



ChainLincs

THE NEWSLETTER OF

Lincolnshire Advanced Motorcyclists

IAM GROUP 7176, REGISTERED CHARITY 1049955

JULY 2026



CONTACT DETAILS

Social Gatherings

Meetings are held on the first Wednesday of each month starting at 1930hrs at the Nags Head, Gainsborough Rd, Middle Rasen, LN8 3JU.

Next Issue

The next issue of ChainLincs will be in August 2026

Please provide any copy to the Editor by **28 July 2026**

Mick Smith

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Lincolnshire Advanced Motorcyclists

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EDITORIAL

Welcome to the July edition of ChainLincs. As I write this it is nice that it has cooled down a bit so I can actually sit in my study and not think I am in a sauna!

The front cover this month is from the ride Dave Hall organised to Scotland in early June. Dave is one of a handful of members that organise additional rides over and above the planned Group rides. If you feel you could do something like Dave last month let me know and I can add the details in here and on our Facebook page at [\(1\) Lincolnshire Advanced Motorcyclists | Facebook](#).

Talking of Dave Hall he has organised a midweek ride for 15 July. Details are at the top of the next page. Many thanks Dave.

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.

In ChainLincs this month we have:

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Stay safe

Mick

MIDWEEK RIDE

Dave Hall has kindly planned a midweek ride for Wednesday 15th July meeting at the Homestead, Bracebridge Heath, LN4 2RS. Meet at 9.30am to leave at 9.45am. The 3 cafes ride will be approximately 125 miles.

COMPLAINTS AND SERIOUS INCIDENT REPORTING POLICY

The GDPR 2018 laws were updated in 2025 which further sections coming into force this February 2026 and a final part in June 2026 (Data use and access) Act. All organisations must have in place a process for handing Data protection complaints and serious incidents. As a result of these changes we, as a committee have produced a complaints and disciplinary procedure and a serious incident reporting policy so that we stay within the law and treat all complaints in a fair and efficient way.

If any member has any group issues re the above, please contact Phil Niner GDPR Group manager, contact details in this newsletter in the first instance.

NEW CLOTHING RANGE

As the sun comes out and the temperatures climb, what better way to show off your bike-ready body (surely 'beach-ready' - ed?) than with our new range of exclusive group branded polo shirts. For just £18 each they come embroidered with the LAM and IAM RoadSmart logos, and you can add your own name for that personalised touch! The polo shirts come in two colour combinations with gold or grey piping on collar and sleeves and are available in all sizes from S to XXXL. Get your order in now by emailing Martin Atkin martin@funnelweb.org or scroll down ([Group Clothing](#)) to see the full range of LAM branded clothing.



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CHATTER FROM THE CHAIR

Here we are again, another month has passed, longest day over, that means the days are getting shorter, I think with this heat wave, I could do with shorter days.

Firstly a warm welcome to new members this month: Steve Yarrow, Rob Ibbotson, John Cunlife, Oleksii Kotylo, Gary Meldrum, Stew Lowe, Chris Mewse and one other who wishes to remain anonymous. I look forward to meeting you on ride outs or other gatherings sometime.

Now, a tale that didn't end up as woe, or I learned a lesson. For the benefit of our recent new members, I had my bike stolen in broad daylight last August. That's the first time I'd had anything of any material value stolen and it hit me financially and emotionally hard.

Once I acquired my replacement (current) bike I also went overboard and bought 7 quality locks and a chain. The reputable 22mm chain I wanted was out of stock, so I settled on a 16mm loop end, after all, it's only one part of the tool-kit as I plan to carry all these items every time I ride. Ridiculous I know. Anyway, while on a recent trip to Scotland, my security pannier gave up under the weight strain, so I started to leave the chain in the garage. Big weight reduction. Big mistake.

