

# ChainLincs

THE NEWSLETTER OF

*Lincolnshire Advanced Motorcyclists*

IAM GROUP 7176, REGISTERED CHARITY 1049955, SUPPORTERS OF THE BMF

April 2020



*The Area Service Delivery Manager for our region (East Midlands and North Yorkshire) is Peter Serhatlic. Peter can be contacted on [peter.serhatlic@iam.org.uk](mailto:peter.serhatlic@iam.org.uk) or via mobile on 07703 718907*

## Social Gatherings

Meetings are held on the first Monday of each month  
starting at 8pm  
at the Nags Head, Middle Rasen, LN8 3JU

Middle Rasen is on the A631 about 1.5 miles west of  
Market Rasen

## Next Issue

The next issue of ChainLincs will be in May 2020.

Please provide any copy to the editor, by

**27th April 2020**

**[Editor@coabab.com](mailto:Editor@coabab.com)**



Group Web Site – <http://www.L-A-M.co.uk>



Lincolnshire Advanced Motorcyclists on  
Facebook can be found at [www.facebook.com/groups/301610040008772/](http://www.facebook.com/groups/301610040008772/)



You can follow us on Twitter  
[@Lincsbikers\\_iam](https://twitter.com/Lincsbikers_iam)

## Get In Touch

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# Membership Update

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

No members to report this month.

There are two test passes to report since the March newsletter. Congratulations on your success and a big thank you to your Observer.

Member	Pass Date	Observer
Steve Roach	2nd March	Allan Knight
Tony Glover	14th March	Kev Hewson

The composition of the group is as follows:

Full Members	121
Associate Members (active)	15
Allocated to an Examiner	1
Associate Members "On Hold" (non active)	14
<b>Total Group Membership</b>	<b>151</b>

The above list excludes those members with expired IAM Roadsmart membership.

Membership renewals are due from 1st April, so renewal forms will be sent in the post to those who paid by that method last year.

There may be a delay in sending out the mailed renewals as obtaining the necessary stationery supplies required etc. might be difficult due to the Covid-19 virus outbreak and the restrictions on leaving ones home.

Those who paid by Bank Transfer can continue with this method of payment, but please make the transfer on or after 1st April and don't forget to send me a confirmatory email

That's all for this month, ride safely:

*John Cheetham*



# Editorial



Dear Nick

Thank you for your sterling efforts over the past couple of years. Editing the Newsletter is one of those jobs that sounds so simple, and then involves long evenings wondering why it is taking so long to put all the words together



Regards Dave

As you will have spotted, Nick is taking a well-earned break from editing the Newsletter, and for your sins, you now have me doing it.

Part of editing the Newsletter is working out how the previous editor had the layout designed, and in discovering which bits go where and why, the style changes. In keeping with Nick's request for feedback - If there is anything that you particularly like or dislike about the Newsletter, the editor (that's me) would be glad to hear from you.

One thing I can assure you of is that our commitment to the highest journalistic standards will remain. Essentially, if it be can read, we'll print it. Photographs, art, and writing are all equally welcome.

The email address for your prose and photographic contribution is [editor@coabab.com](mailto:editor@coabab.com)

The Facebook page remains active and if you are planning something at short notice, feel free to let others know. Some of us working stiff – if we read Facebook – would be jealous of you riding your bike while we slave in front of a computer for a living.

Coming up in this issue ...

- John updates the numbers and reminds everyone it is annual subscription time.
- Mick SORNS his Tiger as the IAM takes a break.
- Lincolnshire Bike Safe is back, just in time to be put on hold.
- Dave manages to blag a ride on the new Suzuki V-Strom.
- Jerry suggests a good book for us all to digest.
- We all morn the loss of hunting cake.

Cheers *Dave*



Welcome to the April edition of ChainLincs and to our new editor Dave Ayres. Many thanks to Nick for putting ChainLincs together over the past 2 years and to Dave for taking on the role. Having done the job myself for 3 or 4 years, I can fully appreciate the time that is spent working on ChainLincs, so thanks very much guys.

As you all know, all IAM RoadSmart activities have been suspended until it's safe to go outside again and mingle with other people. Although I suggested in an email recently that the next group ride may go ahead clearly things, have moved on quickly since then and the ride won't be happening. In fact, unless you are using your bike for essential journeys such as

going to work, then we are off the road anyway. My bike is only for pleasure these days so thinking of SORning it as the tax is due on 31st March.

For the time being, John has amended the diary of events, so there are none until the end of June. If the situation improves before then, we can hopefully start some rides and meetings again. Fingers crossed!

