

ChainLincs

THE NEWSLETTER OF

Lincolnshire Advanced Motorcyclists

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



July 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 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 August 2021

Please provide any copy to the Editor, by **26th**
August 2021

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/



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

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Membership Update

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

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

Member	Observer
957 Rick Fox from Ruskington	Full Member
958 Leigh-Anne Corpse from Barrow-upon-Humber	Mike Day
959 John Travis from Washingborough	Keith Smith
960 Phil Davis from Martin Moor	James Taylor
961 Josh Blackley from Scunthorpe	Stuart Harrison

In addition Dominic Washington has now been allocated to Observer John Harrison.

There are two 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
Keith Edwards	18 June	Malcolm Heaton
Ryan Westerman	26 June	Roland Johns

The present composition of the group is as follows:

Full Members	120
Fellows	12
Associate Total	30
Associate Members "On Hold" - nine	
Total Group Membership	160

The above totals exclude three full and one associate member with expired IAM RoadSmart membership.

That's all for this month, ride safely:

John Cheetham



Welcome to the July issue of ChainLincs, which I hope you find a few minutes to read in between riding your motorcycle, talking about motorcycle or plotting your next trip.

I know people are riding motorcycles because the howling 4-pot motor with the quick-shifter can be heard “making progress” between the last roundabout and the Claypole turn, most evenings 😊

In other news, the KTM is now out of the naughty corner, wearing a new radiator which, sadly, I had to pay for as KTM declined the warranty claim. Every day is a school day, and the twists and turns of motorcycle warranties you can read about in this issue.

ChainLincs is Hiring!

I have but 3 more issues to edit 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.”

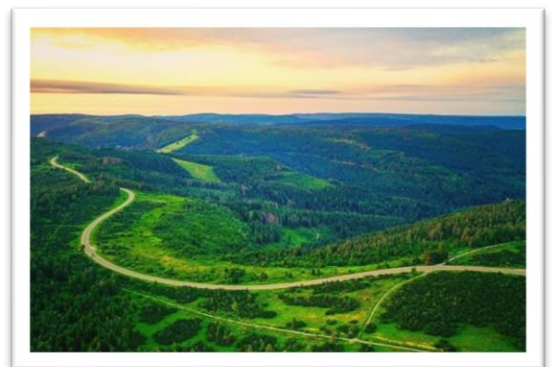
30th September is the day, and the cost **half price @£164 each for IAM Members**. More details in the Diary of Events.

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 reaches 160
- Mick wonders why everyone is called Dave
- Dave joins the dark side
- The other Dave takes a midweek ride
- Jerry likes Sundays
- John H looks for clues
- Simon has a dislike for Audis



Cheers *Dave*



Another month already - where does the time go and it has been a fairly busy month for the group with rides, new members and test passes.

A couple of rides this month. On 13 Jun there were ten members at Willingham Woods. I led one group and Dave Mather kindly led another group. I focussed on some good roads across the Wolds ending up at Louth for coffee and finished up at Caenby Corner.

Dave used some similar roads as we were behind them at one point but was panning to go to Jenny's café at Hibaldstow. Alan Pugh was also at the Woods with his associate Julie but they were doing their own thing.

Then Dave Hall led a mid-week ride on 15 June to Helmsley, Stokesley & Castleton. Looking at Facebook

he had a few say yes but not seen anything else from the day so hopefully some of you joined Dave.

Dave is planning another mid-weeker on 6 July. Meet at the WAVE (Waddington Airfield Viewing Area) Waddington A15 to leave at 10am heading south this time, Southern Lincolnshire & Leicestershire.

If you can let him know through Facebook if you are going that would be good or email me and I will let him know. Thanks to Dave for planning these rides.

Today (27 Jun) were rides from the WAVE and Barton Lidl. Eleven members at the WAVE who split into two groups, one led by Dave Hall (thanks Dave) but no reports on who led the second group. Eight members were at Barton and were led by Allan Knight to Squires. Thanks to Allan and all those that turned up.

The next group observed ride is from the leisure centre at Brigg on 11 Jul 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.

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?



Three new members in the last month so welcome to Leigh-Anne Corpse from Barrow upon Humber, John Travis from Washingborough and Phil Davis from Martin Moor. Hope to meet you at a ride soon.

