

ChainLincs



THE NEWSLETTER OF

Lincolnshire Advanced Motorcyclists

IAM GROUP 7176, REGISTERED CHARITY 1049955

SEPTEMBER 2026



Social Gatherings

Meetings are held on the first Wednesday of each month starting at 1930hrs at the Nags Head, Gainsborough Rd, Middle Rasen, LN8 3JU.

Next Issue

The next issue of ChainLincs will be in October 2026

Please provide any copy to the Editor by **27 September 2026**

Mick Smith

lincs.am.editor@btinternet.com

Lincolnshire Advanced Motorcyclists

Find us here :



[Web Site](#)



[Facebook](#)



Chair

Ian Morrison

07766 008100

LAM0654CHAIR@outlook.com

Group & Membership Secretary

John Cheetham

01427 616864

lincs-am-sec@pobroadband.co.uk

Treasurer

Matt Hopkins

07929 390781

hopkinsmattshell@hotmail.com

Data Manager, FaceBook Admin

Phil Niner

01522 789047

07887 528176

philniner67@gmail.com

Chief Observer

Jerry Neale

01522 681613

07412 935333

jerryneale@tiscali.co.uk

Diary & Events

John Bateman

07767 844980

Clothing

Martin Atkin

07795 443607

martin@funnelweb.org

Events and Minutes Secretary

Sarah Barwick

07758 898434

ranger@fantasticthings.co.uk

ChainLincs Editor, FaceBook Admin

Mick Smith

07979 912740

ASDM Region 5

Steve Ellis, 07711 851523

steve.ellis@iam.org.uk

Welcome to the September edition of ChainLincs. It's been a fairly quiet month in the group this month, just the normal social meeting and ride outs, no extras in August. At least the weather has turned a little milder and the rain is welcome.

However, as you can see from John's update on page 6 there have been a few new members joining us and some successful tests so the observers continue to be very busy. Many thanks to them for all they give to the group, we couldn't do what we do without them.

Another person we cannot do without is a Chair! IAM group rules state *'The Committee must consist of a minimum of 3 (three) officers (being a Chair, a Secretary and a Treasurer), a Vice Chair, (optional) and a minimum of three other duly elected group full members.'*

As you will see from Ian's 'Chatter from the Chair' this month he is stepping down as Chair at the AGM in November. (Info for the AGM will be in next months issue). So, we need a new Chairperson, if you think you could fill the role then contact Ian and he could talk to you about the role.

Ian has been in the group since 2009 and was an observer for a number of years eventually taking on the role of Chair in 2023. I won't dwell on what he has achieved in Group but would like to thank him for stepping into the Chair's shoes for the last 3 years and for his continuing support as a member of the committee.

As you will have seen elsewhere John Bateman is stepping down from the committee in November so that leaves us needing an Events Coordinator. If you feel that is something you could do then give John a shout, I am sure he will happily talk to you about it. During his tenure he has arranged many speakers for the monthly socials and got us attendance at Motorcycles at the Manor and various Cadwell events. Many thanks to John for his efforts over the last 3 years, they have been much appreciated.

If you feel you could do provide any other rides over and above the regular rides let me know and I can add the details in here and on our Facebook page at [\(1\) Lincolnshire Advanced Motorcyclists | Facebook](#).

Thanks to Roland Johns who has sent me in an article about his ride to the West coast of Ireland a couple of months ago. His time is much appreciated and helps make ChainLincs a good read. 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.

In ChainLincs this month we have:

[Chatter from The Chair](#) – Page 4

[Membership update](#) – Page 7

[Facebook roundup](#) – Page 8

[Observer and Associate](#) – Page 10

[Our tour to the West coast of Ireland](#) – Page 14

[Events Diary](#) – Page 17

[Group Clothing](#) – Page 19

Stay safe

Mick

CHATTER FROM THE CHAIR

Hello again.

Firstly a warm welcome to some new members:

Lynn Chapman, Ailsa Hunter, Mark Baron, Steven Armstrong, Mark Stredwick and Mike Nunez. I look forward to meeting you on ride outs sometimes.