I've just been to visit one of my daughters in a relatively well to do part of Stratford, left the bike out overnight and noticed the following afternoon that the bike had been moved, or attempted to be moved. With 2 disc locks on the rear wheel disc, and a disc lock on each of the front wheel discs plus a D shackle over the front wheel (thank you for that recommendation Sarah!) the bike could only move about 6 inches, but I noticed it as soon as I walked past the bike, because I'd left the bike side stand propped up on a block of wood, it wasn't on the wood anymore. The potential thieves had a good go at pushing the bike as the front wheel had been knocked out of geometry with the handlebars/forks.

So, I've not met this fault before and I can't ride the bike in that condition, so I call my RAC buddies. This is 19:00 and I was about to set off for my 2 hour ride home. At 01:00 AM the following day I finally tell my RAC handler that I've had enough and I'm going to bed. I get a follow up contact at 09:00 ish to be told I'll get a patrol visit by 14:00. To be fair, I have access to my daughter's house and facilities. But I'm not impressed. When the patrol arrives, he starts by telling me the bike isn't broken down, it's vandalised, my cover doesn't include vandalism protection or recovery in these circumstances. (What?!) Anyway, he stays, we get the wheel in line to a point and I ride home. My workshop (Doncaster Motorcycles) tell me to bring the bike into their workshop before they open the following day and they'll look it over. They are stacked out with work and I appreciate this level of care for an established repeat customer. We agree that at the bikes service in 2 weeks (lucky) the forks are coming out and the front end will be rebuilt from scratch.



My last bike was recovered after its theft, but as the steering lock was broken, that bent its frame, so the bike was written off. I don't use the steering lock anymore. Frustrating yes, on so many levels, but I'm calling that a success.

I feel we benefit from each other's mistakes or experiences.

If you have anything to share, why not drop Mick a note and he'll only be too glad to pop it in the magazine.

On a totally different note, I can't leave this page without heaping praise on Dave Hall (ride organiser and general Guru) and the group that joined up with me for a short tour of Scotland. OK it rained somewhat, but the roads, scenery and company were tremendous. Tremendous trip. Thank you Dave and the group.

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

Ian (Chair).

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There have been eight new members enrolled since the June newsletter.

1149 Stephen Yarrow from Barton-Upon-Humber	Stewart Harrison
1150 Rob Ibbotson from Brigg	Mike Day
1151 John Cunliffe from Lincoln	Alan Pugh
1152 Associate from Walesby (name withheld)	Chris Pursey
1153 Oleksii Kotylo from Scunthorpe	Allan Knight
1154 Gary Meldrum from Donington-on-Bain	Malcolm Heaton
1155 Stewart Lowe from Kexby	Mark Gill
1156 Chris Mewes from Usselby	Full Member

A big thank you to the Observer Team members willingness to take on new members which meant that I was able to allocate Observers to the seven above without delay.

No test passes to report, therefore remaining at three so far in 2026

The present composition of the group from the IAM online portal is as follows:

Full Members	129
Fellows	12
Associate Members	26
Total Group Membership	167

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.

Group online banking details below for membership renewals:

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

That's all for now, ride safely:

John Cheetham

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FACEBOOK ROUNDUP

7 June

Fourteen of us at Brigg this morning. Malcolm took 5 west and I took the other 7 to Farmer Browns and then back to Wickenby. Thanks for coming all, an enjoyable ride, sorry about the back road detour through Binbrook! – Mick



Thanks Malcolm Heaton and Mick Smith for leading today's rides 🙌 - Will



14 June

We have just got back from a Scottish Trip organised by Dave Hall and thought I would put up some pics. It was a great trip Dave, I really enjoyed it. Great Scenery, Riding and Company. I'm looking forward to the next one. – Will



21 June

We had 11 of us at the Homestead this morning and Ian Welsh lead the ride to Ferneley's Ice Cream parlour, and halfway back to Lincoln were Ken Molonan took over and lead us the rest of the way back. Thanks very much Ian and Ken it was a great ride a great route and great company. Thanks everyone on the ride. This was Ian's first group ride as Lead Rider.

