

ChainLincs

Lincolnshire Advanced Motorcyclists

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

December 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 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 February 2021

Please provide any copy to the Editor, by

27th Jan 2021

dayres@picturesports.co.uk



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



Lincolnshire Advanced Motorcyclists on Facebook can be found at 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

We have three new members to welcome this month.

Member	Observer
943 Matthew Pilsbury from Ulceby	Malcolm Heaton
944 Stuart Ross from Ulceby	Mike Day
945 Mitch Elliott from Witham St Hughs	Full Member

The present composition of the group is as follows:

Full Members	130
Associate Members active	19
Associate Members "On Hold"	8
Associate(s) allocated to an Examiner	0
Total Group Membership	157

The above list excludes four members with expired IAM RoadSmart membership.

Let's all hope that life can begin to return to some sort of normality for everyone next year.

That's all for this month, ride safely:

John Cheetham

Editorial



This month's cover shot is from Spain. Ever keen to ride, a couple of us took off to Narvia on the north-west coast of Spain in late March, a few years back. On reflection, we went a little too early.

The next year we went in May, and it snowed again, and this time we were further south!

Shorter days, greasy roads and lower temperatures can curtail leisure motorcycling. I appear to take an obsessive interest in the weather

forecast over winter, trying to spot a dry, clear day on which I might sneak out for a couple of hours on the bike. The cold doesn't bother me too much, as you'll read later in this issue.

In other news ... "IAM HQ" have updated DARTS, the systems for memberships, tests and just about everything else. November is the month that memberships come due. It is worth a quick check through the IAM website that your renewal went through.

Following the tradition established by the ChainLincs Editors before me, I shall be skiving off until the 27th Jan when articles for the February 2021 issue of ChainLincs should be with the Editor.

Should you feel the need to wax lyrically on the joys of your recent journeys, or just have the urge to tell the world about something, lean into your desire and scribble some words and send them to the Editor. We maintain our commitment to the highest journalistic standards. If I can read it, we'll print it. Photographs to accompany the written word are equally welcome.

The email address for your prose and photographic contributions is dayres@picturesports.co.uk

The Facebook page remains active and if you are planning something at short notice and want to share your riding or garage-based activities, feel free to let others know. Some of us working stiffs – if we read Facebook – would be jealous.

Coming up in this issue ...

- John continues to process memberships even during the dark months
- Mick gets a coloured chart
- Dave sets his boots to gas mark 4
- Dave Hall has a day out
- Jerry has a P four times



Cheers *Dave*



Here I am again sat at home during Lockdown 2. Currently quite dreary outside so don't fancy tidying the garden today so time to write a few words for you not to read! Seriously hope you read the newsletter each month as a lot of work goes into producing ChainLincs each month thanks to Dave Ayres who does an excellent job.

Now the government has introduced the updated Tier system to follow on from lockdown Lincolnshire, Yorkshire and Humber and Nottinghamshire have all been placed in the highest level, Tier 3. The IAM has now issued guidance on what we can do depending on tier. In Tier 3 we are not permitted by the IAM to carry out any motorcycle activities. Therefore there will be no

training or rides until we drop down a tier.

Thanks to all that 'attended' the Zoom AGM on 2nd Nov, great to see you and thanks for re-electing the committee members that were due for re-election this year. Since then one member approached me to ask if he could still join the committee despite not being able to make the AGM so welcome to Phillip Gilbert who will be co-opted onto the committee at the next committee meeting on 14th Dec. Phillip has also agreed to take over the control of the Group clothing from Shane Joyner. Thanks to Shane for looking after the clothing for the last year and thanks to Phillip for taking it on.

If the weather is looking favourable, I might plan something for between Christmas and New Year so keep an eye on your inbox.

We managed to get a ride in on 1st Nov from the WAVE. Eight members turned up so we split into two groups led by Alan Pugh and Will Field and headed out across Lincolnshire. Thanks for coming guys and to Will and Alan for leading.

