

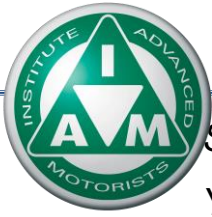
ChainLincs

THE NEWSLETTER OF

Lincolnshire Advanced Motorcyclists

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





October 2021



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 November
2021

Please provide any copy to the Editor, by **26th**
October 2021

[Stuart Harrison](#)



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)

Membership Update

We have six new members to welcome since the September newsletter.

Get In Touch

Chairman & Website

Mick Smith
01673 860853
07979 912740
mick.carron@btinternet.com

Group Membership Secretary

John Cheetham
01427 616864
lincs-am-
sec@pobroadband.co.uk

Treasurer

Matt Hopkins
07929 390781
hopkinsmattshell@hotmail.com

Group Data Manager

Phil Niner
01522 789047
07887 528176
philniner67@gmail.com

Chief Observer

Jerry Neale
01522 681613
07419 235333
jerryneale@tiscali.co.uk

Committee Members

Kev Hewson
07554 629184
kevrhewson@live.com
&
Simon Battram
07985 038413
shbattram@virginmedia.com

Group Clothing

Philip Gilbert
07704 168227
pmgilbert7@yahoo.com

Member	Observer
969 Paul Masters from Hagworthingham	Full Member
970 Kevin Pearson from Messingham	Malcolm Heaton
971 Vaughan Ravenscroft from Yarburgh	Kev Hewson
972 Sherryn Ravenscroft from Yarburgh	Alison Millington
973 John Derby from Gringley-on-the-Hill	Ian Morrison
974 Steven Gilbert from Heighington	Phil Niner

There are five test passes to report since my September update. That makes fourteen so far this year (from 10 May). Congratulations on your success and a big thank you to your Observer.

Member	Pass Date	Observer
Nick Bunn	10 September	Phil Niner
Anthony Limm	17 September	Morris Howe
Ashley Evans	18 September	Allan Knight
Ian Smalley	19 September	Simon Battram
Jordan Bathie-Drexler	25 September	Jerry Neale
Josh Blackley	28 September	Stuart Harrison

The present composition of the group is as follows:

Full Members	126
Fellows	12
Associate Total	33
Associate Members "On Hold" – ten	
Total Group Membership	171

Note that membership subs are due on 1 October for membership numbers from 922 to 940 inclusive.

The preferred method of payment is now by Bank Transfer, Standing Order etc. using the following details:

Lincolnshire Group of Advanced Motorcyclists - Sort Code 30 96 26 - Acc. No. 67439968

Members will receive an email regarding membership renewal.

John Cheetham

Editorial



The time has come, the Walrus said, to talk of many things: Of shoes, and ships, and sealing-wax. Of cabbages, and kings – and to welcome the new Editor of ChainLincs Mr Stuart Harrison.

It has been my pleasure for the past two years to edit ChainLincs and I thank you for indulging my thoughts on what you might find interesting.

Stuart has already set the bar higher than I did and appointed a sub-editor -Michelle - to keep you all in line.

The unparalleled high standards of journalism and reporting I'm sure will continue, which for anyone who has read ChainLincs more than once will know translates into us printing anything motorcycle related, and to our credit, some of it was quite good.

And so ... Toodle pip and over to Stuart & Michelle.

New Ed;

Thank you David, We'll try to look after your baby and keep it up to the high standards you have maintained while you have had the helm. More from new Ed in the next edition.

AGM – Alert

John has called us all to order. The AGM is upon us. Zoom is the chosen medium. As they would say in those funny things call orders – sounded like a request, but wasn't ... We are request and required to attend.

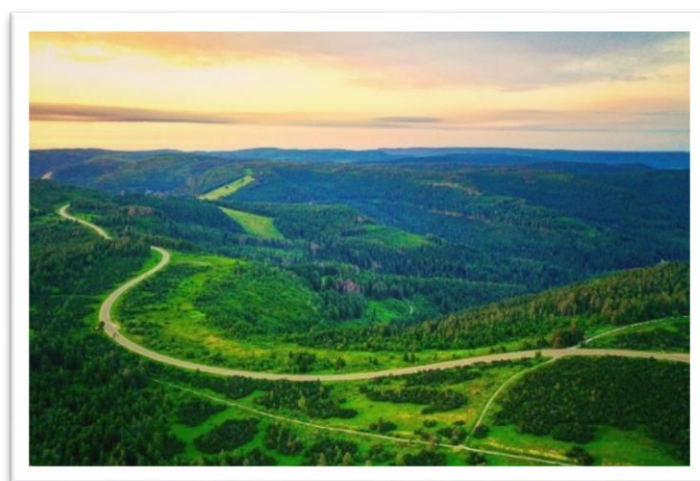
Details within !

