

# ChainLincs



THE February 2022 NEWSLETTER OF

## Lincolnshire Advanced Motorcyclists

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



February 2022



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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

**Still Not Happening**

### Next Issue

The next issue of ChainLincs will be in February 2022

Please provide any copy to the Editor, by 26th January 2022

[Stuart Harrison](#)

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## CHAIRMAN'S CHATTER



Wow, nearly the end of January already – thank goodness, days are getting longer and Spring is on its way. Happy new year to you all and hope you all had a great festive season.

To begin I want to thank all those that were at Keith Smith's Funeral on 22 Nov. It was a fantastic turnout and showed how many people his life at positively affected. For those of you that don't receive the group emails I send out the following was received from Keith's wife, Viv, after the funeral:

*I would like to thank each and every one of you that turned out to give Keith the best send off you possibly could. He would have been amazed and gobsmacked at the spectacle of it all.*

*A great tribute to a wonderful man!!! Thank you All so much.*

Moving on, three new members since my Chatter in December's ChainLincs – they are Paul Lack and Alex Munford both from Lincoln and Ryan Abbotts from Coningsby. Welcome to you all and hope to meet you soon. No test passes since November but there is one booked for the end of January so good luck.

It's nice to see that some observers, trainee observers and associates are braving the wonderful weather we have been having, daylight hours are at a premium this time of year so thanks to those giving up their daylight hours to do some 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 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.

A group of five people, four men and one woman, are posing with their motorcycles on a dirt path. From left to right: a man in a black riding suit and white helmet stands next to a green and black motorcycle; a man in a black riding suit and white helmet stands next to a white motorcycle; a woman in a black riding suit and black helmet stands next to a red and black motorcycle; a man in a black riding suit and white helmet stands next to a red and black motorcycle; and a man in a black riding suit and white helmet stands next to a red and black motorcycle. The background shows trees and a building.

*mild December day and got their bikes covered in mud*

On 16 Dec to Skegness for a chip lunch, despite the short  
 thanks Will, hope the chips were good!

Boxing Day but the weather was pretty miserable around  
 de it to either location. To make up for it, at short notice  
 Eve. No chips this time, from the pictures on FB six  
 nd cake. Once again thanks to Will. That was a lot of rides  
 organised and to the members that made that organisation  
 am sure you will have all been out when the chance came.



The regular social ride is also back on 27 Feb meeting two locations, the WAVE (LN5 9FF) and Barney's Diner (DN38 6LB) both for **departure** at 1000hrs.

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).

details so if paying subs through internet banking this is the Lincolnshire Group of Advanced Motorcyclists). From now on as it saves John a journey to a bank to pay cash in the banking app.

don't forget to find our Facebook page Lincolnshire Advanced  
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.

Hope to see some or a lot of you at the rides in February – hopefully less salt on the roads by then.

Stay safe

*Mick*

## Associate and Observer

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### Observer and Associate

Welcome all to 2022! We have had several new Associate members join LAM over the winter months and already some have been out with their Observers working towards their Advanced test. Recently I have had the opportunity to join several new Associates while they were out on their test preparation runs with their Observer. It was really great to see how keen they were to improve their riding skills and safety while riding. During the winter months this can be challenging, but also very rewarding, with many new skills gained. I had the good fortune to drop in on an Observed session with bends as the session subject. It was great to jump off the bikes and walk through a set of bends breaking down and understanding how to use IPSGA throughout the bends, and also working at the Limit point. This is something that we all can do on a regular basis as a skills refresh, if you've never done a bend walk add it to your 'To do list this year' and ask any of the Observer team who will be happy to help. Walking through a set of bends also counts towards your 10,000 steps!

Congratulations go out to several Associates and their Observers with successfully passing the Advanced test, well done, it's great to see winter riding skills in use with great results.

As Advanced riders we have always been very aware of vulnerable road users, it has always been an important part of Advanced riding and driving. Now that the Highway code has changed to the new hierarchy of road users it is important that we all take time to update our knowledge of the new H/C rules and thanks to Stuart (Ed) for covering the latest rules in this addition of Chain Links. Good rear observations and blind spot checks will be vital with some of the changes.

While doing the recent bend walk and out riding some slippery, greasy, wet salted bends afterwards it was good to see the Observer talk about the Tyre grip trade off, and importantly how it fits into the IPSGA system.