Group riding isn't for everyone, I accept, but it's a different (useful?) skill set. Even if you don't fancy joining a group ride, there are usually Observers present who (I'm sure) would be happy to take you on a one to one, or smaller group, just ask.

Secondly, a big congratulations to recent test passes (and your Observers):

Rob Peacock (Malcolm Heaton) William Acklam (Mike Day) Stewart Lowe (Mark Gill) and Graham Millward (Kev Hewson).

Many thanks to your Observers.

The longer standing members of this group will have seen this image in this magazine before. The signpost is updated at various times of the year at strategic locations on Lincolnshire's roads, accident hotspots? I took this photo recently after attending a funeral, not road/traffic related.

The sign is sponsored by Lincolnshire Road Safety Partnership (I believe) and serves to remind us bikers in particular of the dangers of riding on Lincolnshire's beautiful roads.

It doesn't say which class of vehicle is involved, it also doesn't mention any critical and seriously injured accidents with life changing injuries who survive their event. What it does say is that it keeps happening. It should remind us all of our frailty and vulnerability as bikers especially, but as road users generally.



I was watching an article on the news this week as I write of two car drivers racing in Leeds, crashing and causing the death of a mother and child walking to nursery. Both drivers have been told to expect lengthy jail time.

Recently, I'm riding on a local stretch of road which has a super elevated sweeping left-hand bend.

It's a lovely bend I have ridden many times.

My normal ride process is to move up and down the gearbox before I enter and as I exit a bend, rather than using the grunt power of the bike.

Anyway, I can't see fully around the bend, speed limit is 60, I'm doing 60 as I approach, I'm in gear four, I drop it down to gear three, clutch out, throttle set, lean and enter.

I'm aware of the limit point theory (see Jerrys article on this subject later in the magazine) and trying to make best use of it.

I'm the only vehicle on the road, in both directions as far as I can see. Yeehaa. Then, there is a flock of pigeons sitting on the road taking up most of my lane. Shutting throttle off quickly buys me a moment, meaning I get a reduced speed without using the brakes, Using the brakes would stand the bike up and change my direction. I don't want to cross the white line if I can help it.

Using a prompt blast of the horn (to alert others of my presence, not as a rebuke to the pigeons), luckily scatters all the pigeons lifting them all off the road and I don't hit any.

Luck? Or technique? Or a bit of both?

Staying focused and alert, expect the unexpected.



All good things come to an end.

Sometimes even some things that are not so good. You can be the judge.

Buried deep in this article is my notice to the group of my intention to stand down as Chair at the AGM in November.

Chair's are elected to stand (or sit, if we are talking about a Chair... haha) for 3 years and my time is up in November.

I have enjoyed my term. The Committee are warm and supportive. I'm standing down for personal reasons, otherwise I'd be happy to

continue. I plan to remain on the Committee. I'd be available to assist anyone fancying 'having a go at the role', as would the rest of the committee I'm certain.

This group cannot exist without someone standing as Chair. I'll be banging this drum again till the AGM in November.

Go on, have a go, you know you want to.

Or, if no one comes forward, do you really want to see the group close?

Remember, just because you can doesn't mean you should.
Thank you, Ride safe, Look after each other.

Ian. Chair)

Editor's note- As an update to Ian's picture above regarding deaths on Lincolnshire's roads there is probably an updated version on the way as I found this on the LRSP Facebook page just the other day. Not good reading and that additional 18 deaths since March does include a number of bikers. Stay safe out there. - Mick

[Back to Editorial](#)



Peak District Charity Ride

Organised by Derbyshire Advanced Motorcyclists

Start & Finish: The Chequered Flag, Derbyshire
Biker-friendly stop with regular bike nights

NEW DATE 27 September 2026

Start Window: 08:00 - 10:00 | Return By: 15:00 for prize draw

£20 per rider - Includes a food voucher at The Chequered Flag Cafe

Ride Format:

- Non-competitive, social ride
- Collect stamps at checkpoints along the route
- Must be present at raffle to win

Contact: events@derbyam.org.uk | www.derbyam.org.uk



Register Here



Charity Partner



Donate Here

There have been six new members enrolled since the August newsletter.

