

# ChainLincs

THE NEWSLETTER OF

*Lincolnshire Advanced Motorcyclists*

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

September 2020



*The Area Service Delivery Manager for our region (East Midlands and North Yorkshire) is Peter Serhatlic. Peter can be contacted on [peter.serhatlic@iam.org.uk](mailto:peter.serhatlic@iam.org.uk) or via mobile on 07703 718907*

## Social Gatherings

Meetings are held on the first Monday of each month starting at 8pm.

at the Nags Head, Middle Rasen, LN8 3JU

Middle Rasen is on the A631 about 1.5 miles west of Market Rasen

## Next Issue

The next issue of ChainLincs will be in October 2020.

Please provide any copy to the Editor, by

**30th September 2020**

[dayres@picturesports.co.uk](mailto:dayres@picturesports.co.uk)



Group Web Site – <http://www.L-A-M.co.uk>



Lincolnshire Advanced Motorcyclists on Facebook can be found at [www.facebook.com/groups/301610040008772/](http://www.facebook.com/groups/301610040008772/)



You can follow us on Twitter  
[@Lincsbikers\\_iam](https://twitter.com/Lincsbikers_iam)

## Get In Touch

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# Membership Update

Group Web Site: [www.l-a-m.co.uk](http://www.l-a-m.co.uk)

We have three new members to welcome this month.

Member	Observer
934 Kevin Harris from Hibaldstow	Mike Day
935 Jordan Bathie-Dexler from Lincoln	Jerry Neale
836 Ryan Westerman from Heighington	Roland Johns

There are five test passes to report since the resumption by IAM RoadSmart. Congratulations on your success and a big thank you to your Observers.

Member	Pass Date	Observer
Matt Chapman	2nd August	Ken Rose
Colin Pirie	13th August	Mike Day
Andrew Ratcliffe	13th August	Morris Howe
Richard Furness	14th August	Morris Howe
Jamie Keedy-Collens	15th August	John Harrison & Malcolm Heaton

The present composition of the group is as follows:

Full Members	122
Associate Members	28
Associate(s) allocated to an Examiner	4
<b>Total Group Membership</b>	<b>154</b>

The above list excludes those members (eight) with expired IAM RoadSmart membership.

Please note that those with membership numbers 884 to 910 inclusive will be receiving membership renewal forms shortly as their group membership will lapse on 30th September.

Also, note that the renewal will be for six months only and therefore cost £4.00 to bring you into line with the usual group renewal date of 1st April each year.

I sincerely hope you will support the group through your continuing membership

That's all for this month, ride safely:

*John Cheetham*



# Editorial



This month's cover shot comes from the Royal Enfield Collection.

Other than featuring their motorcycles, Royal Enfield doesn't provide much in the way of detail about the photo. I'm guessing India is the location.

There are extra bonus points on offer for anyone who knows where the photo was taken and can back up their claim 😊

If you have any suitable cover shots – portrait rather than landscape please – send them on.

The next issue of ChainLincs (October) will be a little later than usual. I'm back off to Scotland to enjoy what remains of the "good weather" (yea right). I made this trip earlier this year – the very day leisure travel was allowed – and with the rules regarding overseas destinations changing almost daily a return to the stunning road north of the Scottish border appears the best way to satisfy the need to ride.

Should you feel the need to wax lyrically on the joys of your recent journeys, give in to the urge to scribble some words and send them to the Editor. We maintain our commitment to the highest journalistic standards. If I can read it, we'll print it. Photographs to accompany the written word are equally welcome.

The email address for your prose and photographic contribution is [dayres@picturesports.co.uk](mailto:dayres@picturesports.co.uk)

The Facebook page remains active and if you are planning something at short notice and want to share your solo garden or garage-based activities, feel free to let others know. Some of us working stiffs – if we read Facebook – would be jealous.

Coming up in this issue ...

- John comes in under a fiver
- Mick is maximizing the riding time
- Dave makes annoying puns
- Jerry contemplates tractors

Cheers *Dave*

“ Happiness isn't around the bend. Happiness is the bend ”



As I sit writing this, it is chucking it down outside, where did the summer go? Hopefully, it eases off later and I can get out for a few miles – running!