We did post on Facebook in early June offering a £30 discount thinking it might generate some interest and some new members but nothing has come from that. If you know anybody that is interested now would be a good time to sign up as we will refund £30 on completion of the course.

The Observer team have continued their great work and there has been two tests passes this month. Congratulations and well done to Keith Edwards and Ryan Westerman and your Observers Malcolm Heaton and Roland Johns. Ryan was one of the three under 30s we signed up last year after offering a 50% refund on completion of the course.

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.

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 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.

I asked for an update on the Fellows scheme as lockdowns have caused a backlog and the answer I got was:

'We are in the process of getting these set back up and trying to have these all reallocated and set to examiners as we get the opportunity to do so. We are aware of people still awaiting their assessments and are trying to manage them as quickly as we can. We apologise for the wait and we hope to resolve this as swiftly as we can.'

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*



If you are confident your motorcycle warranty will protect you against manufacturing faults, there is a dark side to motorcycle warranties that is worth checking on.

I've been having a debate with KTM over a leaking radiator on my KTM 1090, which I bought from the superb people at Bournemouth Kawasaki.

As part of their normal process for selling a used motorcycle, Bournemouth

Kawasaki checked the service history and schedule for the KTM, noting that the annual inspection and associated service items were due.

So, as any good dealer would do, Bournemouth Kawasaki serviced the 1090 in accordance with KTM's service schedule, using genuine KTM parts, recommended fluids and lubricants, before delivering the bike to me.

Before we go any further, I need to be absolutely clear. I don't have any issues with Bournemouth Kawasaki. Quite the opposite, they are superb people to buy a motorcycle from. As you will see later, seven months after selling the KTM 1090, they wanted to help.

So, what went wrong?

KTM has refused my warranty claim for a leaking radiator because Bournemouth Kawasaki, rather than a KTM dealer, completed the annual KTM service seven months ago.

I raised an objection with KTM, who have now confirmed that they will not honour the warranty on the KTM 1090 because of the Bournemouth Kawasaki service.

Background

I bought the KTM 1090 in November 2020. The bike had covered 2,940 miles at the time of purchase and was 15 months old. As part of the deal, Bournemouth Kawasaki included the annual service and completed a detailed pre-purchase inspection to ensure the bike was in superb condition.

Just the sort of excellent service you would expect from a reputable dealership.

At six months and 4,000 miles after buying the KTM, with the warranty coming to a close, I headed off to my local KTM dealer to check all necessary updates had been completed. The dealer reported everything was up to date and as expected, except for a leaking radiator.

Claiming Under Warranty

Inspecting the radiator with the dealer, they confirmed there was no damage to the radiator - a genuine KTM radiator guard is fitted - and that the leak was coming from the core. The dealer completed the warranty claim paperwork with KTM, and we settled in for the wheels of the KTM Corporate machine to turn.



However, two weeks later, KTM rejected the warranty claim because Bournemouth Kawasaki is not a KTM dealer. Therefore in KTM's view, the motorcycle warranty had been invalidated when Bournemouth Kawasaki serviced the KTM 1090 before delivering it to me.

As you might imagine, I objected to this decision for several different reasons, including:

- The radiator itself is not a serviceable item, and other than a visual inspection, there is no work to be completed to the radiator or cooling system.
- The only future work stated on the first service checklist from Fowlers (who are KTM Dealer) is a change of coolant, which was not due until 992 days after the first service, a period we were well within.
- There is no damage to the radiator. The leak is from the core and apparently a manufacturing fault.
- Bournemouth Kawasaki is a competent and reputable motorcycle dealership. You don't get factory backing and win the British Superbike Championship without knowing about motorcycles.
- A ruling often referred to as the "**Block Exemption Regulation**" states to maintain a vehicle's warranty, it is unnecessary to use a manufacturer-aligned dealership, providing the manufacturer's service schedule is followed and manufacturers original parts are used.

Customer Service

I called Bournemouth Kawasaki when I received KTM's email to let them know what had happened, in the hope of saving the next person who buys a used KTM from the same problem.

Completely unprompted, Bournemouth Kawasaki offered to help by fitting a replacement radiator for me. If I supplied the radiator, they would fit it free of charge.

