

# ChainLincs

THE NEWSLETTER OF

*Lincolnshire Advanced Motorcyclists*

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



June 2021



*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](mailto: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 2021

Please provide any copy to the Editor, by **26<sup>th</sup> June 2021**

[dayres@picturesports.co.uk](mailto:dayres@picturesports.co.uk)



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



Lincolnshire Advanced Motorcyclists on Facebook can be found at [www.facebook.com/groups/301610040008772/](http://www.facebook.com/groups/301610040008772/)



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

## Get In Touch

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# Membership Update

Group Web Site: [www.l-a-m.co.uk](http://www.l-a-m.co.uk)

We have five new members to welcome since the May newsletter.

Member	Observer
952 Robert Burton from New Holland	Allan Knight
953 Natasha Swaby from New Holland	Stuart Harrison
954 Mathew Haisman from North Hykeham	Full Member
955 Nick Bunn from Lincoln	Phil Niner
956 Dominic Washington from Appleby	John Harrison

There are three test passes to report since the resumption by IAM RoadSmart. Congratulations on your success and a big thank you to your Observers.

Member	Pass Date	Observer
Stuart Ross	10th May	Mike Day
Stuart Freeman	22nd May	Phil Niner
Andy Jones	27th May	Morris Howe

The present composition of the group is as follows:

Full Members	117
Fellows	10
Associate Total	30
Associate Members "On Hold" - six	
Total Group Membership	157

Please note that no further newsletters will be sent to those who have still not renewed their group membership. subs are now due for those who received letters or an email.

## The new group bank account details are:

Lincolnshire Group of Advanced Motorcyclists

Sort Code 30 96 26

Acc. No. 67439968

I repeat below the Bank Account details for the benefit of those who may still wish to renew their group membership and pay the annual subscription of £4.00

That's all for this month, ride safely:

*John Cheetham*





Ah, summer has arrived. And then it left again. It paid a fleeting visit and then decided to share the days with rain.

Thankfully, for the next couple of weeks at least, the forecast is mostly sunshine, although an upcoming trip to Wales has to involve at least one rain-soaked day.

This month I was gently reminded of the need for MPOWDERY checks, and the importance of each letter (for me, it was W)

The level in the coolant header tanks on KTMs should be less than half when the bike is cold. The rear cylinders get hot in traffic, and the coolant needs to be able to expand. Finding almost no coolant in the header tank prompted a check of the radiator and the discovery of a leak.

My KTM is now parked in the naughty corner of the garage, while the warranty claim is processed, which isn't how I wanted to start the summer. The current estimate is between six and ten weeks for everything to be resolved.

I have 4 more to go before I hit the two-year mark and the end of my tenure as Editor. To ensure ChainLincs continues to develop, if anyone is interested in adding their own style as Editor, drop me a line and I'll let you know what goes on in the background.

## Skills Day at Blyton Circuit near Gainsborough

**Mike Day** has arranged a hefty discount on the normal cost of a British Superbike School skills day. Roland Johns and I did this course a few years ago, and it is a fantastic day. I can only hope it rains on you in the morning. Although initially sad, I learned more about wet weather riding that day than 100 hours riding in the rain. It dried in the afternoon, and, yes, we were then very "progressive."

30th September is the day and the cost **half price @£164 each for IAM Members**. More details in the Diary of Events.

## Mid Week Rides

**Dave Hall** has a few arranged. Again details in the Diary of Events section. June & July.

## Coming up in this issue ...

- John counts them in, even when on holiday
- Mick discovers Corby Glen Cafes
- Dave learns to read
- Jerry opts for some self-analysis
- Ian Morrison explains himself to Jose

Cheers *Dave*





Welcome to ChainLincs, and at last, we are back meeting up and having ride outs!