Coming up in this issue ...

- John hits 171
- The AGM is called
- Mick isn't on holiday
- Dave loves his battery
- Jerry gets humanistic
- Kev Hewson tell you why
- John gets a rain check until next month

It has been emotional 😊

Cheers *Dave*



NOTICE IS HEREBY GIVEN by order of the Group Committee that the 35th Annual General Meeting of **LINCOLNSHIRE GROUP OF ADVANCED MOTORCYCLISTS** will be held at 8.00pm on Monday 1 November 2020 via a “Zoom” meeting due to the lack of premises to enable the Trustees of the Group (Registered Charity No. 1049955) to present their Annual Report and Accounts for the year ended 31 March 2021 for approval by the Group Members and to conduct an election.

Honorary Secretary's Name	John Cheetham	Date	01 10 2021
Address	26 Lansdall Avenue Lea Gainsborough DN21 5JL	Group No.	7176

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

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

CURRENT OFFICERS

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

Mick Smith	Chairman	Offering to stand for re-election
	Vice Chairman	Nominations required (post currently unfilled)
John Cheetham	Secretary	Offering to stand for re-election
Matt Hopkins	Treasurer	Offering to stand for re-election

COMMITTEE MEMBERS

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

A. RETIRING BY ROTATION AND STANDING FOR RE-ELECTION

Phil Niner
Simon Battram

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

None

C. COMMITTEE MEMBERS NOT RETIRING

Jerry Neale
Phil Gilbert

Note

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

Ends

Nomination Paper

As notified separately, the AGM is being held at 8.00pm on Monday 1 November 2021 via a “Zoom” meeting.

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 24 October 2021. (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
Mick Smith	Chairperson			
	Vice Chairperson			
John Cheetham	Honorary Secretary			
Matt Hopkins	Honorary Treasurer			

COMMITTEE MEMBERS

Name	Nominated by	Seconded by	Signature of Nominee
Phil Niner			
Simon Battram			



CHAIRMAN'S CHATTER

First let me thank Dave Ayres for putting together another great edition of ChainLincs. It is a shame that Dave has said he will be standing down as the editor after the October edition as he has done a great job over the last two years. Fortunately we have had a volunteer step forward, many thanks to Stuart Harrison who will be editing ChainLincs from the November edition.

Unlike last month it has been a busy month for test passes – six in total which included two F1rst. So, congratulations to Nicholas Bunn (F1rst), Anthony Limm, Ashley Evans, Ian Smalley, Jordan Bathie-Drexler (F1rst) and Josh Blackley. As always a great job by your Observers Phil Niner, Morris Howe, Allan Knight, Simon Battram, Jerry Neale and Stuart Harrison. Well done to

you all.

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 are now evening meetings normally on the last Wednesday of the month. If you fancy being an Observer and want more details please give our Chief Observer, Jerry Neale, a ring on 07412 935333. He will be happy to talk to you.

Three new members this month – Kevin Pearson from Messingham, John Derby from Gringley-on-the-Hill and Steven Gilbert from Heighington. Welcome to you all and hope to meet you soon.

Plenty of chances for a ride out with other group members in September and I want to thank all those that led a ride either from a Group social or Observed ride and those that laid on a mid-week ride out, many thanks to you all.

First ride of the month was on 12 Sep from Brigg where only four members turned up and were led by Ken Rose to Willingham Woods and then onto the WAVE – plenty of chances for coffee and cake! Next ride was on 26 Sep both from the WAVE and Barton Lidl – only Keith Edwards at Barton so led himself on a ride.

There were 10 members at the WAVE and Phil Gilbert had arranged a ride across to LMT Motorcycles in Louth who were having a Royal Enfield open day and he was the lucky winner of a box of biscuits in the raffle! Finally, Will Field planned a ride on 28 Sep out to the Yorkshire Moors and across to Scarborough for fish and chips.



