

# ChainLincs

THE NEWSLETTER OF

*Lincolnshire Advanced Motorcyclists*

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



May 2021



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## 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 June 2021

Please provide any copy to the Editor, by **26<sup>th</sup> May 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 one new member to welcome since the April newsletter.

Member	Observer
951 John Akers from Scunthorpe	Full member

Also Michelle Harrison has been allocated to Observer Mark Gill, and David Richardson has been allocated to Observer Jody Flett

Due to the Covid-19 restrictions no tests have yet taken place although bookings are now being made.

The present composition of the group is as follows:

Full Members	123
Fellows	10
Associate Total	30
Associate Members "On Hold"-----8	
Associate(s) allocated to an Examiner---1	
Total Group Membership	163

Please note that subs are now due for those who received letters or an email.

I repeat below the Bank Account details for the benefit of those yet to pay the annual subscription of £4.00

## The new group bank account details are:

**Lincolnshire Group of Advanced Motorcyclists**

**Sort Code 30 96 26**

**Acc. No. 67439968**

Please contact me if you have not received a letter or email or require any further information.

Finally, Associates and their respective Observers should be in contact with each other in order that Preparation runs can be resumed.

That's all for this month, ride safely:

*John Cheetham*



# Editorial



Credit where credit is due. The front page image was taken by Liam Shaw – a photographer you can find on [unsplash.com](https://unsplash.com) - and perhaps sums up what many of us are currently thinking.

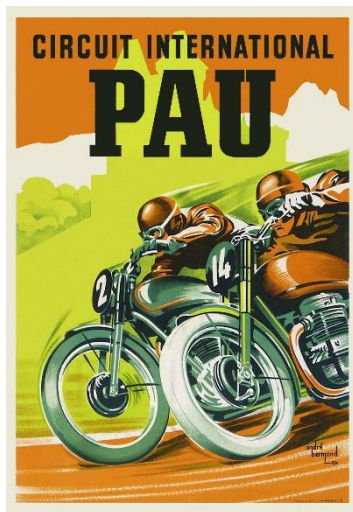
I still have my fingers crossed that a week riding around Wales in early June isn't going to get blocked – So far, so good!

As the brakes have come of some travel restrictions, the volume of traffic on the roads has certainly

increased. A recent trip to the Dales, reminded me why you should never visit the Dales on sunny weekend. It would have been more fun riding around a car park.

Not counting this issue, I have 5 more to go before I hit the two year mark 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.

While searching for the images I use make the pages line up, I came across the two vintage posters below. Anyone else amused and the "vintage" cut and paste?



## Coming up in this issue ...

- John reminds us all that it is £4 subs time
- Mick decides to have TWO rides
- Dave forms a queue for the GSX-S1000
- Jerry pokes Ross and Ross writes words
- Ken shares a picture from the year I was born.

Cheers *Dave*





Here we are again, another month passed and just that bit closer to resuming all normal activities. The next significant date is 17th May after which the IAM will allow us to resume group rides.

At this point up to 30 people will be able to meet outdoors and travel restrictions are lifted. Therefore, as long as nothing changes, there will a group meet and ride from TWO locations on 23rd May.

The two locations will be the WAVE opposite RAF Waddington on the A15 and Lidl car park at Barton upon Humber just off the A15. Depart times for both will be 1000hrs.

See the Dairy of events for rides in June and July.

We will continually review meeting indoors and will not resume indoor social meetings until it is considered safe to do so.

The Observers have been active since 12<sup>th</sup> April with their associates and at least one associate has a test booked for early May already! I have had a few enquiries regarding joining and despite sounding keen on the phone nothing has materialised yet.

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 during the Winter months (next meeting 24 Feb) are currently being held on Zoom. If you want more details please give our Chief Observer, Jerry Neale, a ring on 07412 935333.

Congratulations to Bruce Whetton who recently passed his National Observer qualification, well done Bruce. We now have 11 National Observers, 11 Local Observers and 2 trainee observers with a couple more in the pipeline. Thanks guys, the success of the group is largely down to you and the time you put in.

I want to thank all the members that have renewed their group membership this month and to remind those that haven't and have a reminder from John that subs are now due. Only £4 this year so if you put it to one side to do and have forgotten we really appreciate your continued membership which allows us to continue recruiting new members and making the roads safer for us all. There have already been too many rider fatalities this month and we need to do our bit to help reduce the increase in figures.

