

Chain Links

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

AGM

2 November 2011

See inside for details

**Your chance to have your say on how the
Group is run.**



GROUP COMMITTEE MEMBERS

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

Webmaster Scott Healy Email: Scott@helium.plus.com

Meetings are held on the first Wednesday of the month starting at 8pm
at the Crown Inn, Glentham

Glentham is on the A631 about 2 miles east of the A631/A15 junction at Caenby Corner

The next issue of ChainLincs will be in November 2011.

Please provide any copy to the editor, Mick Smith, by Sunday 23 October 2010 at the latest, earlier is better.

You can send copy by email to

mick.carron@btinternet.com



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,

Summer, for it was worth, seems to be disappearing fast – there's a definite autumnal feel to the mornings now and the opportunities for a ride after work are getting significantly reduced. Observing in the dark is always quite entertaining.

With autumn comes the Annual General Meeting which takes place on Wednesday 2nd November at The Crown, Glentham. It may seem a while away but it'll be on us quickly, so put it in your diary now (marked 'important!').

It is most important that members come to your Group's AGM, even if you don't come to Group meetings. It is an opportunity for you to find out what's been happening during the previous year regarding Group/social activities, observing, the IAM and the state of the Group's finances (fortunately looking much healthier than most financial statements being issued at present).

It'd be great to see as many of you there as possible for the meeting.

Andy Kitchen

EDITORIAL

Welcome to the October edition of ChainLincs. Iain's article about his life on wheels continues although we are reaching the end now so maybe a couple more months. Fortunately Jim Rendall has sent me an article about his trip to Norway with some stunning photos so all being well I will get that started next month as well. If you have been out and about this summer and have something you think the other members will be interested in then please send it to me as I really do need your input for ChainLincs. Articles like Iain's and Jim's are important to keep the newsletter interesting and to see what other members of the group get up to on their bikes.

As I write this we are at the beginning of an Indian summer that looks like it might last through the weekend and I for one hope to get out sometime over the weekend to make the most of it before the autumn and winter set in.

Mick

MEMBERSHIP UPDATE

Group Web Site: www.l-a-m.co.uk

One new group member to welcome this month as follows:

Member	Observer
Steve Smales from North Hykeham	Richard Busby

I have one test pass to report – well done to both candidate and Observer.

Member	Pass Date	Observer
Chris Tait	22 September	Ed Everatt

Group membership currently stands as follows:

Full Members	82
Associate Members	18
Group Friends	1
Total Group Membership	101

The group social run to How Stean Gorge Café on 25 September was well supported with Carolyn and myself accompanied by Dick Foley, Dave Hall, Jeff and Sue Hobbs, Dave Mather and Ian Morrison.

Scott Healy accompanied Dick to the starting point at the motorway services at the M18 / M180 junction then left us as he had other commitments for the day. I think he must have psychic powers and realised what we were in for weather wise – virtually continual heavy rain for the whole journey to the café, this despite the weather reports indicating no rain for the day. This made for a challenging journey on the winding and in places heavily potholed roads. Also my navigation skills seemed rather awry on the day and despite several “U” turns to correct mistakes everyone took it in good humour, although I did catch one remark that I should perhaps invest in a satnav.

Arriving at the café group gastronome Ian Morrison maintained his acquired reputation by keeping the staff busy bringing him various menu items, all speedily demolished.

The return journey over the moors to Masham, Ripon, Knaresborough, York bypass, Selby and back to the motorway services where after a coffee we split up and made our way home was entirely in the dry.

It goes to show that you can have a good motorcycling day even with inclement weather. It certainly demands smooth riding and good observation of road conditions especially on the minor roads.

Thanks to all those who took part and made it a day to remember.