The Group ride on March was well attended with 16 members out on a bright sunny day. We split into three small groups led by Andy Kitchen, Dave Mather and James Taylor. Thanks guys, it is difficult sometimes to get members to lead a ride, but it is great when they do because I always end up on roads that I have never been on before. Please consider putting yourself forward on future rides because we all benefit from having a different lead and not the same guys all the time. We all went off different ways with some of us finishing back at Willingham Woods. It was a little disappointing that no associates were amongst the 16 that turned up.

We have no new members in the last month but there were two tests earlier in March.

Congratulations to Stephen Roach and Tony Glover, well done to you and your Observers Allan Knight and Kev Hewson. Hopefully, see you to present your certificates when life returns to normal. This was Allan's first test pass since qualifying as a LO so great start for him.

The Observers are the backbone of the group; without them, we wouldn't be able to carry on with our part in making safer riders. If you fancy being an Observer come along to an Observer meeting. Observer meetings during the Winter months are held at Emprocom Ltd, Bridge House, Scothern Lane, Langworth, LN3 5BH starting at 2000hrs. If you would like more details, please give Jerry Neale a ring on 07412 935333.

If you want to prove that your riding or driving is still up to advanced standards, then why not take the test (actually a reassessment for full members) again. The Fellow membership tier is open to all current full IAM members, and it will offer you enhanced recognition and insurance benefits in return for your commitment to keeping your advanced skills up to date by retesting every three years. If you are interested, have a look at the IAM website [www.iamroadsmart.com/fellow](http://www.iamroadsmart.com/fellow).

For the new, and existing, members don't forget to find our Facebook page Lincolnshire Advanced Motorcyclists here and ask to join so you can post and join in, and we are also on Twitter at IAM Lincolnshire (@lincsbikers\_iam).

Finally, during these difficult times, please remember that we have some members that are at greater risk from Covid-19 and may have to self-isolate. So stay in touch and offer to help if you can. If you need help with anything, I am here and willing to help.

Have a good one and stay safe.

Mick

*Mick*

A few hours after Mick sent me this month's Chairman's Chatter, 250,000 volunteers were asked for to help the NHS.

There are lots of options – I like the idea of being an NHS Transport volunteer, but there are all sorts of areas where we can help.

**More details at <https://www.goodsamapp.org/NHS>**



PS: At the time of writing this, LEBBS Blood Bikers were unable to take on new riders as their process requires face to face training. I don't know how GoodSam are going to address that issue, but you have to believe they have it covered.

The Lincolnshire Police BikeSafe team are all volunteers and passionate about motorcycling and sign-posting riders on to appropriate post-test training.

The team is made up from serving police officers, retired police officers, IAM or RoSPA advanced motorcyclists

We follow the national BikeSafe curriculum, using video, PowerPoint and other presentation media to deliver workshops.



Workshops are offered over a one-day weekend session, which includes an immediate assessment of your riding followed by a theory classroom-based session and an observed ride concluding at a popular biker meeting point.

Whilst BikeSafe workshops are delivered in a classroom environment, they are fun, engaging, and you are encouraged to offer debate, plus to share your own riding experiences. There is no pressure or expectation, and all riders with a full/A2 bike licence are welcome.

If the workshop day has to be cancelled by them, participants will be given as much notice as possible and either an alternative date will be offered or a full refund is given.

## Lincolnshire BikeSafe workshop content

Your day will start with an 8:45am meet-up, ready for an observed ride at 9am. This Ride-out will last for 45 minutes, and following a debrief, the classroom theory will commence at 10:15. A second observed ride will start at 11:30, finishing at Willingham Woods for 14:30 for debriefing. They aim to have you heading home by 3pm.

Observed rides run from the Lincolnshire Road Safety Partnership offices, which are in Witham House, on the Canwick Road, Lincoln, Lincolnshire, LN5 8HE. The cost is £65 per space booked.

BikeSafe Dates are all on a Saturday unless otherwise stated and run from 8:45 – 15:50				
25 <sup>th</sup> April	30 <sup>th</sup> May	27 <sup>th</sup> June	29 <sup>th</sup> August	19 <sup>th</sup> September
Plus SUNDAY 28 <sup>th</sup> June Ladies ONLY				

**Full Details at <https://bikesafe.co.uk/lincolnshire/>**



## TEST RIDE – SUZUKI 1050 V-STROM

Having spent a sunny March day riding the new Suzuki 1050XT V-Strom around the English countryside, I can tell you there is a lot going on with that bike beyond a facelift and a new headlight.

