

# ChainLincs

THE NEWSLETTER OF

## Lincolnshire Advanced Motorcyclists

IAM GROUP 7176, REGISTERED CHARITY 1049955

MARCH 2025



## Social Gatherings

Meetings are held on the first Tuesday of each month starting at 2000hrs at The Sun Inn, 20 Bridge St, Saxilby, LN1 2PZ  
<https://w3w.co/struts.comforted.clashes>

## Next Issue

The next issue of ChainLincs will be in April 2025

Please provide any copy to the Editor by **26 March 2025**

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*Find us here :*



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Already March and as I write this you could almost think Spring was here but not keeping my hopes up. The recent cold weather has certainly influenced the numbers turning up for rides but hopefully as we get into the month things will get better.

Talking of rides March is the month we revert to an earlier start time for the monthly observed ride and the social rides later in the month. **Start times for rides for March to October will be 1000hrs usually meeting up about 30mins before so rides can start promptly.**

I have given Martin Atkin centre stage on the front cover this month after his talk about [Mental Health Motorbike](#) at the social meeting in February. In addition he has penned an article based on his talk, the first part of which is in this edition, the second part will follow next month.

Just in the early stages we are planning a free Taster Day at the WAVE (Waddington Aircraft Viewing Enclosure) on Sunday 27<sup>th</sup> April. Jerry will be speaking to the observers to get support from them for the day but we also need some other full members to help setup etc and talk to the interested bikers on the day. Please put the date in your diary and we'll send an email out nearer the time with more details.

Don't forget there are often extra rides laid on a short notice by some of our members so if you want to know what's going Facebook is the place to look so by being a Facebook member you will get to know about them beforehand not just read about them afterwards in here. If you haven't found our Facebook page go to [\(1\) Lincolnshire Advanced Motorcyclists | Facebook](#) and ask to join to see all the other exciting things that go on. It is a private page so not open to the public's prying eyes.

I need your help to make ChainLincs a worthwhile read so if you have anything you want to share with other members whether your recent IAM journey or other advanced riding experience (RoSPA), your experience at a track day, a recap of a European tour or an experience that may have happened on the road that others can learn from or anything else you can think of please send it to me for inclusion at [lincs.am.editor@btinternet.com](mailto:lincs.am.editor@btinternet.com).

### **In ChainLincs this month we have:**

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Stay safe

Mick

## CHATTER FROM THE CHAIR

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Hello everyone.

As usual, a very warm welcome to new members, just the one this month: Tony Collins.

No recent test passes to acknowledge.

Now for my ramblings and trying to keep things current, this is a bit longer than normal.

Cast your minds back just a few weeks to Jan 29th, to the tragic fatal collision over the Potomac River of the US military Black Hawk helicopter PAT25 and the civilian passenger airliner, AA5342CRJ700 where a total of 67 people met their end, in a split second.

It will take years before the full facts and rectification processes are released to try and stop this from happening again. However, in the meantime, is there anything we can learn from this in our business of riding motorbikes.

Firstly, both aircraft are travelling much faster than we travel on our bikes.

These pilots are used to travelling at these speeds, in these conditions, in this airspace. This is the norm for them.

I'm not suggesting they are blasé, everyone will be focused and on their metal.

They are travelling in one of the most congested air spaces they would ever travel.

It's full night, the city lights are many and bright.

The PAT25 pilots are on a training mission and (probably?) wearing night vision glasses, which are tremendous for low light jungle/dessert night flying, but problematic in bright situations. Night vision goggles can reduce field of view from 180 degrees to 40 degrees. (We can get something like this on bikes if we focus too intently on one issue, SAT NAV, for example. How recently did you get your eyes tested?)

The PAT25 has two systems for judging its height, barometric and radio, the more accurate can be problematic over water.

The PAT25 is flying over water.

The PAT25 has two pilots, 4 eyes, instructor pilot and training pilot/pilot flying.

Both PAT25 pilots have their own altimeters, 4 altimeters in the helicopter?

At 4 mins before the crash, the PAT25 training pilot flying has been recorded as stating we are at 300 feet, the instructor pilot states 400 feet.