That's all for this month, ride safe:

John Cheetham

(There are a couple of pictures from this run out later in the newsletter – Mick)

OBSERVATIONS

First of all could all Observers please note that we will have Graham Buxton, the IAM Staff Examiner for our area, at the observers' meeting on 26th October at Andy Kitchen's offices at Nettleham. Please make an effort to attend if you can. Amanda Smith who is Graham's new boss at the IAM will be with Graham and they will be able to deal with any questions you may have relating to examining and to the standard expected by Graham when he tests senior observers and examiners.

My bike is still off the road, so I've been missing out on some of the nice Autumn riding days we have had recently. Unfortunately it also means that I haven't been able to do observed rides for my associates, or any check rides. I have arranged that Jeff Picking will take over the observed rides if necessary.

Recently there has been an issue with some associates and full members who have paid their IAM subscriptions but whose record has still been showing as expired members on the IAM database. I apologise for any confusion this may have caused. We are unable to offer observed rides to associates whose membership is not up to date and John Cheetham checks the IAM database regularly to let us know when associates' membership expires. As a result of the IAM showing the wrong status there has been at least one associate who I have been unable to take on observed rides.

Unfortunately there's not a lot we can do about this except phone or email the IAM to check if any associate is shown as expired but has in fact renewed. Obviously we will try to do this in future.

Enjoy Safe Riding

Iain

BARRIE HEATH QUIZ

As winners of last year's quiz Lincs Advanced Motorcyclists are to host this years. It will take place on 20 Oct at the Cemetery Road Social Club (also known as the Redbourne Club), Cemetery Rd, Scunthorpe, DN16 1NU. As we are running the quiz we are unable to enter a team but if anybody can give Dave Hall a hand on the night it would be much appreciated. If you are interested in helping or cheering on the teams Terry Heath is looking for numbers for food. So please let John Cheetham know if you are likely to go. Also, if you have a good set of 10 questions, or can come up with a good set of questions, that would be suitable for the quiz then contact Dave on 01522 274989. The questions do not have to be motoring or biking related so if you are a quiz question setting expert give Dave a call. Thanks.

NOTICE IS HEREBY GIVEN by order of the Group Committee that the 25th Annual General Meeting of **LINCOLNSHIRE GROUP OF ADVANCED MOTORCYCLISTS** will be held at 8.00pm on Wednesday 2 November 2011 at the Crown Inn, High Street, Glentham LN8 2EQ to enable the Trustees of the Group (Registered Charity No. 1049955) to present their Annual Report and Accounts for the year ended 31 March 2011 for approval by the Group Members and to conduct an election.

Honorary Secretary's Name	John Cheetham	Date	01 09 2011
Address	26 Lansdall Avenue Lea Gainsborough DN21 5JL	Group No.	7176

All Members, Associates and Friends are invited to attend but only Fully Paid Up Members of the IAM and of the Group may vote.

A Member entitled to vote at the General Meeting may appoint a proxy to vote in his stead. A proxy need not be a Full Member of the Group.

CURRENT OFFICERS

All Officers retire annually and may offer themselves for re-election. (Group Rule 3.4)

Andrew Kitchen	Chairman	Not standing for re-election
Andrew Greenslade	Vice Chairman	Offering to stand for re-election
John Cheetham	Secretary	Offering to stand for re-election
Glen Howard	Treasurer	Not standing for re-election

COMMITTEE MEMBERS

One third of the Committee (excluding Officers) must retire annually and may offer themselves for re-election. (Group Rule 3.4)

A. RETIRING BY ROTATION AND STANDING FOR RE-ELECTION

Ken Pike
Dave Hall
Mick Smith

B. RETIRING BY ROTATION AND NOT STANDING FOR RE-ELECTION

None

C. COMMITTEE MEMBERS NOT RETIRING

Donald Ford
Iain Johnston
David Mather
Rob Gregg-Herrett

Note
The total number of Committee Members including the Officers must not exceed twenty. Please see the NOMINATION PAPER for further detail.



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As notified separately, the AGM is being held at 8.00pm on Wednesday 2 November 2011 at the Crown inn, High Street, Glentham, Market Rasen, LN8 2EQ.

