team are ready to get back out with their Associates. This on bike training is part of the Observer team's regular training schedule.

It is looking like the Sunday morning Observed ride may be starting again soon, all be in a slightly different format. Chairman Mick Smith is putting together a plan for this, also following social distance advice, more information to follow.

If you would like more information about joining the Observer team and working towards achieving the IMI Local Observer qualification, then give me a shout on 07412935333

Jerry



Diary of Events when Covid-19 Permits

Social distancing. Avoid shaking hands. Follow NHS hygiene advice.

The Sunday morning Group Observed 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 to hone and improve skills through riding with fellow members.

Potential members considering taking the IAM test may have an individual assessment ride.

Runs last usually around two hours, often with a mid-point refreshment stop.

Depending on numbers / balance etc., it is customary for different groupings to embark on a run style of their choice as they feel fit. The main purpose is to have the opportunity to ride with fellow like-minded bikers.

The starting points are as shown below:

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 organiser know if you want to invite a guest. If carrying a pillion passenger, you should ensure that this is covered by your motorcycle insurance policy.

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

JUNE

ALL activities etc. cancelled due to Covid-19 Virus Government Instructions

PROVISIONAL

To be confirmed

JULY

- Monday 6th Monthly evening meeting, Nags Head, Middle Rasen, LN8 3JU (A631) at 20.00
Those who wish to participate in the pre meeting ride please arrive at the Nags Head for 18.00
- Sunday 12th Group Observed Run - Hartsholme Country Park café area
Meet 09.00 for prompt departure at 09.30
- Wednesday 29th Regional Evening Run for Observers and those interested in becoming Observers
Four separate runs to reflect Observer groupings.
For information on starting locations contact Jerry Neale (details on page 2)

AUGUST

- Monday 3rd Monthly evening meeting, Nags Head, Middle Rasen, LN8 3JU (A631) at 20.00
Those who wish to participate in the pre meeting ride please arrive at the Nags Head for 18.00
- Sunday 9th Group Observed Run - Ancholme Leisure Centre car park, Scawby Brook, Brigg
Meet 9.00 for prompt departure at 09.30
- Monday 10th Committee Meeting, Nags Head, Middle Rasen
Prompt start at 19.45
- Wednesday 26th Regional Evening Run for Observers and those interested in becoming Observers
Four separate runs to reflect Observer groupings.
For information on starting locations contact Jerry Neale (details on page 2)

SEPTEMBER

- Monday 7th Monthly evening meeting, Nags Head, Middle Rasen, LN8 3JU (A631) at 20.00
- Sunday 13th Group Observed Run - Willingham Woods Picnic Area near kiosk
Meet 09.00 for prompt departure at 09.30
- Wednesday 30th Meeting for Observers and those interested in becoming Observers
For information contact Jerry Neale (details on page 2)





IF YOU WISH TO LET OTHER MEMBERS KNOW WHAT YOU DO, THEN HERE IS ONE OF THE PLACES TO DO IT.


Simply eMail the Editor



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Café Corner



As soon as our favourite cafes reopen, there will be a lot of tea to be drunk and cake to be eaten. Until then, the sun came out, and it was tea and homemade biscuits in the garden. How very civilised.

New Café, just opened and then closed again. Occasionally found serving coffee from a flask in the Vale of Belvoir. Seating for one.



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 several colours available, contact Shayne Joyner shadiryasa@yahoo.co.uk or 07375 471207

Name						
ITEM	DESIGN	SIZE	QTY	Name to be embroidered (leave blank if not)	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						