Compared to my 2016 DL1000A, the 1050XT V-Strom feels like a 650. It is much narrower at the tank and is a joy to slow manoeuvre around the car park. 1st or 2nd gear - full lock and go around in circles. Changing the direction of the circle is also an easy change to make.

The 1st to 2nd gear clunk is still there but much less noticeable - or this could be because of the 1000 miles on the 1050XT compared the 16,000 miles on my V-Strom. The torque, however, is very different. Coming out of a roundabout in 2nd gear and opening the throttle resulted in a substantial push. My V-Strom is a joy in these situations. Just keep the motor buzzing, and I will be making effortless progress. This scenario is even easier on the 1050XT. The few additional foot-pounds of torque are very noticeable. It isn't BMW GS level of push but heading in that direction.



The 1050XT I was riding had wire wheels (spokes) but retained the standard 19-inch size, rather than going to the gyroscopic 21-inch. Despite the wire wheels being heavier than my cast ones, the front end of the 1050XT is much lighter.

The rubber, as expected, is the OEM version of the Bridgestone A41s. In comparison, "real" A41s

adorning my wheels, so the lightness isn't a result of new versus older tyres, neither is it unnerving; it is just different. Being familiar with the planted front end on my V-Strom, something that is familiar but also quite different takes a few miles and a few corners to become confident with. Once my brain had made the necessary adjustments, the faster steering made the 1050XT a joy to ride. What is more confusing is that the "curb weight" for the 1050XT is 19kgs heavier than my V-Strom - quite some feat of engineering.

An area that Suzuki could have made a simple change to is the rear hugger. Despite cleaning the rear subframe where the right-hand rear footpeg hanger bolts on, the crap always seems to get in there. The rear subframe, and the rear shock which is protected by a narrow flap, deserve better and a hugger would have been a great improvement to see. Suzuki is perhaps the only motorcycle manufacturer that still fits decent size front mudguards to their bikes, so why ignore the rear? I would also wonder why Suzuki has left the oil filter hanging out in the breeze rather than behind the plastic shroud as standard. A shroud is now an option, or you can specify a fancy metal one.

If I was buying one today, I'd be ordering a Givi belly pan and a rear hugger for the dealer to fit, before it left the showroom.



The LCD dash for me is overly busy. I like the boring traditional rev counter and speedo that I have. I get that they are expensive to manufacturer compared to software and a LCD panel, and I think the designer's idea was to copy the traditional instrument layout onto the LCD screen. The reality, though is confusing and not as simple to read. When making progress through the Lincolnshire backroads, I want information in a single glance. I don't want to go fishing for it. Perhaps that all gets easier with more time on the bike.

In redesigning the exhaust for Euro 5 compliance, Suzuki has moved the clamps out the firing line for road dirt and relocated the exhaust valve somewhere I couldn't find. Wherever it is, it isn't anywhere road crap can get to it. With all of the electronic fueling, it might not even be fitted on the 1050XT.



The fueling has three maps, and for me, B was the best. The A setting is very abrupt. C is a little on the soft side and would be great for rainy days. B when working the throttle on a country lane it can snatch on initial opening, yet I could never get the precise circumstances nailed. It does it occasionally, and there will be a specific number of revs and a certain amount of roll-off, before opening the taps again cause the snatch. No biggie, just something I noticed.

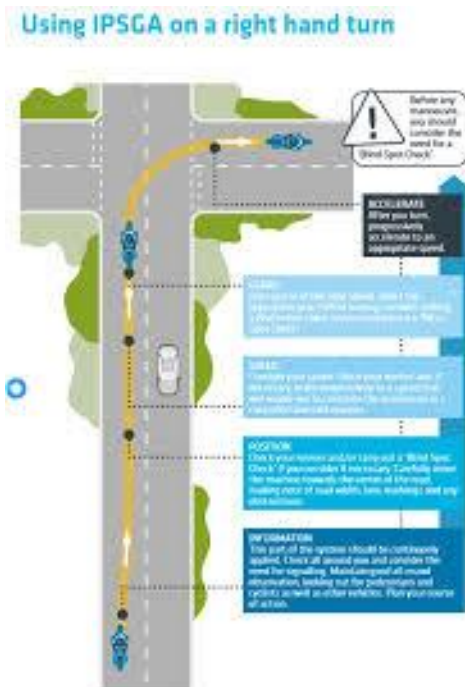
As for comfort, my backside loved it. Very comfortable. The seat is narrow compared to my V-Strom, but I never noticed the seat at any time during the day. Not once. A great sign that if something doesn't even get noticed, the designers must have it right. The same is true for the screen. I run a Givi Airflow and can do motorway speeds with my visor up if I wish. I've also changed the older V-Strom barn door mirrors for something more aerodynamic. The result of these modifications is a peaceful ride, and the 1050XT is very close in standard trim.