We had two new members join us at the end of Oct. Welcome to Stuart Ross and Matthew Pilsbury both from Ulceby. Welcome guys, hope to meet you soon.

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 (not December and January) are currently being held on Zoom. If you want more details, please give our Chief Observer, 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; it will offer you enhanced recognition and insurance benefits in return for your commitment to keep 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.

I had an update on the Fellows situation from the IAM which in case you haven't seen it is as follows:

Due to the continuing situation with the pandemic and areas of the UK placed under different restrictions, all Fellows driving and riding re-tests remain suspended until further notice. Your status of Fellow has been extended until such time as the lifting of restrictions makes all re-tests possible as well as ensuring all Fellows feel comfortable and confident being in a vehicle with another person unknown to them.

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, thanks again to Dave for putting together this edition of ChainLincs, hope you enjoy the read. Please, please, please send him something to include, he needs your input so send him articles, pictures etc. It can make his job so much easier if he has plenty to choose from.

Have a good Christmas and New year and stay safe.

Thanks, *Mick*



ENGLAND – FROM 2/12/2020



Local COVID-19 Alert Levels: IAM RoadSmart activity advice

ALERT LEVEL	TIER 1: MEDIUM	TIER 2: HIGH	TIER 3: VERY HIGH	NOTES
Rules on mixing	You must not socialise in groups larger than 6 people, indoors or outdoors.	You must not socialise with anyone you do not live with in any indoor setting. Outdoors the rule of 6 applies.	You must not meet socially indoors or in most outdoor places with anybody you do not live with. You must not socialise in a group of more than 6 in some other outdoor public spaces.	Rules: Wash Hands; Cover Face; Make Space
Travel	If you live in a tier 1 area and travel to an area in a higher tier, you should follow the rules for that area while you are there. Avoid travel to or overnight stays in tier 3 areas.	If you live in a tier 2 area, you must continue to follow tier 2 rules when you travel to a tier 1 area. Avoid travel to or overnight stays in tier 3 areas.	You can continue to travel to venues or amenities which are open but should aim to reduce the number of journeys you make where possible.	In deciding which tier of restrictions applies then the location of both the assessor and candidate is considered. The highest rated location of the tier decides the viability of the assessment taking place.
Shopping & retail	Shops, cafes and restaurants all open in Covid secure premises. Fuel is available.	Shops, cafes and restaurants all open in Covid secure premises. Fuel is available.	Shops, cafes and restaurants, either compulsory closure or very limited availability. Fuel is available.	Rules: Wash Hands; Cover Face; Make Space
IAM RoadSmart Motorcycle activity	YES - With all parties in agreement	YES - With all parties in agreement	NO	Rules: Wash Hands; Cover Face; Make Space Follow the IAM RoadSmart COVID-19 Restart Guidance
IAM RoadSmart Car activity	NO Government advice: Avoid car sharing with those outside of your household or support bubble.	NO Government advice: Avoid car sharing with those outside of your household or support bubble.	NO Government advice: Avoid car sharing with those outside of your household or support bubble.	Rules: Government advice: Avoid car sharing with those outside of your household or support bubble.

Government Tier Alert Posters and guidance can be found here – [HM Government Alert Posters](#)

To read the latest IAM RoadSmart COVID-19 Restart Guidance, log into the members' dashboard at www.iamroadsmart.com

STAYING WARM ON A MOTORCYCLE

Staying warm on a motorcycle is a popular topic at this time of year. The advice typically divides into two main groups: those who increase the layers they wear and those that turn on the heated clothing.

For me, there is no debate. If you want to stay warm on a motorcycle through winter you need to add heat and no amount of extra layers or thermal base layers will do this. They can't manufacture heat, all they can do is slow the rate of cooling.