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.

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 keep your advanced skills up to date by retesting every three years. If you are interested have a look at the IAM website [www.iamroadsmart.com/fellow](http://www.iamroadsmart.com/fellow).

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*



### **Suzuki's new GSX-S1000 - Available June '21**

(I did wonder why they parked it front of a pile of old tyres)



I am biased when it comes to Suzuki motorcycles. Of all the brands they seem to be the one that I have owned the most of. I've never really considered why; they just appeal to me, and I've always found their customer service to be second to none. If you don't believe me, read the [story below](#).



However, the press release that arrived this morning, just might explain why I have liked Suzuki's so much over my many years on motorcycles.

The new Suzuki GSX-S1000 – **150 BHP** (OK ... 149.8), inline 4 complete with LED lighting, **bi-directional quick shifter**, and **auto blipper**, multiple **engine maps** and multi-level **traction control**. Fully adjustable **KYB forks** along with pre-load and rebound adjustment on the rear. And

after a high specification of things to make the GSX-S1000 go, there are twin 310mm disks on the front coupled with **Brembo radially** mounted monobloc calipers to ensure you can also stop.

And here is the even better news – All of that will arrive in Suzuki dealers at the end of June with an **RRP of £10,999**

A quick skim through the retail price of the possible contenders to the Suzuki GSX-S1000, show that only the Kawasaki Z900 Performance can compete on price, but at the cost of 25 BHP.

MOTORCYCLE	BHP	RRP
Suzuki GSX-S1000	150 BHP	£10,999
Honda CBR-1000	143 BHP	£11,649
Kawasaki Z900 Performance	123 BHP	£10,049
Triumph Street Triple S	148 BHP	£11,600
Yamaha MT10	157 BHP	£12,502
BMW S1000R	165 BHP	£12,055

Below is the rest of the Suzuki press release or you can read about the Suzuki GSX-S1000 on Suzuki's [website here](#). There is a form at the bottom of Suzuki's website pages if you wish to register your interest for when the bike is released. I already have, so you are in the queue behind me.

## SUZUKI GSX-S1000 PRESS RELEASE

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After indicating earlier this month that a new GSX-S1000 was on the way, Suzuki has now released details of the 2021 naked, which comes with:

- A completely new look, with sharp, aggressive new bodywork and futuristic LED lighting design.
- An updated, Euro 5 compliant 152PS inline four-cylinder engine with a fatter and flatter torque curve, providing a broader spread of power in the low and midrange.
- New electronics, including a quickshifter and auto-blipper, selectable engine maps and more levels of traction control.
- A larger fuel tank and new, wider set handlebars.

### Styling

Immediately obvious is the new GSX-S1000's redesigned aesthetic; the bodywork and lighting is completely new, with a focus on sharp, angular, aggressive lines and a powerful stance, with a 'mass forward' demeanour.

Available in Suzuki's traditional metallic triton blue, a new mechanical matt grey, and a stealthy gloss black, it's streetfighter looks are enhanced with textured radiator shrouds, MotoGP-inspired winglets, and side panels that feature an urban camo-inspired design.

Arguably the most striking visual change is the new, vertically stacked LED headlight. As well as the practical benefits of a new mono-focus LED light source that displays a wide, bright light, the new design of two stacked hexagonal units topped by LED position lights creates a look that is lighter and tighter, and aids the desire for a more aggressive pose. There's a new LED tail light, too, with both flanked by LED indicators.

### Engine

The inline four-cylinder engine in the 2021 GSX-S1000 produces more power and a broader spread of torque in the lower rev ranges to deliver ideal naked sports bike performance. Changes include a new intake and exhaust camshaft, new valve springs, new clutch, and a new exhaust.

Compared to its predecessor, the new GSX-S1000 makes more cumulative torque across the rev range, filling in the dips in the graph with a flatter curve. It revs on to provide increased top end power, too, with peak power 152PS at 11,000rpm.

Thankfully, a new exhaust retains the soundtrack the outgoing model was known for, while aiding in the increase in power and the meeting of Euro 5 emissions requirements with an additional catalytic converter.