At 5 feet 11 inches (1.80 meters) and with the standard 1050 screen in the highest position, there was little wind buffet, and I could engage the cruise control and enjoy the ride. Suzuki appears to have spent a lot of time working on the aero on the 1050XT. Sitting just behind and to the offside of trucks on the A1, there was little or no squirming in the rough air. On my own V-Strom, I can feel the disturbed air making the bike twitch.

So there you have it ... Easier to ride. Lighter. The torque is noticeable. In need of a couple of accessories. The LCD is mildly irritating. All that remains is the price.

The "1000cc" adventure bike market is highly competitive. V-Strom 1050XT - Triumph 900 Tiger - Yamaha 900GT and the BMW F900XR. Add or subtract from the accessory list and they all come out at about the same money. There is a lot to like about the V-Strom 1050, but for £11,500 (list on the road price) for the XT version that I rode, heated grips would have been a welcome addition.

It was an excellent day for riding, and I enjoyed all of it. Whether you buy a V-Strom 1050 or one of the other 1000cc Club Adventure bikes, is going to come down, very much to personal choice and a lot of haggling over accessories, unless one of the manufacturers makes a noticeable cost differential happen.



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2. Read and know your Highway Code (get others to test you, it can be fun)
3. Demonstrate your MPOWDERY checks to a high standard. (Be ready to show that you really have a good understanding of your motorcycle)
4. Review your course run sheets; These hold so much information Are there any weak parts on your run sheets that need extra attention? Look carefully for reoccurring themes.
5. Put together a riding plan for the next time that you can get out on the bike, to work on those weak parts of your run sheets, plan a route that will enable you to practice many times, any areas that you have identified. Then when you next meet up with your Observer you can show your impressive theory knowledge and that you have taken steps to iron out the weak areas of your run sheet!

### Sunday Morning Observed Ride

Looking to the future, when the Covid -19 restrictions have passed, the LAM Sunday morning Group ride out is a great opportunity for associate members to get in some extra riding practice before their Advanced test. At the Sunday morning ride you will usually find many Observers and Full members who have got a vast knowledge and experience of Advanced riding who are always willing to assist others to achieve test standard. It is also another opportunity to practice the work that you have been doing with your Observer. We have three areas of the county covered, so take a look in the events diary and plan your next Sunday morning Group ride! Try and get to as many Sunday morning rides as you can throughout the year, its a great opportunity to upskill, ride your bike and meet more great members of the group.

Stay safe *Jerry*



Loo roll ✓ MCN ✓ Isolated ✓



# Ingenious Bikers

Adapt – Improve – Overcome ... and Supervise at all times

## Virtual Touring Spain ...

Dave Ayres found a way to go touring through the Picos in Spain, thanks to @TeaPotOne on Youtube.

The fuel economy is excellent, and there isn't a language barrier when it comes to asking for food, and Tim Hill isn't around



## Meanwhile ...

If it has an engine and wheels, Kev Hewson will ride it, especially if it is Kawasaki green (the colour his Versys should be)

# Diary of Events when Covid-19 Permits

Social distancing. Avoid shaking hands. Follow NHS hygiene advice.

The Sunday morning Group Observed Runs are open to all members and also potential members who may be considering preparing for the IAM test.

The prime purpose is to provide the opportunity to hone /improve skills through riding with fellow members. Potential members considering taking the IAM test may have an individual assessment ride.

Runs last usually around two hours, often with a mid-point refreshment stop. Depending on numbers/balance etc., it is customary for different groupings to embark on a run style of their choice as they feel fit.

The main purpose is to have the opportunity to ride with fellow like-minded bikers.

The starting points are as shown below:

<b>Ancholme Leisure Centre, Scawby Brook, Brigg, DN20 9JH</b>	<b>South side of A18</b>
<b>Willingham Woods Picnic Site, LN8 3RQ</b>	<b>East of Market Rasen A631</b>
<b>Hartsholme Country Park Cafe, Lincoln, LN6 0EY Road</b>	<b>South side of B1378, Skellingthorpe</b>

Group 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 let the run organiser know if you want to invite a guest. If carrying a pillion passenger, you should ensure that this is covered by your motorcycle insurance policy.

