

# ChainLincs

THE NEWSLETTER OF

*Lincolnshire Advanced Motorcyclists*

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



**April 2021**



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## 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 April 2021

Please provide any copy to the Editor, by **26<sup>th</sup> April 2021**

[dayres@picturesports.co.uk](mailto: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/](http://www.facebook.com/groups/301610040008772/)



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

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# Membership Update

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

We have three new members to welcome since the March newsletter.

Member	Observer
948 Keith Edwards from Waltham	Malcolm Heaton
949 Michelle Harrison from Barton-Upon-Humber	TBA
950 David Richardson from Louth	TBA

Also, John Ellis has been allocated to Observer Roland Johns, and John Charman has been allocated to Observer Bruce Whetton.

Due to the Covid-19 restrictions no testing has is currently taking place.

The present composition of the group is as follows:

Full Members	122
Fellows	10
Associate Total	30
Associate Members "On Hold"	8
Associate(s) allocated to an Examiner	0
Total Group Membership	162

For those who have existing Standing Orders in place, could I request that they be set up to pay on or after 6 April 2021 please.

Could those paying by Bank Transfer also delay payment until on or after 6 April 2021 please.

This will bring us into line with the HMRC financial year which is used when claiming Gift Aid payments.

**The new group bank account details are:**

**Lincolnshire Group of Advanced Motorcyclists**

**Sort Code 30 96 26**

**Acc. No. 67439968**

All other members will receive a letter containing the renewal form and giving the option to pay either by cheque or online if they wish.

Finally, Associates be aware that 12 April is the date for restarting Preparation Runs, so make sure you engage with your respective Observers in good time.

All other members will receive a letter containing the renewal form and giving the option to pay either by cheque or online if they wish.

That's all for this month, ride safely: *John Cheetham*



# Editorial



So close ... The clocks have gone forward. It is light in the evenings, and even the temperature is playing its part. My Keis Heated Jacket was on medium for the first time in a while.

Precisely what the Covid rules allow will depend on when you read this issue of ChainLincs.

Working on the assumption that we are allowed out, and the next question is where to go ... may I point you at a collection of free motorcycle routes you can download. Conveniently several

of the ones in the Midlands section go right through Lincolnshire. (click on the image below)



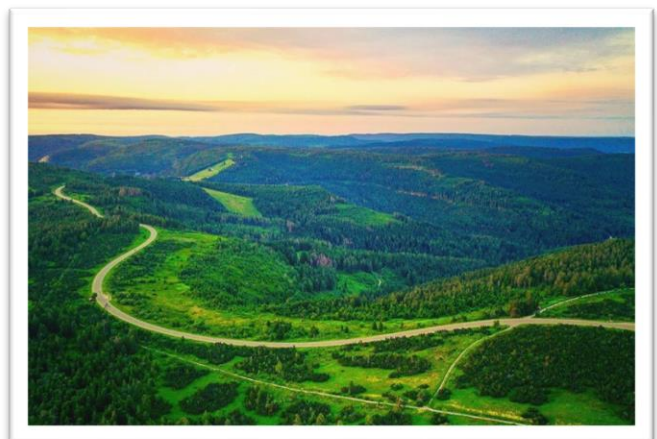
## Free Motorcycle Routes - The Midlands

Editorial Team October 26, 2020

The Facebook page remains active and if you are planning something at short notice or wish to share your essential riding and 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 sees a lockdown increase
- Mick ponders the glorious 12th
- Dave has a holiday romance
- Jerry has his head in the books
- Roland overtakes a tractor
- Andy K, didn't plan to



Cheers *Dave*



Following my item in last month's ChainLincs you will hopefully have seen my subsequent email regarding starting IAM RoadSmart activities.

From what the IAM sent, I interpret it that we can start motorcycle activity from 12 April and from 29 March the Observers will have been able to conduct peer reviews and get themselves up to speed for associate training from 12 April.

This is done with a caveat of minimising travel although the government guidance for this is 'The 'stay at home' rule will end on 29 March but many restrictions will remain in place. People should continue to work from home where they can

and minimise the number of journeys they make where possible, avoiding travel at the busiest times and routes.'

