

# Chain Links

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



**An interesting use for a Gold Wing based bike. Apparently it can tow up to 5500 pounds! Looks more like a Transformer!**



## GROUP COMMITTEE MEMBERS

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Vacant	Vice Chairman	
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### **IAM Motorcyclists Regional Group Co-ordinators, Region 7 - East England (inc. London north of the Thames)**

Terry Towler	Terry.TowlerRGC@iam.org.uk	0115 846 5870 0771 388 2854
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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 November 2010.

Please provide any copy to the editor, Mick Smith, by Friday 22nd October 2010 at the latest, earlier is better.

You can send copy by email to  
[mick.carron@btinternet.com](mailto: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,

With summer coming to an end it must be getting towards AGM time again.

If any members are interested in becoming more involved in the running of the Group, now's the time to put yourself forward for the Committee or any of the Officer positions. Whilst we, the Officers, are continuing in our positions we would be very pleased to see interest from members willing to be considered for these posts.

Your involvement can be as little as attending a Committee meeting, every two months, or as great as you wish.

Anyone who is interested should contact John Cheetham or any Committee member. It'd be great to see some new faces on the committee (not that there's anything wrong with the 'old' faces, of course!), so please do consider it.

Andy Kitchen

## EDITORIAL

Welcome to the October edition of ChainLincs. The second part of Jim Rendall's Pyrenees epic is included this month. Thanks Jim, it is certainly a good read. I have also received a couple of items from Rob Dickenson who passed his test this summer. It is great to have some input from new members and as always is much appreciated. Thanks Rob, keep them coming if you have the time.

It's nearly AGM time so if you want to have a say in how the group is run or help out now is your chance to stand for a place on the committee and put your ideas forward. The legal notice informing the members of the AGM is on Page 12.

Despite the input this month I will include the same reminder I always insert because I really do need your help. 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

# OBSERVATIONS

By Iain Johnston

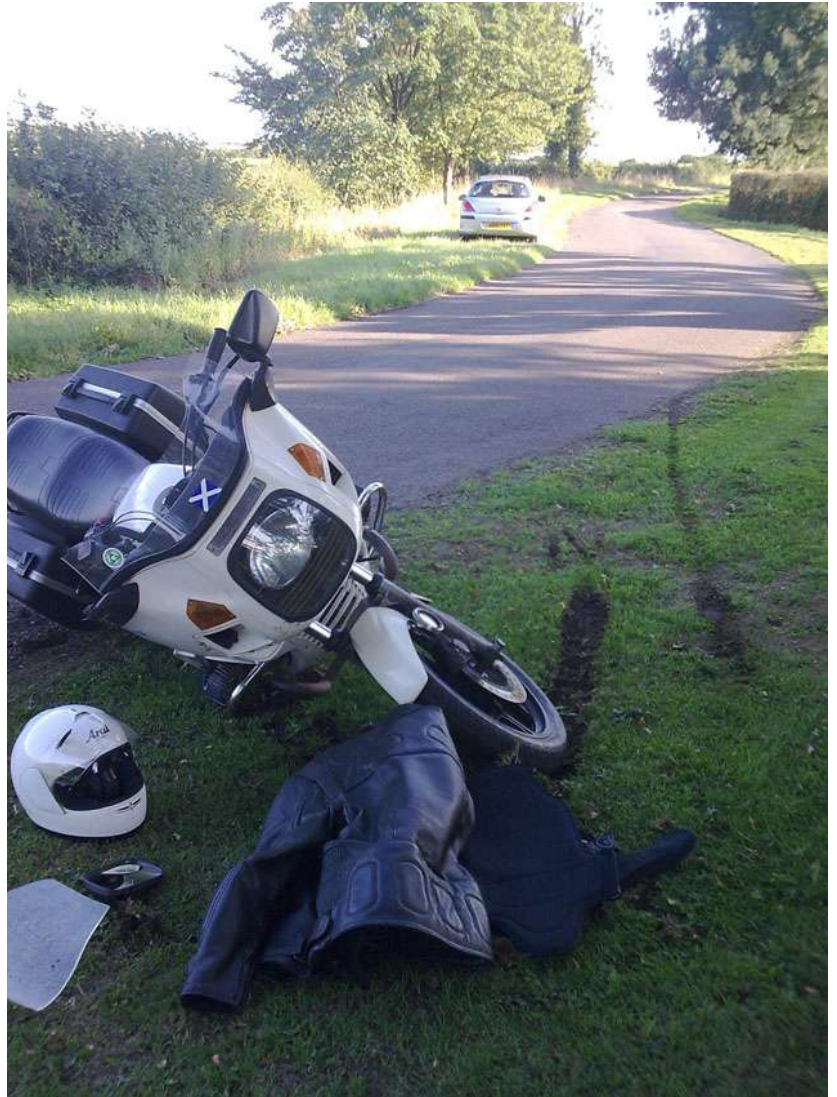
You will remember Ian Morrison's sad story in last month's observations. Unfortunately he's been at it again on his old white boxer. He had arranged to come out with me for a ride to refresh following his tumble and before doing so he decided to go for a ride himself.