For the first ride of the year, we met at two locations, The WAVE and Barton Upon Humber. It was great to see 21 (if I counted right) members, including some associates at the WAVE and five members at Barton. Many thanks to Bruce Petit, Bruce Whetton, Ken Mulholland and Dave Hall for each leading group from the WAVE heading out across various parts of Lincolnshire,

I now know of a couple of cafes in Corby Glen, so a useful ride out. Thanks to Stuart Harrison for leading the group from Barton who headed up to Seaways Café at Fridaythorpe.

The next planned ride is from Willingham Woods on 13th June, leaving promptly at 0930hrs. Again we will split into smaller groups so if anybody is willing to lead a ride then please step forward before then or on the morning. Following that rides will be planned approximately every two weeks, check the Diary of Events for exact dates and times.

In addition, Dave Hall is planning some week-day rides so have a look in the Diary of Events for these as well if you are interested. Thanks to Dave for planning these.



We will continually review meeting indoors although at the moment it is not planned to start meetings again until the Autumn. We will not resume indoor social meetings until we consider it safe to do so. Somewhere with more space than the Nags Head might be more appropriate and that is something the committee can look at before the Autumn. Any suggestions anybody?

The Observer team been busy and there has been three successful test passes since we started observing again on 12th April. Congratulations to Stuart Ross, Stuart

Freeman and Andy Jones. Great job once again from their Observers Mike Day, Phil Niner and Morris Howe. Well done to you all.

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. Observer meetings are now evening meetings normally on the last Wednesday of the month. If you fancy being an Observer and want more details please give our Chief Observer, Jerry Neale, a ring on 07412 935333. He will be happy to talk to you.

We have four new members to welcome this month so hello to Natasha Swaby and Robert Burton from new Holland, Nick Bunn from Lincoln and Dominic Washington from Appleby. Hope to meet you at a ride out soon.

*(You missed Mathew Haisman - Full Member ... Ed. 😊)*

I want to thank all the members who have renewed their group membership this month and remind those who haven't and have a reminder from John that subs are now due.

Currently, there are just seven that haven't renewed and those members will be removed from our email distribution lists in due course (still giving you a chance to renew). Only £4 this year, so if you put it to one side to do and have forgotten, we really appreciate your continued membership, allowing us to continue recruiting new members and making the roads safer for us all.

*(... and you get ChainLincs. That alone has to be worth four quid! ... Ed.)*

Please remember the new bank account details, so if paying subs through internet banking this is the account to do it to (30-96-26, 67439968, Lincolnshire Group of Advanced Motorcyclists). From now on this is our preferred method to pay subs as it saves John a journey to a bank to pay cash in although cheques can be paid in through the banking app. We will shortly be closing the old account so if you have a standing order please remember to change the details to the new account – thanks.

If you want to prove that your riding or driving is still up to advanced standards, 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](http://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, thanks again to Dave for putting together this edition of ChainLincs, hope you enjoy the read.

Please, please, please send him something to include, he needs your input so send him articles, pictures etc. It can make his job so much easier if he has plenty to choose from.

Stay safe and see you soon,

Thanks, *Mick*







Having spent a couple of weeks gathering feedback and technical data on which tyres to put on the KTM 1090 next, inevitably, I read the markings on the side of motorcycle tyres. Or, in my case, the 2000-word essay written on the sidewall of my [Metzeler Tourance Next](#) tyres.

Ignoring the obvious regulatory compliance data that almost goes as far as to say “This is a tyre”, most of us know how to read the tyre’s size and speed rating.

Some of us may be able to explain a little more of the alphabet soup, but when it came to explaining ALL of the motorcycle tyre markings, I only know one person who can explain them all from memory.

As to why motorcycle tyre markings are written this way, I’ve no idea, but here is how to decode 150/70 R 17 M/C 69 V, which is what it says on my tyres, along with TL and Made in Germany.

## Width and Aspect Ratio

**150/70 R 17 M/C 69 V**

The first of the markings on your motorcycle tyres indicates the tyre’s width in millimetres, measured across the tyre’s widest point. The second number indicates the tyre’s aspect ratio, shown as a percentage of the tyre’s width. Yes, you read that correctly - a percentage.