**It is you, as the rider who is deemed to be in control of your motorcycle at all times during an observed or social run.**

<b>APRIL</b>	<b>ALL activities etc. cancelled due to Covid-19 Virus Government Instructions</b>
<b>MAY</b>	<b>ALL activities etc. cancelled due to Covid-19 Virus Government Instructions</b>
<b>JUNE</b>	<b>ALL activities etc. cancelled due to Covid-19 Virus Government Instructions</b>

**Beyond June diary to be updated as necessary depending on the latest Government Instructions**

<b>JULY</b>	
Monday 6th	Monthly evening meeting, Nags Head, Middle Rasen, LN8 3JU (A631) at 20.00 Those who wish to participate in the pre meeting ride please arrive at the Nags Head for 18.00
Sunday 12th	Group Observed Run - Hartsholme Country Park café area Meet 09.00 for prompt departure at 09.30
Wednesday 29th	Regional Evening Run for Observers and those interested in becoming Observers Four separate runs to reflect Observer groupings. For information on starting locations contact Jerry Neale (details on page 2)

## **AUGUST**

- Monday 3rd Monthly evening meeting, Nags Head, Middle Rasen, LN8 3JU (A631) at 20.00  
Those who wish to participate in the pre meeting ride please arrive at the Nags Head for 18.00
- Sunday 9th Group Observed Run - Ancholme Leisure Centre car park, Scawby Brook, Brigg  
Meet 9.00 for prompt departure at 09.30
- Monday 10th Committee Meeting, Nags Head, Middle Rasen  
Prompt start at 19.45
- Wednesday 26th Regional Evening Run for Observers and those interested in becoming Observers  
Four separate runs to reflect Observer groupings.  
For information on starting locations contact Jerry Neale (details on page 2)

## **SEPTEMBER**

- Monday 7th Monthly evening meeting, Nags Head, Middle Rasen, LN8 3JU (A631) at 20.00
- Sunday 13th Group Observed Run - Willingham Woods Picnic Area near kiosk  
Meet 09.00 for prompt departure at 09.30
- Wednesday 30th Meeting for Observers and those interested in becoming Observers  
For information contact Jerry Neale (details on page 2)

## **OCTOBER**

- Monday 5th Monthly evening meeting, Nags Head, Middle Rasen, LN8 3JU (A631) at 20.00
- Sunday 11th Group Observed Run - Hartsholme Country Park café area  
Meet 09.30 for prompt departure at 10.00
- Monday 12th Committee Meeting, Nags Head, Middle Rasen  
Prompt start at 19.45
- Wednesday 28th Meeting for Observers and those interested in becoming Observers  
For information contact Jerry Neale (details on page 2)

## **NOVEMBER**

- Monday 2nd Monthly evening meeting, Nags Head, Middle Rasen, LN8 3JU (A631) at 20.00  
commencing with the group ANNUAL GENERAL MEETING
- Sunday 8th Group Observed Run - Ancholme Leisure Centre car park, Scawby Brook, Brigg  
Meet 9.30 for prompt departure at 10.00
- Wednesday 25th Meeting for Observers and those interested in becoming Observers  
For information contact Jerry Neale (details on page 2)

## **DECEMBER**










- Monday 7th Monthly evening meeting, Nags Head, Middle Rasen, LN8 3JU (A631) at 20.00
- Sunday 13th Group Observed Run - Willingham Woods Picnic Area near kiosk  
Meet 11.30 for prompt departure at 12.00
- Monday 14th Committee Meeting, Nags Head, Middle Rasen  
Prompt start at 19.45pm









**PLEASE NOTE** there is no Observers meeting this month



# TRADE DIRECTORY

Support our local bike businesses. If you know a good local bike business, send details for inclusion to [chainlinks@uwclub.net](mailto:chainlinks@uwclub.net)

