

# ChainLincs



THE NEWSLETTER OF

## Lincolnshire Advanced Motorcyclists

IAM GROUP 7176, REGISTERED CHARITY 1049955

AUGUST 2025





## Social Gatherings

Meetings are held on the first Tuesday of each month starting at 1900hrs 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 September 2025

Please provide any copy to the Editor by **27 August 2025**

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**Lincolnshire Advanced Motorcyclists**

**Find us here :**



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Quite a quiet month within the group but we did have a couple of days at Cadwell Park for the Summer Biker Bash. Despite the great weather we have had in recent months it did spend the weekend raining! Hey ho, typical English weather returns.

Heads up for October, there will be no ChainLincs in October due to the editor being on holiday in late September into early October. I will send out an updated Events Diary to all when I get back from my hols.

Just a quick reminder regarding taking photos at rides, events etc. Some members (not very many) chose not to have their photo shown on Facebook and X or in the newsletter so when taking photos please check that all members present are okay to have their photo taken. This is due to data protection rules that were updated a few years back and we have to follow the guidelines. Most members that attend rides or events are regulars but always look out for the new face or somebody you don't know as they may not want to be in any pictures.

As you can see from my Facebook roundup there are often extra rides laid on a short notice by some of our members so if you want to know what's going on Facebook is the place to look. 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 again everyone,

Welcome to two new members, Edward Bell and Mark Hutton.

Congratulations for the single test pass for this month to Craig Brocklebank and your Observer Malcolm Heaton.

A personal tale...

Bike theft is real, it doesn't just happen to somebody else somewhere obscure, it can and does can happen to any of us at any time.

Since my bike was stolen just a few days ago, I've had so many of you share your own experience of bike theft, showing me that this is much more common than we like to admit. Theft only be takes a moment, so be prepared.

Yes, bike security is a faf, but the visual deterrent hopefully will see them pass you by and go somewhere else. However, if they are determined, it's probably going to happen, so get the best insurance you can afford.

75% of my brain is telling me that I'm dealing with this, that this doesn't matter, that I have this covered. But it's taking me a tremendous amount of effort to get these words down on paper. The other 25% of my brain that I'm not acknowledging I'm guessing is trying to protect me from the pain (trauma) of reliving this event.

Its 18:00, I've just finished Observing duty for the day, I'm on my way home. I call at a friends house along the way.

The bike is parked in a parking bay on the main street just outside Doncaster town Centre. I'm in a one-way system. Cars are parked either side of the road. I'm in the last bay of a long line of bays. There are no cars in front of me obscuring me, hiding me. I pick my parking place with some care and thought.

I'm crossing the road to visit someone, to return something I borrowed. The bike will be in full view of the house I'm about to enter. The house I enter is about 50 yards away from where the bikes parked. Steering lock is active.

I enter the property. I speak with some friends. I leave the property 30 minutes later to find a member of the public standing where my bike was waiting for me. I immediately know what's happened. It's unbelievable but I'd better believe it. He's a biker he took photographs of the event and told me the direction that the thieves took. I thank him.



He shows me the photos he took of the thieves in the act, all showing their backs, all blurred, useless.

I go back to the house and leave my coat and helmet and pick up a walking stick. The heaviest I can find. I open my tracking app, I can see where my bike is. I can see how far away it is and I head off in pursuit. I'm on my own, there are three of them, youths.

The bike has been pushed down a couple of very narrow roads and up an alleyway leading onto a communal grassed open space used by walkers dog walkers, joggers. it's a large recreational space, lovely space, clumps of trees here and there, my bike is in one of those clumps of trees. What3words is very accurate navigational tool that puts you within a square meter of the place you're looking for.

There's no bike here, my Tracker will be somewhere here in some long grass. There's evidence that my bike was here because some of my belongings from my bike are scattered about, nothing of any value just bits. Another member of the public comes to talk to me. She tells me of someone who has collected more of my goods and taken them to their house intending to take them to the police.