150/70 motorcycle size tyre is 150mm wide with a height of 70% of the 150mm tyre width, which is 105mm. Why “they” didn’t just call it a 150/105, I have no idea, but I’m guessing there was a good reason.

## Radial or Belted

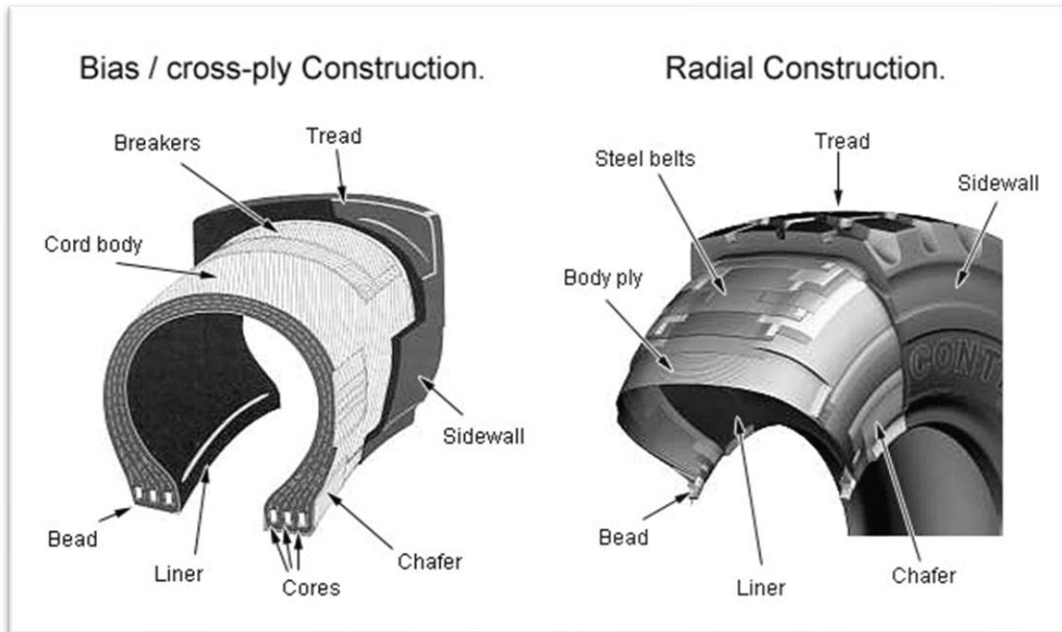
**150/70 R 17 M/C 69 V**

The letter after the sizes tells you the construction type of the tyre. The R in my case denotes a Radial construction tyre. If it were B, then it would be a Belted construction tyre.

If the letter is missing, then the tyre is of a Bias-ply - sometimes called cross-ply - construction. Bias-ply has a similar construction method to Belted tyres but WITHOUT the stabiliser belts that are added to Belted tyres.

So, what is the difference radial and belted? Some of the explanations I listened to, took a lot longer than I thought they might. Two things, however, kept coming up:

- Bias-ply tires do not shed heat quickly. As motorcycles go faster, the friction with the road surface generates more heat. If the tyre can't dissipate that heat, the tyre loses grip and ultimately could fail.
- Bias-ply tyres are made from multiple layers (plies) laid across the tyre from sidewall to sidewall. The number of plies required results in much stiffer sidewalls compared to those of radial construction tyres.



Radial tyres have fewer construction layers in the sidewalls because of the steel belts that run around the tyre (radially). Consequently, the radial construction allows the tyre sidewall to flex more, keeping the tyre's contact patch attached to the road surface, giving better grip.

## Diameter

150/70 R 17 M/C 69 V

This next number represents the size of the wheel that the tyre fits and is measured in inches. Yes, the width of the tyre is in millimetres. The height of the tyre is shown as a percentage of the width, and the diameter of the wheel the tyre fits is given in inches.

What were the people who wrote these standards smoking?