Therefore, from 12 April we will plan some rides at weekends but they will have to be restricted to six members. I am currently working on a way using a shared OneDrive document for members to nominate themselves for rides so only six turn up. More info to follow in April but it would be useful for four members to step forward to be the point of contact from four location, thinking maybe two to the north and two around Lincoln area. Any other suggestions gratefully received.

Unfortunately, I am also back to work from 12 April - I really need a lottery win! I may also be working some Sundays so the chances of making the rides I am talking about above is reduced!

We have now transferred some money into the new bank account and at least one member has paid subs into it.

John Cheetham has issued the new bank account details so if paying subs through internet banking this is the account to do it to (30-96-26, 67439968, Lincolnshire Group of Advanced Motorcyclists).

From now on this is our preferred method to pay subs as it saves John a journey to a bank to pay cash in although cheques can be paid in through the banking app. At last we have moved into the 21st century.

Once again can I remind the newer IAM members amongst you that when you receive your annual renewal and membership card from the IAM for the next year that card is not valid until you make the renewal payment.

If you pay by direct debit then all is good, if not you need to logon to the IAM RoadSmart website and make the payment or call the IAM to make the payment at the number on the letter you receive with your membership card. Please note the small print underneath the card on your renewal (see picture).



I would like to welcome two new members that have signed up in the last few days so welcome to Michelle Harrison from Barton Upon Humber and David Richardson from Louth. Hope to see you out on a ride soon and enjoy your advanced rider training.

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 (next meeting 24 Feb) 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](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, 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.

Short again this month but over the next couple of months, hopefully there will be more happening.

Stay safe. Thanks, *Mick*



**Love it or Loath it?**



The Triumph Street Twin is washed, polished, full of fuel and sitting on the driveway, awaiting collection by Triumph.

I'll be sad to see it go as we have had a memorable week together. Yet like short but powerful romances, the break-up was always going to happen. And in true holiday romance style, *it's not you Street Twin; it's me*.

At six feet tall and with the Street Twin having a seat height of 765 mm, I'm about three inches too tall for the Street Twin. This hasn't stopped me from proving what a versatile, smile-inducing, sweeping "A" road loving motorcycle it is. Yet, the truth remains that I have found it a little cramped on longer days. Perhaps the 1200cc Speed Twin, with its 807mm seat height, would be a better fit.

According to the highly informative [cycle-ergo.com](https://cycle-ergo.com), my knee bend angle on the Street Twin is 74 degrees, 11 degrees tighter than on a Royal Enfield Continental GT, albeit at the cost of more weight on my wrists.

But none of that is the Street Twin's problem; in this case, unlike the corny line, it truly is me and not the bike that has the problem.



In every respect - purchase price, running costs, flexibility, power, brakes, build quality, fuel economy, handling - the Triumph Street Twin is an absolute delight. I am going to miss it.

To judge the flexibility of the Triumph Street Twin, my colleagues set me three challenges. Commute into a city, go for an invigorating Sunday ride and ride 200 plus miles in a day, including time, sat munching miles on a motorway. [See [Sweet Spot Street Twin](#)]

I've done all of these things and more on the Street Twin, and whereas it isn't perfect at them all, I've proven that the Triumph is a more flexible and adaptable motorcycle than it is often given credit for.

I'll get into the detail in a moment, but as a naked, 900cc, 65HP motorcycle, it isn't the best option for long-distance touring. Riding the Street Twin around Spain would be a blast, but getting to the Ferry would be a chore. The Street Twin wasn't designed for that. It can do it, but for that one job, there are better options.

And now I've given away the ending, here are the details.

## The Commute

The Street Twin's smaller size made the commute into the middle of Nottingham, during rush hour, an absolute breeze. With nothing sticking out further than the end of the handlebars and with a short wheelbase (1450mm), I could weave between the cars without worrying about the backend. Getting towards the front of the queue was never a problem, even if I got a few dirty looks from the drivers stuck in the traffic.

Once at the front of the queue, the Street Twin's perfect gearing combined with the highly tractable engine (65BHP and 80Nm torque) makes leaving the cars behind effortless.