Unfortunately he met a German lady coming towards him on the wrong side of the road. She wasn't for moving so he decided to go on to the grass verge to avoid her and ended up coming off his bike. He was taken to hospital but is undamaged. His bike is apparently not greatly damaged.

Ian has sent me this photograph taken at the scene and he asks the question, what better could he have done and how might he have successfully brought himself to a standstill on the grass without coming off. The road is the minor road (Sandy Lane) from the A631 near Willingham Woods to Tealby Thorpe. Ian says he had passed the brick wall and had to stop before going into the ditch.

I haven't had the time to go and inspect the location but my only comment from the photograph is that possibly he could have braked harder and maybe earlier on the tarmac.

A more general observation is that on single track roads (and while this one is not marked as single track on most of it two cars passing would have to use the grass) you usually need to reduce speed considerably when meeting oncoming vehicles. 60mph may be fine (providing that you can stop in the distance you can see to be clear) but 5mph to 20mph is likely to be more appropriate when meeting oncoming vehicles. I'm no expert, but I'd guess from the skid marks on the grass that Ian was probably doing nearer 20mph than 5mph.



Does anyone else have any thoughts on this one?

On a more pleasant note, I have been out with several associates for check rides recently and, while not all have been ready for test yet, in my opinion the standard of riding has generally been very high. My congratulations to both associates and observers.

Enjoy Safe Riding

Iain

# MEMBERSHIP UPDATE

No new members but two test passes to report this time. Well done and thanks for the time given by your Observers. The total for the year now stands at six, let's hope we have a surge before the weather closes in.

Member	Pass Date	Observer
Keith Copley	28 August	John Harrison
Lynne Watson	18 September	Tony Keightley

Membership currently stands as follows:

Full Members	84
Associate Members	18
Group Friends	1
<b>Total Group Membership</b>	<b>103</b>

The additional meeting at The Sun Inn, Wheatley on the evening of Tuesday 14 September was more successful than the previous month with a 100% increase in group members attending (thanks to Ian Morrison for doubling the attendance figure).

That's all for this month, ride safe:

*John Cheetham*



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## PYRENEES ADVENTURE (PART 2)

**Wednesday** - After working out how to operate the window blinds the view from the hotel room window the next morning could not have been better, the shadows cast by the morning sun were slowly revealing the outline of the Cirque. The delightful sound of silence was broken only by the occasional sound of Monsieur or Madame collecting bread from the Boulangerie. Downstairs the hardy crack of dawn types were already fed, watered and ready to yomp. We had set aside today to leave the bikes behind and walk to see the waterfall. After breakfast we decided to ask the indefatigable hiker what would be a good route to take and Sylvie was very keen to show us. Maps arrived and a fairly gentle route was planned. Then Sylvie looked us up and down, fixing us with that strange smile/stare. "You go dressed like this?" she asked. Now to be honest it hadn't really occurred to me to think too hard about what to wear, it was going to be sunny and warm after all. Only after Sylvies' question did I take a look at us, shorts, T shirts and trainers, sun cream and a bottle of water each...sorted!



