

ChainLincs

A silver BMW S1000RR motorcycle is parked on a gravel path in a field. The background shows a sunset with a warm orange glow and a distant lighthouse or tower visible on the horizon. The motorcycle is positioned in the center-left of the frame, facing right.

THE DECEMBER 2021 NEWSLETTER OF

Lincolnshire Advanced Motorcyclists

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



December 2021



Contact Details

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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

Still Not Happening

Next Issue

The next issue of ChainLincs will be in February 2022

Please provide any copy to the Editor, by 26th January 2022

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Coming up in this issue

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Note – Cover Photo provided by Jo Cross – her brilliant BMW 900XR pictured here with a dramatic sunset in the north of the county. Thanks Jo

CHAIRMAN'S CHATTER



I have begun to write this on the morning of Keith Smith's funeral which I will attending later. I know that many of you have said you will attend or escort Keith to his final resting place so hopefully his family will have something to smile about on this sad day.

Just two new members this month so welcome to Ian Powell from North Hykeham and Paul Clampin from Louth who is a full member and has moved from London. Welcome to you both and hope to meet you soon. Up to now we have had 33 new members this year, a handful of which have moved here from other areas. Next year we can hopefully hold an open day, attend some bike meets and hopefully push the number of new members up. Fingers crossed!

Four test passes since the last edition so congratulations to Kevin Pearson, David Richardson (F1rst), William Harrison and Edgar Baines (F1rst). Well done to you all and another great job from your Observers Malcolm Heaton, Jody Flett, Andy Kitchen and Will Field – thanks guys.

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.

As has become the norm we had a group observed ride on 7 Nov and a social ride on 21 Nov. On 7 Nov at the WAVE there were 20 members who split into four groups and rode off across varying parts of Lincolnshire. Thanks to Ken, Steve, Alan and Bruce for leading those groups and to all those that attended. On 21 Nov there were 11 members at the WAVE, we split into two groups led by myself and Will (thanks Will) and went our own way. Nice day but found some rain and wet roads so the nice clean bikes weren't quite so clean – sorry guys! Only one member turned up at Barton again so Mark rode off on his own.



As the Barton meet hasn't been very well attended over the past few months we'll try another location instead – how does Barney's Diner on the A18 at Barnetby sound? Let me know what you think – please! Lincs.am.chair@btinternet.com

The next Group observed ride is from Ancholme leisure centre in Brigg on 12 Dec. As the Winter is here meet 1130hrs for prompt departure at 1200hrs. If anybody is willing to lead a ride then please step forward before then or on the morning.

I have also added a social ride in on 26 Dec (Ho, Ho, Ho) meeting at the Homestead Pub in Bracebridge Heath for **departure** at 1100hrs ish. If you guys in the North fancy a ride on that day how about meeting at **Barney's Diner** (DN38 6LB) for the same time.



In the meantime on Wed 1st Dec, Roland will be running a mid week mystery ride out for hardy souls. Meet at the Premier Inn/Beefeater, at Canwick, LN4 2RF, (warm drinks and loos on site), we shall hit the road at 10.30. The circular ride will be approx 3hrs in the saddle with a lunch stop around halfway. We shall end the ride at the International Bomber Command Centre, Canwick (opp Premier Inn), for tea and cake! Hope to see a few of you there. Only snow and ice will stop him!

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 recently took my Fellows reassessment on the bike and in the car. When I last did them back in 2017 I did go out with an Observer both in the car and on the bike beforehand but this time I just went for it. I thought back to the advice I had been given then, what was picked up on the tests and thought about how I do things day to day, maybe tidied myself up a bit, particularly in the car (I am in it everyday dashing about from one lesson to another) and went for the tests. Got a F1rst in the car but managed to find a solid white line at a junction that I crossed minimally so missed on a F1rst on the bike.

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.

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). FaceBook is a great way to publicise events quickly and easily and also see what has been happening in the Group.