Well done Ian. 🍷🍷 - Will



There are plenty more pictures on our Facebook at [\(1\) Lincolnshire Advanced Motorcyclists | Facebook](#) .

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LINCOLNSHIRE LIFE ARTICLE – ROLAND JOHNS

Roland Johns is a volunteer for Lincolnshire Emergency Blood Bikes Service (LEBBS) and is also the services' Lincolnshire and Nottinghamshire Air Ambulance liaison officer. He lives in Navenby with his wife Carol. They have two grown up sons and two grandsons.

How did you end up in your voluntary role?

I worked in the gas industry for 40 years and then ran my own consultancy. I was semi-retired by 2012, when I started volunteering. A friend was a volunteer co-ordinator for the Lincolnshire and Nottinghamshire Air Ambulance (LNAA). They needed a part-time van driver to move things between the shops and warehouse and asked if I would help for a few weeks. That turned into 13 years, and during that time I became involved in other aspects including fundraising. I have volunteered with the Lincolnshire Advanced Motorcyclists as an observer since 2014, helping riders work towards their advanced qualification so they can be safer on the roads too.



I first heard about LEBBS in 2015 when it was negotiating with the LNAA about carrying blood on board, which other similar services nationwide were already doing. I became interested in LEBBS' work and joined the charity as a volunteer rider / driver in 2019. I also liaise between it and the LNAA ensuring any changes are communicated. It all ties in well together.

What does your role entail?

LEBBS is part of the Nationwide Association of Blood Bikes (NABB) covering Lincolnshire. We provide a free, out of hours courier service to the NHS, transporting essential medical items including blood, pathology and microbiology specimens, medical notes, pharmaceutical products, equipment and donor breast milk between hospitals and healthcare facilities within Lincolnshire. Prior to Blood Bikes coming on the scene the NHS hired taxis and couriers out of hours at huge expense to transport these items around. We save the NHS money by doing this as a voluntary role at weekends and bank holidays, (and increasingly mid week) when no internal drivers are available. We cover a large area – sometimes we have to go out of the county - and currently have 156 volunteer riders and drivers across Lincolnshire.

What does a typical day involve?

It depends how many jobs come in. I mostly do daytime shifts, so have to be ready at 7am. We all 'work' from home, so it's a case of waiting for a job to come through via the phone or our website planner. This tells us where to go, what to take, what to pick up, our start/finish times and travel time. We complete a paper form too, everything is managed,

so there's an audit trail all the way through. I could be asked to go to Lincoln Hospital to pick up a blood sample and take it to Scunthorpe pathology lab. Often other jobs come in while you're out. Typically it's usually busy if the weather is awful! If another rider is overloaded we might help out in their area or do what we call relay runs where more than one rider/driver transports a delivery.

What are the greatest challenges facing you in your role?

One is riding a motorcycle on the county's roads – especially in poor weather, contending with inattentive drivers and the poor state of the roads themselves. It can be quite demanding, especially in the dark when its hard to spot large potholes.

Another challenge is raising around £60,000 a year to cover the cost of maintenance to our fleet and for replacements. We have 11 bikes, which are changing all the time and eight other vehicles, including a van, which was kindly donated by to us by Drayton Motors, Louth. We are constantly fund raising, the members of the public are very generous, and we're supported by groups including Round Tables, Freemasons and local companies.

What do you enjoy most about the role?

Helping to save lives. We often collect a blood sample at a hospital, we have no idea what's wrong with the patient, but it goes off to be analysed so the medical team can decide the best treatment. We don't know what happens to those patients, as we're just collecting the sample and delivering it, but we have done something in the background to possibly help save a life by being part of a free courier service.

We deliver blood and platelets to the Lincs and Notts Air Ambulance every day, enabling them to administer blood transfusions to some trauma patients before transferring them to a trauma centre. There's a better chance that major trauma patients experiencing blood loss will survive if they receive stabilising transfusions before they are transferred.