As I've already said, I find them great people to buy a motorcycle from, and because they are decent people offering to go above and beyond standard customer service, I thanked them for the offer, but I declined. I genuinely don't see it as their issue to resolve, and here is why.

Most motorcycle dealers take customer service seriously, which will be driven partly by the manufacturer's approach towards their customers if they are a franchise dealership.

Suzuki, for example, replaced the wiring loom on my V-Strom DL1000A when it turned out that despite the records showing a recall replacement had been completed, something had gone wrong, and the revised wiring loom had not been fitted.

The factory in Japan stated that this was not the Suzuki way and insisted it was changed, even though the motorcycle was two and a half years out of warranty.

Motorcycle Warranty Morals

It appears that the levels of customer service and support vary significantly between motorcycle manufacturers. Some will stand behind their motorcycles and work with you. You are seen as a valued customer that has invested in their product and reputation. However, other manufacturers may not have the same outlook.

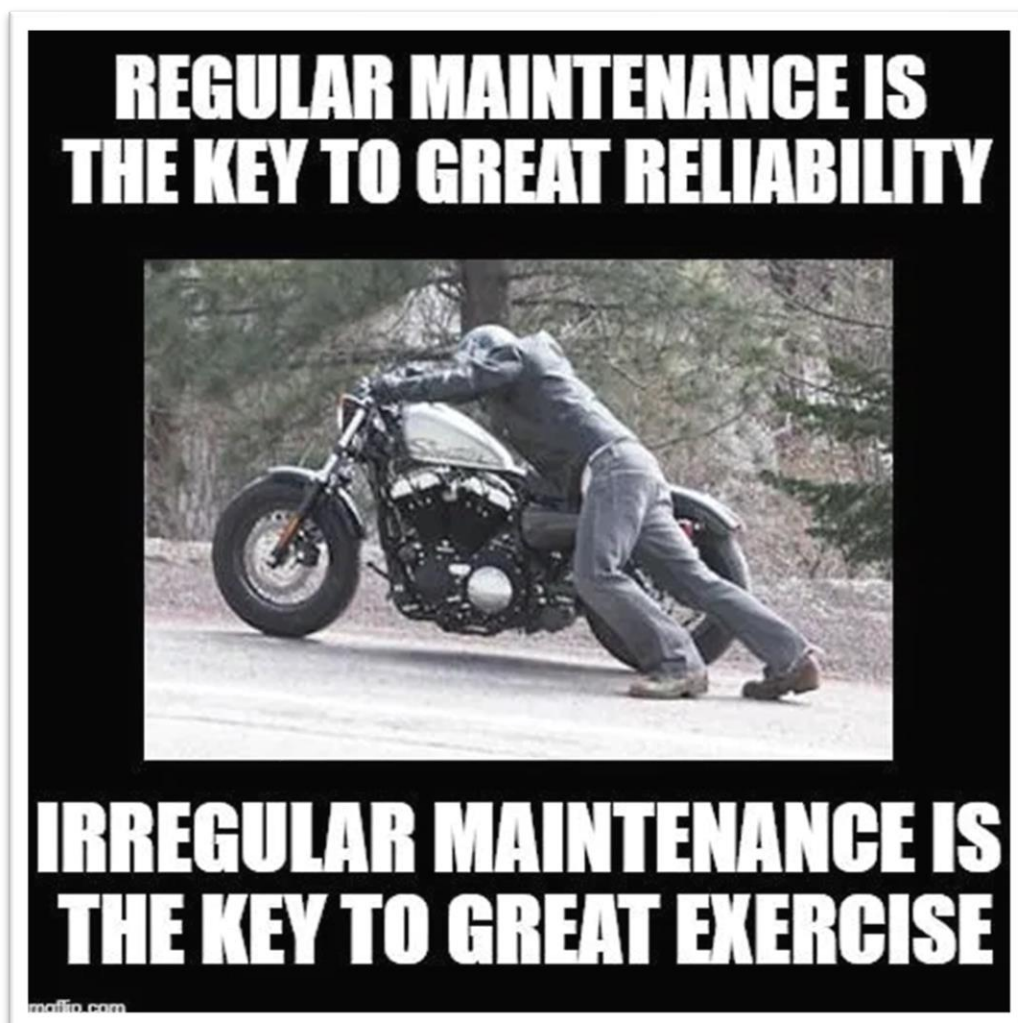
If you are buying a used motorcycle, as I bought a used KTM, and expect that the motorcycle's warranty to carry on if you do the right things, you might want to check the manufacturer's approach to their warranty, before the dealer services the bike as part of your deal.