***Do you finish braking before you go into a bend?***

**The tyre grip trade-off, we ask just 3 things of our tyres, but we want 100% of each 3!**

Your ability to control your machine, and safety of yourself and other road users, depends on the tyre grip available. In any given situation there is a limited amount of tyre grip and this is shared between **accelerating**, **braking** and **cornering forces**. If more tyre grip is used for braking or accelerating, there is less available for cornering, and vice versa.



Tyre grip is not necessarily the same on each wheel. It varies with the load on the wheel and this affects the machine's balance and how it handles. Braking, changing direction and accelerating each alter the distribution of the load.

Excessive braking or accelerating as you ride round a corner or bend reduces the control you have over your machine. If more tyre grip is used for braking or accelerating, there is less available for cornering and this reduces your control over the positioning of your machine.

Eventually, if there is not enough tyre grip for cornering, a skid will develop, and there's a good chance that you'll end up on your back side! The more slippery the road surface, the earlier this will happen.

Braking is particularly hazardous on a banked machine. Moderate use of brakes is possible on a sound surface and with experience **BUT** this indicates a lack of **OBSERVATION** and **PLANNING**. Use of the brakes while cornering should be avoided. It is likely to cause the tyres to slip to the outside and the machine to drop to the inside. It is extremely destabilising because it adversely affects tyre grip, front-back load distribution and the balance of banking forces all at the same time. The only reliable way to corner safely is to adjust our speed on approach to suit the surface conditions and the severity of the bend, and to maintain that speed round the bend.

*Stay Safe - Jerry*

## Highway Code Update

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I was going to add an article covering the recent Highway Code updates and changes. However as I began to draft the article in my mind I realised that I was heading down a rabbit hole filled with knee-jerk reactions and opinions.

So – as surprising as it may be to many people who know me – I decided to back away from the temptation of publicising my own views, suffice to say that only time will tell how effective the changes will be.

The only place to locate the correct version is the GOV.UK Highway Code site.

<https://www.gov.uk/guidance/the-highway-code>

The new changes are summarised simply as :

- **New rules on the hierarchy of road users** – This means the introduction of new responsibilities towards more vulnerable road users, to keep them safe on the road. These are known as the 'H' rules
- **Junctions**— You should give way to pedestrians crossing or waiting to cross a road that you're turning into
- **Parking laws**—New rules around parking on pavements
- **Source material** – The Official Highway Code remains one of the source materials for all theory tests

Broken down further here:

<https://www.gov.uk/government/news/the-highway-code-8-changes-you-need-to-know-from-29-january-2022>

As advanced riders and drivers our Hazard Awareness and Observation, Anticipation and Planning skills should ensure we deal with the situations where Pedestrians or Cyclists have left their brains at home on the sofa, and indeed simply assume their new-found “right of way” will keep them safe.

The rules are of course somewhat lengthy – and it would not be a good use of our Newsletter to recite endless quotes and details. All of us have a duty to read and understand the HC (not just the changes) and our Observers will no doubt have interesting discussions with their Associates about the rights and wrongs of pedestrians and cyclists. With that in mind – I'm off to place my order of the new copy right now.

*Ride safe – Stay Safe*

*Stuart*

# Winter Skill Fade

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As this article is still totally valid – Ed has added this from our last edition of ChainLincs  
Courtesy of the out-going editor Dave – he has provided an article giving interesting perspective on the dreaded “Winter Skill Fade” from Neil Jewell Bike Training.



It is cold and dark more often than it is light. The dark, damp and soggy days are upon us, and some of our beloved motorcycles are parked up, waiting for the warmer days to return.

ACF50, FS365 and a liberal coating of WD40 are helping to keep our loved ones from corroding, but how can we prevent *winter skill fade* from eating into our riding skills when our road miles are significantly reduced?

If in doubt, ask a professional. Although Neil’s immediate response was, “Who is that then?”.

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## JEWELL BIKE TRAINING

Neil Jewell is a motorcycling instructor of some renown with more qualifications from RoSPA and the IAM than most. Just as significant, though, is the ability to impart that knowledge to others, and for that, Neil can point to a Certificate in Education (Cert. Ed).

Having asked Neil for input on an article about reducing motorcycling skill fade over winter, I expected a couple of paragraph suggestions. What I received back ... well, you best get a mug of tea. It is fascinating stuff.