Describe yourself in three words - Kind, honest, respectful

** To find out more about volunteering with LEBBS visit lebbs.org*

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OBSERVER AND ASSOCIATE

As the summer season moves on, it has been great to see many new Associate members joining us, looking to add to their skill set, welcome to you all, I hope that you have lots of fun and gain many new skills while working with your Observer. A few more recent test passes, well done to all Associates and their Observers for putting in the great work and achieving great results. We also have a few more tests booked for July already. It was great to join the Sunday morning Group Observed ride last month from Brigg, this is open to all Associates and full members, it really is a good opportunity for Associates to meet other Advanced riders who have many years of experience that are happy to share their knowledge, and it's a chance to hone your new skills. Not done one yet? Get yourself up to Willingham woods for the next one in July and join in, it's free!

Despite being a super warm June evening, the North and South Observer teams were using their time appropriately to work at keeping our skill set sharp, thanks go to Mike Day & Alan Pugh for keeping us sharp with the subjects, and thanks to all that could make it. Hydration while riding is vital, if you missed June's Chain Lincs article about the importance of Hydration, its easy to find on our group website, www.l-a-m.co.uk/Newsletters , there's plenty of good reading to be found there.



Riding in town

The extra demands of urban riding require significantly enhanced **OAP** (Observation, Anticipation and Planning).

The Extra Demands of Town Riding

Denser traffic and more pedestrians make town and city riding far more intense than riding on the open road. Hazards are also more likely to be concealed and there are more junctions and traffic lights to deal with. The only way to cope with all these potential dangers is to observe and concentrate intensely, spotting them and taking appropriate measures to be prepared for them as early as possible.



Where advantageous, try to position your machine for the best view ahead, using the information gained to ensure you're in the correct lane as early as possible. In urban areas we face Multiple hazards-more traffic, more pedestrians, more cyclists- We need to prioritize hazards of greatest risk.

Vulnerable road users, who are they? Our Safety bubble, are we trying to not let anyone burst it? Shoulder/blind spot checks, are they done in good time to avoid a potential hazard? With so much going on it's easy to miss posted signs, remember to look for signs and also road paint as this can give us a lot of information also.

Route Observation in Town

Good observation in town helps you spot many hazards and identify plenty of useful riding information. Here are some important things to look for:

- Look for eye contact-is the other driver looking at you or away from you, if looking away have they seen you?
- Parked cars can obscure hazards. As you pass them, choose a speed and road position that gives you enough reaction time if, for example a door is opened without warning or someone steps out. Remember as the Risks go up our speed should come down.
- Spot tell-tale signs that a vehicle is about to pull out: angled wheels, exhaust smoke and illuminated tail-lights etc. Look into vehicle side mirrors- you might gain some clues about the driver's intentions.
- Look out for pedestrians who are using traffic crossings incorrectly, also keep an eye out for 'late runners' who make a dash for it as your lights turn green.
- Time of day- extra pedestrians near schools and stations
- Allow cyclist plenty of room as you pass them. Look for them in junctions and allow them space for a 'wobble'
- Watch buses and other tall vehicles ahead. They can give an early warning as to traffic movements.
- Lorries and buses can obscure important road signs. Looking ahead for signs early will minimise this problem.
- Lorries and delivery vans often park in awkward places, so take extra care when passing them. Look underneath them to spot the feet of pedestrians who may step out into the road unexpectedly.
- Pedestrians wearing headphones, where's their concentration at?

Road Surfaces in Town

Urban roads can be more slippery than country roads as the coating of oil and rubber on the streets becomes more polished by the constant traffic. Take care in dry weather but remember that a light shower (especially on a hot day) is likely to make the road surfaces particularly hazardous. Oil on the road in places where vehicles stop regularly such as junctions, unfortunately reduce grip where it's needed most. Finally, slippery spilled diesel is common on roundabouts and bends near petrol stations, due to vehicles being over fuelled.