I apologise to this lady for my apparent hostility, I'm probably as high as a kite and on a very short fuse, she's only trying to help and she is a great help. I tell her she's been a great help and I thank her. So I now walk off to this persons house a short distance away.

By the time I arrive, I've calmed down quite a lot, I've come to the conclusion. I'm not going to find my bike but there's a chance of recovering some of my possessions. I knock on the door and a man and his six year old daughter come out to greet me. He brings me some of my belongings and we get chatting.

I'm surprised, very pleasantly surprised with some of the stuff that he has recovered: my Observer jacket with my name badge, my Observer bag with my Observer books, a completely destroyed satnav, first aid kit, both handlebar mirrors, the complete rear light housing, tire repair kit, some spanners, my water bottle. My demeanour is starting to improve and I'm having a light-hearted conversation with the man at the door. I tell him that at least I could have saved my jelly babies (I haven't seen them yet). The little girl turns and looks at her father in horror, the man looks at me and says "I'm sorry but they didn't make it".

Then I say "what about the wine gums?" He says that they didn't make it either. The little girl is still looking decidedly uneasy as the mother appears at the door. Then I ask "what about the peanut M&Ms?" The mother has a definite smile on her face. So then I ask the man, almost resigned to what the answer is going to be "What about the snickers bar?" (there were several Snickers bars, all met with the same shake of the head). This family have done me a good deed and I don't begrudge them their sugar fest, (but come on!)

The matter is reported to the police and my insurers, now we wait. I really don't want the bike back. I expect it's already in the process of being stripped for parts.

Bonus matter: I didn't get stabbed trying to stop the theft, I didn't end up in court after unnecessary force to stop the theft, it's only money plus a bit of pride. I'm going to learn something from this.

My heart has been warmed by the shows of compassion from so many and the very generous offers of a loan bike, but I can't do that.

To be continued?

Remember, just because you can, doesn't mean that you should.  
Thank you, Ride safe, Look after each other

Ian (Chair)

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There have been two new member enrolments since the July newsletter.

Member	Observer
1127 Edward Bell from Goxhill	Full Member
1128 Mark Hutton from Barrow-Upon-Humber	Malcolm Heaton

One test passes to report, making seven so far in 2025

Congratulations on your success and a big thank you to your Observer.

Member	Pass Date	Observer
Craig Brocklebank	24 July	Malcolm Heaton

The present composition of the group is as follows:

Full Members	139
Fellows	12
Associate Members	23
<b>Total Group Membership</b>	<b>174</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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## WILL'S RIDE TO SNOWDONIA – SEP 2025

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I am planning to do a 2 day ride to North Wales Snowdonia area, on the 22nd and 23rd September this year.

All members are welcome to join me.

We are staying 1 night in the Premier inn at Porthmadog.

Each day will be about 230miles no motorways but some dual carriageways.

We will depart Newark Shell Petrol Station A46/A17 Roundabout at 8.30am

We will have regular stops on the way.

If you would like to come along please book your room (with cancelation) and let me know – 07599 374560



## DAVES'S RIDE TO MOFFAT – JUN 2026

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Thanks guys for a great 3 day trip, we have decided to go again in 2026, the date going 9th 10th 11th June, returning on Friday 12th (3 nights), if you would prefer a shorter stay that's fine, you can cancel your booking nearer the time if you are unable to go. The hotel gets booked up quickly, so if you want to go please contact the hotel direct to book your room. I have asked for the hotel to hold 8 rooms, which they are doing until the end of July, although they have more available and mention Lincs Advanced Motorcyclists when booking.