After popping into the local shop for a bit of fruit we set off in the general direction our guide had pointed and soon after realized one or two minor details in our plan had been overlooked. Primarily we had no map and secondly none of us had really listened to what Sylvie had told us about the route. We developed a phrase that seemed to fit both our situation and the expression on Sylvies' face 'Stupid English'.

We found a path going upwards on the edge of the village and started to climb. As the path meandered on it presented us with several choices. After making these choices Kryten decided it would be quicker if we just headed directly up rather than backwards and forwards on the paths. This saw us tackling some more 'interesting' terrain and doubts were expressed as to the wisdom of

this venture. Kryten remained undaunted and eventually we emerged onto a narrow path we could once again follow. Each time we stopped to catch our breath the views became more and more beautiful. The village of Gavarnie was being left below and the full extent of the valley was becoming clearer. Onwards and upwards we forged on for over an hour before the ground began to level out and reveal our first objective, the refuge, a small stone built hut alongside which stood a party of well equipped French folk surveying the spectacle.

Like a scene reminiscent of *The Last of The Summer Wine* our small party of poorly dressed stupid English wandered over the rise to stand and admire some of nature's finest. Kryten decided that nature needed a little garnish at this point and so took off his shirt. This decision may have also been influenced by the female contingent in the French over sixties walking party gathered at the hut. One of the ladies approached us to warn of the dangers of 'z 'ot sun' but Kryten responded by smoothing sun cream over 'the temple' (eee it makes one proud to be British). The lady then pointed to the snow on the rock face nearby. "The black dots you can see are sheep on the snow" she explained. Also from this point we were able to see La Brèche de Roland across the valley in the distance. This is an impressive natural gap, 40 m across and 100 m high, at an altitude of 2804 m in the steep cliffs of the Cirque. It forms part of the border between France and Spain. Kryten remarked that although we were above the snow line at this point we were not above the fly and poo line as 'the temple' seemed to be attracting some unwanted attention from a persistent horse fly.



After a photo call it was time to move on. We headed out across the meadow in the direction of the waterfall and soon came to a larger refuge that was surrounded by cows. Each had a large bell hung around its' neck the animals every movement adding to the campanologists convention. From here our path headed down towards a small wooded area. Blimey crikey we

actually seemed to be on the right track! Sylvie had told of the mystical 'Balcony Route' which started at the edge of a wood and here we were right on cue. We soon discovered why this was named so as the trees gave way to a narrow ledge alongside steep rock, glorious views could be had back to Gavarnie and across to La Brèche (and downwards to).

We stumbled our way along the ledge and began to meet others stumbling towards us. The path took us under some parts of the imposing rock, over outcrops and back into woods again until the welcome sight of the Hôtel du Cirque began to filter through the trees. Here is where for six generations the adventurous types (and stupid English) meet the more traditional walking and

donkey riding folks. When we arrived a large party of school children were having a group photo with the falls in the background. This seemed like a reasonable place to rest for a while before setting off towards our goal of the waterfall. Looking out at the huge circle of cliffs reminded me of the Coliseum in Rome. As we admired the grandeur an older couple from the hotel approached us, they were both dressed like 'Man at Millets'. In their younger days, around the early 70's, it transpired they had ridden an old Triumph something or other to France from England stopping only, when various bits fell off, for repairs and modifications to be carried out by Mr. Millets.

Time to move on and as we did so we were met by the first of many streams. These were usually too wide to simply jump and usually bordered by snow fall. One we encountered had a drift of 1.8 to 2m high and cool swiftly flowing water. As we carefully picked our way across on the slippery rocks a snowball fight ensued. Don't know about you but I have never before had a snowball fight dressed in shorts and T shirt before so being hit square in the middle of my back with a ball of ice comes as quite a shock.