It is entirely childish, yet the tall first gear combined with the smooth torque makes departing from the lights effortless, thoroughly satisfying, and unlikely to attract unwanted attention. You simply feed out the feather-light slipper-assist clutch, introduce half the throttle and you are gone.



By the time the cars are looking for their second gear, you are 50 meters away doing 40mph.

## The Sunday Scratch

Had the KTM 1290 that accompanied me across the Lincolnshire Wolds decided to get gone, there was no way I was going to catch it on the Street Twin. The question was, could the Street Twin put a smile on my face while keeping in touch with the other riders on an average Sunday ride.

That, the Street Twin can most certainly do.

Having 65BHP rather than the 130+ of the KTM, I had to put in more effort, making the returns all the sweeter. The Street Twin is an easy bike to ride, and as long as the tarmac is somewhere near smooth, the handling is assured and predictable.

For the £8,000-ish price tag, you get non-adjustable 41mm front forks and twin rear shocks that only have preload adjustment. Most days, this is more than adequate, but some Lincolnshire roads are very much the worse for wear, and others have so many patches that there is no original road surface left.

On one of these roads, near the village of Digby, there is a succession of waves in the tarmac, along with several places where the road surface has heaved, leaving 4-inch high scars in the road surface.

If you want to know how good your suspension is, this is the road to test it on.

This part of our Sunday ride made the Street Twin very uncomfortable. Pogoing up and down while the front was tram lining the grooves in the tarmac made me more of a passenger than the rider. It is an extreme test, but it does indicate that the Street Twin has limits.

Switch to the smooth (ish) tarmac from the town of Alford back to Lincoln, via the road past Cadwell Park, and the Street Twin was constantly urging me to be a very naughty boy. The long sweeping bends and the tighter corners were just a delight to ride.

And was that just a few yards I noticed I'd pulled on the KTM coming out of some of the slower corners? It can't have been. And if I did, it didn't last long. 65, verses 130. I lose.



## The Touring Day

It is a naked motorcycle. There isn't much more to say. As you can see from the video, the Street Twin's 900cc motor produces more than enough power for 70-80MPH (110-130KPH) motorway riding.

Exactly how much fun that ride would have been if it was throwing it down with rain is a different story. It is a naked motorcycle. I knew that when I started, and as with my height, that isn't the Street Twin's problem. As they say in Germany, "Es ist wie est ist" - it is what it is - a naked motorcycle.

70mph for me was fine. With a few changes to my normal riding position to balance against the wind, the miles on the motorway (the A1, to be exact) drifted along while listening to the music playing through the **Sena 10C Evo**. Yes, even with my head stuck out in a 70 MPH breeze, listening to music is still possible.

As the week has gone by, I've noticed that I'm feeling the size of the Street Twin less and less. 212-miles has been the longest distance I've covered in a day, which was a mix of motorway miles, tight country lanes and lots of open road sweeping bends.

Could I have doubled the distance? If I changed the roads I used for soulless arterial roads, then yes. Would I want to do it three or four days on the bounce? 350-400 miles each day? No, that would be too much. How about repeated days of around 250-miles on decent backroads? Oh yes, that would be perfect, thank you.



## Highs and Lows

**High:** Brakes. The single 310mm disc on the front, with a four-piston - twin pot - Brembo caliper is progressive and has more than enough bite to stop the 200Kgs Street Twin and me very quickly. Backing up the Brembo is a 255mm disc with a Nissin single pot, twin-piston caliper on the rear. Both with ABS to help keep me out of trouble.

**Low:** The 12-litre tank. It is in perfect proportion to the rest of the motorcycle and matches the retro-styled theme with its offset circular filler cap. Yet, when wagging across country, the 100-mile range before the fuel light comes on can be annoying.

**High:** The exhaust note. The 270-degree firing order gives the Triumph a distinct, crisp exhaust note with just a hint of burble on overrun.

**Low:** The absence of a centre stand as standard. Unless it is a sports bike, every motorcycle should have one.

**High:** Heated Grips. They don't come as standard, but the factory heated grips on the Street Twin are epic.

**Low:** Standard Mirrors: After a lot of finessing, the view behind is just about adequate. A lot of elbow retraction and head movement is needed to get a decent look behind. Anyway, bar-end mirrors would be thoroughly in keeping with the retro-themed looks, although Jerry disagrees.

