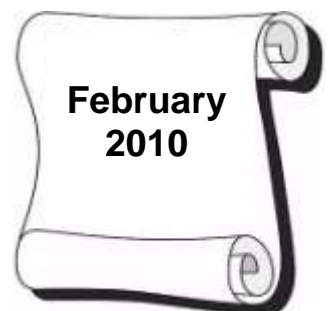


# Chain Links

THE NEWSLETTER OF  
**THE LINCOLNSHIRE ADVANCED MOTORCYCLISTS**  
IAM GROUP 7176, REGISTERED CHARITY 1049955, SUPPORTERS OF THE BMF



Two early motorcyclists displaying the bike clothing of the day



## GROUP COMMITTEE MEMBERS

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Vacant	Vice Chairman	
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### **IAM Motorcyclists Regional Co-ordinator, North London and Eastern England (North)**

Terry Towler	rco7@iam.org.uk	0115 846 5870 0771 388 2854
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Group Web Site [www.l-a-m.co.uk](http://www.l-a-m.co.uk) [www.lincs-am.org.uk](http://www.lincs-am.org.uk)

Meetings are held on the first Wednesday of the month starting at 8pm

From 5th August these meetings are at Dave Capell's Games Room at his house in Kirton  
Lindsey. Many Thanks Dave

(Dave's house is next to Kirton Lindsey Railway Station)

The next issue of Chainlincs will be in March 2010.

Please provide any copy to the editor, Mick Smith, by Saturday 20th February 2010 at the latest,  
earlier is better.

You can send copy by email to

[mick.carron@btinternet.com](mailto:mick.carron@btinternet.com)

or phone on

01673 860853.

# CHAIRMAN'S CHAT

Hi Folks,

Happy New Year to you all. Now that Christmas and the New Year are behind us we can start to look forward. With the financial climate showing tentative signs of improvement we're all hoping for a better year in 2010. Although the recent spell of arctic weather has created a somewhat difficult start to the year – certainly for motorcyclists.

It has been interesting to see how already poor standards of driving are affected by the icy conditions. Recent mild winters have obviously left many road users unprepared for the conditions. There are those that drive in exactly the same manner as in the dry – accelerate hard, brake late and hard – and lose control. Then there are those who seem to 'freeze' when confronted by anything other than perfect conditions – I spotted an interesting example of this recently whilst travelling along a straight, main road in Lincoln (the road had a covering of snow, but offered reasonable grip - except to those mentioned above!). A car travelling towards me was going very slowly with a significant number of frustrated motorists following. A cyclist then appeared from behind the car and proceeded to overtake it – this he did quite easily which, considering he was riding in several inches of snow, indicated just how slowly the car was travelling! As if this manoeuvre wasn't risky enough for the cyclist, he did it approaching a junction!! A case, perhaps, of the driver lacking in confidence and the cyclist having a little too much.

Hopefully we'll soon be seeing some better weather, which is a bit more conducive to riding on two wheels. Meetings and Group Rides start again in February – it'd be great to see you there.

Andy Kitchen



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# WANTED ----- YOU

To help Lincolnshire Advanced Motorcyclists

Can you:

Join the committee

Run the web site

Sell advertising in ChainLincs or the web site

Put on a social run

Help out at an event where we have a stand publicising the group

IF SO WE NEED YOU, PLEASE CONTACT A COMMITTEE MEMBER

HELP THE GROUP SURVIVE

## MEMBERSHIP UPDATE

Group Web Site: [www.l-a-m.co.uk](http://www.l-a-m.co.uk)

I have no new members or test passes to report since the previous newsletter.

Membership currently stands as follows:

Full Members	89
Associate Members	11
Group Friends	1
<b>Total Group Membership</b>	<b>101</b>

As can be seen from the above membership list, we are entering 2010 with a lower than normal number of Associate members. This will make it difficult for Observers to accumulate sufficient hours to maintain Observer qualification. However bear in mind that time spent at Sunday Morning runs where Observers are often in short supply counts towards accrued hours. The present situation makes attendance at the monthly Observer meetings of greater importance to ensure maintenance of Observing skills in readiness of busier times hopefully to come. In light of the above, I hope our Observers will bear with me and be patient and not think they are being ignored if not approached to take on a new Associate member at the current time.