While most people you will meet will want to make buying and riding a motorcycle an enjoyable experience, apparently, not everyone is on that page.

Ever onwards.

Acknowledgements

The header image used for this article is based on an original work by Conor Luddy





It was warm & sunny as 9 Riders met up at Barton upon Humber services ready to leave at 10am for a ride up into Yorkshire, the first mid-week ride of the year.

Our route using B or C class roads where possible took us over the Humber Bridge using back roads to South Cave, Harswell, Melbourne, Full Sutton, we should have gone past Kirkham Priory to pick up the A64 but somewhere I missed the turning but we still managed to find the A64, then on to Castle Howard for coffee & cake.

On leaving Castle Howard we rode up the long avenue northwards to Slingsby and on to Helmsley, then up the B1257 to Stokesley - this is a brilliant road with lots of bends and great views to admire and generally traffic free except for the last 3 or 4 miles when we caught up with a tanker, but he was making good progress so didn't hold us up much. We turned right (east) at the roundabout briefly onto the A173 before turning off to Kildare & over the moors to Castleton, Danby and stopping for lunch at Lealholm.

After lunch we turned southward to Goathland and then picked up the main Whitby to Pickering road (A169) down to Thornton le Dale, there were road works on the edge of the village, some riders got through but some didn't - unfortunately not everyone followed the rules by keeping the rider behind in view and we lost the last 2 riders, had they done so, realising that some riders didn't get through should have stopped, this would filter through the group up to the leader who could have confirmed all riders had regrouped, before setting off again.

We picked up the Malton bypass to Scagglethorpe and on to North Grimston, Birdsall, then at a crossroads turned right toward Leavening which gave great views over the valley - taking the next left turn we headed for Millington - just past Millington is Kilnwick Percy Hall (Madhyamaka Kadampa Meditation Centre - YO42 1UF - the café is behind the Hall in a separate building, well worth a visit) where I had originally planned to stop for coffee but the café there is only open from 11am - 3pm and it was well past 3pm - so had missed our afternoon coffee stop, the group were told at the lunch stop that we would not have time for an afternoon coffee stop.

Near Market weighton we got split up again into two groups as 2 riders stopped for fuel in the first group - the remainder of the group rode past but we did meet up again at the finishing point back at the Humber Bridge, having covered approx. 175 miles at around 4.45pm. I apologise to John & Kev for losing them at Thornton le Dale, lets hope everyone follows the rules on our next ride out, and the group can start out and finish together, I hope everyone enjoyed their day.

Cheers Dave Hall

PS: Next Ride Out Tuesday 6th July - See Facebook for details

As an Associate, any extra Advanced riding practice that you can get in the better.

The Sunday morning Observed ride is a really great opportunity to work at your advanced riding. It is free and open to all associates. You will meet many other friendly experienced members of LAM who are always happy to assist with advice about advanced riding.

It's also a great opportunity to follow another Advanced rider and always a great couple of hours fun riding bikes! Keep an eye out for the dates and lets see you there.

This month Observer John Harrison talks about the information gained from Observation.

Also Simon Battram talks about why he became an Observer.

Stay Safe Jerry

The clues are out there, we just need to look for them - by John Harrison



The new Roadcraft now makes more of the safe and effective use of information gained from observation.

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

Good observation is a skill that needs practice and concentration to master, things do not just happen, they develop.

When in the country make the scenery work for you, look for the clues, which way do the hedges bend, scan over the hedges, where do the telegraph poles go, look for the gaps at gates to see if any information can be gleaned, a car roof across the field could mean a junction around the bend.

Also on the open road the faster you travel, the further forward into the distance you have to look, a vehicle seen in the distance over the brow of a hill will not startle you as it pops into view in front of you.

Observation is not about just looking what is ahead of you, but scanning from the distance, through all the intermediate area to the immediate road surface in front of your wheel.

The information must be gathered from the scene in front of you, roundabouts, road junctions, lay-bys, bends, oncoming traffic, etc are all obvious hazards. A nearside indicator starting to

flash on a parked vehicle, a ball rolling across a path, an empty junction, a farm gate left wide open, are less obvious clues that something or one may become a hazard for us.