1160 Lynn Chapman from Brant Broughton	Phil Niner
1162 Ailsa Hunter from Market Rasen	Alan Pugh
1163 Mark Baron from Welton	Jerry Neale
1164 Steven Armstrong from Welton	Karen Bevan
1165 Mark Stredwick from Withern	Mike Day
1166 Mike Nunez from East Bridgford	Full Member

We are still managing to match up new associate enrolments to Observers although we are reliant on the goodwill and enthusiasm of our Observer team.

More volunteers for observing are always welcome as people sometimes need to step back for a while for various reasons leaving a gap in the team. Jerry Neale, our group Chief Observer, (details on page 2 of ChainLincs) is the person to contact.

Four test passes to report, making nine so far in 2026, congratulations on your successes and a big thank you to your Observers.

We have two tests booked to take place in early September

Member	Pass Date	Observer
Rob Peacock	10 & 25 August	Malcolm Heaton
William Acklam	10 August	Mike Day
Stewart Lowe	11 August	Mark Gill
Graham Millward	19 August	Kev Hewson

The present composition of the group from the IAM online portal is as follows:

Full Members	137
Fellows	12
Associate Members	28
Total Group Membership	177

Please remember that the rules of our affiliation with IAM RoadSmart state that local group membership is dependent on current IAM RoadSmart membership being in place.

Group online banking details below for membership renewals:

Lincolnshire Group of Advanced Motorcyclists

Sort Code 30 96 26

Acc. No. 67439968

That's all for now, ride safely:

John Cheetham

FACEBOOK ROUNDUP

5 August

Many thanks to Jayne Kirton for giving her time once again to the group and giving us a talk and demonstration of different type of defibrillators and how to use them. I'm sure we all learned stuff we never knew. I know I certainly did. Also a shout out to her very quiet assistants Dead Fred, Maud and Little Harry who were very patient casualties. A very lively question and answer session at the end. Thanks to all group members that came along for support.

Just a quick note. There are no more speakers booked for the rest of this year's social meetings as I'm standing down as Events Organiser and the committee at the next AGM.

I also want to pass on my sincere thanks to all members of the group who have supported and volunteered at events over the time I've been the event organiser. I couldn't have done it without you.

Edit



A bit of additional info. Those that attended will understand. The defibrillator puts out 360 joules as Jayne said and the units deliver a very short shock of around 3000 volts DC. I know I'm a bit nerdy. – John

9 August

We had a good turn out at the Homestead this morning. We had 13 of us. 3 of which were Associate members which was really good to see.

We split into 2 groups Geoff lead 1 and I the other but we both had the same destination. Ferneley's nr. Melton. We came back as 1 group. Thanks very much Geoff and everyone who took part in the ride. – Will



23 August

Good turn out at the Homestead today, sixteen for the ride and a couple of observers with associates who did their own thing. Many thanks to David Hall and Ken Mulholland who led a group each. Ken headed towards Colby Glen/Colsterworth area and Dave took the other group to a farm cafe near Deeping St Nicholas. Thanks for a great ride Dave, most enjoyable. – Mick



There are plenty more pictures on our Facebook at [\(1\) Lincolnshire Advanced Motorcyclists | Facebook](#) .

[Back to Editorial](#)

OBSERVER AND ASSOCIATE

Despite thunderstorms remained fine for the last on-Observers training meeting.



honing their Observing skills and ensuring that riding standards remain high. Thanks go to Mike

forecast, the weather bike summer evening Both the North and the South teams were out working on



Day

and Jamie Finn for putting the evening together and to all that could make it. It is really important that as an Advanced rider we all continue to analyse our own riding as part of our continuous ongoing learning journey.

It has been really encouraging to see all the Associate members that have recently passed the Advanced test, well done to you all and thanks also go out to the Observers for all their hard work.