Nominations are invited from Full Members to stand for Committee. The Nominee must be willing to stand for the Committee and sign the Nomination Form. By signing the Nomination Form the Nominee is affirming his/her ability and intention, if elected, to attend Committee meetings regularly.

Please note - You may not stand for the Committee if the law debars you from being a Charity Trustee.

Only Fully Paid Up Members of the IAM and of the Group may nominate Committee Members or be nominated as Committee Members.

This Nomination Paper must be returned to the Group Secretary at least seven days before the election – i.e. by 25 October 2011. (Group Rule 3.5)

All Officers and one third of **all** other Committee Members must retire annually by rotation and may offer themselves for re-election by Group Full Members. (Group Rule 3.4)

Those elected become Charity Trustees of the Group.

OFFICERS

Name	Position	Nominated by	Seconded by	Signature of Nominee
	Chairman			
Andrew Greenslade	Vice Chairman			
John Cheetham	Honorary Secretary			
Howard Ratcliffe	Honorary Treasurer			

COMMITTEE MEMBERS

Name	Nominated by	Seconded by	Signature of Nominee
Ken Pike			
Dave Hall			
Mick Smith			

LINCOLNSHIRE GROUP OF ADVANCED MOTORCYCLISTS

(Registered Charity 1049955)

25th ANNUAL GENERAL MEETING

Wednesday 2 November 2010

Crown Inn, High Street, Glentham, Market Rasen, LN8 2EQ

AGENDA

1. **APOLOGIES FOR ABSENCE**

2. **MINUTES of the 2010 AGM (24th)** **Resolution 1**

3. **MATTERS ARISING from the 2010 AGM**

4. **AMENDMENTS OR ADJUSTMENTS TO THIS AGENDA**

5. **CHAIRMANS REPORT**

6. **TREASURER'S REPORT AND ADOPTION OF ACCOUNTS** **Resolution 2**
Authorisation to change subscription rate up or down **Resolution 3**

7. **ELECTION OF OFFICERS**

POSITION	NOMINEE	PROPOSER	SECONDER
Chairman			
Vice chairman	Andrew Greenslade		
Secretary	John Cheetham		
Treasurer	Howard Ratcliffe		

8. **ELECTION OF COMMITTEE**

NOMINEE	PROPOSER	SECONDER
Ken Pike		
Dave Hall		
Mick Smith		

9. **ANY OTHER BUSINESS** (properly the business of the AGM)

Note: questions from members will be invited after each report

VEHICLES I HAVE KNOWN (or KEEP ON RIDING) PART 5

By Iain Johnston

An unpleasant winter and spring on the dole followed. Mooching around Arran on a shoestring was interspersed with periodic mainland trips for job interviews (it was on one of these, to Loughborough) that I collected the CD175. For a little extra cash I periodically indulged with several others in the tedious work of picking whelks (not legal when collecting benefit but not remunerative either).

The CD175 was sold in a deal which involved my taking a really ropey Suzuki B100P in part exchange. How low can you get? Well I succeeded in getting lower. The B100P was sold to a friend in equally desperate straights and for a fiver I bought the CG125 which my youngest brother had abandoned as worthless a couple of years before (when I had the Trident).



CG125 back on the road I got a job on the Community

Programme on the Garden Tidy Scheme. I took the place of a teenager who had broken his leg in a bike accident! Never was I more glad. In many ways this was my first real job. A gang of four of us tootled round the island in a mini pickup cutting grass for old age pensioners and the disabled. The scheme was for six months, summer only. On our last day we retired to the not strictly open Heathfield Hotel at about 9.30am and emerged at about 3.00pm to sneak back to the Parks Department hut. Here we found the Local Officer of the council awaiting us with the welcome news that the scheme had been extended for a further six months over the winter. We were to do hedging, digging, etc for the same pensioners and disabled. He tactfully ignored our sozzled condition. We ended up with three of us over the winter, and spend many uncomfortable hours three in the front of the mini pickup hiding from wet or freezing weather.