New electronic throttle bodies help achieve a more controllable engine response during the initial throttle opening. A new airbox manages to do without an internal separator, reducing intake resistance.



Reduced valve overlap also helps the new GSX-S1000 meet Euro 5 emissions standards, thanks to new a camshaft and revised cam profiles. The changes also aid engine controllability for the rider.

Added controllability and increased performance also comes thanks to Suzuki's Clutch Assist System. The slipper clutch partially disengages to reduce negative engine torque and mitigate the effect of engine braking when downshifting from high rpm. This helps prevent the rear wheel from locking up or hopping and provides smoother deceleration, enabling the rider to shift down with greater confidence and maintain better control when downshifting into corners.

Adding an assist function increases the clutch's clamping force under acceleration and thereby allows the use of softer springs while still efficiently transferring torque to the rear wheel, resulting in a lighter lever operation.

## Electronics

An advancement over the previous GSX-S1000 comes with an updated suite of electronics, courtesy of the Suzuki Intelligent Ride System (SIRS).

A new ride-by-wire throttle makes it possible for riders to more accurately and finely control the relationship between throttle actuation and engine response, especially when allied to the new Suzuki Drive Mode Selector (SDMS) system, with which the new GSX-S1000 is equipped.



SDMS allows riders to choose from one of three engine maps, depending on the riding conditions or their own personal preferences. Modes A-C all deliver the same peak power, but vary the sharpness and immediacy of the delivery, with A mode the sportiest, and C mode delivering the softest power delivery.

Performance is enhanced thanks to a bi-directional quickshifter, which reduces the need to operate the clutch during gear changes or close the throttle on upshifts, or blip it on downshifts.

A new traction control system comprises five modes, while it can also be switched off. Inputs from front and rear wheel speed sensors, and crank, gear, and throttle position sensors feed into the ECU which in turn controls the throttle valve opening, ignition timing, and fuel injection rate, to reduce or prevent wheel spin.

All the information is displayed on an updated and easy-to-read LCD dash.

Topping off the electronics package is Suzuki's always-handly easy start system - which requires only one prod of the starter button to fire the engine - and low RPM assist, which raises engine speed as the clutch lever is fed out, to aid slow speed control and prevent stalling.

## Chassis

The twin-spar aluminium chassis is mated to a rigid, GSX-R-derived swingarm for agile, sporty performance and handling. New, 23mm wider, tapered 'bars help riders pitch the bike into turns with greater leverage. They are also set 20mm closer to the rider to improve comfort without compromising handling.

Suspension comes in the form of fully-adjustable KYB front forks and a preload and rebound damping adjustable rear shock, with revised settings from the previous iteration. 310mm front discs are paired with Brembo monobloc calipers.

A larger, 19 litre fuel tank and 46.3mpg equates to a tank range of 194 miles. Those miles can be undertaken in greater comfort thanks to a new seat.

Tyres are custom-engineered Roadsport 2 from Dunlop.

## Pricing and availability

The new GSX-S1000 will be available in Suzuki dealerships from the end of June, with an RRP of £10,999.



Great to see that we are up and running again, already I have seen many Observers out with Associates working together on their test preparation runs, well done its really encouraging to see so much enthusiasm towards learning new skills and becoming safer smoother riders.

The Observer team continues to have monthly meetings in small groups of up to six at various places around the county to continue with our on bike training, this will continue throughout the summer, so if you fancy taking the next step and training towards becoming a IMI qualified Observer, just give me a shout to find out what is involved.

The Observer team is proud to congratulate Bruce Whetton on his successful passing of the IMI National Observer qualification, well done Bruce.

Shortly the Sunday morning Observed rides will begin again, remember that whilst out on these rides our riding standards should remain high and we should be seen by other road users riding at an exemplary standard, if you are unsure of any aspects of group riding make sure that you ask your fellow riders advice, as we have some very experienced members in the group who are more then willing to pass on their knowledge.

This month IAM Roadsmart Examiner Ross Glover gives some feedback and advice towards becoming an Advanced rider and taking the Advanced test.

Also National Observer and LOA Ken Rose talks about why he became an Observer.

*Stay Safe – Jerry*





## How to pass the IAM Advanced Test



With the future looking good for getting out and about on the bikes, I have been asked to put my thoughts down to try and support people when they go for their test.