The Science Bit

It may well be four-degrees centigrade outside, but as I move the bike about in the garage I'm cooking, thanks to the insulation in my jacket. Yet, plus four degrees centigrade (4°C) ambient temperature will feel like minus three centigrade (Yes -3°C) when riding at 30mph. The energy I was using to move the bike about, which was also generating body heat, has gone and now I'm sitting in a -3°C wind.

Wind Chill Table				
Ambient Temperature	20 mph	40 mph	60 mph	80 mph
4°C	-1°C	-3°C	-5°C	-6°C
2°C	-2°C	-6°C	-8°C	-9°C
0°C	-5°C	-9°C	-11°C	-12°C
-2°C	-9°C	-12°C	-13°C	-15°C

Wind chill figures are often quoted and look very dramatic. They are correct but require a little extra interpretation.

On a day with no wind, the ambient air temperature is the temperature that you feel on your skin. When the wind blows, it transfers heat away from your body. This process - known as convection - is why you feel cooler in a breeze.

The faster the wind the greater the convection effect, and the greater the "wind chill".

A quoted wind chill temperature is not the actual temperature. Rather it is how cold

the wind will feel against your skin. As we are wrapped up in motorcycle clothing, the effect of wind chill is reduced, but the convection effect is still present.

The better the insulation your jacket and trousers provide, the longer it will take for the wind chill to reach you. But one thing is absolutely certain - without an energy source to create heat, even the very best motorcycle clothing can only slow the rate at which you will become cold.

You are going to get cold. It is just a question of how long it takes.

The Basics

It might sound obvious, but to stay warm, the cold air has to be kept out, which means having some decent motorcycle clothing. It doesn't have to be the latest six hundred pound plus touring suit, just something that seals up to keep the drafts out and has a thermal liner - fix or removable, it doesn't matter.

A pair of denim jeans are not going to keep the cold out, even with thermal leggings. You are going to need something designed for the job. A quick search of the SportsBikeShop Clearance section for [Textile Jackets](#) offers quite a selection to choose from, including some big brand names, all for under £125. A similar search for [Textile Jeans](#) gave me 30 different options to consider.

Grips And Handguards

One of the simplest ways of slowing down the rate at which your hands get cold is to use handguards. Not the hard plastic-type, but [handlebar grip covers](#).



These are a great example of function over form. They may not be the height of elegance, but they can be highly effective.

The option that most motorcyclists go for, and certainly very convenient, is a pair of [Oxford heated grips](#). Oxford is the defacto standard when it comes to heated grips. They are simple to wire up and will automatically turn themselves off when you stop the bike.

The downside of heated grips is that they only heat the palms of your hands. I find that when using heated grips with standard winter gloves that the ends of my fingers freeze. Turning up the heat on the grips doesn't improve matters. The palms of my hands get roasted while my fingertips remain cold.

Heated grips and handlebar grip covers are workable solutions for my hands staying warm on a motorcycle, just as long as the ride isn't too long.

Heated Clothing

Trying to find a pair of boots that would keep my feet warm through winter is how I "discovered" heated clothing.

I'd tried all kinds of different boots looking for the pair that was going to make a difference. It didn't matter how expensive the boots were or how impressive the review, none of them made my feet warmer when I wore them.

It was at this point that I was offered some clarity ...

"Boots cannot make your feet warmer, they can only slow the rate at which they will become cold. With your feet hanging out in a 60mph blast of freezing cold air, your feet are going to get cold. The only answer to your feet staying warm on a motorcycle is to add heat."

After that, I bought a pair of Keis heated insoles, and I've had warm feet ever since. Being thoroughly impressed with the insoles, the heated jacket (body warmer) came next, and what a revelation it was.

One night, having got lost in the Spanish hills, the group stopped to work out where we were. One of the group noticed that I was standing close to my bike and that there was a power lead running between me and the bike.

After that, I receive no end of friendly abuse for being the only one of the group that was warm and happy, while the rest of them complained about how cold it was.