Finally can I just wish you all a Merry Christmas and a Happy New Year and stay safe

Who's up for a ride in January when we normally have a month off?

Mick

Associate and Observer

Great to see that not everyone has taken Dave Ayres guidance and planned to lay the bike up for the winter months as we still have many Observers and Associates out working on their test preparation runs. Also we are still having test passes including some F1st's again this month, well done to both Observer and Associates concerned.

Riding during the winter months can be very rewarding in many ways. It can give you a different skill-set than summer riding. This includes a better understanding of the importance of smooth machine controls, different road and grip levels and what riding kit works & more importantly what doesn't! Riding towards a low sun, this one is always difficult, add in a wet road which can be very common during the winter months, but another skill to be honed.

Then the possibility that you might have to ride at night as the winter nights draw in....The fundamental rule of a systematic approach to your riding- that you must be able to stop within the distance you can see to be clear- is especially important when riding at night.

Away from street lighting, your vision will be limited to the range of your headlight, and this varies massively between dipped and full-beam. Therefore, it makes sense that you should slow down when you're riding on dipped headlight. If your speed is creeping up, remind yourself how dangerous it would be if you suddenly came across another vehicle, a tyre carcass, a pedestrian or even a stray animal in your headlight beam.

If your headlight illuminates 40 metres ahead, you'll have just 1.5 seconds to react and stop at 60mph.

Realistically you'll still be travelling at around 40mph when you hit the obstruction.

On unlit roads, ride on full-beam when possible. Always consider others and don't blind them with your lights.

Remember, your lights can warn others of your presence. CLEAN them regularly, especially in the winter, as salt and road grime quickly reduces their effectiveness and the DISTANCE you can see clearly ahead!

So winter is here but it doesn't mean that we can not ride, just pick your days and enjoy!

Micro climates

At this time of the year, when we are keen to fire up the machine and get some miles in, it's often worth thinking about the possibility of Micro climates. Take time to look out for Micro climates which can cause frost and wet patches to linger in some areas after they have disappeared elsewhere. Landscape features such as valley bottoms, shaded hillsides and shaded slopes, or large areas of shadow cast by trees or buildings can cause ice to linger and result in sudden loss of control. Ice and wetness can linger in areas of shadow Bridge surfaces are often colder than the surrounding roads because they are exposed on all sides, and can be icy when nearby roads are not.

Thorough scanning of the road surface, surrounding area and adapting to what is observed is essential for safe riding. Be aware that Micro climates can occur at any time of the year



Lincolnshire Gritting Routes

We grit priority roads when road temperatures drop to around 0.5°C. This includes:

- all A and B roads
- at least one road from each of the county's main villages to a major traffic route
- at least one road within 500m of all train and bus stations, hospitals and schools
- additional roads depending on various risk factors, such as historic accident data

Click here to [View gritting routes](#)



During prolonged snowfall, we fit ploughs to our gritters. We may also call upon farmers and contractors to assist with snow clearing.

When we grit

From October to April, we work with the Met Office to monitor weather conditions around the clock. Our 43 gritting crews are on-call 24/7.

We grit based on weather forecasts, road surface temperature and dampness, air temperature and humidity.

When we grit, we try to do so either before the ice has set or once the snow has settled. Be aware that high-purity white salt is not always visible on the road.

Why roads might still be icy

This can be because:

- it takes time for the salt to take effect
- high winds or sudden rain can take the salt off the road
- if the road surface temperature drops below -7°C gritting is less effective
- if the road surface temperature drops below -15°C, gritting doesn't work at all

For updates on our gritting operations, [follow @LincsCC_roads on Twitter](#)

This month our new Editor and Observer Stuart Harrison talks about how he uses many different areas of his previous work skills to help others achieve the Advanced test “And that's why I became an Observer”

Wishing all members old and new a Happy Christmas and a Safe New year from all the Observer team.

Ride Safe

Jerry.