It's possible that all 4 altimeters are reading different heights.

At 2 mins before the crash, the PAT25 instructor pilot noted they were flying at about 300 feet and the training pilot flying acknowledged and said they would descend to 200 feet.

Air Traffic Control (Tower, ATC) is understaffed, so stretched, but within normal operating levels.

7 seconds before the crash, ATC asked "PAT25 pass behind CRJ"



To which the PAT25 agrees and states "PAT25 has aircraft in sight, request visual separation". In amongst all that's going on with actions, tasks, communications, there is a momentary dip in communications where a message given out by ATC is not fully received by the PAT25. This is normal. (On bikes we might use comms, anyone who does, knows how patchy they can be.)

The PAT25 pilots don't realise they have two civilian aircraft in their zone and fly broadside into the CRJ which they probably never saw or knew it existed.

1 second before impact, the CRJ had started to change course, given a 4-5 second delay on pulling the stick before the CRJ reacts, the CRJ pilots had probably seen the PAT25 approaching.

Data taken from the CRJ advised that at impact, the CRJ was reading 325 feet +/- 25 feet.

Data taken from PAT25 advised they were at 278 feet at the last record before impact.

(I've been in a trial situation where investigators would travel a road photographing it and analysing it frame by frame, searching for detail that we as motorcyclists would not even register.)

I watched several articles on YouTube on this subject, given by pilots or other 'seemingly qualified' people and picked up some interesting quotes:

"There had been a 'near miss' over the same stretch of water just the day before."

"Fly precise" (we try to be accurate on our bikes).

"If given an altitude, (speed limit for bikes) don't let it drift".

"Keep your head outside the aircraft" (chin up, scan, look as far ahead as you can, for bikes).

"In shooting, aim small, miss small, be aware of the detail" (keep the distractions/multitasks to a minimum).

"Superior judgement trumps superior skills" (Definitely transfers to motorbikes).

"Just because you can, doesn't mean you should"

Blimey,

Ride safe,

Look after each other.

Ian (Chair)

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There has been one new member join the group since the February newsletter:

| <b>Member</b>                     | <b>Observer</b> |
|-----------------------------------|-----------------|
| 1105 Tony Collins from Scunthorpe | Mark Gill       |

No test passes to report in 2025.

The present composition of the group is as follows:

|                               |            |
|-------------------------------|------------|
| Full Members                  | 144        |
| Fellows                       | 14         |
| Associate Members             | 25         |
| <b>Total Group Membership</b> | <b>183</b> |

Finally, please remember that the rules of our affiliation with IAM RoadSmart state that local group membership is dependent on current IAM RoadSmart membership being in place.

That's all for this month, ride safely:

John Cheetham

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# WHY WE RIDE: THE SCIENCE OF WELLBEING

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By Martin Atkin

*At the February 2025 social meeting I shared some of my experiences as a biker, as a mental health first aider and as someone who has faced my own personal mental health challenges. I also talked about volunteering for [Mental Health Motorbike](#) (MHM), the mental health first aid support charity for the biker community. This is the first of two articles based on that talk.*

## A word about me

I'm a relative late comer to motorcycling - I passed my test in 2017 and my IAM test in 2021. As a member of the [IAM Fellow programme](#), I retook my advanced qualification in October 2024. I am also a qualified mental health first aider with [MHFA England](#), and for the past two years I have been living with mental health challenges including depression and anxiety. I say this not to elicit sympathy (although kind words are always welcome!) but to show that mental illness can happen to anyone at any time - and that for the vast majority of us, it's treatable with understanding, love and support.

## First the bad news...

According to a [recent report from the Health Foundation](#), the mental health of the UK appears to be getting worse. Over 10% of working-age people report signs of poor mental health across a range of data sources.

- In 2023/24, almost 9 million people received NHS-prescribed anti-depressants, up from 6.8 million in 2015/16.
- The number of people claiming disability benefits for mental health conditions has doubled since the pandemic.
- Demand for services has risen sharply – in 2023, mental health services in England received a record 5 million referrals, an increase of 33% since 2019.