There is lots of data available on reaction speeds slowing and concentration lapsing when you are cold. It is all good and useful information, but the bottom line is that ***being cold sucks***, so why put yourself through it, when staying warm on a motorcycle isn't difficult?

Deals And Discounts

Technology moves ever onwards, and Keis has recently changed how the heating panels in their clothing works. They have gone from the traditional "heated wires" approach to micro carbon heated panels and released an updated range.



Just recently I completed a real-world review of the Keis G701 heated gloves, comparing them back-to-back with the G601 gloves I used last winter. The G701 gloves are excellent, not that Keis G601 gloves were in any way deficient - far from it. It's simply that with the G701 gloves, you can appreciate how the micro carbon heating panels have further improved heated clothing.

With Keis updating their heated clothing range, the clothing with the traditional heating elements, which has kept me toasty and warm for the past 3 years, is now very keenly priced.

The only thing I've noticed is that not all of the traditional heated clothing has a temperature control unit included as standard. Strictly speaking, you don't need one. However, so effective is the Keis heated clothing that you can get too hot if you can't turn the heat down when needed.

Staying warm on a motorcycle is about efficiently adding heat, which neatly leads me on to sizing.

The objective of the Keis or any other heated clothing is that it is there to heat you, not the air around you. With insoles, this isn't an issue, because you are standing on them. The same is true for the Keis G102 heated inner gloves; they are pressed on to your hands.



With jackets, vests and bodywarmers though you want a snug, close fit. This way, all of the heat ensures you are staying warm on a motorcycle, rather than being wasted, heating the air around you.



**Heated Motorcycle
Clothing**

Once I discovered that riding through cold weather was as easy as plugging my heated jacket in, I did wonder why I had ever put up with being cold.

And finally ... when working on your bike in a cold garage this winter, put the heated jacket on. It is absolute bliss.

The weatherman said that the Tuesday (1st Sept) was to be dry all over the country, after the changeable weather of late I had to get the bike out. Where should I go? - I decided on North Wales as you can ride there in 3 hours, so the night before I got the map out to plan a rough route- it would depend on my progress as to how far I could ride.

The following morning I was ready to hit the road by 7.15am – On my trusty Honda NC750 I had looked at several ways of getting there finally deciding a route via Sheffield – Manchester to my 1st stop in Ruthin for a coffee.



The traffic was not as heavy as I expected and I crossed into Wales at 9.55am, and it took me another 20mins to reach Ruthin. Parking in the centre of town (very small town) outside The Old Courthouse (built in 1401) close to a Café, and rather then join the people sitting inside, I elected to take my coffee outside in the sunshine, just 50 yards from my NC750.

Getting back on the road again around 11am my next destination was to ride south on the A494 to

Dolgellau, passing Bala Lake and then the A487 to Machynlleth. All was well with the world Sunshine lite traffic and great roads, although several tractors and large lorries were hampering progress on the twisty roads.

On a day like this there were lots of bikes around mainly in small groups. Further south on the coast is Aberystwyth somewhere that I have never been. You discover so much more on a motorcycle. Who knew there was an old watermill with a large waterwheel in a village about 7 miles north of Aberystwyth? Arriving in Aberystwyth, I made my way to the seafront where there is a dedicated motorcycle parking area with lots of bikes already parked up. The place was busy and eating places had queue's outside, so decided not to stop long.

Aberystwyth is a typical Victorian seaside resort with large houses/hotels overlooking the sea. The beach is grit rather than sand and not very appealing The main shopping street was coned off to traffic and this is the route my sat-nav wanted to use.



Having found another way out of town amongst the busy traffic, I found a petrol station so stopped to fill up. Only another 212 miles to go to get home, which I could manage without stopping for fuel again.



From Aberystwyth, I left on a twisty road to Devils Bridge (A4120) where there were loads of bikes as this is a popular biker's hangout, but I did not stop. When I got within about 7 miles from Worcester I changed the sat-nav to home, which may have been a mistake as I intended to go from Worcester to Warwick on the A46 and home.

