

Chain Links

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



Jim Rendall and his mates on their Pyrenees trip last year – more inside.



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Group Web Site <http://www.i-a-m.co.uk>

Meetings are held on the first Wednesday of the month starting at 8pm
in 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 October 2010.

Please provide any copy to the editor, Mick Smith, by Friday 24th September 2010 at the latest,
earlier is better.

You can send copy by email to
mick.carron@btinternet.com

or phone on
01673 860853.



WANTED YOU!

To help Lincolnshire Advanced Motorcyclists we need members to:

Join the committee

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 YOU CAN HELP PLEASE CONTACT A COMMITTEE MEMBER
HELP THE GROUP SURVIVE

CHAIRMAN'S CHAT

Hi Folks,

There has, for a long time, been a debate over the effectiveness of speed cameras. Recently this has intensified in the light of the Government reducing funding for the installation and maintenance of cameras.

A recent survey by the IAM indicated that, of the members questioned, the majority supported the use of speed cameras, but about half expressed concern that cameras are positioned for revenue generation rather than safety.

The enforcement of speed limits, as part of a reasoned and balanced safety strategy, makes sense providing the limits are appropriate. Unfortunately many speed limits are being set artificially low as a result of political pressure rather than logical road safety reasons. The whole system seems to have been skewed by the mantra that 'speed kills' and limits must be reduced to save lives. This conveniently ignores the fact that excessive speed is a relatively minor cause of 'accidents'.

In my opinion artificially low speed limits, especially on rural roads, can be a danger in themselves. Travelling at 50 mph on a straight, open A road and dual carriageways, in good conditions, is often below the 'natural' speed of the road which can result in a loss of concentration. If we, as Advanced riders/drivers, have to make a concerted effort to maintain concentration in this situation, imagine what's happening in the vehicles around you. The great motoring public, with their comfortable driving environment and many distractions, have enough problems maintaining concentration without adding to this.

Simply lowering speed limits, to suit the lowest common denominator, does nothing for road safety but does add to the money raised by some speed cameras.

Hopefully the changes to funding for speed cameras will provide an opportunity for the Government, and Road Safety organisations, to reconsider road safety strategies. A more balanced approach, moving away from the obsession with speed to a more education/training based approach, would, in my opinion, be preferable and more effective.

Andy Kitchen

EDITORIAL

Welcome to the September edition of ChainLincs. Jim Rendall has kindly provided me with an article on his trip to the Pyrenees last year which is in 6 parts and makes good reading. Thanks very much, your time is much appreciated. Jim has also sent me a further short item regarding speed. Thanks again Jim.

I have included August's Insight this month as a bit of a gap filler (I have run out of time this month to search around for something else) but also if you are in the market for a new car the IAM has negotiated a discount with Fiat and Alfa Romeo.

Finally, the same reminder I always insert because I really do need your input. 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.

Mick Smith

MEMBERSHIP UPDATE

There are 2 new members to welcome to the group since my last update in the August Chain Lincs.

Member	Observer
Neil Garnham from Willingham By Stow	Don Ford
Jerry Neale from Nocton	Ed Everatt

Two test passes to report, the total for the year is now five. Let's hope we have a surge in the latter half of the year.

Member	Pass Date	Observer
Robert Dickenson	9 August	Rob Gregg-Herrett
Jeff Bayne	Not Known	Ken Pike

Membership currently stands as follows:

Full Members	82
Associate Members	20
Group Friends	1
Total Group Membership	103

The additional meeting at The New Inn, North Thoresby on the evening of Thursday 19 August was a waste of time organising as I was the only one who bothered to venture out. I suppose it's always worth trying new things especially when it was something members appeared to want from the responses received via the recent questionnaire.

A similar extra meeting was tried back in the nineties and fizzled out after a few months due to lack of support. This looks to have gone the same way.

That's all for this month, ride safe:

John Cheetham

OBSERVATIONS

By Iain Johnston

An important point this month. Sorry to bang on about it but it is essential that you ensure that you keep up both your IAM membership AND your membership of Lincolnshire Advanced Motorcyclists. Our group insurance through the IAM is only valid for activities involving current members (of both group and IAM) or potential members who are investigating whether to join and prepare for the IAM advanced motorcycle test.