## M/C

150/70 R 17 M/C 69 V

Whatever it was they were smoking the effects must have worn off by the time they got to this definition. If you see M/C as part of the motorcycle tyre markings, it simply means that it is suitable for motorcycle use.



# Load Index

150/70 R 17 M/C 69 V

Load Index Rating					
LI	lbs.	LI	lbs.	LI	lbs.
33	254	51	430	69	716
34	260	52	441	70	739
35	267	53	454	71	761
36	276	54	467	72	783
37	282	55	481	73	805
38	291	56	494	74	827
39	300	57	507	75	853
40	309	58	520	76	882
41	320	59	536	77	908
42	331	60	551	78	937
43	342	61	567	79	963
44	353	62	584	80	992
45	364	63	600	81	1019
46	375	64	617	82	1047
47	386	65	639	83	1074
48	397	66	661	84	1102
49	408	67	677	85	1135
50	419	68	694	86	1168

The penultimate set of markings written on the side of your motorcycle tyre denotes the Load Index and a return to insanity.

I originally thought the data table below was translated from KGs, and that was why all the figures were unevenly spaced. Sadly, no. The numbers are just “random”. For kilos divide the Lbs figure by 2.2

The figure indicates the maximum weight that the tyre is designed to support when inflated to the correct pressure.

With my Load Index of 69, the rear tyre on the KTM is designed to carry a maximum of 716 lbs or 325 KGs.

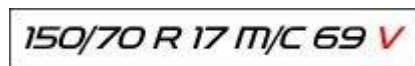
Weight distribution between the wheels on a motorcycle

isn't even. There is typically a bias towards the rear, and that is before we get on the bike and then add luggage and perhaps a pillion.

If you want to get really into the science, there are the forces that come into play when cornering, but for this example just consider the bike to be upright with all of the weight pushing straight down and a 45/55 split - front to rear - on the weight distribution.

The KTM 1090 weighs in at 235KGs, and I'm 95KGs which gives a normal rear tyre load for me of 181 KGs, leaving 144KGs for a pillion and luggage. It is worth considering that a front motorcycle tyre will normally have a lower Load Index than the rear.

# Speed Rating



This is the last of the motorcycle tyre markings. The V at the end is the speed rating for the tyre - see the table. And by maximum speed rating, they don't mean "will run all day at that speed".

To complicate things a little, occasionally the speed rating is shown after the tyre size, in my case, this would be 150/70 **VR** 17 M/C 69 V.

To convert to MPH ... divide KMs by 8 and then multiple by 5. My V rates tyres are good for 150mph.

Speed index	Speed in km/h	Speed index	Speed in km/h	Speed index	Speed in km/h
A1	5	D	65	Q	160
A2	10	E	70	R	170
A3	15	F	80	S	180
A4	20	G	90	T	190
A5	25	J	100	U	200
A6	30	K	110	H	210
A7	35	L	120	V	240
A8	40	M	130	ZR	>240
B	50	N	140	W	270
C	60	P	150	Y	300

If the speed rating is shown in brackets (V), then the maximum speed only applies at a reduced load index. You will have to go digging for what that reduced figure is.

## Other Motorcycle Tyre Marking

And there are still more motorcycle tyre markings to look for. Somewhere on your tyre, you should find TL or TT. TL denotes tubeless, and TT indicates it is a tubed tyre.

The country of manufacture will also be shown. Some manufacturers use a letter which corresponds to the factory that you need to lookup. Metzeler took the easy route and wrote: "Made in Germany." on my sidewalls.

## What Motorcycle Tyre Markings Don't Say

Despite all of that information, nothing written on the side of a motorcycle tyre explains how it impacts the handling of your bike.

The tyre's width and height are often referred to as the profile - 150/70 in my case. What those figures don't tell you, though is the shape of the tyre. 150mm is the width, and the highest point of the tyre is 70% of that (105mm) tall. That information can also describe a triangle.