Filtering

Filtering is the act of overtaking slow moving or stationary traffic by travelling between lanes and it's completely legal if it is done safely. Richard Gladman, Head of Driving and Riding Standards at IAM RoadSmart, is on hand to give his expert advice to filtering safely and helping all road users to know the rules around filtering.

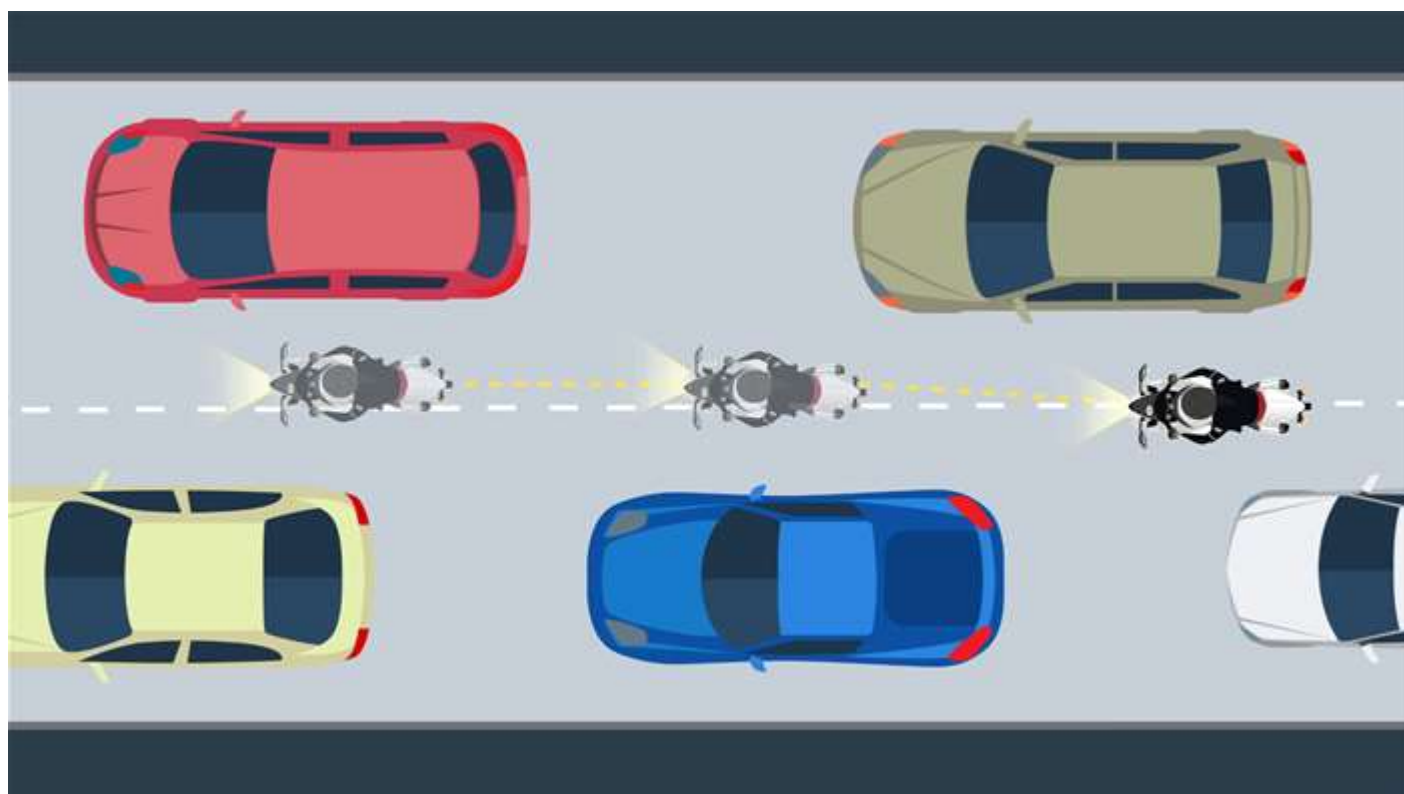
There are lots of different names for filtering, including lane-splitting and white-lining, but what we can all agree on is the main reason why motorcyclists do it – it's to avoid congestion. One of the many benefits of riding motorcycles is the fact that you can avoid congestion on two wheels much easier than you can on four, and that's thanks for filtering.