On the last Sunday morning observed run Ian Morrison had a minor tumble when he lost his balance when stopped at an awkward T junction. In most cases this would have been an "Oh Shit" moment, lift up the bike, swear at the scratches and get going again. However, in this case Ian pulled a hamstring and was left feeling very unwell at the time and was unable to ride the bike for a few days. He is now much improved. This is just an example to show that none of us is immune from making mistakes and it is always possible to come a cropper even if you don't make a mistake. Insurance, both your insurance and the group's is important, so please make sure that you keep up your membership so that you, and we, are protected in the event of a mishap.

Enough said. Ian is happy for me to use him as an example in this way and is analysing the incident in his mind. I'll leave him to decide whether or not he wants to tell people more about it. In the meantime I hope you'll all commiserate with Ian over his and his machine's damage.

I attended the Eastern Region, North, observer training day at Radcliffe-on-Trent last Saturday and apart from the weather which was wet with a big "W" I thought it went very well. Terry Towler had organised video clips of about 5 minutes each which the observers attending had to debrief each other on, pretending one was the observer and the other the rider. A very effective way of practising debriefing it seemed to me.

For any observers interested please note that there is a training weekend being organised in Wales in the autumn. I'm not certain when, nor whether there are any places left, however, if anyone is interested I'll find out.

Enjoy Safe Riding

Iain



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WICKENBY BIKE NIGHTS

The Café at Wickenby Airfield are trying to build up the bike night they hold on a Monday evening through the summer. The details are:

HangAround Cafe
The Old Control Tower
Wickenby Airfield
Langworth
Lincoln
LN3 5AX

<http://www.wickenbyairfield.com/hangAround/>

The opening hours for the cafe are 9am till 5pm Tuesday to Sunday.
Mondays 9am till last biker leaves (at present around 9pm)

Although we are trying to promote the Mondays as a bike night, your members would be welcome any time during our normal opening hours, and if you wanted to come along any other evening, then subject to numbers we would be willing to stay open with prior notice.

There are special prices for bikers to sample a flight in a microlight or cessna aeroplane.

Lynne Bradshaw
07935 971089

BACK TO THE FUTURE?

Having written about speed in the July addition of ChainLincs I have been interested to note the response, or lack thereof.

Firstly I would like to thank Jackie Brown for taking the time to write a reply. I was interested in the phrase '**inappropriate speed**' as I feel this sums up the point rather neatly. Further on Jackie states that the County of Durham has no speed cameras, allowing the police to carry out this role. This may also allow the police to stop the flagrant use of mobile phones and, as I witnessed the other day, laptops while driving. I also note that Swindon Council has switched off its cameras recently as they have seen no benefit in them, a bold move.

Now, in July Ken Rose shared 'The Ten Commandments of Motorcycling' from the 1974 edition of Roadcraft. Some of the language used may be a tad quirky but the advice contained remains pertinent. A couple of the headings stood out, no.2 **Concentrate** and no.3 **Think** are two essentials for safe riding. Further on though I was delighted to read **no.5** 'Ride with deliberation and overtake as quickly as possible' and **no.6** 'Use speed intelligently and ride fast only in the right places'. The 1970s wasn't all bad! I'll just check EBay for a DeLorean equipped with a Flux-Capacitor.

Moving on slightly, in Chairman's Chat from the August edition Andy Kitchen describes an alarming scene that unfolded during an observed ride. Sports bike riders that seem intent on their own demise hurtling about the countryside using inappropriate speeds and utterly failing to think (I have to conclude they must at least be concentrating). It is these riders training organizations must reach if they seriously want to reduce motorcycle casualties. Unfortunately such organizations do tend to 'preach to the converted' a little rather than innovating fresh ways of attracting people to the benefits of further training (have a look at how many sports bikes feature on the front cover for example).