Quite rightly, much attention is now paid to the poor mental health experienced by younger people. The greatest increase has been among those aged 16-34, but that doesn't mean those of a certain age are immune. Men are around three times more likely to take their own lives than women: [2023 data](#) suggests men in the 45-49 age group are most at risk of taking their own lives, followed by those aged 50-54. For women, 50-54 year olds are most at risk. At 11.4 deaths per 100,000 people, suicide rates are currently the highest for more than 20 years, and 1 in 5 people will have suicidal thoughts at some point during their lives. Despite the progress that has been made in recent years, men are still far less likely to speak out about mental health issues or to seek professional help than women.

Of course, it's important to say that not everyone who experiences mental health challenges is going to take their own life — far from it. But as a close-knit community, motorcyclists are uniquely placed to help each other — and if we can help even one person find a way out of a dark place, we should.

## Now the good news...

It will come as no surprise to anyone who rides a motorbike that 'throttle therapy' has been scientifically proven to relieve stress. A [2019 neurobiological study](#) by researchers at the University of California Los Angeles (UCLA) funded by Harley-Davidson found that motorcycling increases focus and attention while decreasing stress. Among the highlights were:

- Riding a motorcycle decreased hormonal biomarkers of stress by 28%.
- On average, riding a motorcycle for 20 minutes increased participants' heart rates by 11% and adrenaline levels by 27% - similar to light exercise.
- Sensory focus was enhanced while riding a motorcycle versus driving a car.
- Changes in brain activity while riding suggested an increase in alertness similar to drinking a cup of coffee.

As if further proof were needed, medical research also shows that anxiety *in itself* is not necessarily a bad thing — it's what we do with it that counts. 'Our brains are hard-wired such that it's difficult to take action until we feel some level of anxiety,' [writes Travis Bradbury](#), author of the book *Emotional Intelligence 2.0*. 'In fact, performance peaks under the heightened activation that comes with moderate levels of anxiety. The trick is to manage your anxiety and keep it within optimal levels in order to achieve top performance.'

Sound familiar? Advanced motorcyclists know this stuff only too well. Every time we get on our bikes we accept that we face uncertainty, whilst at the same time doing everything we can to expect and prepare for change. Even the way we ride our bikes can benefit our mental health. Harvard Business School Professor Amy Cuddy notes in her book [Presence: Bringing Your Boldest Self to Your Biggest Challenges](#) that our riding position — an 'open posture' which places us physically upright, leaning slightly over the handlebars and controls — is the perfect balance between focus and relaxation.

Don't just take my word for it. [A recent survey by Bikesure](#) found:

- 78% of bikers would recommend motorcycling to friends, colleagues, or family suffering from mental health issues (this figure remains constant across age groups and genders, suggesting that the wellbeing benefits of motorcycling can be enjoyed by everyone).
- 90% of motorcyclists believe that motorcycling has a positive effect on their mental health and wellbeing.
- While 62% of bikers said they regularly or occasionally experienced poor mental health, their passion and the motorcycling community directly contributed to their continued wellbeing.
- 87% said they benefit from spending more time outside.
- 84% said they enjoy the ability to spend more time with their own thoughts.
- 81% felt that a major positive is the freedom and sense of exploration.



## Next time...

In my next article I'll be exploring the importance of checking both our mental and physical fitness to ride before we even get on the bike. In the meantime, [some wise words from Man Down](#):

- Find the right person to talk to – it could be a friend, family member, therapist or even an online support group. You don't have to struggle alone. Support is out there.
- Be honest about how you're feeling – don't try and bottle up your emotions.
- Look after yourself physically, as this can help to improve your mental health. Exercise, healthy eating and getting enough sleep are all important for helping to keep your mind in good shape.
- If you are worried about the mental health of someone else, contact a medical professional for advice and support.