These are my own feelings and I hope they will support you and your Observer from what I have observed during my IAM rider tests.

In addition to the books provided by the IAM, I would recommend Motorcycle Roadcraft 2020 new addition as a supporting guide to the IAM tuition.

First, I would like to support your Observer by saying they are right when they say that you should relax and enjoy the experience. At the end of the day we are all human and we all enjoy riding our motorbikes.

I know it's easy to say and I remember having very sweaty hands on all of my IAM tests, but once I started riding, I nearly forgot the examiner was behind me and put my understanding into practice.

Every examiner within the IAM I have met have all had the same goal, we want you to show us everything you have learnt, in a safe manner, but most of all, we want you to pass.

I came through the ranks of the IAM, and I have had the pleasure of meeting several IAM staff and associates alike and the goal is always the same, improve rider safety.

When I was taking my Master's training, I was very lucky in that my mentor understood riding and how to get the message across and he increased my confidence to believe in my riding skills and how best to implement them.

When I started my riding with the IAM I felt I was a good rider, I had been riding since the mid 70's, I had passed my test on motorbikes, cars, DE (HGV), CE (buses); how little I really knew and how much more I have learnt from riding with others within the group, at all levels.

On starting my rider training, I watched in amazement and joy at how my mentors made riding look so easy and I wanted to be able to bring my level of riding closer to their abilities, as I was not there at that time, and still work on it today, every time I ride or drive. I asked questions. I watched how others ride, and then asked more questions to get the meaning into my head.

One of the biggest revelations I found was really understanding IPSCA, I do not mean being able to read it and say I understand it, but put it into practice with confidence, on each trip, even when it was just popping down the road, or with an examiner following behind you during your test. This is something that I hope to get across within this article, no matter how often you ride, drive or passenger, place yourself in the position of being able to be confident in your own skills.



I was told that to be an advanced rider you need to remember that you will always follow the golden rules of:

Safety	NEVER place yourself in a dangerous situation
Stability	Use as much of your tyre tread as possible, keep upright
Vision	ALWAYS be able to stop in the distance you can see ahead on your side of the road

A good definition I was given of being an advanced rider was that they apply quiet efficiency:

- Be as safe as possible - Gathering the Information ahead as early as possible (move your head).
- Be as early as possible - Planning as far as you can see.
- Be as light as possible - Be in control of your riding using light hands.

There are several areas where I feel people could improve, one of which is a rider's perception and implementation of limit points. I have found during some tests the rider was either still braking in the bend or was not applying the power through and accelerating out of the bend.

This can be broken down into the following:

1.	Plan early.
2.	Am I looking as far as possible (the horizon)?
3.	Am I moving my head in every direction, taking in ALL the available information and not miss any hazards within my peripheral vision?
4.	What potential hazards can I see, or feel could be around the bend (nearby fields have just been turned which could result in muck being on the road).
5.	Where do I want to be on entering the bend?
6.	What gear do I want to be in when I enter the bend?

Once you have placed yourself in the correct and safe position and selected your gears you should only now have the joy of going round the bend smoothly and able to stop in the distance you can see ahead on your side of the road.

Use your engine revs smoothly.

Look for and UNDERSTAND the LIMIT POINT in a bend.

If you use the walking a bend style of training, don't do it once and think that's it covered.

Repeat the technique a few times, even when you think a person is close to being test ready.

## Walk it >> See it >> Understand it.

- Look for the limit point in every bend.
- MOVE YOUR HEAD to see what is ahead and plan your moves as EARLY as possible.
- Can you see the road leading away from the bend or is it covered by foliage, reducing your visibility?
- If the road conditions are good then you should be in position 1 or 3
- Although should the conditions have increased hazards, you may find yourself in position 1 for a left-hand bend, or position 3 for right-hand bend, adjust your speed accordingly.
- Understanding the limit point of every bend.
- If the limit point is coming toward you it is tightening up and you may need to lose some speed.
- If you are in the correct gear it may be enough to shut off the throttle and scrub some speed.
- Use a constant power of your engine to guide you round a bend.
- As the limit point opens you can then start to apply the accelerator, getting up to speed for the road conditions and legal limit.

Another piece of advice I was given during my masters training was how to relax myself and especially my shoulders and upper body. For me this was a game changer.