Speed or the sensation of speed and overtaking are the thrills that attract many riders. I feel that statements like 'there is no freedom to err on the side of safety when overtaking' are hugely discouraging to such riders. Statements like 'Ride with deliberation and overtake as quickly as possible' and 'use speed intelligently and ride fast only in the right places' or 'If you want the thrills learn the skills' (I made that last one up) are more likely to begin to attract a curious death wish rider into the fold. Once people begin the journey with a training organisation then a dialogue can be entered into regarding 'appropriate speeds'. After all, no one can teach in an empty classroom.

Jim Rendall

LINCOLNSHIRE BIKE NIGHTS (Supplied by LRSP)

Sports Bikes			Cruisers	
September				
1	North Wheatley	Sun Inn	Brandy Wharf	Cider Centre
8	North Thoresby	New Inn	Flixborough	Flixboro Inn
15	Broughton	Red Lion	Faldingworth	Coach and Horses
22	Rothwell	Blacksmiths Arms	Grimsby	Yardbirds Rock Club
28	Nettleton	Pub in the Woods (Nettleton Lodge)	Winterton	Football Club
October				
6	South Ferriby	Nelthorpe	Great Limber	New Inn
13	Burton Waters	Woodcocks (Lincoln)	Redbourne	Red Lion

PYRENEES ADVENTURE (PART 1) – JIM RENDALL

I am fortunate enough to have as a friend an ex professional cyclist who also owns a house in France. In conversation one day we were discussing how he liked to ski from the house in winter and cycle in the summer months. He then proceeded to tell me of a route he once cycled called 'La Route des Cols'. This follows roads from the Atlantic to the Mediterranean over some 30 odd passes (cols) through the Pyrenees and is about 550 miles long. A lot of the roads within 'La Route' are used by the Tour d' France and include some famous mountain stages (if you know about such things). Apparently he and his friends managed this feat in five days.

I left his house with a map and some web addresses and began plotting. The boys seemed keen enough to give it a go, the only downside being the travel to the area. Brittany Ferries seemed to offer the quickest route at around 20 hours but this still meant at least 10 days away from home (longer than I feel comfortable with).

The trip starts on a Sunday outside Morrisons supermarket at silly in the morning o'clock. I don't remember shitting the bed but curiously I'm first to arrive. While waiting

for the others I have chance to admire my current steed. It's a Honda CB1300, a 'proper' bike many tell me, bought last year to replace my Aprilia RSV. The Aprilia was fantastic round Cadwell but we never really gelled around town or on bumpy country lanes. The huge softly sprung CB is a dream in these areas and still a hoot around the track as I discovered. But not today. Today it stands fully laden with tank bag, Givi throw over



panniers and a neat Givi roll bag my wife bought me for Christmas. It looks the part and I am almost looking forward to the 350 mile ride down to Plymouth. Then I ponder the wisdom of not fitting at least a handlebar fairing.

The sound of an approaching BMW overwhelms the early morning bird song and I can see Desperate Dan is surprised not to be the first here. Meticulous preparation means the deep blue BMW R1100S gleams beneath its lesser burden of tank bag and roll bag. Kryten is next to arriving on his version of motorcycle nirvana. It's a Suzuki SV650 with various parts fitted to cosset its besotted and now excited owner. Uncle Festa is last onto the grid and shows little remorse as he believes the journey south will not require the amount of extra time insisted on by Kryten and Dan. Festas' ageing Kawasaki ZX6

wearing battle scars from previous European campaigns is barely asked to carry a thing, just a tank bag and roll bag lashed to its' seat. I am questioned as to the duration I have packed for as it appears to be at least twice as long as Festa is planning. Kryten announces a very original approach. He has packed all his worst clothes and intends discarding them throughout the Pyrenees once worn.

So the 'Long Way Down' begins (did someone else use that somewhere already?). The A46 soon gives way to the madness and boredom that is, for me, motorway riding. The M6 threads its way southwards and I sit waiting for signs that countdown Exeter then Plymouth. The CB copes superbly but I am left with the distinct impression that a fairing of some kind would be a jolly good idea if there's ever a next time.