*In the meantime, please feel free to [contact me](#) at any time if you'd like the talk about any of the issues raised in this article. Take care of yourself and those you are close to. Martin*

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# FACEBOOK ROUNDUP

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3 February

Thanks Paul and John for your company today. I had a really enjoyable ride. – Will  
Great ride out and good company. Thanks Will for taking us, and John too. 🍷🏍️ - Paul



4 February

Thanks to the 15 members that attended this month's social meeting this evening. [Martin Atkin](#) (thanks Martin) gave a great talk about Mental Health Motorbike charity, something he is clearly passionate about. For those that missed it he is preparing an item for me to include in ChainLincs. – Mick



9 February

6 of us turned up at Brigg this morning and had an interesting ride to Farmer Brown's. Then finished up at Willingham Woods – Will



23 February

6 of us met at the Homestead this morning and we had a breezy ride to the Sports bike shop. The rain held off until on the way home. Thanks for tail ending Harry and thanks to everyone else who came along. - Will



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## OBSERVER AND ASSOCIATE

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February saw the first Observer training session of 2025. For this year we have moved to a new office facility in Lincoln. This great new location was picked to meet the Observer team requirements for all our training needs. It was great to kick off this year with a busy evening, with thanks going out to all that could make it especially those that had travelled some distance to attend.

You will often hear me talk about 'Skill fade' this is the gradual loss of skills over time, and it can affect advanced driving and riding skills. It is something that the Observer team is very aware of. Within the team we regularly take time to check each others riding, looking to see that we are riding at a high standard and watching for signs of skill fade. To prevent skill fade you can practice regularly, talk with other members, and plan ahead.

How can I prevent skill fade?

- ✓ **Practice:** Regular practice can help embed skills into your long-term memory
- ✓ **Talk with others:** Sharing experiences with other riders can help you stay motivated and improve your skills.
- ✓ **Plan ahead:** Having a plan for how you'll maintain your skills can help you stay on top.

### Dutch-style roundabouts

The UK has been introducing Dutch-style roundabouts since 2020, there is one in Cambridge, one in Sheffield and one currently being constructed in Hemel Hempstead. If you've not had a chance to see or ride one or never even heard of them, then read on to see how they work, we are going to look at Cambridge.....

Dutch-style roundabouts prioritize pedestrians and cyclists over motor vehicles. They feature a dedicated space for bicycles, and crossings for pedestrians at each arm.

#### How they work

- Vehicles must give way to cyclists and pedestrians when entering or exiting the roundabout
- The cycleway splits off before each arm, so drivers can see if anyone is approaching the crossing
- The outside lane is reserved for bicycles and painted a different colour from the car lanes

#### Purpose

The goal of Dutch-style roundabouts is to make intersections safer for cyclists and pedestrians



Approved by the Economy and Environment Committee of the County Council, the Queen Edith's Way roundabout is a walking/cycling-priority single-lane roundabout similar to those commonly found in the Netherlands. This is a design which has only recently been made feasible in the UK following changes to rules on walking and cycling crossings, but which have been in use abroad successfully for decades.

The new roundabout design provides dedicated, segregated space for cyclists to navigate their way around the roundabout and utilises parallel walking and cycling priority crossings that have only recently been permitted in the UK. (The first of these crossings in Cambridge can be seen on Huntingdon Road). These crossings are provided on each arm, meaning that motor traffic entering or exiting the roundabout must give way to people who are walking and cycling around. Because the cycleway splits off well before each arm, the driver has a good chance to see whether anyone is cycling or walking towards the crossing. The design of the roundabout causes the driver to slow down, while turning and facing the crossing ensuring sufficient time and visibility to decide if it is safe to proceed or whether they should give way to cyclists or pedestrians. This design makes it easy for everyone to interact safely and do the right thing.

The design of these roundabouts hinges upon the provision of a new type of crossing: the parallel walking-and cycling-priority crossing. Up until 2020, British road regulations did not permit the installation of a Zebra crossing immediately adjacent to a cycle-priority crossing. Thankfully that bureaucratic snafu has now been resolved.