Why I became and Observer

Stuart Harrison

My first experience with two-wheeled transport stems from when I was around four years old – yes *four*. I used to run the end of the road and wait for my Dad who would come roaring home from work on his BSA Goldflash. I could hear him from miles away, and rather like a train collecting the mail sack as they came through the station (remember those?) my Dad used to “collect me” by grabbing me by the scruff of my neck and plonk me on the tank in front of him, before blasting homeward. Helmet ? What helmet? Dads flat cap was turned back to front and of course I was in shorts ! After this introduction to the exhilarating feeling of being on a bike it’s no wonder how I ended up being a rider.

Fast forward 58 years and reflecting on a military life where among other things I was a motorcycle instructor and trained many riders up to test standard in the UK and in BAOR on various machines – bikes & HGV 1, and 20 years with Humberside Police saw me training in all manner of things, I get a real kick of seeing people learning new skills.

With retirement looming on the horizon and looking for something to “give back” I joined Lincolnshire Emergency Blood Bikes Service (LEBBS). As I already held the IAM rider (plus car and truck) qualification I was able start riding a LEBBS bike from the off. There are many riders in the same position as me who wanted to ride for LEBBS but needed to get IAM qualified. This – coupled with many “return to riding” friends throwing their leg over powerful modern machines was the turning point. It was a logical step to combine my love of motorcycling, my Adult FE Degree, and my wish to give “something back” to step up and go through the LOPS process. With Ian Morrison as my mentor I achieved Observer status and have since qualified as N.O. It’s extremely satisfying to see a rider develop and adopt new skills, not to mention keeping my own riding up to scratch! The observer role presses all the right buttons for me.

So – that how – and why I became and observer.

Stuart

Winter Skill Fade

Courtesy of the out-going editor Dave – he has provided an article giving interesting perspective on the dreaded “Winter Skill Fade” from Neil Jewell Bike Training.



It is cold and dark more often than it is light. The dark, damp and soggy days are upon us, and some of our beloved motorcycles are parked up, waiting for the warmer days to return.

ACF50, FS365 and a liberal coating of WD40 are helping to keep our loved ones from corroding, but how can we prevent *winter skill fade* from eating into our riding skills when our road miles are significantly reduced?

If in doubt, ask a professional. Although Neil’s immediate response was, “Who is that then?”.

JEWELL BIKE TRAINING

Neil Jewell is a motorcycling instructor of some renown with more qualifications from RoSPA and the IAM than most. Just as significant, though, is the ability to impart that knowledge to others, and for that, Neil can point to a Certificate in Education (Cert. Ed).

Having asked Neil for input on an article about reducing motorcycling skill fade over winter, I expected a couple of paragraph suggestions. What I received back ... well, you best get a mug of tea. It is fascinating stuff.



WINTER SKILL FADE

Those immortal words, “Winter is Coming”, are ringing out crisp and clear from our favourite motorcycle media outlets, and many of us choose to hibernate the bike over the winter months.

It’s that age-old balance between want and need. Do you want to ride? Vs Do you need to ride? For some, there is no choice. Others, without the need, choose not to ride and then there are those who are just crazy enough to ride through winter because ... well ... who knows. Maybe it is simply because they can.

PARKING UP

As you ride your bike into its cosy winter accommodation for the last time for what will be a few months, you are on your game. Those amazing summer miles will have dialled in all of your motorcycling senses.

Once the salt and grime have been washed off the roads by the April showers, and you venture out into the sunlight, you will not be as sharp as you were. That time off the bike will have caused skill fade.

There is a genuine danger here if you do not recognize that skill fade is a thing. Your sense of speed, gaps, grip, grunt, anticipation & judgement have all taken a winter break, and you will need to work at getting them back on point.

You can try the shock and awe approach of bringing your skills back to life. You just need to hope that before your senses and skills recover, nothing tests your dulled abilities.

SLOWING SKILL FADE

Parking the bike up, covering it in a dust sheet and simply forgetting about its existence is the worst-case scenario. Staying engaged is one way of keeping the motorcycling neurons firing.