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## WINTER SKILL FADE

Those immortal words, “Winter is Coming”, are ringing out crisp and clear from our favourite motorcycle media outlets, and many of us choose to hibernate the bike over the winter months.

It’s that age-old balance between want and need. Do you want to ride? Vs Do you need to ride? For some, there is no choice. Others, without the need, choose not to ride and then there are those who are just crazy enough to ride through winter because ... well ... who knows. Maybe it is simply because they can.

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## PARKING UP

As you ride your bike into its cosy winter accommodation for the last time for what will be a few months, you are on your game. Those amazing summer miles will have dialled in all of your motorcycling senses.

Once the salt and grime have been washed off the roads by the April showers, and you venture out into the sunlight, you will not be as sharp as you were. That time off the bike will have caused skill fade.

There is a genuine danger here if you do not recognize that skill fade is a thing. Your sense of speed, gaps, grip, grunt, anticipation & judgement have all taken a winter break, and you will need to work at getting them back on point.

You can try the shock and awe approach of bringing your skills back to life. You just need to hope that before

your senses and skills recover, nothing tests your dulled abilities.

## SLOWING SKILL FADE

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Parking the bike up, covering it in a dust sheet and simply forgetting about its existence is the worst-case scenario. Staying engaged is one way of keeping the motorcycling neurons firing.



**Sit on your bike:** Yes, really. Take a mug of tea to the garage each week and spend some time with the one you love. Muscle memory, as it is commonly called, is a real thing. Memories of rides use many of the same mental pathways as the actual ride itself, which is why racers visualize laps. They are honing their skills.

**Watch videos of rides:** There are many, many hours of rides on the internet. Subscribe to a rider that rides a bit like you and watch them. Turn the sound off if they are talking drivel and start reading the road. Look for hazards, clues, turn in points, camber changes, signage -

all the things you were doing in summer without thinking about it. Although doing this in the garage with your helmet on is perhaps taking it too far.

**Use computer games:** Finally, a genuine reason to play Mario Kart, MotoGP or alike. You are looking for a game with unfamiliar tracks so that you can hone your road reading skills. And yes, even Mario Kart works for this. Look for the vanishing points. Are they opening up, or are they closing in? Avoid tracks you are familiar with as the objective is to keep the skill of reading the limit point sharp.

**Talk to your mates:** We ride bikes because we love them, we also love our mates. We miss them when we don't see them at the local bike meet. Call them up, chat about the crap you'd normally chat about, make plans. Check-in on them. Plan a visit or a meetup. You don't have to take the bike. Keeping your riding mates close during the winter months has many benefits, and chatting about bikes is good for the motorcycling neurons. Get a discussion going about tyres, gloves, overtaking, anything to get you talking and thinking about how you ride.

**Polish the bike:** Take the time to really get hands-on with your bike, remove all the panels, get in behind places that ACF50 can't. Biking was your downtime, and you still need that. Use the peace and tranquillity that a tube of Autosol offers and try to remember where that stone chip came from or that time where you were awesome because remembering and recalling rides keeps us sharp.

## WINTER RIDING

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There are dry winter days when the sun will make a short but welcomed appearance. Having curbed your enthusiasm long enough to give the bike a solid once over before riding, there are a few other things to consider.

**Cold saps concentration:** If you are cold, admit it to yourself. Pressing on while not being able to feel your fingers and toes isn't great, especially when you need to use the controls. Cold fingers move as if they are in a bucket of treacle, which is terrible when you need to use them quickly. [Did someone MENTION Keis heated gloves? – ED.]



**Micro Climates exist:** I'm not talking about the stories of it always drizzling in Manchester or continuous rain in Wales. This is about how small sections of the road can be affected by shadow, especially in winter. If there is a danger of ice, bridges can be colder than the road because air flows under and over them. Damp patches of road that are in shadow may still conceal ice patches.

**The low winter sun:** Check your shadow. If you can see the shadow of your bike stretching away directly in front of you, then you can bet that oncoming drivers are being dazzled. Watch for cars pulling out at junctions that may be blinded. You've heard of fighter pilots coming out of the sun to surprise their enemy, and this is exactly what you could be doing to a car driver.