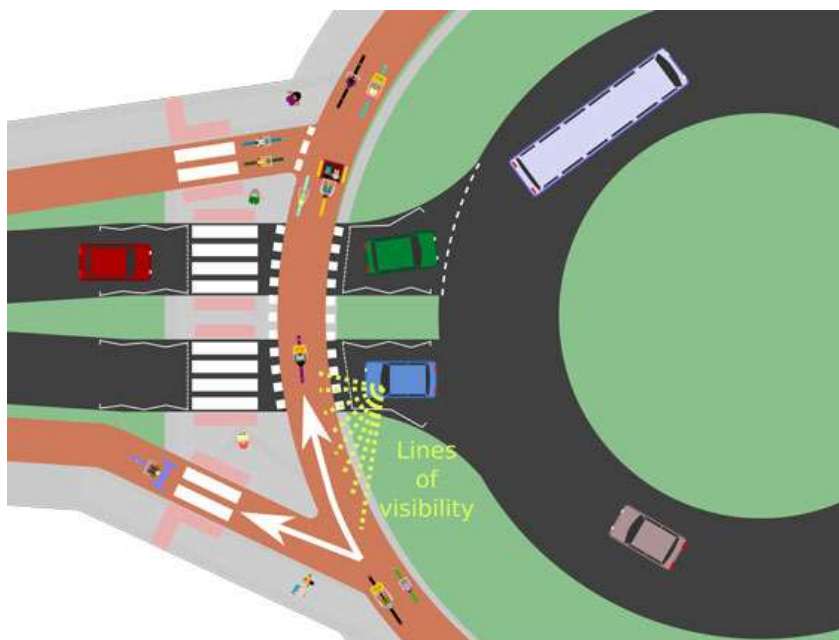
Suppose a driver (in the blue car) is about to exit from the roundabout at the same time as someone is riding a cycle towards the same arm. The design of the roundabout causes the driver to slow down, while turning and facing the crossing. Then the driver must decide whether or not it is safe to proceed.

Because the cycleway splits off well before each arm, the driver has a good chance to see whether anyone is cycling or walking towards the crossing.

