

# ChainLincs

THE NEWSLETTER OF

# Lincolnshire Advanced Motorcyclists

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



February 2024





## Social Gatherings

Meetings are held on the first Tuesday of each month starting at 8pm at The Sun Inn, 20 Bridge St, Saxilby, LN1 2PZ  
<https://w3w.co/struts.comforted.clashes>

## Next Issue

The next issue of ChainLincs will be in March 2024

Please provide any copy to the Editor by **24<sup>th</sup> of the month**  
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## Lincolnshire Advanced Motorcyclists

Find us here :



[Web Site](#)



[Facebook](#)



[X \(formerly known as Twitter\)](#)

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### ChainLincs Editor, FaceBook Admin

Mick Smith  
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Welcome to 2024 and a new edition of ChainLincs. Having stepped down as Chairman I couldn't let go completely so here I am editing ChainLincs again! I remember doing this task for a few years from 2009 to 2015 but back then we still posted paper copies out to members so some months I was printing 100 copies and stapling them! That was a horrible job, thank goodness we embraced technology more and we now email all members with a couple of exceptions who get a printed copy courtesy of John Cheetham. If you lose the email or it ends up in your junk folder the newsletter is on the website at [www.l-a-m.co.uk/newsletters](http://www.l-a-m.co.uk/newsletters).

As I have said almost every month while I was the Chair the Editor needs your help so if you have anything you want to share with other members whether your recent IAM journey or other advanced riding experience (RoSPA), your experience at a track day, a recap of a European tour or an experience that may have happened on the road that others can learn from or anything else you can think of please send it to me for inclusion at [lincs.am.editor@btinternet.com](mailto:lincs.am.editor@btinternet.com).

There will always be the regular updates from the Chair, the Secretary, the Chief Observer, the events diary for the next couple of months and some waffle from me but come on, send me something just as Joe has done this month.

A couple of thanks now. First many thanks to Stuart and Michelle who have looked after ChainLincs for the last two years. They are both heavily involved with LEBBS so if you want to be a blood biker give them a shout.

My second thanks go to Ian Morrison and Jerry Neale for their kind words in last month's ChainLincs regarding my time as Chair, it was an honour and pleasure to be Chair of this fantastic group.

In fact, I have a third thanks and that is to all the members of the group that remain members of both us and the IAM every year, we couldn't do this without your support. See you at a ride soon.

**In ChainLincs this month we have:**

*Chatter from the Chair*

*Membership update*

*Facebook roundup from the last couple of months*

*Joe's IAM journey*

*The Buddy System*

*Observer and associate update*

*Events diary*

Mick

# CHATTER FROM THE CHAIR

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Happy New Year to all the membership.

It's probably a bit late for that but thank you for your continued membership and participation in the group's events.

Let's look forward to another great season of enjoyable committed and safe biking.

This club is nothing without you.

I think the article below is important, as respect for one of our number but also so you all get to know what actually happened and maybe use some of it to reflect on your own journeys.

On the 6th of October 2021, at around 17:00 one of our Observer team, Keith Smith, was riding his motorbike when he was unfortunate to meet a VW Amarok pulling an Ifor Williams twin axle trailer coming the other way. At a critical point, the Amarok and trailer became detached and the trailer crossed the centre line into Keith's path. Keith was



unable to avoid the trailer, his bike collided with the trailer, Keith was catapulted clear of the trailer but struck some trees. Behind the Amarok were at least two following cars, two occupants in the first car and one occupant in the second car. The driver of this second car was an off-duty fireman who was able to give Keith first aid till the emergency services arrived, but the fireman declared in his evidence to court, that Keith never showed any signs of a pulse.

For the last two weeks, this case has been heard in Lincoln Magistrates Court as a Crown Court trial. Myself and Jerry Neale have spent 7 days listening to these events and evidence unfold. The case has closed today, Jan 26th, after ten full days. The Jury today reached a guilty verdict to the charge of "causing death by dangerous driving".