Plymouth is a bustling place but after a minor detour or two we successfully navigate our way to the Millbay dockside, err with two and a half hours to spare, Festa was right. The midday sun is beating down and none of us fancies joining the queue to board the as yet to dock ferry. We set off in search of 'The Hoe' the place where Sir Francis Drake was told of the approaching Spanish Armada and calmly finished his game of bowls. Today, however, a somewhat different Armada fills the bay as a powerboat race meeting is in full flow. We park up and enjoy the sun drenched carnival atmosphere as in-between race commentary Heart Radio is played through the public address system.

Out at sea the boat shaped silhouette of the MV Pont-Aven grows larger by the minute and soon the racing is halted to allow our home for the next night to berth. On board and on the car deck our bikes are left to the tender mercies of the crew to be unceremoniously lashed down for the crossing. Once located our tiny four berth cabin is soon filled with discarded motorcycle attire as we all endeavour to slip into something more comfortable and head out to the bar and the sunshine. We are confronted by Kryten's first choice of 'disposable fashion' and it's not good. One must conclude he has a very deep wardrobe and has thrown little, if anything, away since the early '80s, bold yet frightening. Anyway, with our small piece of deck secured it's time to watch dear ol' Blighty slip away port side and enjoy the sight of condensate trickling down the sides of four long overdue glasses (and a bag of nuts cos I was getting a bit peckish by then too).

Out came Kryten's mobile phone, a sight we would be very familiar with by the end of this trip. For some time he was away in his own 'fastest finger first' text world saying bye-bye to his Mum, sisters and daughters...and maybe someone else to? Once he rejoined the real world it was time to forage some food from the very busy café. Afterwards, around 6:30, we were a bit lost for things to do so took the mutual decision to go and have 'a bit of a nap' (a power nap) before going back to party the night away with the on board entertainment. I woke up at around one in the morning and Festa and Kryten were still in bed. Only Dan had made it back to the bright lights for another couple of beers! (Must have been a long day).

Monday - The next morning dawn was breaking over the yard arm, whatever the heck that nautical nonsense means. Well actually, for us, it wasn't. When you're cocooned in a cheap inner cabin on-board this kind of vessel there are no windows and there's no sensation of time until you reach out and jab a finger onto the light switch. This action revealed it was breakfast o'clock and I hadn't felt the ship move all night, a smooth crossing of the Bay of Biscay is possible!

We took advantage of the restaurant at the back (stern for those ex Matlows out there) of the boat (ship). The price was slightly higher than the rif-raf end but you paid your money and ate and drank as much as you liked, quite some challenge given we weren't due to dock until 12:30!

As Spanish coastline began to grow larger we began to repack our gear and don the leathers that had been stowed under the bunks in the haste of the previous afternoon. When the port grew closer so did the frequency of the knocks on the door from the stewards trying to coax us out of the room so they could begin the cleaning process. Tannoy announcements informed all those on a 'mini cruise' returning to Plymouth that afternoon that they had basically 3 hours to enjoy the delights Santander had to offer before they had to be back on board and ready to sail. Why would anyone in their right mind do that?

We bowed to the pressure and exchanged the sanctuary of the room for the tight labyrinth of corridors that lead to the garage deck where our bikes had spent the crossing. This was a busy place where bikers, lorry, bus and motor home drivers all competed to reach their vehicles. The bikes were very closely packed wheel to wheel and held down to a central metal wire by a strap ratchet tight enough to give a perfect 'C sharp' when twanged. Then, after what seemed like an eternity, light could be seen flooding in and that was the queue for the resulting free for all. Think of that Christmas favourite 'The Great Escape' where they are popping out of the tunnel under the glare of the search lights and you won't be far wrong.