Rules around filtering

All road users should be familiar with the Highway Code, and under Rules for Motorcyclists, Rule 88 states, 'Manoeuvring: You should be aware of what is behind and to the sides before manoeuvring. Look behind you; use mirrors if they are fitted. When in traffic queues look out for pedestrians crossing between vehicles and vehicles emerging from junctions or changing lanes. Position yourself so that drivers in front can see you in their mirrors. Additionally, when filtering in slow-moving traffic, take care and keep your speed low.'

Then in Rule 160, where the advice is aimed more at other drivers, it clarifies this with, 'Once moving, you should be aware of other road users, especially cycles and motorcycles who may be filtering through the traffic. These are more difficult to see than larger vehicles and their riders are particularly vulnerable.'

So, it's clear that the Highway Code has specific provisions that cover filtering on UK roads.



How can I filter safely?

When done correctly filtering is something that is safe – with the bonus of saving you time. There is no point filtering through traffic to cut down your journey time if you're putting your life in danger.

Staying safe whilst filtering is key so make sure you assess the risks. Keep calm and don't feel pressured to filter at a certain speed. Keeping your speed down not only allows you more time to brake if any unexpected event unfolds, but it also means you have more time to assess

what's going on around you. Remember, you know the width of your motorcycle and only you can make those decisions.

When filtering it's also worth being aware of vehicles leaving big gaps in front of them, they may be just slow on the uptake, or there could be a junction, pedestrians, cyclists, or another driver about to emerge and fill the gap. Be careful of junctions offside too, a late decision by a driver to turn out of the traffic may be your downfall.

Keep the speed difference between you and the other traffic sensible and if traffic starts flowing again be ready to safely join the flow.

Is filtering dangerous?

If bikers remain vigilant and careful, filtering can be safe. All bikers are legally free to filter, however, this should be done with caution, awareness, and consideration to traffic rules. Do not cross solid lines to filter unless an exemption applies.

Although filtering has way more pros than cons, there are a few down-sides to watch out for. One of them being blind spots – somewhere no motorcyclist wants to find themselves. Moving past multiple vehicles on a bike will mean you're constantly moving in and out of drivers' blind spots. Maintaining a comfortable distance between vehicles is important here and consider drivers who may not have seen you.

What happens if I have a crash whilst filtering?

Your insurer will almost certainly obtain a police report and associated witness statements before they decide who was to blame and in what proportions. Each case turns on its own facts as the starting point to establish what is known as 'primary' liability which is deciding who was primarily to blame. It's then for that driver to prove that you have some blame.

Richard says: "Filtering is part of the appeal of travelling by motorcycle, when done safely with a good awareness of other traffic it is an efficient way to make your journey. Be aware of pedestrians if in a built-up area, stationary traffic is inviting for a quick bolt across a road without ever looking for a motorcycle that may still be moving. As the speed of the traffic increases it may be that your filtering becomes inappropriate overtaking, keep it sensible to stay safe."

Remember that every situation is different, and as a 'Thinking Rider' it's important that we have good OAP skills.

Stay Safe Jerry

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EVENTS DIARY

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.