- Set yourself in a safe riding position for a bend.
- Bring your inner foot (dependant on a left or right hand bend) back so that the ball of your foot is on the inner peg.
- Relax your body and bring your elbows together.
- This will now lower your shoulders and help relax your upper body and allow you to either push or pull on the handlebars (depending on your style of riding).
- LIFT YOUR CHIN and when you are entering the bend, extend your neck to see where you want to be going.
- By lifting your chin you are now looking ahead which helps you plan your next position, dependant on the potential hazard, whether it be a bend, junction or a planned overtake.

I hope this will be of some support to all riders preparing for their test and those who may have passed their test a few moons ago, every day is a learning day, and every ride is a joy. Keep safe. Ross

## "And that's why I became an Observer"

I suppose it all started many years ago when much to my Mum's distress I bought my first motorcycle a second hand BSA Bantam, that was in 1961 and I was 16.

I bumbled through motorcycling for too many years when at the age of 33 I applied for and was successful to join the Traffic Division of the Metropolitan Police. One of the criteria was the ability to ride a large capacity motorcycle to a good standard able to pass the Police Standard Motorcycle test with a pass mark of at least 75%.

Before my Police motorcycle course, I thought I could ride a motorcycle, and having a history of off-road Enduro riding to a good level, how wrong can one be?

The Police motorcycle course taught me how to ride a motorcycle properly and to develop a better understanding of motorcycling.



Having to do some stand-in for the Special Escort Group I was fortunate to be given a Police Advanced Motorcycle Group.

This really did broaden my view of motorcycling especially riding in a manner to reduce journey time and increase efficiency of riding.

I worked with a couple of Police Officers who were very prominent in the then Institute of Advanced Motorists as Motorcycle Observers, and when it came time for my retirement Dave Bruguier invited me to come along to a couple of IAM meetings and join them on a ride.

I Consequently joined the Middlesex Advanced Motorcyclists (MAM) in February 1996 and because of my Police qualifications was asked to be an Observer.

In 2006 we moved to Louth and I was welcomed into the Lincolnshire Advanced Motorcycle Group (LAM).

My attitude is that I had been extremely fortunate to get what I considered the best motorcycle training available free of charge, it would behove me to pass on that knowledge I had been blessed with to others.

As a Traffic Police Officer dealing with some of the worst of Road Traffic Collisions many involving motorcyclists, I have always been dedicated to road safety, tempered by a love of motorcycling.

And that's why I became an Observer!

*Cheers, Ken Rose*

# 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.**

<b>MAY</b>	
Monday 3rd	Monthly evening meeting, Nags Head, Middle Rasen, LN8 3JU (A631) at 20.00 <b>CANCELLED DUE TO COVID-19 RESTRICTIONS</b>
Sunday 9th	Group Observed Run - Willingham Woods Picnic Area near kiosk Meet 09.30 for prompt departure at 10.00 <b>CANCELLED DUE TO COVID-19 RESTRICTIONS</b>
Sunday 23rd	Group Social Runs – Meeting 9.30 for prompt departure at 10.00 Waddington Airfield Viewing Area (WAVE) LN5 9FF Lidl car park, Barton-Upon-Humber
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)



## **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  
**CANCELLED DUE TO COVID-19 RESTRICTIONS**
- 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
- Sunday 23rd      Group Social Runs – Meeting 9.30 for prompt departure at 10.00  
Waddington Airfield Viewing Area (WAVE) LN5 9FF  
Lidl car park, Barton-Upon-Humber
- 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)

## **JULY**

- 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  
**CANCELLED**
- Sunday 11<sup>th</sup>      Group Observed Run - Willingham Woods Picnic Area near kiosk  
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, Barton-Upon-Humber
- 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)

## **AUGUST**

- 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  
**CANCELLED**
- Sunday 8th      Group Observed Run - Ancholme Leisure Centre car park, Scawby Brook, Brigg  
Meet 09.00 for prompt departure at 09.30
- 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, Barton-Upon-Humber

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, Barton-Upon-Humber
Wednesday 29th	Meeting for Observers and those interested in becoming Observers For information contact Jerry Neale (details on page 2)
<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
	<b>PLEASE NOTE</b> 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>						