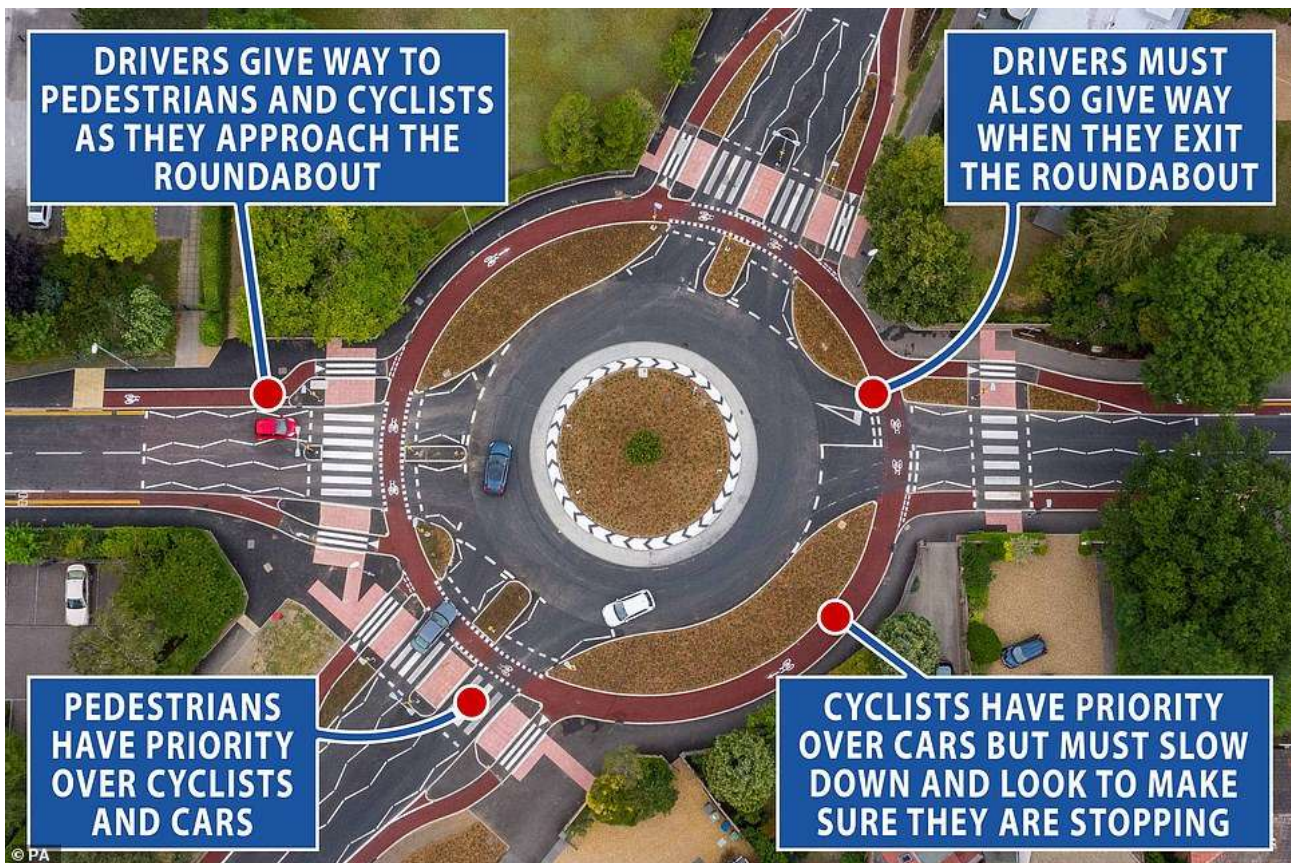
So, for example, if the

approaching rider turns left to exit, and if there are no people walking on the island, then the way is clear for the driver. But if the rider turns right to continue around the roundabout, then the driver will immediately see that the rider is headed for the priority crossing. This design makes it easy for everyone to interact safely and do the right thing.

The diagram shows one arm of a walking/cycling-priority roundabout. Several crucial yet subtle features enhance the predictability and safety of this junction:



- All modes are separated spatially, with clearly defined, formal crossings where they must intersect.
- The roundabout is designed to bring motor traffic speeds under 20mph. Design features which help achieve this include a single lane for circulation, narrow and well-delimited entry and exit points, splitter islands at each arm, sharper turning movements into and out of circulation, and an outward camber of the carriageway. It is especially important that the exits be kept single lane and narrow, so that cars approach the crossings one by one and at low speed.
- The parallel walking/cycling-priority crossings are set back at least a full car length outside the main carriageway. Entering drivers can first devote their full attention towards safely navigating past people walking and cycling, and then move on to looking for a safe gap in the roundabout flow. Exiting drivers have space to turn and fully face the crossings, with full visibility, while not blocking vehicles still circulating around the roundabout behind them.
- Clear lines of visibility exist between people walking, cycling, and driving at the crossings.
- Last but not least, each cycleway exit from the orbital cycle lane splits off as soon as possible. This is no mere convenience: it is a vital design point for predictable interaction between people cycling and driving, and also makes the crossings easier to navigate for people with disabilities.



Click [here](#) to see the video of how it works

*Remember Space Invader!*

***Stay Safe Jerry***

07412 935333

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# EVENTS DIARY

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The Sunday morning Group Observed Rides 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.

Rides usually last 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 ride style of their choice as they feel fit.

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

|                                |   |
|--------------------------------|---|
| <b>ANCHOLME LEISURE CENTRE</b> | Scawby Brook, Brigg, DN20 9JH                                     |
| <b>WILLINGHAM WOODS.</b>       | Willingham Woods, LN8 3RQ.  |
| <b>THE HOMESTEAD</b>           | Canwick Avenue, Bracebridge Heath, Lincoln, LN4 2RS               |
| <b>STARBUCKS</b>               | M180, Junc 5 Services, DN20 0PA,<br>///breakfast.slippers.alleges |
| <b>SUN INN</b>                 | 20 Bridge Rd, Saxilby, LN1 2PZ (Social Venue)                     |

*Group social rides 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 ride organiser know if you want to invite a guest. If carrying a pillion you should ensure that this is covered by your motorcycle insurance policy.*