At last Europe's largest waterfall, La Grand Cascade was getting nearer, larger, louder and wetter. The spray from its tumbling waters, dropping nearly 1400 feet, drifted over us in an increasingly heavy cool mist. The pathway was now loose wet stones that were darkened by the waters and it was increasingly difficult to climb upwards as they slipped away from beneath your feet. Kryten soldiered on and eventually came to rest on a rock to one side of the giant falls where we joined him. It was loud, it was wet, very wet but it was absolutely exhilarating! Looking back from here you could see other pilgrims trudging towards us, many had turned back, and the hotel had shrunk into the distance. Kryten announced that 'the temple should be cleansed beneath these sacred waters' and hurried off down to get underneath them. After many comical attempts it seemed temple cleansing would be put on hold as the strength of the water was greater than even his.



After standing on the snow drifts and photographing each other in front of the falls it was time to begin our soggy walk back to the hotel. Once out of the mist and back into the sunshine we began to dry off and the long walk back to the town was pleasant enough. I even had chance to practice a little scree running as the momentum and will to get back for some food overtook my normally cautious self. Kryten was still merrily tripping along and we realized why he found things so easy. Throughout the day he had asked Festa to "just carry this or that for a moment" and hadn't reclaimed any of it.

After about an hour and a half we were back into town and soon realized that Gavarnie is a tourist trap blessed with outstanding natural beauty. Unfortunately the town does not reflect this. Lots of touts trying to flog horse and donkey rides to the falls from which there is a lot of 'produce' in the

streets. This was why Madam Sylvie had insisted on the removal of outdoor foot ware upon entering the hotel.

Weary bodies were soon washed and refreshed and we were back out looking to replace lost fluids. This time became known as 'Beer O'Clock' and we were to discover that it was quite an expensive time of day at €5 a pint. Then, with fluids suitably replaced and some more added just in case, we headed out to find some food. A pizza place was swiftly chosen and it appeared to be run by a jovial Colonel Sanders look-a-like who spoke no English. Festa decided he would like garlic with his but surprisingly the French for garlic isn't garlic. Luckily a helpful bi-lingual chap behind us did the translation and some superb tasting pizzas duly arrived, I topped mine off with some of the Colonels secret recipe chilli olive oil, fandabidosi!

Jim Rendall

## LINCOLNSHIRE BIKE NIGHTS (Supplied by LRSP)

Sports Bikes		Cruisers	
<b>October</b>			
6	South Ferriby	Nelthorpe	Great Limber
13	Burton Waters	Woodcocks (Lincoln)	New Inn Red Lion

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Finance example is based on a 36 month BMW Select agreement for a BMW F 800 ST with an annual mileage of 4,000 miles. \*On the road cash price is based on the manufacturer's recommended retail price and includes 12 months road fund licence, first vehicle registration fee, delivery, number plate and VAT. Figures are correct at time of going to print and are subject to change without notice. All finance is subject to status and available to over 18s in the UK only (excluding the Channel Islands). Guarantees and indemnities may be required. We can provide finance and hiring facilities for you. Finance offer is available until 31st March 2007 at participating dealers. †Test ride subject to applicant status and availability.

# ROB'S RAMBLINGS

## 'The Born Again Biker?'

First of all, let me introduce myself. The alert amongst you will have deduced with some certainty that my name is Rob, which is true. You may also have deduced that I am in my second phase of motorcycling, Yes, I am a born again biker.

Seeing Mick's request for material I thought I would put finger to keyboard and type a few words about my re-birth. It is probably a familiar story to some and may seem unnecessarily traumatic to those who have had the fortitude to stick with motorcycling through thick and thin.

Back in the days when Britain, and indeed Lincoln, had a manufacturing industry of note; I and many of my impoverished colleagues rode bikes out of a necessity for transport. Time moved on and the opportunity for me to run a second car for commuting to work manifested itself (the better half had the other car). This was an opportunity I quickly turned into reality as the thought of another wet winter on unreliable, underpowered machinery with electrics that Edison's apprentice would be proud of filled me with the anticipation I usually reserve for the dentist's chair. All that said I enjoyed motorcycling for pleasure but could never afford the exotica of the time that would have made it the experience I dreamed of; a CBX1000 may as well have been the same price as a space shuttle!