The prosecution alleged that the trailer was never properly hitched, that the hitch was simply resting on the tow ball. The prosecution were able to prove that the trailers brakes were dangerous, either non existent on one wheel and incorrectly adjusted on the others, so that after decoupling, the trailers brakes caused the trailer to swerve into the opposing carriageway rather than stopping in a straight line as they are designed to do. It was also alleged that there was no electric cable connecting the trailer to the Amarok.

The prosecution relied for evidence on CCTV footage taken from a camera in the same yard used by the defendant to begin his fateful journey.

All through the trial the defendant maintained that he was not responsible for Keith's death. He felt that Keith was travelling at high speed, (national speed limit for that stretch of B1202) not looking where he was going (sun in his eyes) and could have avoided the trailer.

The three witnesses in the two cars behind the Amarok felt that as the trailer completely crossed the full carriageway and ended on the opposite verge that Keith had nowhere to go and no time to react. There was police reconstruction evidence given that Keith's brakes had actually managed to bite a split second before the impact.

The defendant is due back in court sometime in March for sentencing.

The penalty for this crime can be quite severe, probably more so given the "not guilty" plea and the lack of ownership of any culpability.

Keith leaves a widow (Viv) a grown son and daughter.

The defendant has a partner and small baby and two parents who are themselves committed bikers.

There are no winners in this tragic case, only losers.

5 seconds either way on Keith's journey and all this would have been completely different.

Let's look after each other.

Take care.

Ian Morrison

# MEMBERSHIP UPDATE

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There have been five new members to the group since the December newsletter.

<b>Member</b>	<b>Observer</b>
1064 Sue Reed from Sleaford	Full Member
1065 Patrick Reed from Sleaford	Full Member
1066 Nick Bunn from Lincoln	Full Member
1067 Tim Fordred from Skegness	Kev Hewson
1068 Steve McNulty from Skellingthorpe	Steve Goodwin

Two test passes, making a final total for 2023 of twenty-one. Congratulations on your success and a big thank you to your Observers.

<b>Member</b>	<b>Pass Date</b>	<b>Observer</b>
Joe Allenby	9 December	Roland Johns
Derek Westall	30 December	Phil Niner

The present composition of the group is as follows:

Full Members	151
Fellows	12
Associate Members	20
<b>Total Group Membership</b>	<b>183</b>

Don't forget that the rules of our affiliation with IAM RoadSmart state that local group membership is dependent on current IAM RoadSmart membership being in place.

That's all for this month, ride safely:

*John Cheetham*



# FACEBOOK ROUNDUP


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As not all our members have joined the group FaceBook page I thought that a roundup of what had been posted on FB in the period since the last newsletter would be good. There is a lot for this edition as it covers 2 months. If you want to join the FB group you can find it [here](#).

21 Jan 24

We had a good turnout at the Homestead this morning, 12 of us. We split into 2 groups Dave lead one and Don the other. I left with Dave and ended up one Don's but that's another story. Thanks everyone who came along and big thanks for the leaders. – Will



Interesting expression from Gerry! 

Six hardy souls turned up at Barneys for a ride led by Chris to somewhere down Horncastle way, then into the eye of the storm on the way back, strong winds but no rain. Are we hard or just plain daft. – Malcolm





7 Jan 24

What a great turnout at The Homestead this morning, 24 members although two didn't join us on the various rides. Instead they planned a future ride so looking forward to that [Julie](#). As you will have seen from other posts we split into four groups and Don and [Alan](#) took a small group doing a session on bends and the other three groups led by [Will](#), Jerry ([Jeremy](#)) and [Ken](#) embarked on rides to slightly different parts of Lincolnshire. – Mick







We had a really good turnout at the Homestead this morning with over 20 bikes. Alan and Don did a bend walk. Jerry, Ken and myself took group rides. I went a round about route to Heckington Windmill. We did have a breakdown but all made it home. Thanks to all that took part. – Will