The Buccleuch Arms Hotel Moffat. [enquiries@buccleucharmshotel.com](mailto:enquiries@buccleucharmshotel.com) , 01683 220003

Dave Hall 07471 344308

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## FACEBOOK ROUNDUP

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6 July

Just three of us at the Homestead this morning. A quick ride over the Wolds and drinking coffee at Starbucks now. - Mick



19 July



All set up for 'Summer' Bike Bash at Cadwell Park. If you're here today or tomorrow come and see us. – Mick

20 July

Second day at Cadwell Park Biker bash, promoting the importance of road safety and up-skilling with IAM Roadsmart, great to be joined today by LAM Chairman Ian M, John B, Addie H, Mike D and Sarah B. Just managed to get a photo of Ian M between the rain showers. – Jerry



27 July

We had a good turn out this morning at The Homestead. 2 rides were lead by Bruce to Colsterworth and Geoff to Farmer Brown's to hopefully meet up with a group from the north. Thanks very much to both ride leaders 🙌🙌🙌 - Will



Thanks to Bruce for a great ride to the A1 Stadium Diner at Colsterworth. Great ride, thanks Bruce, coffee at diner not so good ☹️🏍️ - Mick



Myself and Rick Parker getting ready to start our ride from Barnetby Starbucks this morning. I think we covered just about every B and C class road in N Lincs. Even meeting up with some motley crew from the South while at Farmer Brown's in Huttoft. – Ian (from WhatsApp)

We timed it just right! Table reserved and seats still warm. I don't think us arriving made them leave earlier than planned. Just Ian and me from the north lincs meeting place. Ian enjoyed his ride through the tiny back roads and small villages, especially the bumpy roads with grass down the middle. Back via Willoughby, Mavis Enderby, Baumber, Bardney and Market Rasen. Apart from 2 big groups of bikes, saw very few others. A good 150 mile day out. – Rick

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## OBSERVER AND ASSOCIATE

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A question many of the Observer team get asked regularly is, what can I do to improve my riding skills between Observed rides? This one is an easy answer, get out on your bike and practice your new skills, the more time spent on your bike will help you put into practice the work that you have been doing with your Observer and your Advanced riding skills will become second nature to your riding.

This month the Observer team would like to congratulate Alex Munford on his successful achievement of the IMI National Observer qualification.

### **Why you need good observation skills**

*'Observation'* means using sight, hearing and smell to gain as much information about conditions as possible. Keen observation is the foundation of good riding and, for the motorcyclist, can mean the difference between life and death. If you do not know something is there you cannot react to it.

Careful observation gives you extra time to think and react, and so gives you more control over your riding.

### **Scanning the environment**

Our ability to handle information about the environment is limited so we tend to cope with this by concentrating on one part of it at a time. But riders who rapidly scan the whole environment looking for different kinds of hazards have a much lower risk of accident than riders who concentrate on one area.

### **Use your eyes-scanning**

Use your eyes to build up a picture of what is happening all around you, as far as you can see, in every direction. The best way to build this picture is to use your eyes in a scanning motion which sweeps the whole environment: the distance, the mid-ground, the foreground, the sides and rear. Riders who scan the environment looking for different kinds of hazard have a lower risk of accidents than riders who concentrate only on one area, so develop the habit of scanning repeatedly and regularly.

Scanning is a continuous process. When a new view opens out in front of you, scan the scene. By scanning the whole of the environment you will know where the areas of risk are. Check and recheck these areas in your visual sweeps.





## How well do you observe and plan?

Now would be a good time to check whether you actively observe and plan your riding. Next time you ride over an unfamiliar route, run through these questions before and after your journey to identify your strengths and weaknesses.

### Do you constantly observe what is happening:

- ✓ In the distance
- ✓ In the mid-ground
- ✓ In front of you?
- ✓ Each side of you?
- ✓ Behind you?



Many people relax their concentration when riding along familiar routes, so assess and score your performance over a familiar route as well. Ask yourself, “What can I do to improve my scanning and observation” Am I achieving a 1, 2 or 3.....