As motorcyclists, we are much more interested in the curvature of the tread, and there is no definition for that. I'm guessing because car tyres are effectively square.

Pirelli motorcycle tyres typically have a sharper curve than their Metzeler cousins. I've been told that Dunlops have a sharper profile than Pirellis, but that is a generalisation, and it will differ from tyre to tyre. Empirically though, a 150/70 will have a steeper curve and turn in faster than a 170/50 tyre.



The greater the tyre profile, the easier the motorcycle will turn and the bigger the contact patch size when lent over. The price you pay for this expanded contact patch is a nervous, perhaps even, twitchy motorcycle, in a straight line.

On the other hand, a lesser profile will give you a stable motorcycle in a straight line, but a motorcycle less willing to turn. If you have ever squared off a set of tyres, you will know the feeling. You nudge the bars, and the tyres take your request to lean over under advisement and will get back to you shortly.

A lot of research went into the size and shape of the tyres on your motorcycle. Whereas different brands of tyres will give you a different feel, sticking with the profile and speed rating the manufacturer designed the bike for, has to be the best idea.



A very important part of being an advanced rider is having the ability to self analyse your own ride.

This is something that we do all the time as an Observer and we encourage our associates to do this for every ride as part of being a "Thinking Rider".

Try to analyse every ride that you take, whether it's a trip to the shops or a group ride, ask yourself, how did that ride go? Be honest with yourself.

Was I in the correct position at the right time? Was I using the most responsive gear? Did I make full use of the available Observation Links? Could I have done anything different?

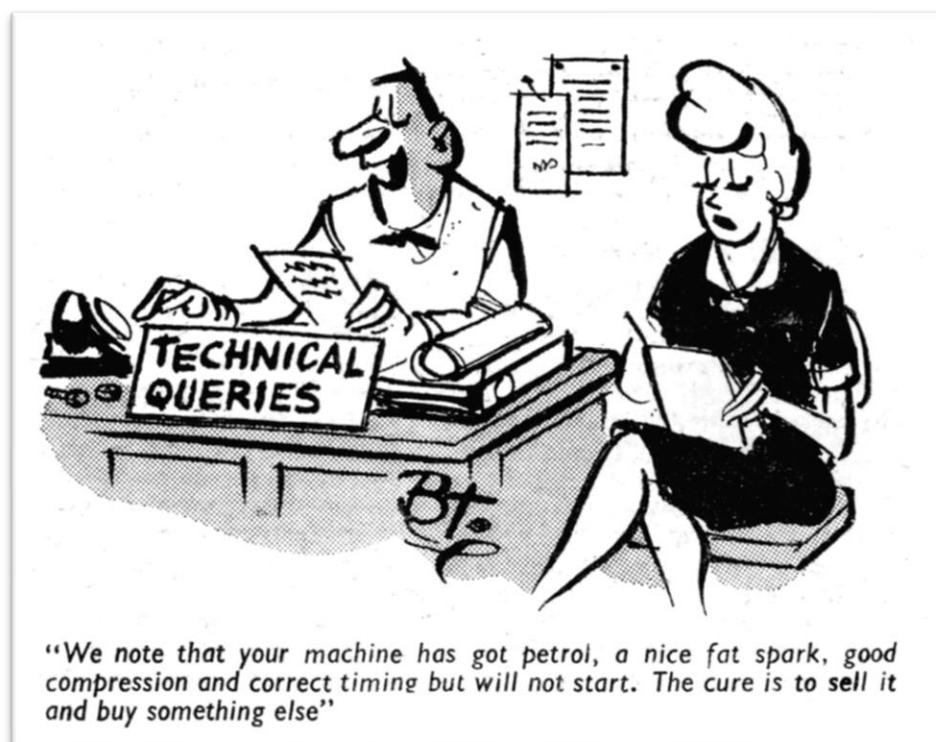
If you find that something could be improved, take time to sharpen your skills on your next ride by working on one item at a time until you are confident with your results. Sometimes this may require picking a section of road that you are unfamiliar with (this will make you work harder) and riding it several times.