There is some good news to announce regarding the group annual subscription. Due almost entirely to the total in house production of the newsletter by the editor the group finances are currently in a healthy state. As a result of this the committee at the October committee meeting considered the group annual subs, concluding that a reduction from £12 to £8 per year could be afforded from April 2010. I am pleased to report that this was unsurprisingly endorsed by those attending the group AGM

Finally, there have been isolated instances of members not receiving newsletters. I realise that those not receiving newsletters will be unable to read this, but if anyone hears that someone is not receiving their newsletter please contact myself for posted or Glen Howard for e-mail problems.

Finally welcome to Mick Smith the new Editor of ChainLincs and thanks to the outgoing Editor Iain Johnston. It is in my view the most demanding role in the group and requires the maximum support from the membership. An interesting newsletter is a window into the organisation and its importance cannot be understated.

That's all for this month, ride safe:

*John Cheetham*

# OBSERVATIONS

By Iain Johnston (Chief Observer, Lincolnshire Advanced Motorcyclists)

Well it's now 2010 and in addition to our usual January lay off we've had something of an enforced one as result of the seasonal weather. Little did I know how apt the photograph I selected for the front of the December issue was going to prove!

Looking forward to the new riding season please don't forget the new time for the Sunday "morning" run on February 7th (11.30am for 12.00 noon start) at Willingham Woods. Also please use your common sense; you are supposed to be advanced riders. If the riding conditions are not appropriate don't risk it, but don't let a bit of wet weather or cold put you off. If I consider it inappropriate for riding but reasonable by car I will turn up in my car, just in case anybody has been brave enough to ride.

This month I'd just like to run through what you as an associate should expect from your Observer prior to test (and what you as an Observer should arrange for your associate).

As an associate preparing for test you will have gone out with your Observer on a number of occasions until your Observer considers that you are nearly ready to take your advanced test. At this point your Observer should arrange for you to have a "check test" with one of the group's Senior Observers (currently these are Iain Johnston, Andy Kitchen, Geoff Everard and Don Ford). Following the "check test" the Senior Observer will confer with your Observer who will then decide whether or not you are in fact ready to take your test, or whether you need further preparation. In some cases you may have more than one "check test" with a Senior Observer before taking the advanced test.

If you have any queries or concerns about this or about arrangements for your "check test" please ask your Observer or feel free to get in touch with me direct (Iain Johnston, 01724 734807, [ihajohnston@theiet.org](mailto:ihajohnston@theiet.org)).

Finally could I ask you all to help Mick Smith in his new role as editor of ChainLincs. Provide him with articles, photos, jokes, anything to help him fill ChainLincs and make it interesting. Also please give him time to learn and get into the job and be as tolerant of any slip ups as you were with mine.

Safe Riding, Iain

# EDITORIAL

Welcome to my first edition of ChainLincs as the new Editor. My first duty should really be to thank Iain for his work since he took over as Editor at short notice at the end of 2007. My second would be to enter a plea on Iain's behalf for anybody that would be interested in maintaining the group website to contact him via email, by phone or catch him at a monthly group meeting. He would be most grateful to hand over the website which would enable him to concentrate on being the Chief Observer.

I would also like to thank Ken Rose for putting together an excellent quiz at the group meeting in December. It was great evening topped off by an excellent spread organised by Dave Capell – thanks Dave. If you have ideas for monthly meetings rather than just being a social chat then please contact any of the committee members with your suggestions. Although for some of you it

may be a bit late once you read his but at the February meeting there will a talk by Roy Hindmarsh who is former police officer with a special interest in Road Safety. So if you don't normally come along to the monthly meeting then make the effort this time as I am sure it will prove to be extremely interesting.

Finally a plea to you all from me. This is your newsletter so please think about it when you are out and about on your bike, take a camera, get some pictures and add a few words. I need your articles to make this newsletter interesting and a good read. Thanks in anticipation and to Dave for his Australian article of which the second part is below.

That's enough from me, time to get the bikes out now the snow has cleared and enjoy.

Mick Smith

## **TOURING IN AUSTRALIA – Part 2**

**by Dave Hall**

My Holiday consisted of a coach trip to catch a flight from Manchester ( due to a mix-up I booked the wrong plane, so traveled on my own ) on Sunday March 15<sup>th</sup> at 1.00pm to Dubai where I changed planes, and then on to Melbourne arriving at 11.00pm on Monday 16<sup>th</sup> where I had pre-booked a motel next to the airport.