Using The Limit Point

Using the limit point in Advanced motorcycle riding helps you safely judge the sharpness of a bend and adjust your speed so that you can always stop within the distance you can see on your side of the carriageway.



What is the Limit point?

- The limit point is the furthest place on the road ahead where you have a clear view.
- It is where the edges of the road or the verge and the centre line appear to meet.
- It moves as you ride closer to the bend

The Golden Rule of Safe Stopping

- You must be able to bring your motorcycle to a complete stop within the visible clear distance on your own side of the road.
- Road riding is not like track riding; your priority is safety and leaving room for hidden hazards.



How to Assess Speed Using the Limit Point

- **Closing (Moving Closer):** If the limit point moves closer towards you as you approach, the corner is tight. You must roll off the throttle and brake to reduce speed.
- **Holding (Constant Distance):** If the limit point stays the same distance relative to you, your speed is well-matched to the sharpness of the bend. Maintain your speed.
- **Opening (Moving Away):** If the limit point moves further away and the road straightens out, the bend is opening up. You can gently open the throttle and accelerate.

This month, former LAM Observer and Class 1 Police M/C rider Ken Rose looks at this subject in a little bit more depth:

Now you see it! (But do you get it)

See what I hear you ask.

Why the “Vanishing Point” (my preferred description) or “Limit Point”, call it what you want, it is the limit of vision of the road surface and it is essential to good safe cornering.

Without bends in the road how dull would life be for motorcyclists, what would life be like if all roads were straight lines, incredibly dull I think.

Happily in this country we have bends a plenty and are blessed with a wide variety of bends here in Lincolnshire this giving us ample opportunity to hone our cornering skills.

So what about this vanishing point (VP) and why is it so important and why do so many riders have trouble with interpreting it.

What is it?

It is best described as a point ahead where the kerbs or verges of each side of the road appear to intersect and our view of the road ahead is restricted by the physical feature of the bend. Maybe the word “Point” is a little confusing as this would indicate a fixed position; the VP however is a flexible concept, for as I will explain the VP is anything but fixed.

So what information does this VP give us?

There are three important pieces of information.

The first and probably obvious item of information we should glean from the VP is the direction of the bend Left or Right, this will dictate our line of approach.

The second is the severity of the bend which will dictate our speed of approach.

The third is the extent of the bend and this will let us know when we can accelerate firmly and look for the next hazard.

So how do we use this information to safely negotiate the bend using the system of motorcycle control (IPSGA) with safety, smoothness and speed.

Thinking about vision and the need to obtain early warning of a hazard, the first piece of information direction of bend should be obvious (but not always) and should be picked up as soon possible by looking well ahead (remember IN THE DISTANCE I CAN SEE).

If the bend is to the left then a position as close as possible to the crown of the road with due regard for the safety of ourselves and others and if to the right then as close to the nearside as possible be careful as this is where most road debris is deposited and underground services are run with the consequential disturbance of the surface. In wet weather it is advisable not to enter a puddle that holds a reflection as its depth cannot be judged and it may conceal a pothole.

On many roads the local Highways Authority have seen it necessary to mark the road surface with the word "SLOW" across the carriageway on the approach to a bend, if this is not the case then we have to imagine the word. In either case on a Left bend we should ride over the "W" and on a Right bend the "S".



Where' the Limit point? Can you see it?

Having established the direction of the bend and adopted the correct line of approach the next thing needed is to regulate our speed to enter the bend safely. Observing the VP and its relative distance from us remember its flexibility we can alter our speed of approach by careful use of the throttle if the bend is not too severe, or by using the brakes on a tighter bend. Remember that progress is also an important part of advanced riding and acceleration sense must never replace braking where braking is appropriate.

If the distance between the VP and us is shortening then a loss of speed is required this can be achieved as above, if the distance between the VP and us remains constant it would indicate that our speed is correct, and of course if that distance appears to be increasing then an increase in speed is indicated have due regard for any speed limits that may be in force on that road.