By challenging yourself every time that you ride, you will be looking to maintain your Advanced skills.

This month, National Observer Ian Morrison talks about his journey to becoming an Observer. As you will read in the following article from former Chief Observer Iain Johnston, Ian Morrison is asking what could I have done differently? All part of our self-analysis.

This month the Observer team would like to welcome Stuart Ross and Rick Fox to the team. Stuart and Rick will be working towards the IMI Local Observer qualification.

Stay Safe – Jerry



## “And that’s why I became an Observer”

I never wanted to be an Observer. No way José.

I started my post DSA test with a day out with Sheffield Police bike wing on a Bike Safe course. As I’m sure a number you also did.

Wow, I had a great day. They recommended further work with the IAM. I consider I was lucky enough to be assigned to a terrific mentor John Harrison. As I passed my ‘green badge’ test, John advised further training could be obtained as an Observer. I think that’s the same “speak” they give to all as they are preparing for the green badge, as I was certainly nothing special. I had to work hard to overcome my inabilities. (What? An Observer? You must be joking! Absolutely no way.) But the more I rode with the group, on either Sunday morning rides, maybe down green lanes with the aforesaid Mr H or on challenging dedicated group days out led by a rider who really inspired me, (John Cheetham), the more my appetite grew.

I took a couple of spills. Read the article below extracted from the October 2010 edition of ‘ChainLincs’. You feel like such a fool, probably lucky to get away so lightly and that you’re the only one, but we all do it from time to time. For me, it was either virtually still at a crossroads and losing my balance (on a bike really too tall for me) or narrowly avoiding a head on with someone on what I had thought was my side of the narrow (C class) road. Phew. Falling off doesn’t stop you from becoming an Observer or close the door to becoming one. You just need to want more.

There came a point, when I thought it was time to put something back into the pot. A realisation that we all can take a turn, that some of these old foxes might need, or not need, but still appreciate a bit of help.

As has been said many times before, there’s a time when things start to click. For me it was like repeatedly bashing my head against a brick wall. Too tense, too stiff, relax, have faith in the bike, too tense, too stiff, relax... blah blah. I was fortunate to have enthusiastic support from other patient (very very patient) senior Observers like Andy Kitchen or Andy Greenslade. I only had to ask for help. It was always on offer.

I’ve named four big hitters of their day, some still riding regularly with us, some not.

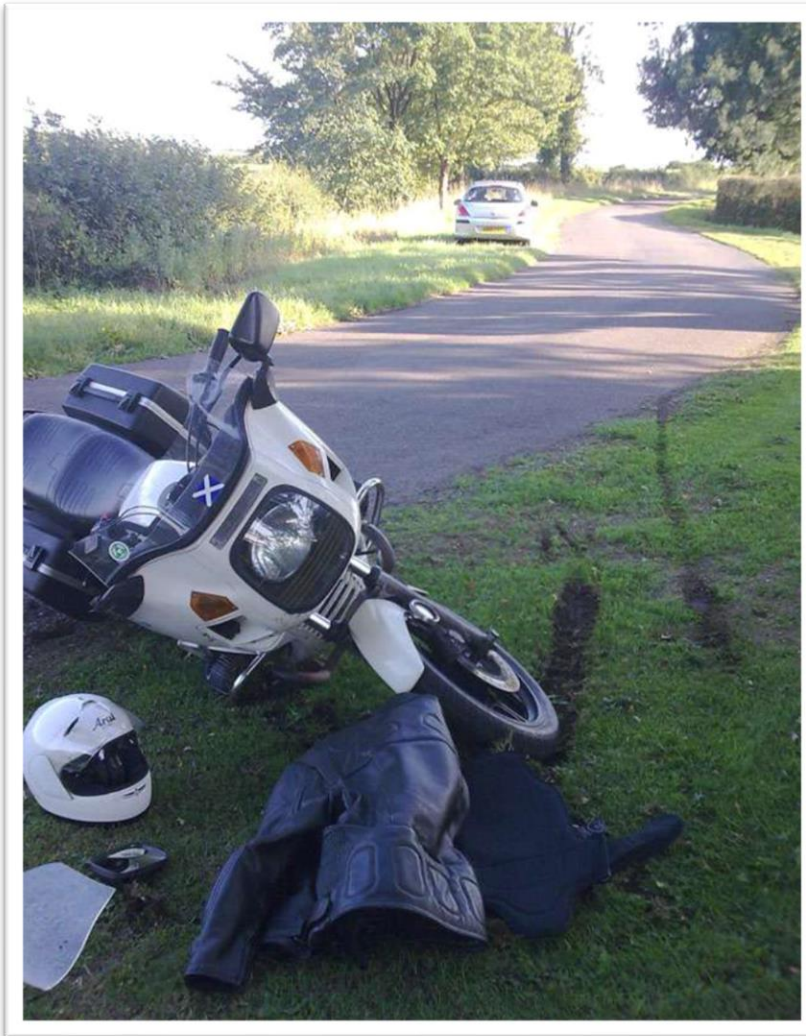
You could be the next. It all starts with a desire to do better and/or help out. You take one step at a time. The door is always open. Observers really are not ogres, well, most of them at any rate (joke), and when you ask, all will be there to help.”