I never got to my first 'big bike' and spent years periodically drooling over the odd machine I came across thinking it would be as close as I would get to another motorcycle of my own. Clearly, I did not account for the male menopause, yes, a good old fashioned mid life crisis; marvellous things channelled in the right direction. With the blessing of 'the wife' and a budget big enough for a decent second hander I stalked the bike shops of Lincoln once more. What a shock! What happened to the seemingly grumpy folk of my youth that tended such establishments of yesteryear with apparent distaste? This new breed of retailer impressed me with their attentiveness and interest; the interaction being, well, enjoyable. These experiences fuelled my resolve to get a 'big un'.

I did what I deemed to be the sensible thing; a three hour familiarisation session on a 500 Kwacker and I found I could still ride (and enjoy it). With the instructor giving me the green light the game was afoot and in short order I was back at the dealers throwing my leg over a very tasty looking Honda Blackbird. So, from an 80's 250 two-stroke 20 (plus new rate VAT) years ago, through a brief stint on a 500 twin, I was now partnered with this 1100cc beast on a Saturday morning in Lincoln town centre. Do you think I was worried? Well, let me say with no embarrassment whatsoever; had the corner shop near the dealers sold adult Pampers I would have willingly invested in them.

However, half a working life time in engineering had given me the vague idea that should the machine be functioning correctly the speed of my temporary mount would be approximately proportional to the position of my right wrist. Having faith in this knowledge my first ever test ride was trouble free. Alas the Honda, lovely though it was, was not the metallic steed I was looking for (although I am still not sure what that is).

An earlier chance event had seen me stumble upon a Suzuki 1250 Bandit GT demonstrator. I took it out for a spin and realised that due to some strange interaction between man and machine the experience was hurting my face. Yes, I was smiling so much that my jowls ached. I hastily collected my wife, and with the skill of a middle eastern diplomat negotiated a budget increase and instructed her to 'sit on it'; bombarding her with those loaded male questions such as 'what do you think?', 'is it all right for you?', 'will you ride it with me?', and the most important one of all 'can I have it?'. Within the hour (just over a year ago now and with me still on the right side of 50) the deed was done! I guess a similar story has unfolded a thousand times before; maybe it's similar to yours?

I hear you ask 'where does the IAM fit in to all this?' Well, I've run out of time for that story now (was that a faint sigh of 'thank goodness' I detected from afar or just the wind whistling around my regulation air bricks?). However, I may ramble more soon; particularly if there is nothing else to fill the pages.

### **Don't Forget Your Horn!**

I just thought I would write a few lines about a motorcycling experience I had the other day. At this time of year our rural roads can be quite busy with agricultural vehicles. Whilst riding on one of my regular motorcycling routes I came up behind a tractor towing a large trailer stacked with straw bales. The road was straight with no hazard lines but not wide enough to pass such a long and wide vehicle safely.

The driver seemed oblivious to my presence so I manoeuvred left and right to get a view in front of the vehicle and to perhaps get the driver to notice me in his cab mirrors, which were almost completely obstructed by the bails. I carried on in this manner for a few minutes when the outfit pulled to the left and stopped with the right indicator showing. I waited some way back and to the right to increase my view eventually assuming the vehicle had pulled over to let me past.

Having ascertained that no vehicles were approaching I moved as far right as I could to get the best view past the combination prior to committing to an overtake. Everything was clear and I proceeded to overtake, keeping an eye on the cab. Whilst alongside and slightly to the rear of the tractor unit it started to turn right! I hadn't noticed a gap in the hedge, perhaps due to the narrowness of the road and the acute angle I was approaching from. Luckily the weight of the load meant the tractor was never going to move very fast and I made it past with ease. However, it left me wondering what I could have done differently. This was clearly obvious after the event; I should have used my horn!