In the sunshine we regroup on the Spanish side of passport control and thrust ourselves into the insanity that is Santander lunch time traffic mixed with bewildered British holiday makers and battle scared lorry and coach drivers. Local mopeds buss about like annoying wasps after a bit of your jam sarnie in the summer but we are eventually spat out of the centre and heading off down the motorway. And what a motorway it turns into. There are some rather sharp bends and steep gradients to contend with as well as stunning views of sandy inviting bays to try to ignore as you pick a safe route onwards. There are also the toll booths with their grasping arms poking out demanding a share of your nice fresh Euros. Top tip here, look at the signs above the open lanes and choose one that suggests you pay cash, unless you happen to have a magic motorway card, this will save you having to reverse back into frustrated locals. Top tip two, have plenty of small Euros accessible as the paying gets quite frequent. Pay to use a section of motorway, pay to leave Spain, pay to enter France oh, and make sure you wipe your nose as you'll be paying through that too when you top up with fuel on the motorway (just like being at home then).

Once off the motorway the 250mile ride to our first Pyrenean hideaway becomes much more enjoyable. Dan has a sat-nav and we follow deep into the countryside. Possibly deeper than we anticipated as the roads tend towards, well err, tracks. Gravel covers much of the surface in front and one half expected to see Euan and Charlie coming into view at one point. The track winds on higher and higher and we are brought to a standstill on several occasions by passing livestock, cows, sheep and a small herd of horses. It matters not a jot and adds to the sense of fun and adventure. Our bikes were really not made to be here, maybe we wouldn't have chosen this route had we known but it was a giggle.

Heaven knows where we went but eventually we find some tarmac and a fuel stop. The guy in the garage tells us we are very close to Arette, the village in which our hotel is

situated. It's about 7:30 when we disturb the tranquillity of its sleepy streets. Well I say tranquillity but soon an odd church bell begins to chime to let everyone know its 7:40, then 7:55 then 8:10. Over a couple of beers on the pavement outside our hosts ask if we would like an evening meal or would we be dining in the restaurant down the road, which is closed tonight. That kinda narrowed the choice down so we quickly changed and awaited the culinary delights of the Hotel / Bistro de L'Ours (hotel of the bear). Well despite the pictures of brown bears that bedecked the walls I formed the opinion that the Bear in question was not the furry Pyrenean beast but the contents of our plates! Maybe it was nouvelle cuisine?

Tuesday - At breakfast the next morning we share the dining room with a group of Dutch cyclists doing the coast to coast. They look lean and fit and probably ate at the hotel last night to. I am none to well but rule out food poisoning as the problem. The gang is concerned and I am offered various remedies. Dan appears to carry a Mary Popins style medical bag and I add some of his pills to the chemical concoction racing through my system. There's no chance of laying about feeling sorry for myself so we pay up, mount up and ride off in search of some Pyrenean Cols.

The first of today's Cols is accessed by a long and winding road that leads (to your door) upwards through the wooded hillside around the tiny village of Sainte Engrace. Col de Suscouisse is the crown of the winter ski resort of Pierre Sainte Martin but there are few people about today as we pass over and head on down. The roads all seem narrow and

in many places the surface can be unpredictable.



Things then begin to change for the better as we crest an unassuming hill and find ourselves in a truly beautiful place. It's called the Col d'Marrie Blanc and a large area of meadow slopes sharply away to our right. What seems to be a large party of school children on a field trip are milling around some mini busses

and wave as we pass. There are cyclists at regular intervals and we pull over to take in the full splendour of the scene. As the sound of our engines fades away it is replaced by the sound of distant cow bells. In the warm sunshine we cast aside our crash helmets and leather jackets to enjoy the tranquillity laid out before us. After a while we watch as the school party heads down the slopes scattering the cattle and making the sound of bells more noticeable.

What is this life if full of care we have no time to stand and stare? Well maybe not full of care but we can't stand and stare any longer if we are to reach our destination. Remounted we head down the hillside and find the road much more to our liking. Some more spirited riding follows as the surface is clean and unrutted. More cyclists are passed working hard towards the summit we leave behind in our increasingly confident decent. The need for petrol is becoming an issue for the two smaller machines in group. The sat nav turned us away from the tarmac and led us up along some more challenging farm tracks before depositing us in a village where we take the opportunity for some liquid refreshment at a pavement cafe. I practice my dubious French on the lovely old lady owner and we receive some great tasting coffee in return (and directions to the toilet, always a handy phrase in any language).