## *Stay Safe Jerry*

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In what feels like my never-ending challenge to keep up with my colleague Roger, I have been sneaking off on track days, trying to learn how to go faster. My problem isn't opening the throttle more or braking later; it is about being on the right lines so that I can carry more speed overall.

One of the biggest obstacles to working out what I'm doing wrong, while being heavy on the herbs and trying to nail an apex, while cranked over, scraping my boot, is having the brain space to realise that what I'm doing is wrong.

I'm scrubbing the tyres to the edges, using fuel at an alarming rate, and even catching some people, but others I watch slowly pull away from me.

Horsepower doesn't make that much difference. I've tried track days on 150 HP bikes, 100 HP and even 80 HP, and other than the obvious power out of a slow speed corner, once I'm into the faster, flowing bends, my speed is the same.

What I need is more brain power.

## Brain Space

It isn't uncommon in all forms of top-level sport to find performance coaches – essentially psychologists with a focus on stopping your brain from getting in the way of itself.

Having decided that using a performance coach when I'm messing about on a track day is sillier than having a ZX10 on slicks with tyre warmers and then going out in the novice group, I opted to read a few books to try to understand how to stop my brain from redlining.

# Where Can I Find ...

- [MotoVudu: Dark Art of Performance](#) – Simon Crafar
- [Total Control: High Performance Street Riding Techniques](#) – Lee Parks
- [Performance Riding Techniques: The MotoGP Manual of Track Riding Skills](#) – Andy Abbott
- [Other Track Day Tales Articles](#)

## Anticipation

Many of the books discuss telemetry, data analysis, and using this to anticipate what comes next rather than react when you arrive. As you know what to expect, you are not burning up brain power grappling with a situation as it occurs, what the books refer to as “reducing cognitive strain and improving consistency”.

It would be a wonderful idea to have a data engineer to understand what was happening, and a chassis engineer who could take that feedback and adjust the way the motorcycle reacts. It’s never going to happen, and the good news is that I don’t need any of that stuff.

The metronomic efficiency exhibited by some racers comes from using reference points around the track. Typically, these are thought of as braking markers, turn-in points and apexes. Points on the track side that you pass.

One of the texts I read discussed expanding these reference markers to specific locations on the track where I needed to be. Not a point as the side of the track that I brake when I pass, but the place on the track where I need to be when I start braking.

The concept is that rather than thinking of the apex as a destination, it becomes a clipping point between the entry and exit points, to make as smooth a line as possible between the two.

Repeating this process, lap after lap, creates familiarity, from which comes anticipation and helps build the brain space to make adjustments for an even better line.

It won’t happen in one lap, but replacing reactive riding with repetition frees up brain space to make changes and improve.

## The Hive Mind

Sometimes called the lemming effect (those suicidal birds that follow each other off cliffs), the hive mind is a dangerous place to be.

The hive mind effect stems from having an overloaded brain and following the actions of the pack, as our cognitive abilities are impaired. In plain English, this is why we make poor decisions when we are under pressure.

Even after all the reading I'd been doing over the preceding weeks, I found myself joining the hive mind and almost doing something stupid.



## Cadwell

Having arrived at Cadwell Park for an evening track day, I was counting myself lucky that the rain storm I'd ridden through on the way there had been heavy but brief, and it hadn't soaked my leathers.

Having gone through the noise testing, signed on, and attended the briefing, I stood in the paddock waiting for the call.

Out on the horizon, an ominous black cloud loomed, appearing to be passing by, but could just as easily come in Cadwell's direction.

The call went out for the advanced group to assemble for their sighting laps, followed by the second, and then the final call. The assembled pack in the paddock started their two laps behind an instructor, and as the second lap started, the first raindrop fell.

The rain was falling constantly as the advanced group finished their laps, while those of us in the other group had all answered the Tannoy calls to assemble in the paddock.

By the time I joined them, the rain was falling with dramatic purpose, but because the others were lined up in the pouring rain, I found myself sitting there ready to go.