**Use heated kit:** Heated Grips or gloves are wonderful but consider adding a heated vest. This will keep your core temperature warm. With a warm core your body is less likely to pull the blood away from hands and feet as it tries to keep your vital organs warm and functioning. [Yes, someone did mention [Keis Heated Clothing](#)]

**Change your riding style:** Wet, leafy, cold B roads are not the place to be trail braking. Use the advantage of no leaves in hedges to get a good view around and through corners. Brake progressively before you commit to turning and keep all riding inputs smooth.

**If it's too bad, don't ride:** Take the car. Get a taxi, the bus or call in sick. Ask yourself if that trip is really worth it.

So, whether you ride in winter or not, there are still plenty of motorcycle-related things to be involved with to keep the motorcycle neurons firing. So, if you know you will be having a few months off, consider what you can do to get yourself back to your best.

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## CLARITY

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Thanks to Neil Jewell for the majority of the content in this article. Neil - IAM Master with Distinction and RoSPA Gold (x2) - rides around 20,000 miles a year in all weathers. When not observing for the IAM or mentoring for RoSPA, Neil can be found track day riding his beloved Kaw-Tank (Kawasaki 1400) and delivering one-to-one road riding training.

Ride Safe

*Dave*

## Members Tit Bits

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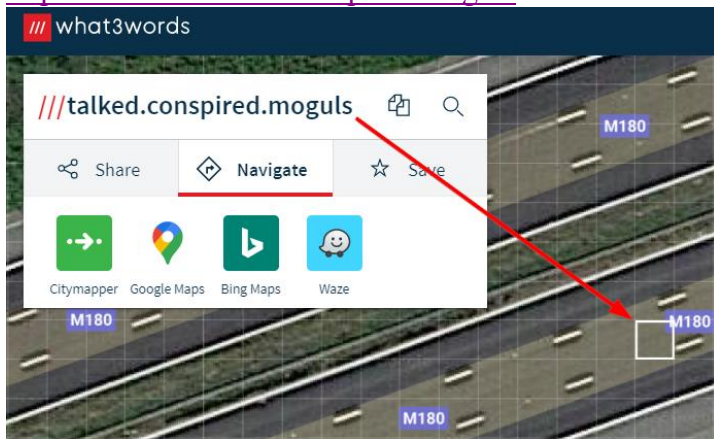
If any of our members have experiences or “shorts” to share – I’m happy to post them here

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Stuart Harrison writes:

Just before Christmas I had cause to dial 3 nines as I came across a truck tyre carcass in lane 2 of the M180 between Barnetby and Scunthorpe – vehicles were swerving around it as it was easily visible in daylight but an accident was highly likely. The 999 operator was brilliant – and when I hit her with the W3W location she was appreciative and confirmed the location via her screen.

<https://w3w.co/talked.conspired.moguls>



Check out this [website](https://w3w.co/talked.conspired.moguls) to find out more.

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Ian Morrison writes

The DVLA conducts various on-line surveys and regularly looks for people to get involved. As Advanced Road users we should be a great source of experience.

Take this link to find out more

<https://www.gov.uk/government/organisations/driver-and-vehicle-licensing-agency/about/research>

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## Membership Update

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We have four new members to welcome since the last update.

Member	Observer
980 Paul Lack from Lincoln	Alan Pugh
981 Alex Munford from Lincoln	Rick Fox
982 Ryan Abbots from Coningsby	Roland Johns
983 Paul Bentham from Lincoln	Phil Niner

There are no new test passes to report since my previous update.

That makes twenty two in total during 2021, not forgetting this was from 10 May. This is a very creditable total and shows the hard work put in by the Observer team.

The present composition of the group is as follows:

Full Members	136
Fellows	11
Associate Members	23
<b>Total Group Membership</b>	<b>170</b>

The following is repeated from the December newsletter as a reminder of current arrangements for the next several months.

Please note that as there are still problems regarding indoor meetings coupled with the fact of our relatively small meeting venue it has been deemed sensible to remove the monthly indoor meeting from the Diary of Events.

From May until September inclusive an evening run will be listed to replace the lost meeting. These will use various weekday evenings and will give an opportunity to meet up with fellow members.

As the runs are informal it is expected that those attending will make their own arrangements on the night regarding run leader, route etc.