31 Dec 23

I thought it might be nice to see the old year out with a ride. If anyone would like to join me, I will be at Colbourne's Cafe, LN1 2BB. at 10.30 to leave at 11.00 on 31st December for a shortish ride with a coffee stop. Hopefully the weather won't be too bad. - Will

Fifteen of us at Will's ride today ending up at Daffodil Tearoom. Thanks for the ride Will, nice to see everyone. - Mick





17 Dec 23

Well, the number 1 group met at Barneys, Rob Percy, Chris Jackson, Ken Mulholland and myself, for one of my routes. Chris' review "well, that had a bit of everything". So, the rest of you just don't know what you missed, the gang are not going to snitch on anyone either.

I cleaned my number plate as it was unreadable, I should have photographed it first, never mind, unbelievable, I just can't understand how that happened.

That's probably it now from me till the big event. Merry Xmas and a very Happy New Year everyone, thank you for all your support for the group, I hope to see more of you all in the New Year. – Ian



A great turn out at the Homestead this morning. I think about 19 bikes altogether, we split into 3 groups lead by Phil, Bruce and Don.

Thanks very much for leading the rides 👍👍👍 - Will





We met up with the gang this morning at the Homestead and then have had a radio training day; obviously very tiring so we needed bacon baps and cake at Ruskington Garden Centre. That's one for you on your travels [Ian Morrison](#) 👍 - Alan



10 Dec 23

Better later than never...

A very nice turnout on Sunday 10th Nov at Willingham Woods.

4 bikes plus sheep out for a cafe hunt led by the very able Alan Pugh.

The remainder group on a "walk the bends" exercise led by Will Field and Steve Goodwin. A bit cold and wet to start, but mainly dry enough, well, apart from one flooded road. (So, not dry at all then?) – Ian



A big thanks to Steve Goodwin and all that came on the "walk the bend" ride today everyone seemed to enjoy it and got something useful from it. We will do again next year if there is any interest. - Will





# JOE'S IAM JOURNEY

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I am Joe, aged 28 from Lincoln, Lincolnshire, UK. I am a member of Lincs Advanced Motorcyclists and have recently passed my IAM RoadSmart advanced riding test. This is my advanced riding journey so far. I would like to share this in the hope someone benefits from it in some way, whether it to be informative for them or even inspire future riders or even current riders who wish to pursue something further.

Having ridden motorbikes on the road aged 16 and 17, I then passed my driving test so moved into a car. At the time of me turning 17 I wanted to do my motorbike test but due to license structuring changes that came in around the same time I never ended up pursuing it. What I should have then done is waited and taken my A2 license at 19, however at the time I did not



see the benefit of taking that to then have to do another test 2 years later to gain the full A category. In hindsight I should have bitten the bullet and just done it. I then got to 24 and the DAS (direct access scheme) was available to me but all the usual suspects, buying a house, developing a career, getting married, having children, all became the priority. I finally took the plunge and in November 2022 I did my MOD 1 and MOD 2 and passed my motorbike test.

Within days I had bought my first “big” motorbike, a Honda CBR600F and got on the road. This then got me thinking. The stats all speak for themselves when it comes to motorbikes, they can be a dangerous place to be and you as a rider can be very vulnerable on the road. So, for the very reasons that delayed me getting my license, the house, job, wife and children I decided that I wanted to explore options in order to develop my riding quicker and become a better and safer rider, always ensuring I have the best possible chance of coming home the same way and state that I left in.

Only a week or two after passing my test I was walking around one of the local village Christmas markets with the wife and children I came across the local blood bikers stand. Naturally, I got talking to them about bikes and then a bit more about what they did, and they explained to me that all blood bikers had advanced bike training and they handed me a leaflet for the IAM. I took the leaflet home with me and had a read of it. This then led me to go onto the internet and look into all the options that were available for advanced rider training. I pondered about it the next couple of months while my job had me working a lot away from home. When I was home for a bit I started looking back into the training and came across BikeSafe, a scheme run by the road safety partnership and the local police forces where you



have a day out with an advanced rider, this could be a police rider or another civilian advanced rider which has been approved for the scheme. With it being a 1-day course, I decided to book it and use this as a bit of taster into what advanced riding could be like to see if this was for me.