Sit on your bike: Yes, really. Take a mug of tea to the garage each week and spend some time with the one you love. Muscle memory, as it is commonly called, is a real thing. Memories of rides use many of the same mental pathways as the actual ride itself, which is why racers visualize laps. They are honing their skills.

Watch videos of rides: There are many, many hours of rides on the internet. Subscribe to a rider that rides a bit like you and watch them. Turn the sound off if they are talking drivel and start reading the road. Look for hazards, clues, turn in points, camber changes, signage -

all the things you were doing in summer without thinking about it. Although doing this in the garage with your helmet on is perhaps taking it too far.

Use computer games: Finally, a genuine reason to play Mario Kart, MotoGP or alike. You are looking for a game with unfamiliar tracks so that you can hone your road reading skills. And yes, even Mario Kart works for this. Look for the vanishing points. Are they opening up, or are they closing in? Avoid tracks you are familiar with as the objective is to keep the skill of reading the limit point sharp.

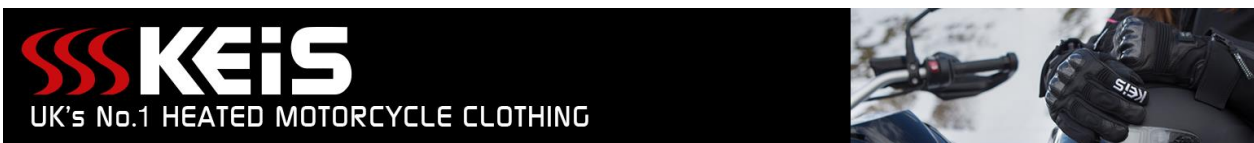
Talk to your mates: We ride bikes because we love them, we also love our mates. We miss them when we don't see them at the local bike meet. Call them up, chat about the crap you'd normally chat about, make plans. Check-in on them. Plan a visit or a meetup. You don't have to take the bike. Keeping your riding mates close during the winter months has many benefits, and chatting about bikes is good for the motorcycling neurons. Get a discussion going about tyres, gloves, overtaking, anything to get you talking and thinking about how you ride.

Polish the bike: Take the time to really get hands-on with your bike, remove all the panels, get in behind places that ACF50 can't. Biking was your downtime, and you still need that. Use the peace and tranquillity that a tube of Autosol offers and try to remember where that stone chip came from or that time where you were awesome because remembering and recalling rides keeps us sharp.

WINTER RIDING

There are dry winter days when the sun will make a short but welcomed appearance. Having curbed your enthusiasm long enough to give the bike a solid once over before riding, there are a few other things to consider.

Cold saps concentration: If you are cold, admit it to yourself. Pressing on while not being able to feel your fingers and toes isn't great, especially when you need to use the controls. Cold fingers move as if they are in a bucket of treacle, which is terrible when you need to use them quickly. [Did someone MENTION Keis heated gloves? – ED.]



Micro Climates exist: I'm not talking about the stories of it always drizzling in Manchester or continuous rain in Wales. This is about how small sections of the road can be affected by shadow, especially in winter. If there is a danger of ice, bridges can be colder than the road because air flows under and over them. Damp patches of road that are in shadow may still conceal ice patches.

The low winter sun: Check your shadow. If you can see the shadow of your bike stretching away directly in front of you, then you can bet that oncoming drivers are being dazzled. Watch for cars pulling out at junctions that may be blinded. You've heard of fighter pilots coming out of the sun to surprise their enemy, and this is exactly what you could be doing to a car driver.

Use heated kit: Heated Grips or gloves are wonderful but consider adding a heated vest. This will keep your core temperature warm. With a warm core your body is less likely to pull the blood away from hands and feet as it tries to keep your vital organs warm and functioning. [Yes, someone did mention [Keis Heated Clothing](#)]

Change your riding style: Wet, leafy, cold B roads are not the place to be trail braking. Use the advantage of no leaves in hedges to get a good view around and through corners. Brake progressively before you commit to turning and keep all riding inputs smooth.