Finally note that due to the poor turnout of participants for runs commencing from the Lidl car park, Barton-Up-on-Humber the starting point has been changed to Barney's Diner, Melton Road, BARNETBY, DN38 6LB to see if this proves a more popular meeting / starting point.

That's all for this month, ride safely:

*John Cheetham*

## 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 /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 A18**

**Willingham Woods Picnic Site, LN8 3RQ      East of Market Rasen A631**

**Waddington Airfield Viewing Area (WAVE) LN5 9FF      East side of 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 organizer 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.**

### FEBRUARY

- |                |  |
|----------------|--|
| Sunday 13th    | Group Observed Run - Willingham Woods Picnic Area near kiosk<br>Meet 11.30 for prompt departure at 12.00   |
| Monday 14th    | Committee Meeting - details to follow nearer the date<br>Prompt start at 19.45   |
| Wednesday 23rd | Meeting for Observers and those interested in becoming Observers<br>For information contact Jerry Neale (details on page 2)  |
| Sunday 27th    | Group Social Runs – Meeting 9.30 for prompt departure at 10.00<br>Waddington Airfield Viewing Area (WAVE) LN5 9FF<br>Barney's Diner, Melton Road, Barnetby, DN38 6LB |

### MARCH

- |             |  |
|-------------|--|
| Sunday 13th | Group Observed Run – Waddington Airfield Viewing Area (WAVE)<br>Meet 09.30 for prompt departure at 10.00   |
| Sunday 27th | Group Social Runs – Meeting 9.30 for prompt departure at 10.00<br>Waddington Airfield Viewing Area (WAVE) LN5 9FF<br>Barney's Diner, Melton Road, Barnetby, DN38 6LB |

Wednesday 30th	Meeting for Observers and those interested in becoming Observers For information contact Jerry Neale (details on page 2)
<b>APRIL</b>	
Sunday 10th	Group Observed Run - Ancholme Leisure Centre car park, Scawby Brook, Brigg Meet 09.30 for prompt departure at 10.00
Monday 12th	Committee Meeting - details to follow nearer the date
Sunday 24th	Group Social Runs – Meeting 9.30 for prompt departure at 10.00 Waddington Airfield Viewing Area (WAVE) LN5 9FF Barney's Diner, Melton Road, Barnetby, DN38 6LB
Wednesday 27th	Meeting for Observers and those interested in becoming Observers For information contact Jerry Neale (details on page 2)
<b>MAY</b>	
Monday 2nd	Social ride leaving Caenby Corner truck stop at 18.15 Informal get together so make your own arrangements on the night, regarding route, run leader etc.
Sunday 8th	Group Observed Run - Willingham Woods Picnic Area near kiosk Meet 09.30 for prompt departure at 10.00
Wednesday 25th	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)
Sunday 29th	Group Social Runs – Meeting 9.30 for prompt departure at 10.00 Waddington Airfield Viewing Area (WAVE) LN5 9FF Barney's Diner, Melton Road, Barnetby, DN38 6LB
<b>JUNE</b>	
Monday 6th	Social ride leaving Caenby Corner truck stop at 18.15 Informal get together so make your own arrangements on the night, regarding route, run leader etc.
Sunday 12th	Group Observed Run – Waddington Airfield Viewing Area (WAVE) Meet 09.00 for prompt departure at 09.30
Monday 14th	Committee Meeting - details to follow nearer the date
Sunday 26th	Group Social Runs – Meeting 9.30 for prompt departure at 10.00 Waddington Airfield Viewing Area (WAVE) LN5 9FF Barney's Diner, Melton Road, Barnetby, DN38 6LB
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)
<b>JULY</b>	
Monday 4th	Social ride leaving Caenby Corner truck stop at 18.15 Informal get together so make your own arrangements on the night, regarding route, run leader etc.
Sunday 10 <sup>th</sup>	Group Observed Run - Ancholme Leisure Centre car park, Scawby Brook, Brigg Meet 09.00 for prompt departure at 09.30

Wednesday 27th	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)
Sunday 31st	Group Social Runs – Meeting 9.30 for prompt departure at 10.00 Waddington Airfield Viewing Area (WAVE) LN5 9FF Barney's Diner, Melton Road, Barnetby, DN38 6LB

## 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 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	£
<b>PAYMENT MUST BE RECEIVED WITH ORDER</b>						