This was all I needed and was now hooked. I went straight home after the course and started looking at what I could do next. Fortunately, not long after there was a free open event on with the Lincs Advanced Motorcyclists, my local IAM group. You could turn up and have a taster ride with one of their observers to see if it was for you and gave you a chance to have a chat with the members of the group etc. I decided I was going to go down and have a chat and then just iron out a few little questions I had and then probably sign up. When I got there, I had my chat and then expressed I would like to sign up, but they still let me go out with one of their observers anyway. The taster session only confirmed further that this was the route I wanted to follow. I signed up there and then.

The sign up was simple and easy. As I signed up at the event all I did was fill a form out with basic contact details. A few days later I was contacted by the IAM for the payment which was straight forward and then within the next week I received my welcome pack and handbook through the post and was assigned my observer, Roland, for the process. We contacted each other and had a bit of a chat to get to know each other's backgrounds and I spoke to him about why I was pursuing this route; we then arranged our first meet and ride.

Roland and I met up as planned for our first ride. We always met up at a place that was convenient for both of us and that always had coffee available. For every ride, not exclusively the first one, we always had a brief and a debrief over a cup of coffee. For the brief it would be a discussion about what the plan for the ride was and what areas we would be focusing on out of the handbook. From the second ride onwards, this would also include what we discussed and planned to work on from the previous ride and if anything still needed clearing up or reexplaining. The debrief would be a discussion that started with how I thought it went and what I felt was good and what I could have maybe done better. Then Roland would then give his feedback.

During the ride we would have a planned stop in the middle just to split the ride up a bit and give us a chance to discuss and review the ride as it would still be fresher as to what had just been happening. It also gave me a chance to ask questions too and aid in generating more thinking around the framework. Sometimes these stops could be at a convenient point for a toilet break or depending on what the outcomes planned for the ride were could be something related, such as pulling up, getting off the bike and doing a bend walk. This opens up a greater conversation and you can discuss in real time all the pieces of information you need to consider and act on for that bend. This I think is probably the best time to highlight this very point. At no point was the information just relayed to me or spoken down to me, everything was discussed and learnt by generating a conversation. The conversation between Roland and I was always back and forth, I asked questions on things I wanted to know or understand but he

also asked me questions to get me thinking of how I could look or perceive situations rather than just telling me how I should do it.

After every ride Roland always recommended I focus and work on different things in between then and the next ride which I was always determined to do and get right before the next meet up. After about five sessions Roland and I had the discussion and we both agreed that we felt I was ready to take my test. As a second opinion, Roland asked another fellow observer, Steve, if he would give me a “check ride” just to double check that someone else had the opinion I was ready to take my test. I contacted Steve and organised a date for a meet up and “check ride” with him. I met him, at a convenient place for both of us. We also had a brief and went for the ride and then had a debrief. He agreed in debrief that he also felt I was ready for my test.

Later that day I filled out the test request form on the website. In the following days I was assigned a local examiner from the IAM and was then contacted by him to organise a date for my test. The day of my test the weather was not the best it could have been. It had been raining all the previous night and was still raining up to the time of my test. I went to the meet point we had arranged and we had a brief discussion about why I was doing my test. He then asked me a series of questions relating to my bike and the highway code etc. We then got on our bikes and went for a ride. Following all the principles and skills I had been shown and taught by Roland, we got to the end point of the test and stopped for a debrief to be informed that not only had I passed the test, but I had also achieved a F1rst. During the debrief we discussed the entire ride, the examiner, just like everyone else in the process, was easy to talk to and gave me some options to consider where I could go next in my journey.

Overall, I have thoroughly enjoyed the process and cannot thank everyone involved in making it happen enough. The best part is there does not have to be an end even though I have done my test. I continue to go out on the group rides with the group. There's also the chance to become an observer at some point or even go down the IAM Masters route, both options I will probably consider at some point.