So, whilst I am sure some of you will see my error as elementary; I thought I would share my mistake and experience in the hope it may serve as a useful reminder and save someone else from a more serious incident.

Safe riding and remember your horn.

Rob Dickenson

# ANNUAL GENERAL MEETING

**NOTICE IS HEREBY GIVEN** by order of the Group Committee that the 24<sup>th</sup> Annual General Meeting of **LINCOLNSHIRE GROUP OF ADVANCED MOTORCYCLISTS** will be held at 8.00pm on Wednesday 3 November 2010 at The Games Room of Dave Capell, Station Farm, Station Road, Kirton In Lindsey, DN21 4BO to enable the Trustees of the Group (Registered Charity No. 1049955) to present their Annual Report and Accounts for the year ended 31 March 2010 for approval by the Group Members and to conduct an election.

<b>Honorary Secretary's Name</b>	John Cheetham	<b>Date</b>	01 09 2010
<b>Address</b>	26 Lansdall Avenue Lea Gainsborough DN21 5JL	<b>Group No.</b>	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	Offering to stand for re-election
	Vice Chairman	Position Vacant
John Cheetham	Secretary	Offering to stand for re-election
Glen Howard	Treasurer	Intention not yet declared

## 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

Don Ford  
Iain Johnston

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

None

### C. COMMITTEE MEMBERS NOT RETIRING

Ken Pike  
Dave Hall  
Mick Smith

#### **Note**

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

As notified separately, the AGM is being held at 8.00pm on Wednesday 3 November 2010 at The Games Room of Dave Capell, Station Farm, Station Road, Kirton In Lindsey, DN21 4BO

**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 26 October 2009. (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
	<b>Chairman</b>			
	<b>Vice Chairman</b>			
	<b>Secretary</b>			
	<b>Treasurer</b>			

## COMMITTEE MEMBERS

Name	Nominated by	Seconded by	Signature of Nominee

## Q&A SURVEY (Reproduced by kind permission of Professional Engineering)

Anyone who has ever had the dubious pleasure of walking across Piccadilly Circus in London should be heartily congratulated on living to tell the tale. Pedestrians are forced to encounter a maze of metal railings, leading them to a bewildering array of road signs and traffic lights as they seek to navigate their way. The place is the epitome of urban confusion.

Such abysmal town planning is no doubt replicated across the UK. Many places have been blighted by unwanted street furniture such as scruffy signs and obtrusive bollards, while the introduction of complicated traffic flows seem expressly designed to intimidate anyone who isn't behind the wheel.

Now the government has written to councils across the UK urging them to take down many of the street signs and obstructions that clutter up town centres. So we thought it would be a timely opportunity to gather the views of engineers on town planning issues and to get them to assess other ways that our townscapes might be improved. We had almost 400 responses, indicating that it's an area of contention.

So to the first issue: it's often said that town hall officials are afflicted by an overly cautious manner, frequently citing safety regulations for the need to erect signs that state the blindingly obvious. So we asked readers if they would like to see a significant reduction in the number of street signs in their local town centre, as government has suggested. This found favour with 49% of respondents, against 42% who thought it a bad idea, with 9% who didn't know. Readers had no problem with signage that said something, but there was a feeling that many signs were unnecessary and caused distraction and confusion, as well as cluttering up the urban environment.



Some councils are already on the way to cleaning up street furniture. Westminster Council in London, for instance, is taking out 1km of railings it says act as pedestrian "sheep-pens". We asked readers if they would like to see a reduction in roadside railings in their town centre? The response was fairly split: Yes 41%, No 48%, don't know 11%. While railings were deemed ugly and restrictive, the fear was that pulling them up would lead to pedestrian anarchy, with those on foot darting across roads wherever they liked, putting themselves and drivers at risk.

In Europe, though, some towns and cities have taken personal responsibility to the extreme and removed virtually all divisions between pedestrians and motorists to create shared spaces. This has been trialled to a lesser extent in the UK, but it is a concept that is increasingly interesting town planners. So, do engineers think that shared spaces are a good idea? Again, a split response, with 45% saying yes and 46% saying no. Foolhardy pedestrians, selfish drivers and a general lack of respect between those on two feet and those behind the wheel meant that the idea of shared spaces had a lot of sceptics.