I was to meet up with my friends at Frankston (40 km south of Melbourne) at a motel that we had pre-booked for two nights. The Airport is north of Melbourne so I got a Taxi mini bus from the Airport which went direct to Frankston which cost \$34 had I known I could have got an Airport shuttle bus into Melbourne and then a train to Frankston for about half the cost, but it would have taken longer to get there.

It was 17c and windy with a shower late morning en-route to Frankston, the week before we left home it had been 10c but had managed 14c the day before I left, where was the hot sunny weather I had expected??

After meeting up with my friends who I was to spend the next 4 weeks with, we made contact with Jon Munn who has a classic bike restoration business in Seaford 2 km north of Frankston (he was to see to the bikes in Australia) only to be told that the bikes had not yet arrived in Australia, the containers had been delayed for 2 days in Singapore due to storms, it is in Singapore where the containers would be put onto a different ship which was bound for Australia. Another thing we had not thought about was that the F1 car race was to be held in Melbourne on the coming weekend. In all the bikes were not available until Wednesday 25<sup>th</sup> as they had to clear customs and go through quarantine.

Not knowing when the bikes would be available, we had no choice but to hire a car for as long as was necessary, at short notice all that was available was a medium sized car which was not big enough for 6 adults but we were promised an 8 seater the following day and for the rest of the week. Our party consisted of Dave & Margaret A. riding a BMW 1150GS--- Stuart (with whom I was to share a room) also an 1150 GS---- Colin BMW 1150R----Dave R. Yamaha 900TDM and myself BMW 1200GT.

The following day Colin & I went into Melbourne by train while the other four went down to Phillip Island, In Melbourne it was 22c and sunny ...that's more like it ! First we headed down to the dockland area by the Harbour, which has been re-developed with expensive looking flats overlooking the water, leading away from the harbour is a new shopping arcade and at the bottom of this street is the "Southern Star" the largest viewing Wheel in the southern hemisphere (like the London Eye). I had seen it as I had travelled from the airport the previous day, a ride on a tram and a visit to the Aquarium filled the afternoon.

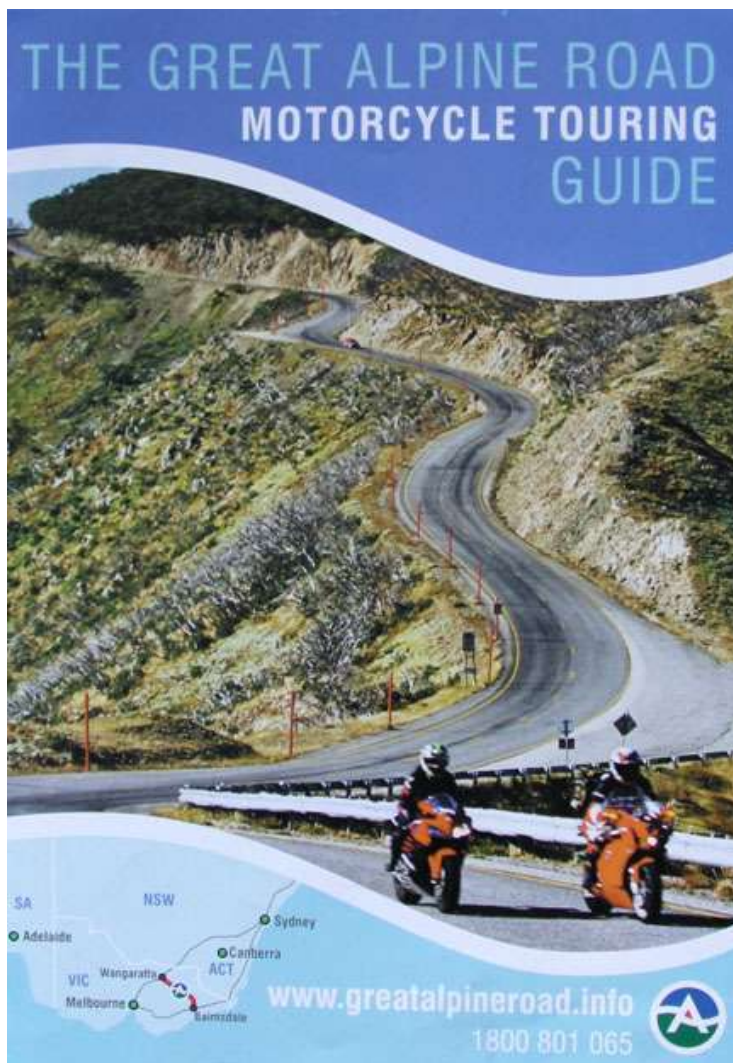
I wanted to see Melbourne at night, as cities have a different atmosphere when it gets dark and the buildings are lit up, the highlight of the evening was down by the Yarra river where we saw the "flame show" this consists of gas being released from pillars approx 20 ft high spaced along the bank for ½ km, they must be computer controlled as the order in which they flamed varied and also the height of the flame, and there was quite a loud " Whoosh " sound when they ignited, at the end of the display all towers ignited together, well worth staying in town for, a brisk walk back to the train station which was not far away just managing to catch the 9.20pm before it departed, otherwise we would have had to wait an hour for the next one. It was interesting to see the different suburb station names like Sandringham and Chelsea plus some Aussie names, we would see many British place names during our trip, a most enjoyable day and most impressed with what we saw of Melbourne.