The sat-nav took me on some very narrow lanes to

pick up a major road north of Worcester and then towards Birmingham – which I wanted to avoid. Eventually, I picked up the M42/A42 to Nottingham and home. The traffic was busy around the Birmingham area, but then it always is, but fairly lite to Nottingham. I stopped to fill up a mile from home, so I was ready for my next ride out.

I had covered 450 miles and arrived home around 8.20pm. In retrospect it may have been a little too far as my joints & backside were complaining. I had to get off the bike a couple of times to recover in the last 50 miles, but I was an enjoyable days riding none the less.

Now where can I go next time – The Lake District or maybe Scotland? – *Dave Hall*



The Covid-19 restrictions continue to hold up any Advanced test preparation runs at the moment, but I'm sure we are all keen as mustard to get going when the time is right. There are no Observers meeting during December and January. Whether the February meeting will be online or in-person will depend on the circumstances, Details to follow.

The start of a New Year is always a great time to look towards setting new goals & challenges in our life.

As advanced motorcyclists, we should never stop learning and always be looking to continue with increasing our skill set, that might be looking towards signing up to the IAM Roadsmart Fellow or considering the Masters course.

Full members are welcome to step up to the next level and train towards achieving the IMI Local Observer qualification. Feel free to contact me on 07412935333 if you would like to ask any questions about becoming an Observer. Go ahead and challenge yourself in 2021

The Four Ps

Practice Prevents Poor Performance

To become proficient as an Advanced rider, you must continue to practice your advanced riding skills. Practice is relevant at any level, Associate, Full Member, Observer, Fellow, Masters, the learning never stops. On your next ride out take time to self analyse your ride. Ask yourself, am I ridding at an Advanced level? Could I have done something different to improve my ride?

Where is my vision? YES ...Where is my vision? (No Barnard Castle jokes please - The Editor)

Use your eyes to build up a picture of what is happening all around you, as far as you can see, in every direction. The best way to build up this picture is to use your eyes in a scanning motion which sweeps the whole environment: the distance, the mid-ground, the foreground, the sides and rear. You might find that there is some room for improvement.

When Covid restrictions allow the LAM Sunday Morning Group Observed ride's start again, they are a wonderful opportunity for associate members to get in some extra riding practice before their Advanced Test.

All of the Observers and Full Members at the Sunday morning rides were once Associates. Ask them anything about motorcycling, and you will find they are always willing to assist others in achieving the advanced test standard. It also presents another opportunity to practice the work that you have been doing with your Observer – the Four Ps.

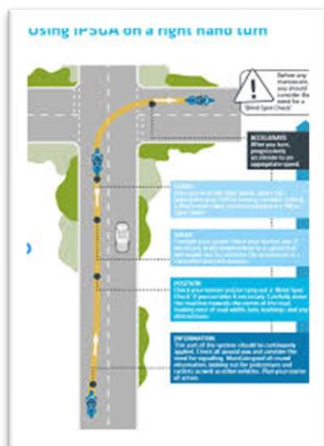
We have three areas of the county covered, so keep an eye out for when the Sunday morning Observed Rides are restarting.

Meanwhile ...

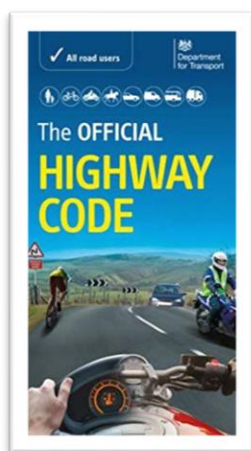
There might not be any Observed rides at the moment, but that shouldn't let the learning continue. Look at the things that you can do rather than the things that we can't at the moment. Want a more in-depth read this winter then ask Santa for a copy of Motorcycle Roadcraft, The police riders handbook; they are available from the IAM Roadsmart web site or Amazon (check the version)