ANCHOLME LEISURE CENTRE	Scawby Brook, Brigg, DN20 9JH
WILLINGHAM WOODS.	Willingham Woods, LN8 3RQ.
THE HOMESTEAD	Canwick Avenue, Bracebridge Heath, Lincoln, LN4 2RS
NAGS HEAD	The Nags Head, Gainsborough Rd, Middle Rasen, LN8 3JU

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 WEDNESDAY IN THE MONTH AT 1930hrs**

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

July 2026

Wednesday 1st	Social Meeting	Nags Head, Middle Rasen
Sunday 5 th	Motorcycles at the Manor	West Ashby 1000hrs
Sunday 12 th	Group Observed Ride	Willingham Woods
Wednesday 15 th	Midweek Ride	Details here
Sunday 26 th	Group Social Rides	The Homestead
Wednesday 29 th	Observers Meeting	Details from Jerry nearer the date

August 2026

Wednesday 5 th	Social Meeting	Nags Head, Middle Rasen. Talk from Jane Kirton on the use of defibrillators.
Sunday 9 th	Group Observed Ride	The Homestead
Sunday 23 rd	Group Social Rides	The Homestead
Wednesday 26 th	Observers Meeting	Details from Jerry nearer the date
Committee meeting on a date TBC.		

September 2026

Wednesday 2 nd	Social Meeting	Nags Head, Middle Rasen
Sunday 6 th	Group Observed Ride	Ancholme Leisure Centre
Sunday 20 th	Group Social Rides	The Homestead
Wednesday 30 th	Observers Meeting	Details from Jerry nearer the date

October 2026

Wednesday 7 th	Social Meeting	Nags Head, Middle Rasen
Sunday 11 th	Group Observed Ride	Willingham Woods
Sunday 25 th	Group Social Rides	The Homestead
Wednesday 28 th	Observers Meeting	Details from Jerry nearer the date
Committee meeting on a date TBC.		

November 2026

Wednesday 4 th	Social Meeting	Nags Head, Middle Rasen.
Sunday 8 th	Group Observed Ride	The Homestead
Sunday 22 nd	Group Social Rides	The Homestead
Wednesday 25 th	Observers Meeting	Details from Jerry nearer the date

December 2026

Wednesday 2 nd	Social Meeting	Nags Head, Middle Rasen
Sunday 6 th	Group Observed Ride	Ancholme Leisure Centre
Sunday 20 th	Group Social Rides	The Homestead

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 or 07795 443607.

Prices have recently risen and the list below shows the old price and new price.

ITEM	OLD	NEW
Plain polo shirt with LAM group badge	£8.50	£11.75
Plain polo shirt with LAM group badge + IAM Roadsmart logo	£10.50	£13.75
Plain polo shirt with LAM group badge + IAM Roadsmart logo + name	£10.50	£13.75
Polo shirt (sleeve and collar detail) with LAM group badge	£16.00	£18.00
Polo shirt (sleeve and collar detail) with LAM group badge + IAM Roadsmart logo	£18.00	£20.00
Polo shirt (sleeve and collar detail) with LAM group badge + IAM Roadsmart logo + name	£18.00	£20.00
T-shirt with LAM group badge	£7.00	£8.00
T-shirt with LAM group badge + IAM Roadsmart logo	£8.00	£10.00
T-shirt with LAM group badge + IAM Roadsmart logo + name	£8.00	£10.00
Sweatshirt with LAM group badge	£10.00	£12.50
Sweatshirt with LAM group badge + IAM Roadsmart logo	£12.00	£14.50
Sweatshirt with LAM group badge + IAM Roadsmart logo + name	£13.50	£14.50
Hoodie with LAM group badge with LAM group badge	£16.50	£18.50
Hoodie with LAM group badge + IAM Roadsmart logo	£18.50	£20.50
Hoodie with LAM group badge + IAM Roadsmart logo + name	£18.50	£20.50
Fleece with LAM group badge	£14.00	£16.00
Fleece with LAM group badge + IAM Roadsmart logo	£16.00	£18.00
Fleece with LAM group badge + IAM Roadsmart logo + name	£16.00	£18.00
Baseball cap with LAM group badge	£5.00	£7.00
Beanie with LAM group badge	£5.00	£7.00



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