If it's too bad, don't ride: Take the car. Get a taxi, the bus or call in sick. Ask yourself if that trip is really worth it.

So, whether you ride in winter or not, there are still plenty of motorcycle-related things to be involved with to keep the motorcycle neurons firing. So, if you know you will be having a few months off, consider what you can do to get yourself back to your best.

CLARITY

Thanks to Neil Jewell for the majority of the content in this article. Neil - IAM Master with Distinction and RoSPA Gold (x2) - rides around 20,000 miles a year in all weathers. When not observing for the IAM or mentoring for RoSPA, Neil can be found track day riding his beloved Kawk-Tank (Kawasaki 1400) and delivering one-to-one road riding training.

Ride Safe

Dave

Why use What3Words

As Bike riders we have that yearn for adventure, that little voice in our lids saying “what’s down that road – lets take a look”. We’re explorers, inquisitive and let’s face it – just a bit nosey. We yearn for the interesting roads which takes us to new places – so imagine yourself on a lovely new road, the bends are a-mazing and then you come across a fellow road user who has had an “unplanned dismount”. There’s a bits of plastic and glass and a rider lying in the road in need of medical attention. As “ambassadors of road safety” we spring into action and draw on the guidance on our “Biker Down” course. Everything goes to plan and we can satisfy ourselves that we have the situation under control BUT – where on earth are we ? We need to have the emergency services attend the accident site but where are we ? Time is of the essence.



This is where What3words will be a critical tool in the life-saving process.

I’ve been a W3W beta tester for a couple of years, and as such I receive various emails regarding W3W developments and recommendations. We now have confirmation that over 100 Police Forces, Fire and Rescue Services and Ambulance Services are using W3W. If you need emergency services to find you – W3W will do exactly that by identifying your precise location to the 999 Operator. Check out this [website](#) to find out more – and to see what action you need to take

Now – for all you lovely Triumph riders out there –
W3W has a little pressie for you – click on the Triumph logo

Stay safe

Stuart



Membership Update

We have five new members to welcome since the last update.

Member	Observer
975 Stephen Woolsey from Alford	James Taylor
976 Christopher Emmerson from Crowle	Allan Knight
977 Brian Sherriff from Cleethorpes	Simon Battram
978 Paul Clampin from Louth	Full Member
979 Ian Powell from North Hykeham	Steve Goodwin

There are seven test passes to report since my previous update. That makes twenty two so far this year (from 10 May).

Congratulations on your success and a big thank you to your Observer.

Member	Pass Date	Observer
Keith Dunkinson	4 October	Mark Gill
John Charman	9 October	Bruce Whetton
Julie Mendes	19 October	Alan Pugh
Kevin Pearson	28 October	Malcolm Heaton
David Richardson	6 November	Jody Flett
William Harrison	11 November	Andrew Kitchen
Edgar Baines	21 November	Will Field

The present composition of the group is as follows:

Full Members	132
Fellows	12
Associate Total	21
Associate Members "On Hold" – 4	
Total Group Membership	165

Please note that as there are still problems regarding indoor meetings coupled with the fact of our relatively small meeting venue it has been deemed sensible to remove the monthly indoor meeting from the Diary of Events.

From May until September inclusive an evening run will be listed to replace the lost meeting. These will use various weekday evenings and will give an opportunity to meet up with fellow members.

As the runs are informal it is expected that those attending will make their own arrangements on the night regarding run leader, route etc.

Finally note that due to the poor turnout of participants for runs commencing from the Lidl car park, Barton-Upon-Humber the starting point has been changed to Barney's Diner, Melton Road, BARNETBY, DN38 6LB to see if this proves a more popular meeting / starting point.

That's all for this month, ride safely:

John Cheetham

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 /improve skills through riding with fellow members. Potential members considering taking the IAM test may have an individual assessment ride.