**High:** Fuelling. The fly-by-wire throttle keeps the demands for fuel pin-point accurate, and when blended with the high torque engine the Street Twin is silky smooth. Should you experience any lumps in the petrol, it will be due to a lazy over-reliance on the tractable 900cc motor. Not that I've experienced this, you understand. I was always in the right gear. Honest.

**Low:** Side stand access. With my size 11 feet and RST boots, I have to lift the footpeg out of the way with my heel to get to the side stand.

**High:** Build Quality. It's a Triumph. Do I need to say more? Everything just works and has a robust quality feel.

**Low:** There are a few signs of surface corrosion where the exhaust diverts into the catalytic converter. This spot is directly in line with the front wheel, and knowing some of the journalists that have had the Street Twin before me and their aversion to cleaning motorcycles, perhaps some TLC is all that is required.

## Bottom Line

The question that always comes up is would I part with my own cash money for this bike? And yes, I think I would, with a couple of caveats.

The Triumph Street Twin is a versatile all-rounder, but its sweet spot is country lanes and town riding rather than long-distance touring. Considering the amount of time I spend touring on a motorcycle; for me, the Street Twin would be a delightful indulgence.

That motorcycle I'd keep for days when the sun is shining, and the backroads or the A93 Cairngorms road need to be ridden.

The oversized adventure bikes, hyper-naked and sports bikes would all arrive before me. Nonetheless, the Triumph Street Twin proves that you don't need 200BHP, a six-axis IMU and W rated super sticky tyres to have the biggest grin.



Well, its great news that we can restart our test preparation runs from April 12th. Before then, the Observer team will be out cross-checking each other to ensure we are riding to a high standard and ready to go. We never stop learning or trying to improv, and after the enforced months off, all riders will be a little rusty.

I hope that during the down time Associate members had a crack at the 'Associate Choices' modules from IAM Roadsmart. Not being able to ride doesn't mean we have to stop learning.

The Advanced Rider Handbook, the Highway Code and your past your run sheets are all valuable sources of information to get our minds back to riding speed.

This month National Observer Roland Johns talks about the importance of careful progress and restraint whilst over taking, and former Chief Observer Andy Kitchen talks about why he became an Observer.

*Stay Safe – Jerry*

## Overtaking; planning, observations and execution

As we all know, overtaking is one of the most hazardous manoeuvres any road user can make, especially us motorcyclists. Overtakes are one of the most common causes of RTC's in our county.

So, I thought it might be useful to share an overtake that I found on one my bike cam files. Along with some snapshots from the video I'll share with you the manoeuvre and my thought process around it. I know I'm talking to the converted but there may be some useful snippets within. The scenario involves me, a truck, a bicycle and a tractor pulling a trailer full of rocks!

I was on the B1202 heading towards Bardney when I saw in the distance, (about a quarter of a mile ahead after the road went left then right) a slow moving truck following a tractor and trailer, (under arrow below). As I neared the truck we entered a 40 limit and a small hamlet called Potterhanworth Booths. I stayed behind the truck as I knew a junction was coming up and then Bardney causeway which is fairly straight and should give me an overtake opportunity depending on how the situation develops.





At the junction the tractor turned right towards Bardney, then a cyclist appeared from the left causing the truck to wait, the cyclist was then positioned between the tractor and the truck. I followed the truck out of the junction knowing that very soon the truck will overtake the cyclist, he did, and as it was clear ahead, I followed.



The truck then slowed down as he was now back behind the tractor. The road now straightened out and I could see another truck coming and a farm entrance to the left.

When the road was clear ahead and we were past the farm entrance I expected the truck to overtake the tractor, but it didn't. I reckon the driver didn't fancy it as the road is narrow, has a poor surface, and with very deep ditches either side. He appeared happy to sit behind the tractor.

I moved out, indicating, to make a decision, is it safe to overtake them both? There was a car behind me waiting, I could see the truck and tractor drivers in their mirrors, hopefully they could see me also!