The correct speed having been attained, the correct gear for the road speed should now be selected. It might be OK to stay in the same gear as you approach the bend or you may need to down shift one or more gears, multiple downshifts are to be favoured over sequential changes, releasing the clutch between gears, remember to raise the speed of the engine to compensate for the lower gear. The gear selected should be one that can give us some degree of engine braking but also allows us to accelerate without having to change to a higher gear.

Once we have started on the curved course we should always apply some degree of positive throttle, the degree of accelerating being dictated by the relative distance of the VP, sometimes that distance will shorten in such cases then reduce the amount of positive throttle. NEVER SHUT THE THROTTLE as this will cause the machine to adopt an upright position and travel in a straight line, not a desirable situation mid bend, better to apply more lean angle and more throttle. More often the bend will tend to open as we negotiate the curve indicated by the VP appearing to move away from us if this is the case then increase the amount of acceleration to “chase the Vanishing Point”.

The third and final piece of information the VP offers us is when we can leave our line of approach or not as the case may be. As the VP opens up to give us a clear view of the road ahead we can make the decision whether to apex the bend or remain in the same position on the road. This will be determined by what is ahead, it may be another bend in the same direction in which case you should maintain your position. If however the next bend is in the opposite direction, then continue on the curved path to take up the correct line of approach.

I feel the main problem some riders have with using the VP is belief. As the only variable in the cornering equation, you the rider dictates everything when cornering. Get off your bike sometime and walk a bend looking at the various aspects above, you will learn more about bends.

Above all enjoy your motorcycling.

Ride safe:

Ken Rose (class1 Police M/C)

IAM RoadSmart Observer 20 year

Using the Limit point is a **Vital** tool in our tool kit, make sure that you take time to work with it, to master it and use it every ride. Ask any member of the LAM Observer team if you would like more help and guidance with putting this Subject into real world riding with a ‘Bend Walk’

Stay Safe Jerry

[Back to Editorial](#)

OUR TOUR TO THE WEST COAST OF IRELAND

On the 20th June this year, Alan, Andy and myself set off for Anglesey on the first leg of our Irish tour. We were on a mixture of machinery, Honda Africa Twin, Honda NC750 and my Triumph Tiger 900 GT Pro. We had a couple of stops for refreshments on the way, Ashbourne (Prestons Coffee bar), and Chester Services. We arrived at our accommodation, Craig Eithin B&B near Valley, around 16.00 and checked in. Very nice rooms and not far from the village of Valley. A pub meal and a couple of beers sorted us for the evening.

A hearty Welsh breakfast preceded our short trip to Holyhead and our Stena Line 10.00 Dublin ferry. The smooth crossing arrived at 13.30, easy disembarkation and onto the motorway system heading for our first night in Galway. It all went very well until about 20 mins in and the motorway came to a stop, an incident up ahead caused miles of back up, it was slow going and very warm! Filtering was not much of an option as the lanes are narrow and we had panniers on. Added to that the car drivers were changing lanes constantly with no warning.

Eventually we merged onto the M4 >M6 to Galway which was virtually empty. We made good progress from then on with just one stop at Athlone Services where I had the biggest soft ice cream cone ever! We checked into our Airbnb in the outskirts of Galway around 16.30, hot and sticky and ready to test the shower!

Galway City was more than a walk away so we ordered an Uber, he dropped us in the centre at Eyre Square. Pubs and eateries abound in this area so plenty to choose from. Our first taste of 'real' Guinness at O'Connells Bar was consumed with vigour! We slept well that night!



Monday, after a do it yourself breakfast, we set off to tour the Ring of Connemara, around 140 miles. A beautiful trip, smooth roads, with stops at Leenaun, Kylemore Abbey and clam chowder lunch at Clifden via the Sky Road. At our Leenaun coffee stop a bunch of lively



Californian ladies on a bus tour descended on us to chat about our bikes, they were hilarious! Turns out their partners were on a motorcycle tour somewhere in Ireland while they were touring by bus!