## MEETING TIMES

**OBSERVED AND SOCIAL RIDES**    **0930hrs FOR PROMPT DEPARTURE AT 1000hrs (March to October)**

**SOCIAL MEETING**                      **FIRST TUESDAY IN THE MONTH AT 1930hrs**

**OBSERVER NOTE: for those wishing to become observers contact JERRY NEALE 07412 935333**

## MARCH 2025

|                            |                            |   |
|----------------------------|----------------------------|---|
| Tuesday 4 <sup>th</sup>    | <b>Social Meeting</b>      | Sun Inn, Saxilby – Dave Hall (Group member)<br>Slide show and short videos on some of his road trips. |
| Sunday 9 <sup>th</sup>     | <b>Group Observed Ride</b> | Willingham Woods  |
| Sunday 23 <sup>rd</sup>    | <b>Group Social Rides</b>  | The Homestead and Starbucks   |
| Wednesday 26 <sup>th</sup> | <b>Observers Meeting</b>   | Details from Jerry nearer the date  |



## APRIL 2025

|                            |                            |   |
|----------------------------|----------------------------|---|
| Tuesday 1st                | <b>Social Meeting</b>      | Sun Inn, Saxilby - Jon Wilkins (Group member) a Talk titled "The older I get the faster I was". A talk about biker life moto-cross racing and touring abroad. |
| Sunday 6 <sup>th</sup>     | <b>Group Observed Ride</b> | The Homestead   |
| Monday 7th                 | <b>Committee Meeting</b>   | Via Zoom. To Be Advised   |
| Sunday 27 <sup>th</sup>    | <b>Free taster day</b>     | Taster day for interested bikers at the WAVE.<br>Full details TBC   |
| Sunday 27th                | <b>Group Social Rides</b>  | The Homestead and Starbucks   |
| Wednesday 30 <sup>th</sup> | <b>Observers Meeting</b>   | Details from Jerry nearer the date  |

## MAY 2025

|                            |                            |   |
|----------------------------|----------------------------|---|
| Tuesday 6 <sup>th</sup>    | <b>Social Meeting</b>      | Sun Inn, Saxilby - Mark Robinson (Hugh James Partnership) Specialist Motorcycle Accident claims Solicitors. |
| Sunday 11 <sup>th</sup>    | <b>Group Observed Ride</b> | Ancholme Leisure Centre   |
| Sunday 25 <sup>th</sup>    | <b>Group Social Rides</b>  | The Homestead and Starbucks   |
| Wednesday 28 <sup>th</sup> | <b>Observers Meeting</b>   | Details from Jerry nearer the date  |

## JUNE 2025

|                            |                                 |   |
|----------------------------|---------------------------------|---|
| Tuesday 3rd                | <b>Social Meeting</b>           | Sun Inn, Saxilby -John Noone (Group member) talking about his Vlog YouTube channel EnthusiasticDad. |
| Sunday 8 <sup>th</sup>     | <b>Group Observed Ride</b>      | Willingham Woods  |
| Monday 9th                 | <b>Committee Meeting</b>        | Via Zoom. To Be Advised   |
| Sunday 22nd                | <b>Group Social Rides</b>       | The Homestead and Starbucks   |
| Wednesday 25 <sup>th</sup> | <b>Observers Meeting</b>        | Details from Jerry nearer the date  |
| Sunday 29 <sup>th</sup>    | <b>Motorcycles at the Manor</b> | West Ashby Manor, LN9 5PY   |

## JULY 2025

|                            |                            |                                    |
|----------------------------|----------------------------|------------------------------------|
| Tuesday 1st                | <b>Social Meeting</b>      | Sun Inn, Saxilby                   |
| Sunday 6 <sup>th</sup>     | <b>Group Observed Ride</b> | The Homestead                      |
| Sunday 27th                | <b>Group Social Rides</b>  | The Homestead and Starbucks        |
| Wednesday 30 <sup>th</sup> | <b>Observers Meeting</b>   | Details from Jerry nearer the date |

### IMPORTANT NOTE

**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**

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## 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 Martin Atkin, [martin@funnelweb.org](mailto:martin@funnelweb.org) or 07795 443607.

| 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> |                        |      |     |   |          |       |



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