Five things to be doing before your Advanced Test

1. Read and review all sections of your Advanced Rider Coursebook;



- IPSCA
- HUMAN FACTORS
- CORE RIDING SKILLS
- BENDS & CORNERING
- JUNCTIONS & ROUNDABOUTS
- OVERTAKING
- MOTORWAYS & DUAL CARRIAGEWAYS
- SLOW RIDING



2. Read & know your Highway code!

3. Demonstrate your pre-ride MPOWDERY checks to a high standard – What type of oil goes in your bike? Your tyres may look good, but what is the requirement for the visible tread on a motorcycle tyre?

4. Review all your Course Run sheets; are there any weak parts that need extra practice?

5. Get out on your bike and practice your new skills so that they become second nature to your ride, it might be winter, but many core riding skills are honed in the winter.

Happy Christmas & a safe New Year from all of the LAM Observer team

Stay Safe - Jerry



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 and 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:

Ancholme Leisure Centre, Scawby Brook, Brigg, DN20 9JH	South side of the A18
Willingham Woods Picnic Site, LN8 3RQ	East of Market Rasen A631
Waddington Airfield Viewing Area (WAVE) LN5 9FF	East side of the A15

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.

December

Monday 7th	Monthly evening meeting CANCELLED DUE TO COVID-19 PANDEMIC RESTRICTIONS
Sunday 13th	Group Observed Run - Willingham Woods Picnic Area near kiosk Meet 11.30 for a prompt departure at 12.00 CANCELLED DUE TO COVID-19 PANDEMIC RESTRICTIONS
Monday 14th	Committee Meeting - details to follow nearer the date

PLEASE NOTE there is no Observers meeting this month

JANUARY

PLEASE NOTE there are no formal events during the month of January.
However, that's not to say that nothing happens!
If you have any suggestions, please let us know.

FEBRUARY

Monday 1st Monthly evening meeting, Nags Head, Middle Rasen, LN8 3JU (A631) at 20.00

Sunday 7th Group Observed Run – Waddington Airfield Viewing Area (WAVE) LN5 9FF
Meet 11.30 for a prompt departure at 12.00

Monday 8th Committee Meeting - details to follow nearer the date
Prompt start at 19.45

Wednesday 24th Meeting for Observers and those interested in becoming Observers
For information contact Jerry Neale (details on page 2)

MARCH

Monday 1st Monthly evening meeting, Nags Head, Middle Rasen, LN8 3JU (A631) at 20.00
Group member Roland Johns will be speaking on the subject of
“The Lincolnshire and Nottinghamshire Air Ambulance”.

Sunday 7th Group Observed Run - Ancholme Leisure Centre car park, Scawby Brook, Brigg
Meet 09.30 for a prompt departure at 10.00

Wednesday 31st Meeting for Observers and those interested in becoming Observers
For information contact Jerry Neale (details on page 2)

APRIL

Monday 5th Monthly evening meeting, Nags Head, Middle Rasen, LN8 3JU (A631) at 20.00

Sunday 11th Group Observed Run - Willingham Woods Picnic Area near kiosk
Meet 09.30 for a prompt departure at 10.00

Monday 12th Committee Meeting - details to follow nearer the date

Wednesday 28th Meeting for Observers and those interested in becoming Observers
For information contact Jerry Neale (details on page 2)

MAY

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 – Waddington Airfield Viewing Area (WAVE) LN5 9FF
Meet 9.30 for a prompt departure at 10.00

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)

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 Phillip Gilbert pmgilbert7@yahoo.com or 07704 168227

Name						
ITEM	DESIGN	SIZE	QTY	Name to be embroidered (leave blank if not)	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	£
PAYMENT MUST BE RECEIVED WITH ORDER						

And no winter issue of anything motorcycling related is complete without this photo ...



See you in February '21