In May the following year (after just having a further extension on the Garden Tidy Scheme) I got the offer of a temporary job at the Open University, on real money. A CX500 was for sale in the paper so after a loan from the bank and a trip on the ferry to pick it up I became a real motorcyclist once again. I sold the CG125 to a friend, who promptly trashed the crankshaft. Being very noble (I thought) I helped him fix it in the short time before I left Arran for the Open University.

The CX stayed with me until after I moved to Winterton and was eventually replaced by my a K100RS. In that time the CX carried me for many thousands of miles, with a good many trips to Arran from Milton Keynes and later from Winterton.

Following one such winter trip I found a HUGE pair of handlebar muffs. They were lined with artificial fur, came up to my elbows and definately kept my hands warm even on 300mile plus winter journeys. I still have them, but they didn't fit on the K100RS and don't fit on my current K1200RS.



The handlebar muffs caused me to replace the CX500 clutch at one point. They acted on the clutch lever in such a way that I was fooled into thinking the slipping clutch was due to wear. Nevertheless the comfort they gave was worth it.

All in all the CX gave valiant service and I did trips on it which I wouldn't contemplate now. One Friday evening I drove down to Milton Keynes from Manchester in the Open University van. Picked up the CX 500 and set out immediately for Arran catching the first boat on Friday morning to be an usher at Brian's wedding and then

riding back to Milton Keynes on Sunday.

After my stint with the Open University I joined the firm I now work for (CSE International Ltd, then at Flixborough) and moved to Winterton. When the CX500 was replaced by the K100RS I joined Lincolnshire Advanced Motorcyclists. After all I now had a mount not to be ashamed of (the CX500 had been getting rather tatty in the last few years).

At that time Lincolnshire Advanced Motorcyclists was much smaller than it is now, although in my opinion it was a much more active riding group than currently. I was assigned a guidance rider (John Ellis, to whom many thanks if he sees this, or even if he doesn't) who was a serving police officer, but not a police motorcyclist. He and his Gold Wing saw me right on a series of observed rides over about a year. I conscientiously practised my advanced riding skills in between observed rides and I believe got quite good. I have always said, and still do, that my bike riding has always been better than my car driving, but there was still a lot to learn.

That autumn I joined LAM and many other IAM motorcyclists at the first IAM motorcycle rally which was held at Stirling University (1988 I think). This was a strange experience for me. It was some 18 years since I had been a student at Stirling, back in the days of my Zundapp scooter. Here I was with a BMW, staying in the same hall of residence that I had lived in for 3 years as a student, but with a room in what had been the women's wing! What's more I was called upon to assist with giving assessment rides for local riders; the object of the rally was to help develop Advanced Motorcycling in Scotland. It was good fun. Don't forget I knew the local roads exceptionally well from three years of scootering, cycling, running training and walking. Now I had a nice bike to play with on them. Long standing members of the group, particularly those I have observed when they were associates will know my fondness for back roads, particularly single track roads. I would venture to say that it almost matches John Harrison's fondness for fords (the kind that involve water). There are some cracking back roads round Stirling. My favourite started on the hill right behind the university campus rising steeply through a man made gorge cut through solid rock with just room for a car and a bike to pass. I took some of the group for a ride on these roads and I think everyone enjoyed it, though the steeply rising single track hairpin just outside the Eastern edge of the campus proved nearly beyond the capabilities of a Gold Wing.

Eventually I was pronounced fit to take my IAM test. I applied and in May 1989 nervously kept the appointment with Ken Braithwaite at Ashby Ville car park in Scunthorpe. Ken described a route for me which many will recognize. As I recall it went up Brigg Road into Scunthorpe, up Berkley Street onto Frodingham Road, right at Britannia Corner (for the yellow hatching), down Doncaster Road to the motorway, East to Briggate Lodge junction, through Scawby, Hibaldstow and Redbourne to Waddingham, then right through those superb bends and across the A15 to Kirton Lindsey, back to Mortal Ash and Asby Ville. Of course Ken said that if I was in any doubt we could do it in bits, but

thousands of local miles on the CX500 and the K100RS meant that I had no problems with the route. The only bit I didn't know were those bends from Waddingham to the A15. Why oh why hadn't I found them earlier? I can think of ones locally that may equal them, but none that surpass them other than that superb sequence on the west side of Arran, but those ones have errant sheep and don't have such a good surface.