After taking delivery of the 8 seater people carrier the following day, we headed south to the coast and Lakes Entrance (today the temperature had reached 30c; it was great to have air conditioning). As its name implies, Lakes Entrance is built on a cutting that links 500sq km of lakes with the ocean, a really beautiful place, a real tourist destination, this is where we saw our first sighting of pelicans. Stuart drove in the morning and Dave A in the afternoon (this was to be the

pattern during the week) we took a longer and more scenic route covering 400km to get there.

The following day again warm and sunny 27c..... We drove eastward along the coast to Cape Conran, just having a easy day, (242km) we were taken with the quantity of different birds that we saw and constant bird song.

The following day was a Saturday, Dave R and Colin went off to stay a couple of nights with a friend of Colin's, while Dave & Margaret, Stuart and myself headed for the B500 "THE GREAT ALPINE ROAD" the best motorcycling road in Victoria, and we were in a people carrier !! This road is over 300km long and runs from Bairnsdale not far from Lakes Entrance northwards to Wangaratta where it joins the Hume Highway which runs from Melbourne to Sydney. It runs through all sorts of terrain, sweeping bends, tight corners, mountain views and passes through the alpine national park to the ski resort Dinner Plain (where we stopped for our sandwiches) peaking at 1825meters, the highest accessible sealed road in



Australia it is such a popular biking area that there is a leaflet "The Great Alpine Road Motorcycling Touring Guide". We turned off the B500 to spend the night in Mansfield.

Jon Munn who was looking after the bikes in Melbourne told Dave about a bike rally outside Healesville run by the 59 club-- of Melbourne (I didn't know they had a section in Australia) so on the Sunday we headed back towards Melbourne and called in at the rally, another hot (30c) & sunny day, there was a good selection of British bikes on display. Jon's Norton Commando special won best in show; it's a real beauty, a café racer with alloy tank and lots of polished alloy. We spent the night in Healesville at a tourist park and had our evening meal at the ex-servicemen's club.

The following day we picked up Dave and Colin and headed for "The Great Ocean Road" before we could get there, we had to catch a ferry from Sorrento on the Mornington peninsula to Queenscliffe, this cost \$99 each way for the six of us and vehicle, To our right is Port Phillip Bay a large inland bay, at its northern end lies Melbourne, to our left is a cutting that separates the bay from the Bass Strait and the open ocean.

The Great Ocean Road (B100) according to the leaflets, was begun in 1919 and finished in 1932 and is dedicated to the memory of the first world war returned servicemen who built it using only picks and also says that it weaves around the ragged edge of Victoria's south west coast for more than 400km starting at Geelong in the east and runs to Portland in the west, but to be fair, some of that is the A1... not all of the Great Ocean Road hugs the coastline, in parts you may be a number of kilometers inland, but where it does is very spectacular!! It passes beaches, cliffs, river flood plains and rainforests.



Its main attractions are the "Twelve Apostles".... Limestone stacks some up to 45metres high standing just off shore, there is also Loch Ard Gorge, The Razorback , Thunder Cave, London Arch and the Bay of Islands, all constantly battered by the waves. It always seems to be windy along this part of the coast. There are numerous viewing platforms so you don't miss any of it.....needless to say a great biking road. We stayed the night at Apollo Bay which is on the great ocean road.