“OBSERVATIONS - by Iain Johnston

*You will remember Ian Morrison’s sad story in last month’s observations. Unfortunately, he’s been at it again on his old white boxer. He had arranged to come out with me for a ride to refresh following his tumble and before doing so he decided to go for a ride himself.*

*Unfortunately, he met a German lady coming towards him on the wrong side of the road. She wasn’t for moving so he decided to go on to the grass verge to avoid her and ended up coming off his bike.*

*He was taken to hospital but is undamaged. His bike is apparently not greatly damaged.*



*Ian has sent me this photograph taken at the scene and he asks the question, what better could he have done and how might he have successfully brought himself to a standstill on the grass without coming off.*

*The road is the minor road (Sandy Lane) from the A631 near Willingham Woods to Tealby Thorpe.*

*Ian says he had passed the brick wall and had to stop before going into the ditch.*

*I haven't had the time to go and inspect the location but my only comment from the photograph is that possibly he could have braked harder and maybe earlier on the tarmac.*

*A more general observation is that on single track roads (and while this one is not marked as single track on most of it two cars passing would have to use the grass) you usually need to reduce speed considerably when meeting oncoming vehicles.*

*Sixty mph may be fine (providing that you can stop in the distance you can see to be clear) but 5mph to 20mph is likely to be more appropriate when meeting oncoming vehicles.*

*I'm no expert, but I'd guess from the skid marks on the grass that Ian was probably doing nearer 20mph than 5mph.*

And that's why I became an Observer!

Cheers, Ian Morrison



# Diary of Events when Covid-19 Permits

Social distancing. Avoid shaking hands. Follow NHS hygiene advice. Hands. Face. Space. Motorcycles.

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:

<b>Ancholme Leisure Centre, Scawby Brook, Brigg, DN20 9JH</b>	<b>South side of the A18</b>
<b>Willingham Woods Picnic Site, LN8 3RQ</b>	<b>East of Market Rasen A631</b>
<b>Waddington Airfield Viewing Area (WAVE) LN5 9FF</b>	<b>East side of the A15</b>

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

Monday 7th	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 <b>CANCELLED DUE TO COVID-19 RESTRICTIONS</b>
Sunday 13th	Group Observed Run - Willingham Woods Picnic Area near kiosk Meet 09.00 for prompt departure at 09.30
Monday 14th	Committee Meeting - details to follow nearer the date
Tuesday 15 <sup>th</sup>	Dave Hall Ride Out - day ride to north Yorkshire Departs Barton upon Humber (Petrol / Supermarket car park by Roundabout) at 10am. Approx. 174 miles. More Information on Facebook.