He was joined by six members in search of cake and fish and chips! Once again thanks to all that arranged or led a ride – much appreciated.

The next Group observed ride is from Willingham Woods on 10 Oct, meet 0930hrs for prompt departure at 1030hrs. If anybody is willing to lead a ride then please step forward before then or on the morning.

After that there will be social ride on 24 Oct meeting 9.30 for prompt departure at 10.00 from Waddington Airfield Viewing Area (WAVE) and LN5 9FF Lidl car park, Ferriby Road, Barton-Upon-Humber DN18 5LQ.

There has been a popular demand for the WAVE rides but I noticed only

one rider at Barton in Sep – is this the best place or would another meeting point be better?

Suggestions on a 'postcard' to mick.carron@btinternet.com.



One other ride to publicise in October. Dave hall has organised a ride to Markham Grange Steam Museum on 20 Oct. Meet at the Grandstand on Carholme Road (A57) in Lincoln ready to leave at 1000hrs.

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.

We have had a couple of suggestions for somewhere to meet a little more spacious than the Nags head but there has not been a chance to check them out yet but will endeavour to do so. Part of the problem is also a suitable location geographically although we will never be able to suit all members. I will let you know as soon as we can start an evening social meeting again.

Please remember 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.

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). FaceBook is a great way to publicise events quickly and easily and also see what has been happening in the Group.

Hopefully see you at a ride in October, not much chance in September as I was made to go on holiday!

Mick

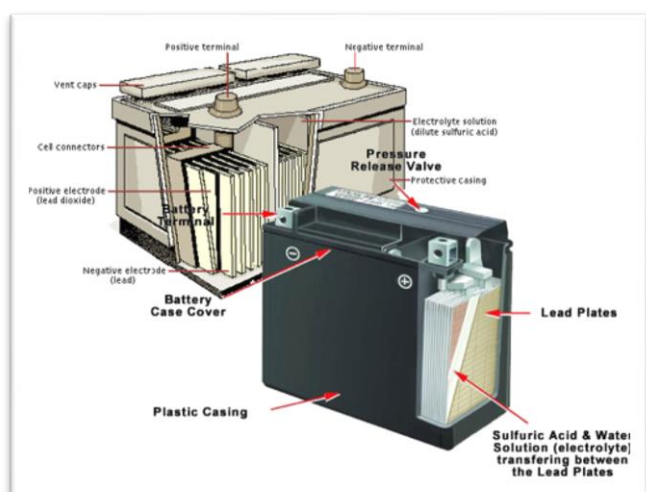
A BATTERY IS FOR LIFE – GET AN OPTIMATE

£167.50 - that is how much a replacement battery for my KTM costs. But I don't need to think about that.

Modern motorcycle batteries are so reliable I can take them for granted. Turn the key, press the button and the bike springs into life. So I can ignore my motorcycle battery all through the summer and only connect it to my [Optimate](#) when I put the bike away for Winter - excellent.

Well, that is one way of doing it. Alternatively, even though battery technology has advanced significantly, some regular TLC dramatically extends the battery's life and maintains its performance. And the good news is I can have all the work done for me.

Chemical Romance



All batteries rely on a chemical reaction to generate electricity, which is why they eventually 'run out of juice' and cannot hold a charge any longer.

In Winter, as the temperature drops, the chemical reaction inside the battery slows down, reducing its capacity and the ability to accept a charge. As a result, even a disconnected motorcycle battery will gradually fade if left alone during the chilly months.

The battery faces a different set of challenges for us hardy souls who continue riding through the winter months. Not only are the lower temperatures affecting battery efficiency, but we ask more of the battery as accessories like auxiliary lighting, heated grips and [Keis heated clothing](#) get plugged in.

But it is Summer

The been-there-done-that guy at the tea stop will have a point of view to share but talk to someone who designs motorcycle batteries for a living, and you are talking to someone who actually does know what they are talking about.

Regardless of the time of year, a motorcycle battery benefits from being kept charged up. To achieve this successfully, you need a battery charger-maintainer, not a standard battery charger.

Charger-maintainers differ from standard battery chargers and trickle-chargers by monitoring the battery's condition and adding charge as necessary. This isn't the same process the battery goes through when you ride the bike, either. The current draw on the battery is much higher when riding.