	<p>RWH Motorcycles Ltd, Repairs, servicing, tyres, MOT, wheel building</p> <p><a href="http://rwhmotorcyclesoflincoln.co.uk/">http://rwhmotorcyclesoflincoln.co.uk/</a></p>
	<p>Customised motorcycle seat re-covering / re-trimming service, altering trike and motorcycle seats</p> <p><a href="http://edblade.simpl.com">http://edblade.simpl.com</a></p>
	<p>Cylinder rebores, valve guide replacement, bespoke repairs, bearings</p> <p><a href="http://www.nrsec.co.uk/">http://www.nrsec.co.uk/</a></p>
	<p>MOT testing, repair and servicing for all makes and models of bikes, trikes, scooters, mopeds and quads</p> <p><a href="http://www.skmotorcycleslincoln.co.uk/">http://www.skmotorcycleslincoln.co.uk/</a></p>
	<p>Online and showroom retailer of motorcycle helmets, clothing, parts &amp; accessories.</p> <p><a href="https://www.sportsbikeshop.co.uk/">https://www.sportsbikeshop.co.uk/</a></p>
	<p>Triumph and Yamaha Main Dealer in Lincolnshire.</p> <p><a href="http://www.webbsoflincoln.co.uk/">http://www.webbsoflincoln.co.uk/</a></p>
	<p>Control and drive cables made from a pattern, drawing, or to fit your bike, ultrasonic carb cleaning, thread repair inserts fitted for spark plug and other threads.</p> <p><a href="http://www.carrotcycles.co.uk">http://www.carrotcycles.co.uk</a></p>
	<p>Musgrave &amp; Co Tools 5 Clasketgate, Lincoln, LN2 1JJ</p> <p>Phone: 01522 527088</p>
	<p>Colin Willoughby Motorcycles Grange Lane North Scunthorpe North Lincolnshire DN16 1DE Phone: 01724 853300 <a href="https://colinwilloughbymotorcycles.co.uk/">https://colinwilloughbymotorcycles.co.uk/</a></p>

 <b>—LINCS REPAIR—</b>	<p><i>"Small company, Big savings! Leather furniture repair, Leather handbag repair, Motorcycle leathers, Car Seat repairs &amp; many more....."</i></p> <p>Lincs Repair  43 Cotman Rd  Lincoln, Lincs LN6 7NU  0771 9620830  <a href="http://www.lincsrepair.co.uk">http://www.lincsrepair.co.uk</a></p>
  <b>Motorcycle Clothing</b>	<p>Lincoln Bikes  off Exchange Rd off Doddington Rd.  Come off ring Rd, head down past Swanholme pub,  exchange Rd on right.</p> <p><a href="https://www.facebook.com/lincolnbikesMC/">https://www.facebook.com/lincolnbikesMC/</a></p>
<p><b>MOTO-MATE.COM</b>  Suppliers &amp; Installers of</p> <div>    </div> <p><small>Bike Dashcam Systems    CAN bus Controllers    Auxiliary Horns    Auxiliary Lights</small></p>	<p>Supplying high quality, safety related accessories combined with a mobile installation service.</p> <p>For more information please visit: <a href="http://www.moto-mate.com">www.moto-mate.com</a></p>
 <p><b>RD Motorcycles Limited</b>  Road - Race - Enduro - MotoX  t: 01522 704740 e: info@rdmotorcycles.co.uk</p>	<p>RD Motorcycles Limited  Unit 7 Riverside Enterprise Park Saxilby, Skellingthorpe Rd,  Lincoln LN1 2FU  <a href="http://www.rdmotorcycles.co.uk/">http://www.rdmotorcycles.co.uk/</a></p>
	<p>Colin Thompson Motorcycles, The Farmhouse, College Road, Thornton Abbey  DN39 6TU Ulceby, North Lincolnshire, United Kingdom  01469 540678  <a href="https://www.colinthompsonmotorcycles.com/">https://www.colinthompsonmotorcycles.com/</a></p>

## Café Corner



As soon as our favourite cafes reopen, there will be a lot of tea to be drunk and cake to be eaten. Until then ...





## GROUP CLOTHING

There is a wide range of group clothing available to order, with our Lincolnshire Advanced Motorists logo on it, you can also add the IAM logo and a name if desired. There are several colours available, contact Shayne Joyner [shadiryas@yahoo.co.uk](mailto:shadiryas@yahoo.co.uk) or 07375 471207

Name						
ITEM	DESIGN	SIZE	QTY	Name to be embroidered (leave blank if not required)	PER ITEM	TOTAL
Polo Shirt with	Group Badge				£8.50	£
Polo Shirt with	Group Badge + IAM Logo				£10.50	£
Sweatshirt with	Group Badge				£10.00	£
Sweatshirt with	Group Badge + IAM Logo				£12.00	£
Fleece with	Group Badge				£14.00	£
Fleece with	Group Badge + IAM Logo				£16.00	£
T-shirt with	Group Badge				£7.00	£
Colour required:					TO PAY	£
<b>PAYMENT MUST BE RECEIVED WITH ORDER</b>						