After locating petrol we head out on a decent road that gets busier and busier. Somewhere we have taken a wrong turn and now are heading into the famous pilgrimage town of Lourdes. This is a hot and heaving town from which we gain no healing qualities whatsoever. The vision of a fort beckoned through gaps in buildings but we were in no mood to attempt a visit. From the peace of the Cols this place is filled with people and traffic and we are relieved to find the best thing to come out of Lourdes, the N21 back to the mountains!

Eventually we find the town of Soulom and detour upwards once more to find the 'Pont Espagne'. The Spanish Bridge is a man-made structure in an area of outstanding natural beauty. We follow the D920 known locally as the Route de Cascades the interweb tells

us and soon find out why. There is a small car park and we stop to have a wonder. Two huge waterfalls collide here and it is an impressive sight and sound. The water looks so pure and cool that our jaded water bottles are emptied and then refilled. On such a long hot day and after the torment of Lourdes the taste of this water perhaps




has healing qualities of its' own. So much so in fact that Kryten decides that Festa is baptized with a dash of the 'holy' liquid. A water fight ensues and both return thoroughly, well, err Baptized? Kryten takes the opportunity to get his shirt off and reveal his muscular physique to the passing bus loads of Lourdes bound pensioners, not that he needs an excuse for 'tis the temple at which he worships.

This, however, is not the pont we have come to view and we continue upwards to the extraordinarily large car park. From here we strike out to view the bridge and in 5 mins it appears through the trees. A narrow metal bridge has been slung above a deep narrow gorge through which a torrent of water roars. From this bridge we get a view of the brick built structure that is the Pont Espagne. It is well above our vantage point but not far away and barely visible through the mist and dappled sunlight. At the viewing area water from several powerful streams meets and mingles before rushing onwards under the bridge. The temple is once again revealed and a camera is thrust into Festas unwilling hands. After some 'pumping up' images are captured that, well frankly, err look a bit, err Gay. It's all a little un-nerving when you watch the reaction of our fellow tourists, three blokes dressed in leather photographing another half dressed one (thank goodness he didn't bring the baby oil!).

We manage to persuade Kryten to get dressed and begin our decent. Time has pressed on and we need to get to our hotel. The Hotel Compostelle is located at the end of a long valley in a village called Gavarnie. It has an interesting welcome on its interweb page "After having been around a lot, Sylvie, an indefatigable hiker, wanted to give her charming hotel a Nature & Mountain vocation". Well whatever that meant we struggled to find it until we heard a voice calling from above. It was the indefatigable hiker herself guiding us to the grassy car park at the back of the hotel. Sylvie had the look of one who had indeed been around a lot and fixed us with a broad open mouth smile that didn't move. She waited patiently smiling away while we found a space that our bikes wouldn't sink into the ground. Inside, after being asked to remove our shoes and leave them at the bottom of the stairs, we were shown to our rooms and the views from the windows were stunning. The huge natural wonder of the Cirque d'Gavarnie and its waterfalls formed the backdrop to the town made all the more spectacular by the elevated position of the hotel.


But we were hungry and Sylvie recommended a restaurant that could be seen from the hotel. We were seated in a glass sided room with a magnificent view of the Cirque and the setting sun. The young waiter spoke reasonable English and the menu was translated far enough for everyone to make a choice. Beer, wine and fine food ensued as the sun turned the sky red before bidding farewell. Cheap it most certainly was not, but as an end to a thoroughly enjoyable day it was just about perfect.

Part 2 next month



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INSIGHT

THE INSTITUTE OF ADVANCED MOTORISTS GROUP BRIEFING

WELCOME

Welcome to Insight, the monthly newsletter produced for the IAM Groups and their members.

NEW PARTNERSHIP



This month saw the IAM enter into a significant new relationship with Fiat. We have negotiated a very strong membership discount, which will be available to IAM members for all vehicles in the Fiat and Alfa Romeo range, and could in future include the Chrysler and Jeep brands.