If anyone is considering doing this then I urge them to give it a go. There is always something to learn and even if you learn one thing that you did not know before, that could be the thing that one day saves your life. The other point is that all the observers are doing it voluntarily, so this keeps the cost of the course down to a minimum. At the time of writing this the course price is £175. You can spend more than that one item of gear or parts for your bike, but it could be invested in becoming a better and safer rider, along with all the other benefits you gain.



# THE BUDDY SYSTEM

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Following an issue on a recent group ride I thought now would be a good time to remind all members of the system of riding we mostly use on group rides. Please read and be aware of your responsibilities. Ride leaders also need to ensure that the group they are leading understand their responsibilities.

Understanding the Buddy System is important, as every rider needs to do their part to avoid anyone getting lost or losing the riders behind.

We usually employ the buddy system for smaller groups of riders. Each ride group will have a designated 'Ride Leader' (RL) and a 'Tail End Charlie' (TEC). The positions of these two riders will not change throughout the run. They will be introduced to all of the riders in the group at the start of the run, when the leader briefs the group on the ride. Ideally, they will both wear hi-visibility clothing or will be visibly conspicuous from others in some way.

Each member of the group is responsible to the rider following them, to ensure that they know which way to go. The rider immediately behind is your 'buddy'. As we will be in smaller groups, knowing who is in your group and what motorcycle they are riding is a distinct advantage. If you are in any doubt, then keep the rider behind you in your rear-view mirrors throughout the ride.

If you lose sight of the rider behind you and you arrive at a junction/roundabout, which may cause confusion to the rider behind, then 'mark' the junction. You can mark the junction/roundabout by stopping in a position where:

- It is safe to do so;
- You do not put yourself at any risk;
- You do not obstruct any other road users;
- The rest of the ride group can see them clearly as they approach the direction change.

The 'Marker' should clearly indicate the direction taken by the leader, **using hands**.

You 'Mark' the junction until you are sure that your buddy has seen your route guidance indication, then you can continue with your ride.

## Points to be noted:

- If you are unsure on any aspect of the ride, always ask for advice or clarification. Safety is always paramount.
- Please arrive with a full tank of petrol and an empty bladder.
- Inform the RL if you are running low on petrol during the ride; usually at the rest break.
- If you are unsure that your buddy has seen which way you are going then mark the junction. It is better to mark a junction that doesn't need marking than not to mark one that does.
- A roundabout, or crossroads where you do not have priority, should be marked by parking in a safe visible position on the **exit**. For the avoidance of doubt if a junction or roundabout is not marked, the default action is to continue straight ahead.
- There is no need to play catch-up. With the buddy system your buddy will ensure you don't get lost.
- With the exception of the RL, all other group riders should keep a safe distance behind the group rider in front.
- A staggered riding formation may be adopted where appropriate to aid forward visibility and transit through traffic lights, villages etc.
- Avoid 'follow my leader' riding/convoy style riding, which could lull you into unsafe/unaware riding. **Ride your own Ride!**
- If you do have to 'Mark' a junction, then hold the position until your buddy arrives, this may take some time if they have run into traffic congestion or some other problem.
- In extreme circumstances the RL may decide to reverse the route and 'collect' all of the 'Markers' back to the point where an incident has occurred. The 'Marker' must mark their junction/roundabout until told by the RL to move and then what is going to happen.
- If you want to leave the group, inform the RL and TEC at a rest stop. If unavoidable, you may pull into the left in a safe, visible position and wave other riders past; when the TEC arrives he will stop and you can then inform him/her that you are leaving the group and why.
- Riders are reminded that they must obey all relevant UK road traffic laws. They are to observe the Highway Code and heed the warnings displayed on roadside signs and signals; e.g. Local and national speed limits.
- And finally, be sure to listen to your RL before the start of the ride to ensure he/she has not made any changes to these procedures. Obeying these simple rules will ensure that our group rides will be safe and pleasurable.