Likewise, loose gravel, pot holes and manhole covers are all better ridden around. Rear observations, whether lifesaver, shoulder check, or looking in the mirrors all must be taken into account as all the forward observations are possible rendered useless, be a lack of rear observation.

So, by constantly scanning and observing the road ahead for actual and potential hazards with rear observation, then grading the risks to prioritize the greatest danger, and putting a plan into action your progress will be safer and a lot smoother.

The clues are out there all you have to do is find them. So, the key to being an advanced rider is to be able to make good observations and on them, be able to plan an appropriate course of action and still have a contingency plan in reserve.

“And that’s why I became an Observer” - by Simon Battram

I have ridden motorbikes since I was 17 but had to take a brake as I lost all my riding and driving categories due to being diagnosed with type one diabetes in the late 70s. I went to court with a representative of the Secretary of State and took him out in a car to show i could drive to the required standard.

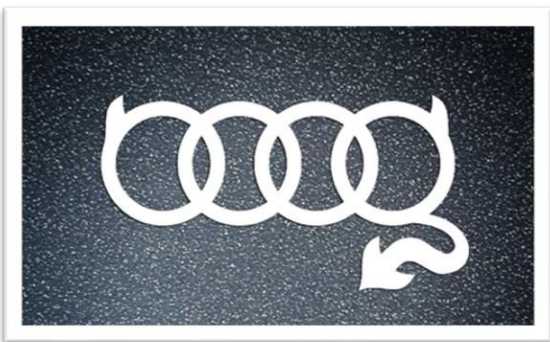
I got my car licence back and then had to retake my motorcycle CBT and direct access.

After passing my test I bought myself a Honda Varadero and went out on the road for the first time in 7 years. It opened my eyes to what I needed to do so enrolled on a bike safe course.

The course was a real eye-opener as to what I really needed to do and how I wasn't really applying any thought to my riding. At the end of the day, advised by my mentor of the afternoon to extend my riding through the local IAM.

I talked this over with my wife who said if that's what you need, that's what you need to do and I felt it was more of a need to keep me safe with all the other drivers.

I signed up to Lincolnshire Advanced Motorcyclists who assigned me Mr John Harrison as my mentor and observer and on one of our early rides I was advised to take position one on the road when approaching a blind crest.



This stuck in my memory as we were riding, my wife and I, to Whitby on the coast road.

On the road we approached a blind crest and as we were linked by intercoms my wife said “What are you doing almost in the gutter?”

I replied that I could see the caravan over the crest and that John Harrison had advised me that one day there could be a car trying to overtake that caravan who will come onto my side of the road.

As we approached the top of the crest, a red Audi was on our side of the road coming towards us on the wrong side of the road!

If I had been in the old riding position, Sue and I would not be here to tell this story. We escaped with a red scuff mark down are right-hand pannier! It was that close.

The information that I received a few days earlier from John, via the advanced motorcycle team had just saved our lives.

Just before our trip I had gone for a group ride with Jerry Neale and Dave Ayres ending up in Mablethorpe. More words and encouragement from Andy Kitchen and other Observers. This enforced to me that being in the right place, right time, right speed and right gear.

So that was it, I knew that I had made the correct step forward.

I took a break from Advanced Motorcycle training and went with Lincolnshire Emergency Blood Bikes for a number of years. I saw other bikers out on the roads doing all sorts of silly small, strange things and wanted to assist them in saving their own lives. Whilst talking to John Harrison he suggested that Observer training would be the next way forward.

I have had two small strokes which did affect the way I put things across and my memory of the ride was a bit vague

I was a bit nervous but with the backing and support of John Harrison, Malcolm Heaton, Ken Rose, and Ian Morrison I carried on forward with my training and came up with a few ideas to get through my own difficulties.

Now the smile on your associates face when things start to click into place makes it all worthwhile.

It keeps the old brain active and is a positive step to assist others in our group and associates.

And that is why I became an Observer.

Cheers, Simon Battram



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:

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

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.