In addition to the member benefits,

Fiat have agreed to use their dealership network, about 60 outlets, to actively promote the IAM Skill for Life. We are also looking at further packaging of our product, whereby the SfL could be sold as part of the price of the car. Our job is to then convert these drivers to actually undertake the SfL programme.

I am very hopeful that this initiative will enable us to provide more SfL candidates for the IAM Groups, providing us with a real opportunity to grow our membership.

Meanwhile, Fiat will also be providing vehicles at our skills days and allowing IAM members to "test drive" them on the track. They are keen to support us in joint marketing initiatives; Fiat will be communicating with members about the new deal.

The partnership will mean that IAM members can take advantage of

exclusive discounts on the entire range of Fiat cars, including the 500, new Punto Evo, and the Alfa Romeo MiTo and new Giulietta.

Fiat are keen that we work with their other partners, including British Cycling, which will mean that we have new opportunities to network with organisations with whom we have struggled to gain access in the past.

Fiat and the IAM are a perfect fit for each other. We offer driving and riding skills on the road, and we have a legacy of more than 50 years' contribution to road safety - while Fiat has a rich automotive history as one of the leading car makers in the world.

We will have full discount deals on the website in the next few weeks and our members will receive an email notifying them of this opportunity.




Simon Best
Chief Executive
ceo@iam.org.uk

MEMBER BENEFITS

We have just introduced a new booklet for IAM members, called "IAM Rewarded – a guide to the IAM member benefits". This is the first time we have had a full guide and we have literally dozens of new proposals which will be of interest to members, including those in Ireland. The booklet does remind me though that the main benefits of being an IAM member will always be greater confidence and more enjoyment as a road user. But our 100,000 plus membership can now enjoy an attractive range of benefits and discounts, designed to save every member at least the annual cost of the IAM membership fee.

We appreciate that not every member will want to take up every offer – but the range of driver discounts, rider rewards and travel and lifestyle offers means that there is sure to be

something that will appeal to most people.

It is a fairly comprehensive list now, with the new Fiat/Alfa schemes to go on as well, plus Hein Gericke who are leading providers of motorcycle wear, so it's always growing. But we are interested in what new member benefits you would like. Does your Group have a particular suggestion? If so please let Paul Woolzley know – paul.woolzley@iam.org.uk.

For the latest updates please check iam.org.uk/memberbenefits

And if you would like copies of the booklet itself to give to Group members, again, please let Paul know.



CHIEF EXECUTIVE'S
INTRO

NEW
PARTNERSHIP

MEMBER
BENEFITS

DRIVERS VS
CYCLISTS

RISK
ASSESSMENT

DRIVERS VS CYCLISTS: one and the same?

In 2009, the IAM released a research report entitled "Cycling Motorists", the hypothesis being that cyclists were in fact and to a large degree, motorists as well.

The report's findings supported the IAM's move to actively help cyclists through training and education; roughly 75% of cyclists also owned or had access to drive a car. It also found that the biggest barrier to the "cycling motorist" getting on their push-bike more often was a fear of other traffic on the road.

Such findings give credence to the cycling arm of the IAM, whose aim is to appeal to the many millions of multi-modal road users who have access to both motorised and pedal-powered transport. From this, the values and principles practised by the IAM for over 50 years for the benefit of drivers can be quite readily applied for the benefit of cyclists; those of information (gathering), positioning and the considered use of speed, gears and acceleration. Sound familiar?

Reaction to the IAM's involvement in cycling has, by and large, been very favourable with many advocates claiming it is refreshing and timely for a motoring organisation to embrace cycling and cyclists. The minority, polarised view from some cycling and motoring voices has claimed that the extension of our work is misplaced and misguided.

When Simon Best and I met with the Department for Transport officials recently, they were clearly of the view that the IAM's claim to cycling was a legitimate one – we

have the integrity of the "middle ground".