The marshal checked my helmet strap and back protector, reinforcing my crazy notion of riding around Cadwell, and there I sat, fully connected to the hive mind, in the pouring rain on three-year-old fake Michelin tyres (OEM), waiting for the session to start.

Thankfully, the desire to follow the hive mind was broken by the first cold trickle of water to my nether regions, which happened at the same moment that the Clerk of the Course told us to go away and wait.

In those conditions, the only person who was going to be setting lap times was Noah in his Arc.

## The Racing Line

I'm still searching for the optimum racing line at any track, and joining the hive mind and following others is one way of learning, which assumes that what they are doing is correct.

Following others also occupies more brain power than you might imagine. You aren't anticipating what comes next; you are reacting to what the other riders are doing.

Having decided that a soaking wet Cadwell wasn't for me and that giving up the cost of the evening track session was cheaper than throwing Screamer at the scenery, I wrestled my way into the excellent Oxford Rainseal waterproofs and headed home to book another track day.

Ironically, two miles south of Cadwell, the roads were dry and the sun was out. There is always an upside, and in this case, it was an evening ride through the Bardney Bends, taking the long way home.

Reproduced courtesy of Dave Ayres, [www.fliesonthevisor.com](http://www.fliesonthevisor.com)

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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, ///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**

### AUGUST 2025

Tuesday 5 <sup>th</sup>	<b>Social Meeting</b>	Sun Inn, Saxilby
Sunday 10 <sup>th</sup>	<b>Group Observed Ride</b>	Ancholme Leisure Centre
Friday 22 <sup>nd</sup>	<b>Committee Meeting</b>	Zoom at 1900hrs
Sunday 24 <sup>th</sup>	<b>Group Social Rides</b>	The Homestead and Starbucks
Wednesday 27 <sup>th</sup>	<b>Observers Meeting</b>	Details from Jerry nearer the date

## SEPTEMBER 2025

Tuesday 2nd	<b>Social Meeting</b>	Sun Inn, Saxilby - John Noone (Group member) talking about his Vlog YouTube channel EnthusiasticDad.
Sunday 7 <sup>th</sup>	<b>Group Observed Ride</b>	Willingham Woods
Sunday 21 <sup>st</sup>	<b>Group Social Rides</b>	The Homestead and Starbucks
Monday 22 <sup>nd</sup>		
/Tuesday 23 <sup>rd</sup>	<b>Will's ride to Snowdonia</b>	See <a href="#">Will's Ride to Snowdonia – Sep 2025</a>
Wednesday 24 <sup>th</sup>	<b>Observers Meeting</b>	Details from Jerry nearer the date

## OCTOBER 2025

Tuesday 7 <sup>th</sup>	<b>Social Meeting</b>	Sun Inn, Saxilby
Sunday 12 <sup>th</sup>	<b>Group Observed Ride</b>	The Homestead
Wednesday 22 <sup>nd</sup>	<b>Barry Heath Quiz</b>	2000hrs Heslam Park Rugby Club, 124 Ashby Road, Scunthorpe, DN16 2AG
Sunday 26 <sup>th</sup>	<b>Group Social Rides</b>	The Homestead and Starbucks
Wednesday 29 <sup>th</sup>	<b>Observers Meeting</b>	Details from Jerry nearer the date
Committee meeting on a date TBC.		

## NOVEMBER 2025

Tuesday 4 <sup>th</sup>	<b>Social Meeting</b>	Sun Inn, Saxilby
Sunday 9 <sup>th</sup>	<b>Group Observed Ride</b>	Ancholme Leisure Centre
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

## DECEMBER 2025

Tuesday 2nd	<b>Social Meeting</b>	Sun Inn, Saxilby
Sunday 7 <sup>th</sup>	<b>Group Observed Ride</b>	Willingham Woods
Sunday 21 <sup>st</sup>	<b>Group Social Rides</b>	The Homestead and Starbucks
Committee meeting on a date TBC.		

### 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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