JULY

Monday 5 th	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
Tuesday 6 th	Dave Hall Ride Out. Still being planned. Details to follow on Facebook.
Sunday 11 th	Group Observed Run - Ancholme Leisure Centre car park, Scawby Brook, Brigg Meet 09.00 for prompt departure at 09.30
Sunday 25 th	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)

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 - 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)

SEPTEMBER

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)

OCTOBER

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)

NOVEMBER

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)

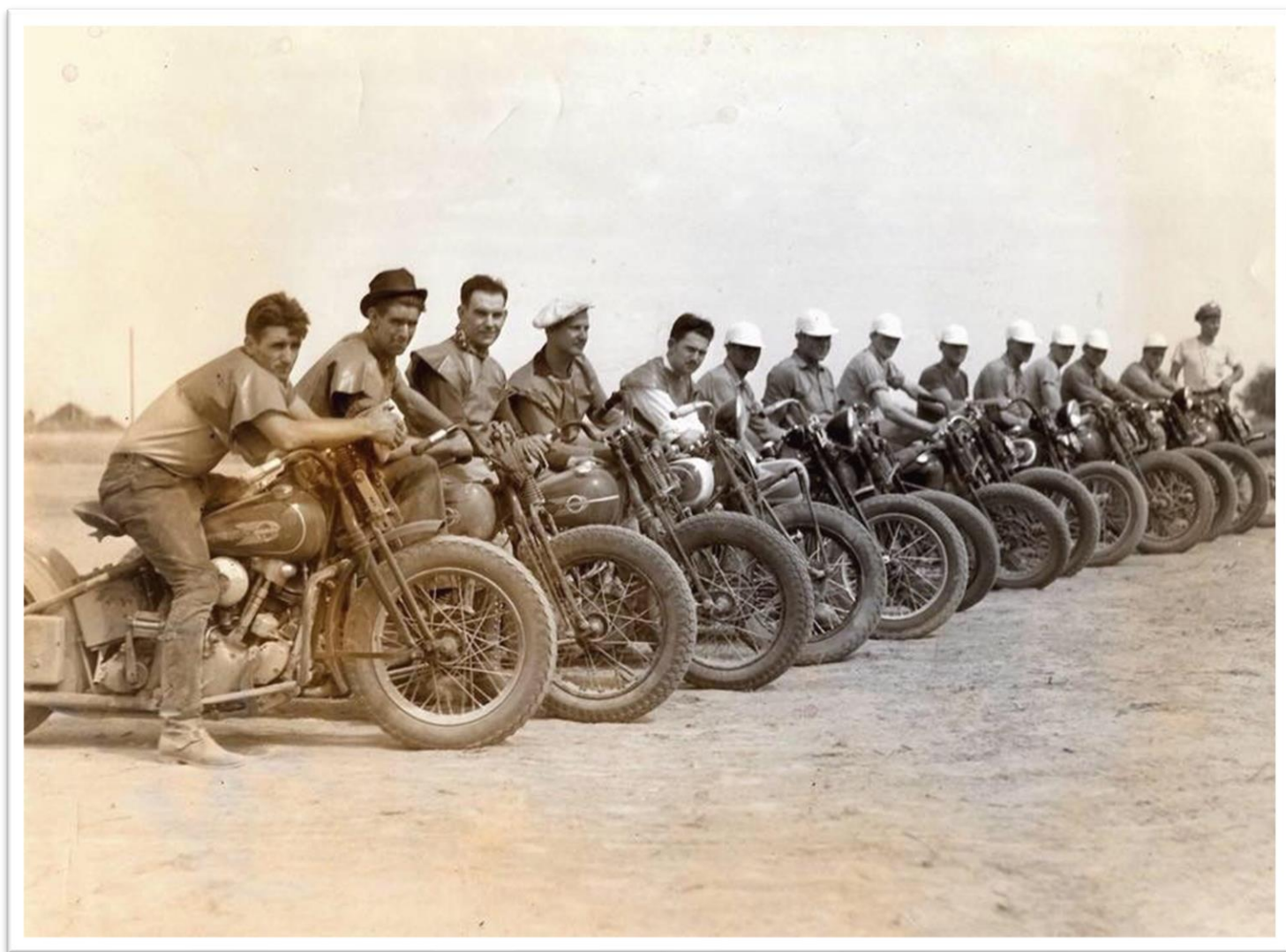
DECEMBER

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 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	£
PAYMENT MUST BE RECEIVED WITH ORDER						