We continue to add in rides between the normal planned monthly ride outs continuing to ride from two locations (North and South of the County). Looking at the numbers, we are still getting between 20 and 30 members out between the two locations – a lot of the same regular faces but also plenty of other members as well. Great that we are making the most of the weather. We can continue to put on rides more regularly as they seem to be popular.

The next planned group ride is from Willingham Woods on 13th September. An amendment to the departure time though – we will leave at 1000hrs. Hopefully, we can get as many members as possible together in one location rather than from two locations. Perhaps we can come up with a cunning plan that all groups of six end up at the same location (not Willingham Woods) at the end having taken different routes to get there!



The Observers have been busy and we have had seven test passes this month with two more already planned for early September. The test passes were Matt Chapman, Colin Pirie, Andrew Ratcliffe, Richard Furness, Jamie Keedy-Collens, Peter Llewellyn-Jones and Donna Woolhouse. Congratulations and well done to you all and your Observers Ken Rose, Mike Day, Morris Howe, Malcolm Heaton, Phil, Niner and Jerry Neale. (See Note)

Many thanks to all the Observers that are putting loads of time to get as many associates through as possible. It is much

appreciated especially as we are still getting new members.

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 are interested in knowing more about becoming an Observer please give Jerry Neale a ring on 07412 935333.

On the 21st August we launched an offer to entice some younger bikers to become safer riders and take the IAM Advanced Riding Course. We restricted the number to six to start with, and initially, I had seven expressions of interest. As of 28th August, two have signed up, and I will be chasing the others that said they were interested in due course.

Welcome to Jordan Bathie-Drexler from Lincoln and Ryan Westerman from Heighington, hope to meet you soon Jordan (I have already met Ryan). Observers have already been allocated, and they will hopefully commence training soon.

In addition, there are two other new members this month, Kevin Harris from Hibaldstow and Andy Jones from Welton. Welcome guys and hope to meet you soon.

The Sunday group rides are there for all members, full or associate, so come along if you are not doing observer rides with your Observer.

If you want to prove that your riding or driving is still up to advanced standards then why not take the test (actually a reassessment for full members) again. The Fellow membership tier is open to all current full IAM members, it will offer you enhanced recognition and insurance benefits in return for your commitment to keep your advanced skills up to date by retesting every three years. If you are interested have a look at the IAM website [www.iamroadsmart.com/fellow](http://www.iamroadsmart.com/fellow).

For the new, and existing, members don't forget to find our Facebook page Lincolnshire Advanced Motorcyclists [here](#) and ask to join so you can post and join in, and we are also on Twitter at IAM Lincolnshire (@lincsbikers\_iam).

We still have some members that are lying low due to the Covid-19 threat, so if you know anybody in this situation, please make sure they are okay and don't need anything.

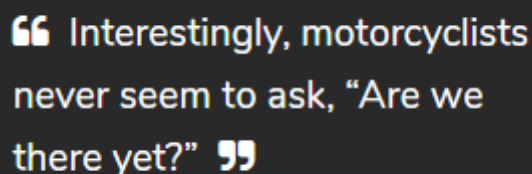
Finally, thanks again to Dave for putting together this edition of ChainLincs, hope you enjoy the read.

Don't forget he needs your input. Send him articles, pictures etc. It can make his job so much easier if he has plenty to choose from.

Have a good one and stay safe.

*Mick*

**Editor's Note** – The difference between Mick and John's pass figures is timing. They are both right, according to the day they submitted them.



“ Interestingly, motorcyclists  
never seem to ask, “Are we  
there yet?” ”

I'm sure the "Oh Hel" pun about Hel Brake Lines has been done a hundred times before.

And having made the compulsory pun, what is the problem that leads me to swap my stock rear brake line for a Hel brake line?

Not unsurprisingly, it is because my rear brake is missing in action. It works, but most of the time it is about as useful as a chocolate teapot. The pedal travel feels as if it varies. The first push feels long, but static tests suggest that I'm imagining it.

One thing is sure though; the rear brake has little or no bite.