The Sky road near Clifden is awesome, its part of the Wild Atlantic Way (WAW) and well worth a visit. The views out to sea and the islands were breathtaking.

We made our way back to Galway following mostly the WAW. A great day with another foray into Galway City for Guinness and eats.

Tuesday we packed up and set off for Killarney City as a base for the rest of our visit, around 140 miles following a fair bit of the WAW. Hugging the coast for most of the way the scenery was again, awesome! We were blessed with good weather apart from some sea fog in places. A coffee stop at



Dolly's in Liscannor and then onto the ferry over the Shannon at Killimer. After a 25 min crossing to Tarbert we progressed on to Killarney via Tralee and on to our Airbnb.



The property was excellent with loads of space and parking at the front. Opposite was the local Garda cop shop, so a layer of extra security for free! Next

door was an Airbnb with 9 bedrooms with 9 bikers staying there! We were soon 'nerding' each other's bikes of course, with much biker banter!

We were 5mins walk away from the High St where we were spoilt for choice re pubs and eateries along with Irish musical entertainment. The first pub we came across was Husseys, this became our local for the next 4 nights! A proper pub with no food or music, just locals, and us, drinking Murphy's and 'chewing the fat'. Brilliant!



Wednesday's plan was to visit the Dingle Peninsular on a circular route. Our first stop was a coffee stop in Dingle town then following the



coast we ended up for lunch at Murphy's, Brandon pier. This pub, on the north of the peninsular, was recommended by a biker we met at the top of Connor pass.

Again, awesome views everywhere, along with great roads. We headed back via another pass, very narrow and mountainous, called the Caherconree Scenic Route. Back home and down the local!

Thursday it was the Ring of Kerry. It was a hot day, getting up to 29C phew! We toured around mostly on the WAW stopping off at various points for refreshments. On particular stop was the Com an Chiste Ring of Kerry Lookout, luckily there was an ice cream van in the layby. We cooled off looking at the fabulous views over to the Barra peninsular. We carried on to Kenmare for a late lunch before returning to Killarney over the mountain pass and Molls Gap,

down through the National Park. More fab views and bendy roads! Guess what we did in the evening yes that's right!

Friday was our final day, we decided on a trip down to Bantry Bay where my mother in law was born and I have visited a few times. A great, cooler, ride down the coast for coffee in the busy and picturesque town. We then headed inland to Gougane Barra and the beautiful little church on the lake where my sister in law was married back in 1999. All our family travelled over for that one. We had lunch in the café overlooking the lake. The ride back took us through Glengarriff, where we stopped off for some souvenir's, along the cool and cloudy coast road to Kenmare and Killarney. Same old evening entertainment!



We left Saturday morning for the afternoon ferry, stopping off at a motorway services en route. Unfortunately we again got caught in motorway jams around Dublin, this time a Hurling cup final in Dublin was to blame! Another good crossing to Holyhead and our last B&B on Anglesey was at the Nant Yr Odyn Country Hotel.

Sunday we came back to Lincoln via the motorway system and over Woodhead pass where it rained as far as the M1. Last rain I have seen to date!

Overall a fantastic tour and experience. So much more to see and do just over the water, but being half Irish I suppose I am somewhat biased! So if you are thinking of visiting Ireland I'm happy to help with routes, accommodations, advice etc. I have a YouTube channel where I've posted some bike cam video's, have a looksie. @rolandjohns1027

Cheers for now
Roland
30.07.26

[Back to Editorial](#)

EVENTS DIARY

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.