[OptiMate](#) is perhaps the best-known manufacturers of charger-maintainers for motorcycle batteries. I've had mine for so many years I can't remember when I bought it. I do remember that I chose an Optimate because I'm bone-arse-idle and wanted something to do all of the work for me.

[Optimate](#) charger-maintainers run a unique 'connect and forget' maintenance programme that automatically connects and disconnects from the motorcycle battery every hour, constantly monitoring and replacing only the charge drained in that previous hour.

The longer I leave the battery connected to the Optimate, the more exercise it receives and the stronger it becomes.



Getting Connected

So, after every ride, I remove the seat, take out the battery and connect it to my Optimate. Errr ... No. Not a chance. Remember, I'm bone-idle. In the box with my Optimate came a battery lead, which I also use to connect power to my [Keis Heated Clothing](#). I've also seen [Optimate leads](#) used to deliver power to USB charging sockets, which was rather inventive.

And for motorcycles with 12V sockets, there is a lead that allows you to charge the battery through the 12V socket, removing the need for any additional wiring. But more on that in a moment.

One Optimate Per Motorcycle?

Until now, I've switched my ancient Optimate between bikes to ensure that the batteries are always in good condition. However, my colleague, Roger, recently purchased one of the newer [Optimate 3x2s](#), which has made me think about upgrading.

It isn't just that I have two batteries to maintain. The technology in the Optimates has also advanced, so maybe I should drag myself into the 21st Century. These days there are even battery leads that double up as plug-in battery monitors, so I know which bike my ancient Optimate should be plugged into first.

Waking the Dead

Just because your battery appears to be flatter than a pancake that's been under a steamroller, it isn't necessarily 'dead'. Some deeply discharged batteries can be brought back from death's door by using an advanced charger-maintainer that can re-energise the chemicals inside the battery.

Just ask another of my colleagues who left his Africa Twin parked up in a cold garage for a couple of weeks and came back to a dead battery.

The battery was brought back to life with an Optimate 3 that can diagnose sulphation - crystals formed around the lead plates inside the battery, reducing performance - and automatically applied pulses of electric current to break the crystals down and recover the battery.

Since then, the Africa Twin has enjoyed regular sessions connected to the battery's new best friend.

Make the right choice.

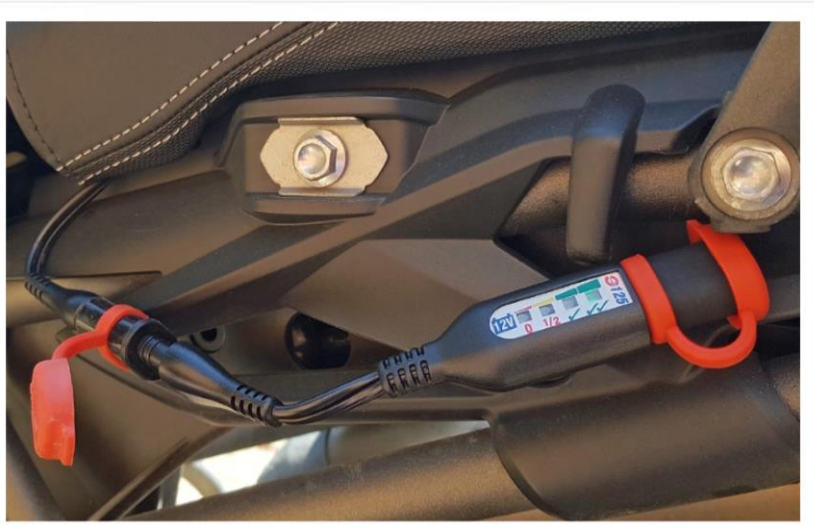
The other reason to consider upgrading is that not all 12V batteries are the same. Lead-acid batteries need a high current at low voltage, which tapers off as it nears capacity.

Whereas the latest Lithium (L-ion) batteries first require the internal BMS (Battery Management System) reset with a low voltage cut-out so that charging can begin.

After that, Lithium batteries then require a controlled low current charge until they approach full charge. In other words, for Lithium batteries, you need an OptiMate Lithium 0.8A.