The following day, it was back to the ferry and on to Frankston were we found a different motel to stay, a short walk to a Chinese restaurant for the evening meal... being Frankston we had another rain shower, we had not had any rain since we left a week earlier.

Wednesday 25<sup>th</sup> and it was time to go and collect the bikes, when we arrived at Jon Munn's some bikes were there but not ours, we were told the lorry had left some 1-1/2 hours earlier to collect

some more bikes and would be back in an hour or so, we walked to a nearby café for some lunch and on our return were greeted by the sight we had spent a week looking forward too, our bikes arriving on the flatbed lorry and trailer, four bikes on each. After a few minutes re-connecting the battery and transferring the contents of our suitcases to the panniers the bikes were ready, with the exception of Colin, it's a half a day's job re-connecting his bike battery!! We left our suitcases with Jon until our return.

At the bottom of the road is the Victoria Road licensing Centre, a very helpful man who had experience of Brits and was the only person who knew what to do, helped us fill out the form TAC 85 and relieving us of \$48.80 for 22 days use, by now Colin had joined us, after a busy week we were finally ready to hit the road, first stop the petrol station.

More to follow next month

Dave

\*\*\*\*\*



## **KENT ADVANCED MOTORCYCLISTS GROUP CELEBRATE THEIR 30<sup>TH</sup> BIRTHDAY THIS YEAR.**

AS WE WERE THE FIRST MOTORCYCLE GROUP TO BE APPROVED BY THE  
INSTITUTE OF ADVANCED MOTORISTS WE ARE PLANNING TO MEET AS MANY  
OF THE GROUPS WHICH FOLLOWED OUR LEAD BY RIDING AROUND BRITAIN  
INCLUDING NORTHERN IRELAND DURING THE WEEK OF  
**12<sup>TH</sup> – 19<sup>TH</sup> JUNE 2010**  
STARTING AND FINISHING AT BRANDS HATCH

DURING THIS RIDE WE WILL ALSO BE RAISING FUNDS FOR CHILDREN IN  
NEED AND SPINAL RESEARCH

IT IS PLANNED THAT GROUPS SIX RIDERS EACH WILL TAKE PART, IF YOU  
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**PLEASE CONTACT: 0844 585 7797**  
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THERE WILL ALSO BE A SOCIAL EVENT ON 20<sup>TH</sup> JUNE

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## CHIEF EXAMINER'S RESPONSE TO LAST MONTH'S ARTICLE FROM THE MCN ON GROUP RIDES

### GROUP RIDES and SPEEDING

We do not routinely respond to articles in the press with statements, and do not wish to get drawn into doing so routinely, but have had a number of requests for some advice, following an item on MCN's website (<http://www.motorcyclenews.com/MCN/News/newsresults/General-news/2009/November/nov1909-speeding-penalty-for-leading-rideout/>). The item has not made the printed edition in the same way.

I have read the item. I am very wary of making policy on the basis of newspaper reports, based on prior experience of their accuracy, especially of detail. The comments which follow are based on that report in MCN and not on any other source of information.

Much concern seems to revolve around the idea that the legal precedent set means that a rider, riding at below the speed limit, is followed by others who are riding above the speed limit, and that the lead rider is therefore guilty of speeding. The case in question – on the basis of the report on the MCN website – does not reflect that position at all.

As the case is reported in MCN three motorcyclists were out for a ride, and were followed by a police motorcyclist at speeds above the national speed limit (60MPH on the road in question). The two rearmost were registered at 103 MPH and the lead rider has somehow been registered at 85 MPH. He admits that speed, from what I gather and appeals the sentence, not the conviction.

The argument is thus about the penalty for the offences, not whether someone could be prosecuted for speeding when they were riding at a speed below the limit. In order to achieve the latter the police would have to produce evidence of the speed the lead rider was riding at being above the limit, or evidence that he was in some way encouraging the others to ride too quickly .... or in some other way produce evidence that breaking the speed limit was a part of the activity of the group, in which he was actively involved... which would be difficult if his own riding was legal, and there were no other encouraging behaviours that were apparent.

At 85 in a 60 you know you are speeding, that is not an “unnoticed error”. On that basis the lead rider knows he is breaking the law. He is complaining that the court has dealt with the three riders as a group, and viewed the behaviour as a group behaving together. I do not believe that decision is totally new law, and although I haven’t researched it specifically, I have little doubt that there would be plenty of legal precedent for taking a view of that kind elsewhere in criminal law, if not in direct relation to speeding.