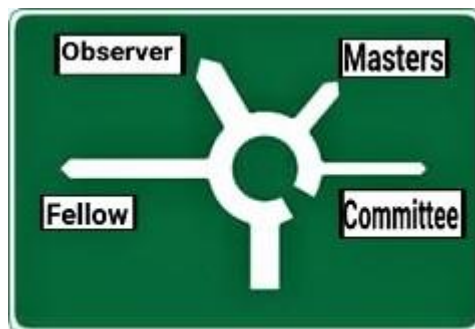
# OBSERVER AND ASSOCIATE

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Welcome to the first Chain Lincs of 2024. Thanks go to the out going Editor Stuart Harrison for his hard work putting together Chain Lincs every month, and welcome Mick Smith back in the Ed's chair. As a charity there are many voluntary rolls available within LAM that keep the wheels turning, if you feel that you have skills that could assist LAM then consider bringing those skills to life with joining the LAM committee.

## New Year, New Challenge?

When you have passed the Advanced test, this should be considered the start of your Advanced journey. There are many more options that open up to you along that journey.



### **IAM RoadSmart Fellow membership**

Our Fellow membership is open to all current full IAM RoadSmart members. It provides you with enhanced recognition in return for your commitment to keep your advanced skills up to date by retesting every three years with us.

Our research clearly shows that advanced driving and riding skills deteriorate over time, and that three years is a pivotal timeframe to check and refresh those skills. Fellow membership costs £66 per year (or £61 if you pay by Direct Debit) and it includes the cost of your retest.

What are the benefits of becoming a Fellow

- Confidence in knowing that your advanced driving/riding skills are up to date and in line with the current IAM RoadSmart standards
- Inclusion in our online Register of Fellow members
- Exclusive Fellow membership certificate upon passing the Fellow entry test or the Fellow requalification
- Ability to pay for your 3-year re-test in 3 instalments (the re-test fee is paid together with your annual membership subscription).

## How to become a Fellow member

Simply choose the application process that matches your membership circumstances:

### 1. If your most recent IAM advanced test was less than three years ago

Then all you need to do is to advise us that you wish to become a Fellow and we will adjust your membership details immediately and you'll become a Fellow right away. After 3 years we will remind you that it's time to retest. Call 0300 303 1134 to switch now.

### 2. If your latest IAM advanced test was over three years ago.

Please book a Fellow car or motorcycle entry test using the links below, and upon passing you'll be made a Fellow for three years from the date of your entry test pass. Call 0300 303 1134 to book your Fellow entry test.



### Become an IMI Qualified Observer

To take on the role of Observer, it is necessary to hold the National Observer qualification. Becoming a National Observer means you can deliver our Advanced Driving and Riding courses and is essential for the role of National Observer Assessor, Masters Mentor or Skills Day Instructor.

The LAM Observer team are geared up to assist any member that would like to take the IMI Observer Qualification, doing Observer duties can be very rewarding, not financially, but the reward of assisting another rider to achieve the Advanced test is a great feeling of achievement, it will certainly take your riding skills and riding knowledge to the next level. If you would like to find out what is involved in completing the IMI Qualification then give me a call 07412935333



**The IAM RoadSmart Masters standard offers the ultimate challenge for civilian drivers and riders.**

Open to all current IAM RoadSmart members, our Masters programme provides true one-to-one mentoring support and guidance that will help you to attain the highest standard of civilian driving or riding ability in the country. There are no exemption qualifications to our Masters standard. On completion of the Masters programme, your name will be entered into the [Masters Register](#).

Masters candidates are expected to travel to test locations as tests are not conducted in an area local to the candidate. Travel and accommodation costs are the responsibility of the candidate.



Building on your skills as an existing advanced road user the Masters programme will help to enhance and develop your ability even further in the following areas:

- Applying cornering principles
- Assessing, planning and executing safe overtaking manoeuvres
- Recognising opportunities to make safe progress (within the speed limits)
- Improving observation, anticipation and awareness consistent with vehicle speed
- Applying sound judgement of speed and distance
- Delivering a fluent, relevant and continuous commentary
- We recommend that potential motorcycle Masters candidates read the Full Control document first.