The adversarial nature between pedestrian and driver was a common theme among the responses. None more so than when we asked if that, generally speaking, car drivers have been given too much priority of access over pedestrians in town centres? Engineers simply couldn't make up their minds, with exactly half saying yes, 44% saying no and 6% not knowing. Some people argued that towns and cities were places where people lived, yet they seemed to have been designed with the motor car as the main consideration. Others argued that there were quite enough pedestrian-only areas and that expanding them would make already bad traffic congestion worse.

So how about the controversial idea of cutting the speed limit in towns to 20mph? The almost unprecedented run of split results continued, with 43% welcoming such a reduction, 52% against it, and 5% unsure. The road lobby was vociferous here though, with one reader claiming that a continued drive for speed reductions would take us back to an era of the horse and cart.

Another area of controversy over the past decade or so has been the increasing number of speed cameras erected by local authorities. In recent weeks there has been something of a backlash against Gatsos, with some city councils planning to remove them from their streets. Did engineers think this was a good idea? Yes 42%, No 51%, Don't Know 7% came the reply. This question really did polarise readers' views: it seemed that speed cameras were either money-making devices that had little effect on driver behaviour, or they were vital tools in lowering the annual number of pedestrian deaths.

Moving away from traffic-related questions, the decisions made by city councils affect townscapes in other ways. For instance, no-one could have failed to notice the increasing number of CCTV cameras that have sprung up in recent years. Should these be reduced, we asked. No was the answer from more than two-thirds of respondents, with many arguing that the need to fight crime and ensure safer streets was a greater priority than concerns about the erosion of civil liberties.

Finally, city councils also have control over street lighting. We asked readers if they thought that street lights should be turned off between midnight and 6am to reduce light pollution. The replies went back to a familiar split – with 44% saying yes, 50% saying no, and 6% not knowing. Many of those who wanted the lights turned off said that light pollution wasn't the main issue: saving energy would be the main advantage. Others in the No camp suggested that half-light mode would be better as this would give some form of protection against street crime.

So what can be deduced from this week's questions and answers? Not an awful lot, in all honesty. The responses were sliced down the middle in nearly every case. It seems you can't please all of the people all of the time. Perhaps this town planning isn't quite so easy after all.

Lee Hibbert

# 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.

## OCTOBER

**Sat 2<sup>nd</sup>** - Lincoln BikeSafe, LRSP, Pelham Bridge, Lincoln. Contact Point Don Ford 01522 686068

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

**Sun 10<sup>th</sup>** - Group Observed Run from Brigg Leisure Centre. 9.00am for 9.30am. Prompt start.

**Tues 12<sup>th</sup>** - 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 13<sup>th</sup>** - Committee Meeting, Offices of LK2 Architects, Nettleham. Prompt start at 7.45pm

**Weds 27<sup>th</sup>** - Meeting for Observers and those interested in becoming Observers. More information from Iain Johnston.

## NOVEMBER

**Weds 3<sup>rd</sup>** - 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 7<sup>th</sup>** - Group Observed Run from Willingham Woods. 9.30am for 10.00am. Prompt start.

**Weds 24<sup>th</sup>** - **PLEASE NOTE: No Observers meeting this month.**

## DECEMBER

**Weds 1<sup>st</sup>** - Monthly evening meeting at Dave Capell's Games Room, Station Farm, Station Road, Kirton in Lindsey at 8.00pm.

**Sun 5<sup>th</sup>** - Group Observed Run from Hartsholme Country Park. Meet 11.30am for 12.00am. prompt start.

**Weds 8<sup>th</sup>** - Committee Meeting, Offices of LKR Architects, Nettleham. Prompt start at 7.45pm

**Weds 29<sup>th</sup>** - **PLEASE NOTE: No Observers meeting this month.**

2011

## 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 828010**