Incidentally the reported penalty (6 points, £100 and £250 costs) is actually less than I would have expected for 100 plus MPH – I’m surprised he still has a licence at all, and that the fine was not higher.

But .....

This case was about three riders all speeding. It was not about proving the guilt of a rider at under the speed limit. That is a significant difference.

I see no reason to stop or curtail IAM riding activity at all, because it is all done within the speed limit anyway. Anything done outside the legal constraint is not done with IAM consent/approval, and is not IAM activity, (and therefore that of an IAM Group).

This is one case where a rider was exceeding the speed limit by 25 MPH – between a third and half as fast again as the 60 limit allows – not someone who was riding below the limit.

Your briefing to ride should include that the drop-off system means that riders don’t need to speed to catch up and that they must stay within the speed limit. If you feel the need to be particularly defensive, having a pre-printed briefing sheet carried by the lead rider (you could hand them out as well) would be helpful. However, I re-iterate that, as reported, this case is not about convicting a rider who was riding legally in the first place.

Peter Rodger

Chief Examiner

**The following could be of interest to your friends who have been in two minds whether to commit to taking their advanced bike test:**

## **IAM SEEKS BRITAIN’S BEST NEW BIKER – WITH A YAMAHA BIKE UP FOR GRABS**

The hunt is on for the 2010 advanced rider of the year – with the IAM (Institute of Advanced Motorists) offering a new Yamaha bike worth up to £11,500 for the rider who can beat the rest in a series of tests of riding skill.

The “New Advanced Rider of the Year 2010” competition was announced at the Motorcycle and Scooter show at the NEC.

As the UK’s leading independent road safety charity, the IAM is using the show to promote its Skill for Life programme, designed by bikers, for bikers, to make you a better and safer rider.

And from 26 November 2009 until 31 August 2010, buyers of the Skill for Life rider programme who pass their IAM advanced bike test will automatically go through to get a chance to win that new Yamaha.

Commenting at the launch on the IAM stand, journalist and broadcaster Vicki Butler-Henderson said: “The IAM are clearly committed to riders and our interests. I for one am going to take up the challenge and will apply for an IAM Skill for Life riding programme in the spring. I hope more people will join me and further improve their riding skills and enjoyment.”

Simon Best, IAM CEO, commented: “Behind the prize is a serious motive. We want to raise awareness of advanced riding and its role in improving road safety, and reach as many people as possible who could improve their riding skills and confidence.”

More details of the competition can be found at [www.iam.org.uk](http://www.iam.org.uk).

**And for those of you who want to hone your advanced skills on a track:**

## **IAM RIDER SKILLS DAY – MALLORY PARK – 2010**

15th April and 21st October

Drawing on the experience we have gained to date we are making some adjustments to the Rider Skillsday package for 2010. The aims of everyone involved in the organisation of the events and delivery of the on-circuit instruction remain unchanged – namely:

- To deliver quality instruction aimed at improving the road riding skills of the participants
- To deliver the above in a safe environment and manner
- To make the event enjoyable for all and have some fun

We are now going to adopt the same approach that most track day companies do and split the riders into different levels i.e.

- Experienced:-Riders that have been with us before and reached a known standard
- Intermediate: - Riders with some experience of other track based events
- New: - Riders with little or no experience of this type of training.

Within those levels we will still put a trainer to each group of 4 riders.

We are doing this because we want to be able to offer progressive training to all no matter what their experience. Past Participants that we have advised to move on to Hotrax can now be catered for on these days and are welcome to enter.

You will be put into a group of 4 and given an instructor that will stay with you all day. We will not be running morning or afternoon sessions, it will be a full day.

The cost to you for this event will be £135 as there will be less bikes on track than before and more free time with your instructor for briefing and de-briefing.

You can book on line at [skillsday@iam.org.uk](mailto:skillsday@iam.org.uk) once it is fully subscribed we will operate a waiting list, if you have paid and someone drops out at short notice we will check that you are still

available and then offer you a place. In the event that we are not able to offer you a place we will either refund your money or you can go on to the next Skills Day.

If you need to cancel your place we will endeavour to find a replacement from the reserve list. However we need to point out that this may not be possible and the nearer to the date of the event, the more difficult it will be for us to find a replacement. We run these events as close as possible to break-even from a financial perspective so we cannot guarantee you a refund or even a place at a future event.