**To purchase the Masters course please call 0300 303 1134**



Lincolnshire  
Advanced Motorcyclists



### **Join the LAM Committee**

Joining the LAM Committee is another way to help within LAM. As a member of the Committee you will help with steering the group, and day to day activities that the group undertake to keep it on track and moving forward with current practices. If you feel that you have skills to help, have a chat with any of the current Committee members to find out what is involved.



Finally not forgetting the great IAM Roadsmart

### **Skills Days**

IAM Roadsmart Skills Days allow drivers and riders, using their own car or motorcycle, the chance to develop their skills with qualified instructors, using four iconic racing circuits as a classroom.

The sessions are open to both IAM Roadsmart members and the general public, allowing attendees a rare chance to learn precision driving and riding techniques on a racing circuit, and to develop new skills that they can use when back on public roads.

Drivers and riders will either work on a one-to-one with an instructor, or as a part of a small group, and will be given the opportunity to put their new knowledge to practice on a track.

Search Skills day 2024 on the IAM Roadsmart website to find out more.

*Doing nothing shouldn't be an option in 2024!*

*Stay Safe Jerry*

# EVENTS DIARY

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The Sunday morning Group Observed Rides 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.

Rides usually last 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 ride style of their choice as they feel fit.

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

<b>ANCHOLME LEISURE CENTRE</b>	Scawby Brook, Brigg, DN20 9JH
<b>WILLINGHAM WOODS.</b>	Willingham Woods, LN8 3RQ.
<b>THE HOMESTEAD</b>	Canwick Avenue, Bracebridge Heath, Lincoln, LN4 2RS
<b>BARNEYS DINER</b>	Melton Road, Barnetby, DN34 6LB
<b>SUN INN</b>	20 Bridge Rd, Saxilby, LN1 2PZ (SOCIAL VENUE)

*Group social rides 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 ride organiser know if you want to invite a guest. If carrying a pillion you should ensure that this is covered by your motorcycle insurance policy.*

## MEETING TIMES

**GROUP AND OBSERVED RIDES 1030 FOR PROMPT DEPARTURE AT 1100**

**SOCIAL MEETING FIRST TUESDAY IN THE MONTH AT 2000**

**OBSERVER NOTE: for those wishing to become observers contact JERRY NEALE 07412 935333**

## FEBRUARY

Tuesday 6 <sup>th</sup>	<b>Social Meeting</b>	Sun Inn, Saxilby.
Sunday 11 <sup>th</sup>	<b>Group Observed Ride</b>	Ancholme Leisure Centre
Friday 16 <sup>th</sup>	<b>Committee Meeting 1900</b>	Zoom
Sunday 25 <sup>th</sup>	<b>Group Social Rides</b>	The Homestead and Barney's Diner
Wednesday 28 <sup>th</sup>	<b>Observer Meeting</b>	Details from Jerry nearer the date

## MARCH

Tuesday 5 <sup>th</sup>	<b>Social Meeting</b>	Sun Inn, Saxilby
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Social event speaker is Mark Goulden (Group Member) Qualified Audiologist.

Subject: The Importance of hearing protection.

Sunday 10 <sup>th</sup>	<b>Group Observed Ride</b>	Willingham Woods
Sunday 24 <sup>th</sup>	<b>Group Social Rides</b>	The Homestead and Barney's Diner
Wednesday 27 <sup>th</sup>	<b>Observer Meeting</b>	Details from Jerry nearer the date

**IMPORTANT NOTE**  
**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.**

## 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 [pgilbertlam@gmail.com](mailto:pgilbertlam@gmail.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			X	£7.00	£
Caps	Group Badge			X	£5.00	£
Beanies	Group Badge			X	£5.00	£
Colour required:					TO PAY	£
<b>PAYMENT MUST BE RECEIVED WITH ORDER</b>						