There is also Optimate technology for Can-Bus-equipped machines as not all Can-Bus systems and chargers are compatible. For example, if you maintain your battery using the 12V socket on a BMW, the Can-Bus system 'switches off' the 12V socket when the ignition is turned off, breaking the connection to the battery.

The charger must know how to tell the Can-Bus system to reconnect the battery for continuous and unsupervised maintenance.



The [OptiMate 4 Can-Bus](#) does this to perform its hourly, 'no supervision required' test and maintenance cycle.

Easy Maths

However, putting all of the very clever technology aside, investing in a sophisticated smart charger is cheaper than replacing a battery.

Investing in a clever [Optimate](#) 4 battery charger-maintainer, the one with the fancy Can-Bus communication system, will cost me less than a third of what a replacement battery will take from my pocket.

The reason to look after my battery all year round truly is as simple as that.

The hard work that has been put in by both the Observer's and Associates this summer has really paid off with a flurry of successful test passes, well done to both Associate and their mentor, also it was great to see several tests resulting in achieving a F1rst. I'm sure that we will have a few more yet.

Part of Advanced riding, before each ride, is to consider Human factors, part of which breaks down to 'The wider world', what could affect our ride today? Weather conditions, too hot or too cold? Dehydration or hypothermia? Road conditions, are the roads greasy, has the seasons changed, are there more wet leaves now? On my morning commute today I was reminded that the sugar beet campaign has begun with a big old dollop of wet mud coming out of many field entrances and continuing on the highway with many HGV's heading off to the factory at Newark which started taking in beet on September 22nd. The beet campaign can run until spring and by its nature being a winter crop can make difficulties for both farmer and road user. Before each ride, ask yourself, what might affect my ride today?

All in the Observer team would like to thank Dave Ayres for all the work that he has done behind the scenes to put together the Chain Links every month over the past few years. Dave has done a sterling job, and I have really appreciated his patience with me always pushing my luck with his deadlines..... Thanks Dave.

This month Kev Hewson talks about "And that's why I became an Observer".

Observer John Harrison has kindly followed on from my article last month about overtaking plans and adds a more in-depth perspective, but that has had to wait for next month as the Editor tells me we are pushed for space, due to the AGM.

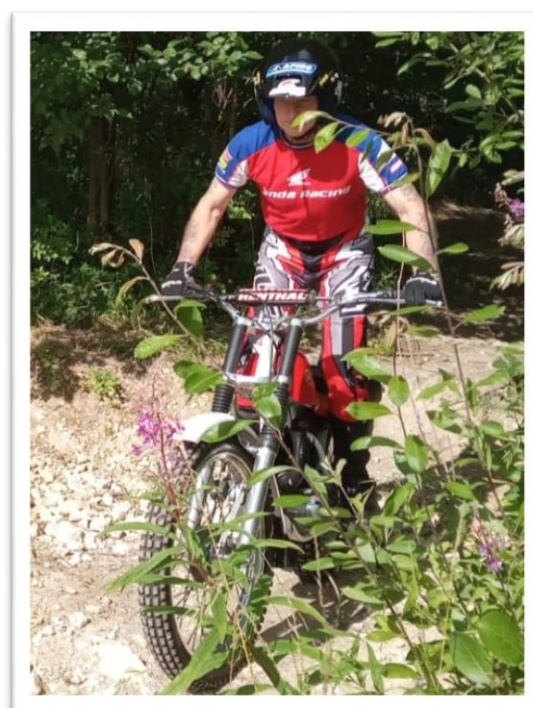
Why I became and Observer – Kev Hewson

Motorcycles have always been a big part of my life, whether it's been as a kid watching my dad competing in 'scramble' events, dabbling in racing myself, working on them or just being out on the road riding them.

I have to admit that especially in the early days out on the roads I have made a few 'unscheduled dismounts'. These can be put down mainly to inexperience and have included hitting the front brake too hard in the rain, not paying enough attention to the stopped car in front of me and trying to negotiate at speed a freshly graveled bend.

Thankfully I have always been lucky enough to be able to hobble away in embarrassment and go on to fight another day.

It was when I began working for a vehicle recovery company, that were on the Police Accident Recovery Scheme that my eyes were well and truly opened.



I got to see at first hand the devastation and carnage following a road traffic accident. Far too many times were we called out to attend serious and unfortunately fatal collisions where motorcyclists were involved.