Sunday 27th	Group Social Runs – Meeting 9.30 for prompt departure at 10.00 Waddington Airfield Viewing Area (WAVE) LN5 9FF Lidl car park, Ferriby Road, Barton-Upon-Humber DN18 5LQ
Wednesday 30th	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)
<b>JULY</b>	
Monday 5th	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 <b>CANCELLED</b>
Tuesday 6 <sup>th</sup>	Dave Hall Ride Out. Still being planned. Details to follow on Facebook.
Sunday 11 <sup>th</sup>	Group Observed Run - Ancholme Leisure Centre car park, Scawby Brook, Brigg Meet 09.00 for prompt departure at 09.30
Sunday 25th	Group Social Runs – Meeting 9.30 for prompt departure at 10.00 Waddington Airfield Viewing Area (WAVE) LN5 9FF Lidl car park, Ferriby Road, Barton-Upon-Humber DN18 5LQ
Wednesday 28th	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)
<b>AUGUST</b>	
Monday 2nd	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 <b>CANCELLED</b>
Sunday 8th	Group Observed Run - Willingham Woods Picnic Area near kiosk Meet 09.00 for prompt departure at 9.30
Monday 9th	Committee Meeting - details to follow nearer the date
Sunday 22nd	Group Social Runs – Meeting 9.30 for prompt departure at 10.00 Waddington Airfield Viewing Area (WAVE) LN5 9FF Lidl car park, Ferriby Road, Barton-Upon-Humber DN18 5LQ
Wednesday 25th	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)
<b>SEPTEMBER</b>	
Monday 6th	Monthly evening meeting, Nags Head, Middle Rasen, LN8 3JU (A631) at 20.00
Sunday 12th	Group Observed Run - Ancholme Leisure Centre car park, Scawby Brook, Brigg Meet 09.00 for prompt departure at 09.30

Sunday 26th	Group Social Runs – Meeting 9.30 for prompt departure at 10.00 Waddington Airfield Viewing Area (WAVE) LN5 9FF Lidl car park, Ferriby Road, Barton-Upon-Humber DN18 5LQ
Wednesday 29th	Meeting for Observers and those interested in becoming Observers For information contact Jerry Neale (details on page 2)
Thursday 30 <sup>th</sup>	BSS Skills Day at Blyton Circuit near Gainsborough. Cost for IAM Members is half price at £164. Contact Mike Abbott at <a href="#">British Superbike School</a>
<b>OCTOBER</b>	
Monday 4th	Monthly evening meeting, Nags Head, Middle Rasen, LN8 3JU (A631) at 20.00
Sunday 10th	Group Observed Run - Willingham Woods Picnic Area near kiosk Meet 09.30 for prompt departure at 10.00
Monday 11th	Committee Meeting - details to follow nearer the date
Wednesday 27th	Meeting for Observers and those interested in becoming Observers For information contact Jerry Neale (details on page 2)
<b>NOVEMBER</b>	
Monday 1st	Monthly evening meeting, Nags Head, Middle Rasen, LN8 3JU (A631) at 20.00 commencing with the group ANNUAL GENERAL MEETING
Sunday 7th	Group Observed Run – Waddington Airfield Viewing Area (WAVE) LN5 9FF Meet 9.30 for prompt departure at 10.00
Wednesday 24th	Meeting for Observers and those interested in becoming Observers For information contact Jerry Neale (details on page 2)
<b>DECEMBER</b>	
Monday 6th	Monthly evening meeting, Nags Head, Middle Rasen, LN8 3JU (A631) at 20.00
Sunday 12th	Group Observed Run - Ancholme Leisure Centre car park, Scawby Brook, Brigg Meet 11.30 for prompt departure at 12.00
Monday 13th	Committee Meeting - details to follow nearer the date

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



## 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 Philip Gilbert [pmgilbert7@yahoo.com](mailto:pmgilbert7@yahoo.com) or 07704 168227

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