The skills day are planned to attract riders who want to improve their road riding skills but are also suitable as a base for riders that want to move onto open track days and maybe some form of competition.

The venue has been chosen because of the variety of conditions available and because it offers us an extremely controlled environment free from many of the usual hazards and challenges we encounter on the road.

The instructors will deliver a set of core competencies for rider development. It is an ideal package for riders who have never before ridden at this type of venue, whilst it also offers ongoing improvement opportunities for those who do have previous experience. As with all I.A.M. events no one will be expected to ride at a level above their ability, training as opposed to competing, is the message of the day.

There will be no timing, racing or pace making of any kind and anyone not respecting this situation will be eliminated from the event.

Although this is a training event, Mallory Park regard it as motorsport and you will be required to sign a 'Disclaimer' before being allowed to participate in the event – this is normal practice and part of the regulations imposed on us.

If you want to take part on the day please complete page 4 as accurately and honestly as possible. Then return it with a cheque for £135 made payable to 'The IAM'  
to: -

Lyn Francis (Skills Days)  
Institute of Advanced Motorists  
510 Chiswick High Road  
London, W4 5RG

**Or you can purchase it on line at [iam.org.uk](http://iam.org.uk) you will need to log on with your Membership number and go to the events diary.**

Joining instructions will arrive via email unless you request them to be sent via Royal Mail and include a self addressed stamped envelope with your booking form  
Resolve any queries by contacting Lyn on: -  
**020 8996 9668 [skillsday@iam.org.uk](mailto:skillsday@iam.org.uk)**

### ***ELIGIBILITY***

Entry is open to all I.A.M. Motorcycle Members – Full Members and Associates. It is also open to members of the public that want to take this type of training with the I.A.M. but are not yet members. Acceptance to the event will be on a first come first served basis

### ***DETAILS OF THE EVENT***

Mallory Park is located at Kirkby Mallory in Leicestershire. Further information and directions to the circuit can be found on the web at [www.mallorypark.co.uk](http://www.mallorypark.co.uk)

## **TIMING**

Participants should arrive between 7.30hrs and 8.00hrs and proceed through the paddock gate entrance and follow the circuit in an anti-clockwise direction to the centre of the circuit.

Registration will run from 08.00 to 08.30. The compulsory pre-event briefing will commence no later than 08.40 so that the first level are ready to commence at 09.00 prompt. Anyone arriving late will have to attend a personal briefing that will delay the start of their day and obviously limit their training time. A compulsory de-brief will take place at the end of the day prior to departure.

## **COMPULSORY REQUIREMENTS**

- All Participants must hold and produce a current driving licence for the vehicle they intend to ride. (Photo Licence Both Parts Please)
- All motorcycles must be road legal
- The circuit operates a mandatory 105-decibel noise limit. We are advised that this will cover all but the noisiest race exhaust.
- All participants will be subject to structured instruction in groups of no more than 5 delegates to 1 instructor. You will ride under the direction of your instructor; this does not mean that you will not be able to ride enthusiastically.
- Every effort will be made to group participants with riders of similar ability in order that slower riders will not be intimidated and faster riders will not be restricted. Movement between groups will be permitted where imbalance is detected. It is therefore important that you complete the attached questionnaire as accurately and honestly as possible

## **CLOTHING**

All participants will be required to wear appropriate motorcycle clothing:

### **Experienced riders**

- A one piece leather motorcycle suit
- Full Zip together two piece leather motorcycle suit

### **Intermediate and New riders**

- A one piece leather motorcycle suit
- Zip together two piece leather motorcycle suit
- Zip together man made suit

**All of the above should be fitted with CE approved armour and you are recommended to wear a separate back protector**

- Suitable motorcycle gloves
- Suitable motorcycle boots
- CE approved helmet which will be checked on the day

## **RIDING RULES ON THE DAY**

There will be some local rules for the day relevant to procedures on the track e.g. overtaking entering and leaving the circuit etc. these will be explained during the pre-event briefing.