Anyway much to my relief, but not to my surprise, I passed. This was a fulfilled ambition, little voiced but lasting some 10 years or more. I felt on top of the world. Now in the years of observing since passing my advanced test I have learnt a heck of a lot more than I ever learned preparing for it, but it didn't and doesn't dim the sense of achievement. Many thanks to Ken for conducting the test and for his words of advice and encouragement since.



K100RS in its original colours on a LAM social ride. In Caistor Market Place, I think. (What about the dodgy leathers though? Anybody recognise some current members of the group in their younger days?– Mick)

The K100RS continued to serve me well. I and it went through a variety of spills, excitements and associates. Eventually it changed from metallic silver grey second hand BMW acquired from the dealers in showroom condition into the yellow banana colour well worn (but not quite as well worn as John Harrison's K75) high mileage BMW that many of you recognized as mine until early 2000. The spills that led to the change from BMW silver grey to yellow were mostly minor, but each had a lesson to be learned.

Motorcycles deserve to be handled sober.

I had come back from a ride late so I left putting it away in the shed until after closing time. I dumped the keys in my flat and toddled across to the Lion's Head. Several beers later wandered back across the road into my landlord's yard, opened my shed door, positioned the wooden ramp to push the bike into the shed, got the bike off the side stand, pushed it up the ramp and lost my footing as it went through the door. This was something I had done hundreds of times before without mishap. I'd even pushed the CX500 in and out with a stookie (plaster cast) on my leg. Anyway the upshot was cracked glassfibre on the fairing on the left of the windscreen and on the left hand lower fairing side panel. The latter corresponded nicely with a bruise on my right knee. My boat repair skills came in

handy, together with plastic padding, resin and mat. Finishing off with very fine wet and dry wet left the fairing structurally sound but with some plastic padding grey bits instead of silvery grey.

Early K series centre stands have a known weakness (that I knew nothing about)

Parking the bike at work I hauled it onto its centre stand alongside a shiny Sierra. Unfortunately the centre stand chose that point to collapse. As you can imagine when your weight is all on the centre stand and your effort is encouraging the bike to move backwards things get a tad unstable when the centre stand leg furthest from you gives way. I and the bike subsided not very gracefully against the side of the Sierra. A minor dent in the Sierra which popped out. Right hand fairing side panel and windscreen pillar damaged to neatly match, nearly the damage to the left. More plastic padding, resin, mat and wet and dry. Oh and a friend with a welder for the centre stand.

When observing do NOT stay with your associate at all costs, trust your instincts and ride advanced

It was stinking wet and somewhere around Thornton Abbey I started to smell diesel. The smell got worse and worse and the diesel spill became visibly very obvious on the road. My instincts said slow down, but my associate kept going without any apparent problem. The road surface was excellent. It had been relatively recently top dressed so grip was good. I kept going. Then we came to the level crossing. On one side the recently top dressed road, on the other slick, polished, wet, diesely tarmac. In very short order I felt the bikes back end wiggle slightly, I recovered, and then the front wheel simply disappeared beneath me. The bike threw me off and careered along the road on its side, while I rolled over and over after it. We both came to rest, my associate carefully turned round and came back to join me.



K100RS, repainted, but I hadn't got round to repainting the tank. At Scunthorpe Group and LAM joint open day at Scunthorpe ASDA, with Dave Kopke (my first associate to pass the test) and his Pan.