We occasionally had to deal with the families of the victims who wanted to see the bikes, this I found particularly difficult. I worked in the recovery game for over 15 years before moving to pastures new, but I can still recall the scenes.

Whilst chatting to a fellow biker one day he told me that he had just completed an Advanced Motorcycle course and highly recommended it. After looking into it I shortly signed up to the IAM and was assigned Morris Howe as my Observer. Over the next few weeks Morris polished up my riding, gave me advice, words of wisdom, encouragement and guided me through my course.

I found thanks to Morris that my riding had improved, it had become smoother and I had certainly become more aware of what was going on around me. I also found myself able to react to situations much quicker.

Now being an Observer myself, I like to believe that the knowledge we've acquired, the advice and the skills we pass on to our Associates will help them to be a confident and safer rider.

And that's why I became an Observer.



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:

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.

OCTOBER

Monday 4th	Monthly evening meeting, Nags Head, Middle Rasen, LN8 3JU (A631) at 20.00 CANCELLED DUE TO COVID-19
Sunday 10th	Group Observed Run - Willingham Woods Picnic Area near kiosk Meet 09.30 for prompt departure at 10.00
Monday 11th	Committee Meeting - details to follow nearer the date
Wednesday 20th	Social Ride to the Markham Grange Steam Museum, Lincoln Racecourse Grandstand LN1 1AX (A57) at 10:00. Organiser: Dave Hall
Wednesday 27th	Meeting for Observers and those interested in becoming Observers For information contact Jerry Neale (details on page 2)

NOVEMBER

Monday 1st Monthly evening meeting, Nags Head, Middle Rasen, LN8 3JU (A631) at 20.00 commencing with the group ANNUAL GENERAL MEETING
CANCELLED DUE TO COVID-19
AGM TO BE ARRANGED VIA ZOOM

Sunday 7th Group Observed Run – Waddington Airfield Viewing Area (WAVE) LN5 9FF
Meet 9.30 for prompt departure at 10.00

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

DECEMBER

Monday 6th Monthly evening meeting, Nags Head, Middle Rasen, LN8 3JU (A631) at 20.00
CANCELLED DUE TO COVID-19

Sunday 12th Group Observed Run - Ancholme Leisure Centre car park, Scawby Brook, Brigg
Meet 11.30 for prompt departure at 12.00

Monday 13th Committee Meeting - details to follow nearer the date

PLEASE NOTE there is no Observers meeting this month

2022

Calendar

January

Sun	Mon	Tue	Wed	Thu	Fri	Sat
26	27	28	29	30	31	1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31	1	2	3	4	5

February

Sun	Mon	Tue	Wed	Thu	Fri	Sat
30	31	1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	1	2	3	4	5
6	7	8	9	10	11	12

March

Sun	Mon	Tue	Wed	Thu	Fri	Sat
27	28	1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31	1	2
3	4	5	6	7	8	9

April

Sun	Mon	Tue	Wed	Thu	Fri	Sat
27	28	29	30	31	1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
1	2	3	4	5	6	7

May

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31	1	2	3	4
5	6	7	8	9	10	11

June

Sun	Mon	Tue	Wed	Thu	Fri	Sat
29	30	31	1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	1	2
3	4	5	6	7	8	9

July

Sun	Mon	Tue	Wed	Thu	Fri	Sat
26	27	28	29	30	1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31	1	2	3	4	5	6

August

Sun	Mon	Tue	Wed	Thu	Fri	Sat
31	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31	1	2	3
4	5	6	7	8	9	10

September

Sun	Mon	Tue	Wed	Thu	Fri	Sat
28	29	30	31	1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	1
2	3	4	5	6	7	8

October

Sun	Mon	Tue	Wed	Thu	Fri	Sat
25	26	27	28	29	30	1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31	1	2	3	4	5

November

Sun	Mon	Tue	Wed	Thu	Fri	Sat
30	31	1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	1	2	3
4	5	6	7	8	9	10

December

Sun	Mon	Tue	Wed	Thu	Fri	Sat
27	28	29	30	1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31
1	2	3	4	5	6	7

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 or 07704 168227

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	£
Caps	Group Badge				£5.00	£
Beanies	Group Badge				£5.00	£
Colour required:					TO PAY	£
PAYMENT MUST BE RECEIVED WITH ORDER						