## **FUEL**

Fuel is available at the circuit at a slightly higher rate than garage forecourts and on a cash-only basis

## **GROUPING INFORMATION and FINAL REMINDER**

The success and enjoyment of a rider skills day is greatly enhanced by all participants riding with people of similar ability. It can be boring to be the fastest in the group and intimidating to be the slowest so the following section is an attempt to grade like with like in your group – therefore please answer truthfully

**2010 Rider Skills Day** please circle date required - 15th April/21st October

**Please Complete in Clear Block Capitals - In the event that this date is full, we will contact you**

First Name \_\_\_\_\_ Surname \_\_\_\_\_

Email Address \_\_\_\_\_

Address 1 \_\_\_\_\_

Address 2 \_\_\_\_\_

Town/County \_\_\_\_\_ / \_\_\_\_\_

Post Code \_\_\_\_\_

Dob \_\_\_\_\_

Tel: - Home \_\_\_\_\_ Mobile: \_\_\_\_\_

IAM Membership No. \_\_\_\_\_

IAM Group \_\_\_\_\_

IAM Status (please circle) Associate Full Member Non Member

THIS IS IMPORTANT WE WANT TO PUT YOU INTO A GROUPS OF SIMILAR RIDERS

Riding Experience No of years \_\_\_\_\_ Seasonal or All Year **Please Circle**

Any Previous track training **please circle** Yes No

When \_\_\_\_\_ Where \_\_\_\_\_

In Brief what did you do & how did they group you.  
e.g. **3 twenty minute sessions, their bike, novice group**

Your Bike: Make \_\_\_\_\_

Model \_\_\_\_\_

Who to contact Next of Kin

Name \_\_\_\_\_

Contact Number for Next of Kin \_\_\_\_\_

**I accept and understand that during this event whilst advice may be offered I am in control of my own machine at all times and that I must abide by the rules set out for the event by IAM and Mallory Park Staff**

Signature \_\_\_\_\_ Date \_\_\_\_\_

# CURRENT DIARY OF EVENTS

Contact point: Dave Hall 01522 828010

The Sunday morning Group Observed Runs are open to all members. Also non members considering advanced training may have an assessment ride. The prime purpose is to provide guidance to benefit associate members, although assessment rides for full members may be available depending on observer numbers. The runs last around 2 hours, usually with a refreshment stop, starting at the following venues:

Brigg Leisure Centre parking area

South side of A18

Willingham Woods picnic site

A631 east of Market Rasen

Lincoln Racecourse Grandstand

A57 west of Lincoln

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 note that due to an IAM directive regarding insurance cover for affiliated groups, Social Runs are for group members only. Guests are welcome as pillion passengers.

## FEBRUARY

**Weds 3rd** - Monthly evening meeting at Dave Capell's Games Room, Station Farm, Station Road, Kirton in Lindsey at 8.00pm. including a talk by Roy Hindmarsh (former police officer with a special interest in Road Safety)

**Sun 7th** - Group Observed Run from Willingham Woods. Meet 11.30am for 12.00am. Prompt start.

**Weds 10th** - Committee Meeting, Offices of LK2 Architects, Nettleham. Prompt start at 7.45pm.

**Weds 24th** - Meeting for Observers and those interested in becoming Observers. Venue TBA.

## MARCH

**Weds 3rd** - Monthly evening meeting at Dave Capell's Games Room, Station Farm, Station Road, Kirton in Lindsey at 8.00pm including a Video Night provided by Dave Hall.

**Sun 7th** - Group Observed Run from Lincoln Racecourse Grandstand. Meet 9.30am for 10.00am. Prompt start.

**Weds 31st** - Meeting for Observers and those interested in becoming Observers. Venue TBA.

## APRIL

**Weds 7th** - Monthly evening meeting at Dave Capell's Games Room, Station Farm, Station Road, Kirton in Lindsey at 8.00pm.

**Sun 11th** - Group Observed Run from Brigg Leisure Centre. Meet 9.00am for 9.30am. Prompt start.

**Weds 14th** - Committee Meeting. Offices of LK2 Architects, Nettleham. Prompt start at 7.45pm.

**Weds 28th** - Meeting for Observers and those interested in becoming Observers. Venue TBA.

## MAY

**Weds 5th** - Monthly evening meeting at Dave Capell's Games Room, Station Farm, Station Road, Kirton in Lindsey at 8.00pm.

**Sun 9th** - Group Observed Run from Willingham Woods. Meet 9.00am for 9.30am. Prompt start.

**Weds 26th** - Meeting for Observers and those interested in becoming Observers. Venue TBA.

**ANYONE READY TO OFFER TO PUT ON A RUN OR OTHER EVENT TO LIVEN UP NEXT YEARS CALENDAR PLEASE CONTACT DAVE HALL.**