This last one did more damage to the bike. Apart from anything else it was unrideable. There were a couple of bits of repaired fairing lying around, the handlebars were bent (they had not damaged the tank but there wasn't sufficient free room to ride), and gear shift had snapped. Generally the bike looked a mess. The day was saved by a friendly white van driver who had been following. He stopped and the three of us manhandled the bike into the back of his van. He then gave me free recovery home to Winterton while my associate followed. There were then three of us to get the bike out at the other end. Many thanks to the biker van driver. The incident was recorded in BikeMaster (the forerunner of ChainLincs). (Why ChainLincs incidentally, don't most of us have shafties?).

Much time was spent with plastic padding, resin, mat and wet and dry that winter, followed by interesting times with multiple spray cans of primer, undercoat, paint and lacquer. I succeeded in sticking the fairing back together and ending up with the yellow and red beastie (but still with silver grey tank) familiar to more long standing members of the group. A friendly motorsports specialist in Normanby repaired the alloy gear shift and bent the handlebar back to shape. If memory serves me correctly he was recommended by the current owner of the K100RS. Later (or maybe it was earlier) he expertly repaired a leak in the alloy tank of the K100RS. Memories of the TR6R tank repair saga worried me then but petrol tanks held no fears for this guy after much experience I gather with work for some of the local classic bike racing fraternity.

The K just went on and on. Periodic visits to Mike Tinker in Nettleham (at that time) served to keep it fettled and for several years it kept up 10,000 miles a year plus 12 months of the year. Eventually, however, editorship of the BikeMaster took up more and more time (as did work). This and gradually increasing affluence resulted in a steadily decreasing annual mileage. From being one of the stalwarts who attended every group observed and social run and every evening meeting my participation became much more desultory. I began to find it difficult to cope with just one associate (as opposed to the three or more I had dealt with). This was of course obvious to the group.

Part 6 next month.



Proud owner, my good self with repainted (yellow and red) K100RS (and matching blue and red leathers!!)

A couple of pictures from the run to How Stean Gorge Café on 25 Sep.



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15th & 16th October, Dark Materials Programme,
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29th October, White Night Festival, Brighton

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Photo: Tattershall Castle bikers by Julian Hughes

CURRENT DIARY OF EVENTS

Contact point: Dave Hall 01522 274989

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.

OCTOBER

Weds 5th - Monthly evening meeting at the Crown Inn, Glenthams (A631) at 8.00pm.

Sun 9th - Group Observed Run from Hartsholme Country Park. Meet 9.00am for 9.30am. Prompt start.

Weds 12th - Committee Meeting, Offices of LK2 Architects, Nettleham. Prompt start at 7.45pm

Sat 15th - Lincolnshire BikeSafe 2011. Observers required. Contact co-ordinator Don Ford if you are able to help.

Thurs 20th - Barrie Heath Quiz at the Redbourne Club, Scunthorpe.(for details see elsewhere in newsletter)

Weds 26th - Meeting for Observers and those interested in becoming Observers. Offices of LK2 Architects, Nettleham.

See also Iain's comments in 'OBSERVATIONS' on Page 5.

NOVEMBER

Weds 2nd - Monthly evening meeting at the Crown Inn, Glenthams (A631) at 8.00pm commencing with the group ANNUAL GENERAL MEETING.

Sun 6th - Group Observed Run from Brigg Leisure Centre. Meet 9.00am for 9.30am. Prompt start.

Weds 30th - PLEASE NOTE: No Observers meeting this month.

DECEMBER

Weds 7th - Monthly evening meeting at the Crown Inn, Glenthams (A631) at 8.00pm.

Sun 11th - Group Observed Run from Willingham Woods. Meet 11.30am for 12.00am. Prompt start.

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

PLEASE NOTE - No Observers meeting this month.

2012

JANUARY

PLEASE NOTE THERE ARE NO EVENTS DURING THE MONTH OF JANUARY

ANYONE READY TO OFFER TO PUT ON A RUN OR OTHER EVENT TO LIVEN UP THE CALENDAR PLEASE CONTACT DAVE HALL ON 01522 274989