ANCHOLME LEISURE CENTRE	Scawby Brook, Brigg, DN20 9JH
WILLINGHAM WOODS.	Willingham Woods, LN8 3RQ.
THE HOMESTEAD	Canwick Avenue, Bracebridge Heath, Lincoln, LN4 2RS
NAGS HEAD	The Nags Head, Gainsborough Rd, Middle Rasen, LN8 3JU

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

OBSERVED AND SOCIAL RIDES **0930hrs FOR PROMPT DEPARTURE AT 1000hrs (March to October)**

SOCIAL MEETING **FIRST WEDNESDAY IN THE MONTH AT 1930hrs**

OBSERVER NOTE: for those wishing to become an observer contact JERRY NEALE 07412 935333

September 2026

Wednesday 2 nd	Social Meeting	Nags Head, Middle Rasen
Sunday 6 th	Group Observed Ride	Ancholme Leisure Centre
Sunday 20 th	Group Social Rides	The Homestead
Wednesday 30 th	Observers Meeting	Details from Jerry nearer the date

October 2026

Wednesday 7 th	Social Meeting	Nags Head, Middle Rasen
Sunday 11 th	Group Observed Ride	Willingham Woods
Sunday 25 th	Group Social Rides	The Homestead
Wednesday 21 st	Observers Meeting	Details from Jerry nearer the date
Wednesday 28 th	Barry Heath Quiz	2000hrs Heslam Park Rugby Club, 124 Ashby

Committee meeting on a date TBC.

November 2026

Wednesday 4 th	Social Meeting	Nags Head, Middle Rasen.
Sunday 8 th	Group Observed Ride	The Homestead
Sunday 22 nd	Group Social Rides	The Homestead
Wednesday 25 th	Observers Meeting	Details from Jerry nearer the date

December 2026

Wednesday 2 nd	Social Meeting	Nags Head, Middle Rasen
Sunday 6 th	Group Observed Ride	Ancholme Leisure Centre
Sunday 20 th	Group Social Rides	The Homestead

Committee meeting on a date TBC.

February 2027

Wednesday 3 rd	Social Meeting	Nags Head, Middle Rasen
Sunday 7 th	Group Observed Ride	Willingham Woods
Sunday 21 st	Group Social Rides	The Homestead
Wednesday 24 th	Observers Meeting	Details from Jerry nearer the date

Committee meeting on a date TBC.

March 2027

Wednesday 3 rd	Social Meeting	Nags Head, Middle Rasen.
Sunday 7 th	Group Observed Ride	The Homestead
Sunday 21 st	Group Social Rides	The Homestead
Wednesday 24 th	Observers Meeting	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

[Back to Editorial.](#)

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 Martin Atkin, martin@funnelweb.org or 07795 443607.

Prices have recently risen and the list below shows the old price and new price.

ITEM	OLD	NEW
Plain polo shirt with LAM group badge	£8.50	£11.75
Plain polo shirt with LAM group badge + IAM Roadsmart logo	£10.50	£13.75
Plain polo shirt with LAM group badge + IAM Roadsmart logo + name	£10.50	£13.75
Polo shirt (sleeve and collar detail) with LAM group badge	£16.00	£18.00
Polo shirt (sleeve and collar detail) with LAM group badge + IAM Roadsmart logo	£18.00	£20.00
Polo shirt (sleeve and collar detail) with LAM group badge + IAM Roadsmart logo + name	£18.00	£20.00
T-shirt with LAM group badge	£7.00	£8.00
T-shirt with LAM group badge + IAM Roadsmart logo	£8.00	£10.00
T-shirt with LAM group badge + IAM Roadsmart logo + name	£8.00	£10.00
Sweatshirt with LAM group badge	£10.00	£12.50
Sweatshirt with LAM group badge + IAM Roadsmart logo	£12.00	£14.50
Sweatshirt with LAM group badge + IAM Roadsmart logo + name	£13.50	£14.50
Hoodie with LAM group badge with LAM group badge	£16.50	£18.50
Hoodie with LAM group badge + IAM Roadsmart logo	£18.50	£20.50
Hoodie with LAM group badge + IAM Roadsmart logo + name	£18.50	£20.50
Fleece with LAM group badge	£14.00	£16.00
Fleece with LAM group badge + IAM Roadsmart logo	£16.00	£18.00
Fleece with LAM group badge + IAM Roadsmart logo + name	£16.00	£18.00
Baseball cap with LAM group badge	£5.00	£7.00
Beanie with LAM group badge	£5.00	£7.00



[Back to Editorial](#)