Although confident that its approach to cycling is hugely beneficial for all, the IAM's position has just received indirect backing from the cyclist's own charity, the CTC. Their new claim (through research) is that the cyclist of today is also likely to be part of a relatively affluent household where two cars also reside. So as it appears increasingly likely that we have different modes of transport at our disposal, the IAM is well placed to appeal to an even wider road-using public in the UK.



D.P. Pickering

Duncan Pickering

RISK ASSESSMENT



Those of you I met at the Bike Conference last month might recall I did a presentation about the need for risk assessments which arose out of the work we were doing with the NRG (National Representative Group) looking at governance of the groups.

This is of course just as relevant to the

Hazard	People at risk	Severity	Likelihood	Overall risk	Control measures (and comments)	Result	Action required?
Collision with another vehicle/road user/roadside property etc	All	H	L	M	<p>Associates</p> <ul style="list-style-type: none"> All have DSA driving test pass qualification as a minimum of prior training (or EU equivalent) providing evidence of some prior competence Driving licences checked prior to first session Eyesight tested at before start of first session Briefing at start of session includes safety issues, and reminds associate he/she has responsibility for safety specifically Briefed in relation to safe clothing 	A	

car groups as it is to bike groups.

I promised bike group delegates that I would provide more information, and the presentation will shortly be posted on the IAM website. Meanwhile, please see the example (above), for collisions with other vehicles.

The NRG requested that we provide a template to help groups write their own so that – rather than reinvent the wheel 200 times for every Group – we

could cut through the bureaucracy and give Groups something to adopt, and adapt, for your purposes locally, if you choose to do so.

Please feel free to discuss this at your forthcoming regional forums next month.

Meanwhile, the template will be made available as a discussion document at the NRG on 14 September.

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
Hartsholme Country Park	South side of B1378, Skellingthorpe Road (off Lincoln Bypass)

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.

SEPTEMBER

Weds 1st - Monthly meeting at Dave Capell's Games Room, Station Farm, Station Road, Kirton in Lindsey at 8.00pm.

Sun 5th - Group Observed Run from Hartsholme Country Park. 9.00am for 9.30am. Prompt start.

Tues 14th - Informal meeting at The Sun Inn, North Wheatley, DN22 9DS. 7.30pm. Contact John Cheetham

Sat 18th - Lincoln BikeSafe, LRSP, Pelham Bridge, Lincoln. Contact Point Don Ford 01522 686068

Weds 29th - Meeting for Observers and those interested in becoming Observers. More information from Iain Johnston.

OCTOBER

Sat 2nd - Lincoln BikeSafe, LRSP, Pelham Bridge, Lincoln. Contact Point Don Ford 01522 686068

Weds 6th - Monthly meeting at Dave Capell's Games Room, Station Farm, Station Road, Kirton in Lindsey at 8.00pm.

Sun 10th - Group Observed Run from Brigg Leisure Centre. 9.00am for 9.30am. Prompt start.

Tues 12th - Barrie Heath Three Way Quiz, Pear Tree Pub, Grimsby Road, Humberston, DN36 4AH.

Start time 7.30pm. This year the quiz will be run by Grimsby and Louth Advanced Motorists, so we will be competing against Lincoln and Scunthorpe. There will be a buffet at about 8.30. Contact Iain Johnston.

Weds 13th - Committee Meeting, Offices of LK2 Architects, Nettleham. Prompt start at 7.45pm

Weds 27th - Meeting for Observers and those interested in becoming Observers. More information from Iain Johnston.

NOVEMBER

Wed 3rd - Monthly meeting at Dave Capell's Games Room, Station Farm, Station Road, Kirton in Lindsey at 8.00pm.

Evening meeting commences with the group ANNUAL GENERAL MEETING.

Sun 7th - Group Observed Run from Willingham Woods. 9.30am for 10.00am. Prompt start.

Weds 24th - PLEASE NOTE: No Observers meeting this month.

ANYONE READY TO OFFER TO PUT ON A RUN OR OTHER EVENT TO LIVEN UP THE CALENDAR PLEASE CONTACT DAVE HALL ON 01522 828010