I could see no turnings off the road ahead, I indicated, made my move and overtook them both with the car following me. Just a few minutes of careful consideration, patience, observation and planning can make the difference between an unsafe and a safe overtake. Would you have done any different?



Talking of tractors.....as we know, they can be a bit unpredictable, so due consideration must be made before overtaking them. They often turn off into fields where little clues are available as to entrances, they can swing wide into left junctions, trailers may not have indicators, large loads and muck may obscure their mirrors, lights etc etc, you know plenty more!

Take your time in these situations, use your advanced skills, IPSGA, and use your own case studies / scenarios to help your associates become smoother and safer riders.

Enjoy your new freedom now we are released!

Cheers, Roland.

## "And that's why I became an Observer"

Having passed my Advanced test in November 2004, I didn't have any real plans to become an Observer - I just wanted to continue improving as a rider. Having watched how the Observers seemed to make riding look so effortless, it became clear that there was still plenty to learn.

Over the next six months taking every opportunity to ride with the Group and to watch and learn from everyone that I rode with. In Spring 2005 it was suggested that I should become an Observer - a prospect that excited and scared me in equal measures.



I shadowed Dave Hall on a couple of Observed rides to get a first experience of riding in the Observer position and how to brief/debrief. Valuable stuff. My first solo ride as an Observer came out the blue a few weeks later, in the form of a prospective new member turning up at a Group ride and wanting an assessment ride. I can still clearly remember that ride - riding out of position, while trying to watch the associate and remember the important issues to comment upon in the debrief. Brain and senses overload, but a great experience - the first of many.

Who would have thought that a year or so later I'd be taking my Senior Observer test and sometime later become Chief Observer for the Group.

Although it hadn't been a burning ambition to be an Observer, it shows that with commitment and belief (and a lot of input and encouragement from some great guys, within the Group and Bikesafe, who have been generous with their time and support) anything can be achieved.

Why did I become an Observer? - initially to improve my riding skills and to pass on those skills to others. To make the training as enjoyable and relaxed as possible - after all why can't training be fun? As John Harrison said, in the last edition of ChainLinks, the smile on an Associates face when it 'Clicks' is reward indeed for your efforts.

*Cheers, Andy Kitchen*

# Diary of Events when Covid-19 Permits

Social distancing. Avoid shaking hands. Follow NHS hygiene advice. Hands. Face. Space. Motorcycles.

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:

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

## APRIL

Monday 5th	Monthly evening meeting, Nags Head, Middle Rasen, LN8 3JU (A631) at 20.00 <b>CANCELLED DUE TO COVID-19 RESTRICTIONS</b>
Sunday 11th	Group Observed Run - Willingham Woods Picnic Area near kiosk Meet 09.30 for prompt departure at 10.00 <b>DEPENDANT ON COVID-19 RESTRICTIONS</b>
Monday 12th	Committee Meeting - details to follow nearer the date
Monday 12th	<b>PREPARATION RUNS FOR ASSOCIATES CAN NOW COMMENCE</b>



Wednesday 28th	Meeting for Observers and those interested in becoming Observers For information contact Jerry Neale (details on page 2)
<b>MAY</b>	
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 <b>DEPENDANT ON COVID-19 RESTRICTIONS</b>
Sunday 9th	Group Observed Run – Waddington Airfield Viewing Area (WAVE) LN5 9FF Meet 9.30 for prompt departure at 10.00 <b>DEPENDANT ON COVID-19 RESTRICTIONS</b>
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)
<b>JUNE</b>	
Monday 7th	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 13th	Group Observed Run - Willingham Woods Picnic Area near kiosk Meet 09.00 for prompt departure at 09.30
Monday 14th	Committee Meeting - details to follow nearer the date
Wednesday 30th	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)
<b>JULY</b>	
Monday 5th	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 11th	Group Observed Run - Hartsholme Country Park café area Meet 09.00 for prompt departure at 09.30
Wednesday 28th	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 Philip Gilbert [pmgilbert7@yahoo.com](mailto: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	£
<b>PAYMENT MUST BE RECEIVED WITH ORDER</b>						