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

Depending on numbers / balance etc., it is customary for different groupings to embark on a run style of their choice as they feel fit.

The main purpose is to have the opportunity to ride with fellow like-minded bikers.

The starting points are as shown below:

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

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

Waddington Airfield Viewing Area (WAVE) LN5 9FF East side of 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 organizer know if you want to invite a guest. If carrying a pillion passenger you should ensure that this is covered by your motorcycle insurance policy.

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

DECEMBER

Monday 6th Monthly evening meeting, Nags Head, Middle Rasen, LN8 3JU (A631) at 20.00
CANCELLED DUE TO COVID-19

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

Sunday 26th Group Social Runs – Meeting 10.30 for prompt departure at 11.00
The Homestead Pub, Canwick Avenue, Bracebridge Heath, LN4 2RS
Barney's Diner, Melton Road, Barnetby, DN38 6LB
“Come on, let's get out on Boxing Day!”

PLEASE NOTE there is no Observers meeting this month

JANUARY

PLEASE NOTE there are no formal events during the month of January.
However, that's not to say that nothing happens!
If you have any suggestions, please let us know.

FEBRUARY

- Sunday 13th Group Observed Run - Willingham Woods Picnic Area near kiosk
Meet 11.30 for prompt departure at 12.00
- Monday 14th Committee Meeting - details to follow nearer the date
Prompt start at 19.45
- Wednesday 23rd Meeting for Observers and those interested in becoming Observers
For information contact Jerry Neale
- Sunday 27th Group Social Runs – Meeting 9.30 for prompt departure at 10.00
Waddington Airfield Viewing Area (WAVE) LN5 9FF
Barney's Diner, Melton Road, Barnetby, DN38 6LB

MARCH

- Sunday 13th Group Observed Run – Waddington Airfield Viewing Area (WAVE)
Meet 09.30 for prompt departure at 10.00
- Sunday 27th Group Social Runs – Meeting 9.30 for prompt departure at 10.00
Waddington Airfield Viewing Area (WAVE) LN5 9FF
Barney's Diner, Melton Road, Barnetby, DN38 6LB
- Wednesday 30th Meeting for Observers and those interested in becoming Observers
For information contact Jerry Neale

APRIL

- Sunday 10th Group Observed Run - Ancholme Leisure Centre car park, Scawby Brook, Brigg
Meet 09.30 for prompt departure at 10.00
- Monday 12th Committee Meeting - details to follow nearer the date
- Sunday 24th Group Social Runs – Meeting 9.30 for prompt departure at 10.00
Waddington Airfield Viewing Area (WAVE) LN5 9FF
Barney's Diner, Melton Road, Barnetby, DN38 6LB
- Wednesday 27th Meeting for Observers and those interested in becoming Observers
For information contact Jerry Neale

MAY

- Monday 2nd Social ride leaving Caenby Corner truck stop at 18.15
Informal get together so make your own arrangements on the night, regarding route, run leader etc.
- Sunday 8th Group Observed Run - Willingham Woods Picnic Area near kiosk
Meet 09.30 for prompt departure at 10.00
- 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

Sunday 29th

Group Social Runs – Meeting 9.30 for prompt departure at 10.00
Waddington Airfield Viewing Area (WAVE) LN5 9FF
Barney's Diner, Melton Road, Barnetby, DN38 6LB

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 required)	PER ITEM	TOTAL
Polo Shirt with	Group Badge				£8.50	£
Polo Shirt with	Group Badge + IAM Logo				£10.50	£
Sweatshirt with	Group Badge				£10.00	£
Sweatshirt with	Group Badge + IAM Logo				£12.00	£
Fleece with	Group Badge				£14.00	£
Fleece with	Group Badge + IAM Logo				£16.00	£
T-shirt with	Group Badge				£7.00	£
Caps	Group Badge				£5.00	£
Beanies	Group Badge				£5.00	£
Colour required:					TO PAY	£
PAYMENT MUST BE RECEIVED WITH ORDER						