I've changed the pads for EBC double-H sintered pads. I've cleaned the pad pins and the calliper, to ensure everything is moving correctly, and I've replaced the fluid. Each change seems to improve things, but overall I'm still disappointed leaving me with the conclusion that one, or a mixture, of things, is the source of my problem.

## **I'm rubbish at bleeding brakes**

It is an easy task, but also easy to cock-up. I always feel as if I need an extra pair of hands.



To reduce the need for extra-long arms, I bought an [Oxford Solo Brake Bleed Kit](#) - a magnificently simple one-way valve.

With it attached to the bleed nipple via the short length of plastic tubing, apply pressure to the brake lever, and open the bleed nipple.

When the fluid reaches the Oxford Solo one-way valve, you can just pump. The valve removes the need to open and close the bleed nipple with each pump.

As a task, that is at a level that even I shouldn't be able to cock-up, but nothing is off the table as a solution.

## **I'm even worse at changing the fluid**

With Suzuki V-Stroms, the brake fluid in the rear reservoir has a reputation for changing colour. It is often suggested that this colour change is due to the proximity to the exhaust.

Typically, when the colour of the brake fluid darkens, it is a sign of moisture in the fluid. Brake fluid is hygroscopic, which means brake fluid can absorb water from its surroundings.

When moisture is absorbed, the water molecules are taken into the molecules of the hygroscopic substance - brake fluid in our case - often resulting in physical changes, such as increased volume, along with changes in colour, boiling point, temperature, and viscosity.

All of which is the scientific way of saying, if you have water in the brake fluid, and it isn't going to perform as expected.



So, perhaps the soggy brake lever has been caused by me not pumping enough fresh fluid through the system to remove the old contaminated fluid, while I was bleeding the brakes.

### **The rear disk is warped**

The third of my possibilities is that the rear disk is warped although this seems unlikely.

As the disk spins, it will push the pads just clear of the disks. In normal circumstances, this clearance is fractions of a millimetre. If the disk is warped, it would push the pads further away from the disk, resulting in a brake lever that needs two or more pumps to move the pads back into full contact with the disk.

When a disk is warped you can feel it. Apply the brake hard, and you can feel a pulsing back through the lever. I've got none of that, plus as disks are more expensive than Hel Brake Lines, I shall listen to the sage advice that tells us, "REPLACE THE CHEAPEST PART FIRST".

### **The hose needs replacing**

There is a line in the Suzuki service schedule for the V-Strom that reads ..." Brake Hose - Replace every 4 years", and my V-Strom is 4 and a bit years old.

If I replace the hose, I have to change the fluid and bleed the rear brake, consequently, I may as well fit the Hel Brake Line as I'm going to be doing half the work anyway.

### **Who the HEL are they?**

HEL Performance acquired the company Hose-Equip in 2000 as a way of entering what HEL refer to as the "PERFORMANCE FLUID-TRANSFER MARKETPLACE".

The name of the company changed to Hose Equip Limited, was shortened to HEL, and the [HEL Performance](#) brand was born.

If you are still wondering who HEL Performance are take a look at most of the bikes on the British Superbike (BSB) grid. HEL's reputation for quality and innovation tells you everything you need to know.

At less than £30 from [SportsBikeShop](#), not only are Hel Brake Lines superior quality, compared with the cost of the genuine Suzuki replacement, Hel Brake Lines are half the price.

As well as a central manufacturing facility, there are also Hel Brake Line dealers around the country that manufacture brake lines to order.

If you have ever wondered how they are made, you start by getting one of these ...







The machine applies 12 tonnes of pressure to the fixings to ensure an effective seal. Try as you might, you are never going to apply more pressure than the machine does.

### Fitting the Lines

I like brakes, they keep me safe, and so working on them is never to be taken lightly. Add to that, Brake Fluid damages paintwork, and there is a slight whiff of trepidation in the garage as I start wielding spanners and draining the reservoir.

I opted to strip the calliper off the bike one more time to treble check everything and this time noticed that the calliper isn't floating correctly.

Only the front of the calliper was floating (moving) the rear is fixed.

This, I think is the cause of the rear brake issues. That said I have the required parts and the brake system is drained, so I decide to keep going.

A little more investigation and I finally find the cause of the problem. To float, the calliper is bolted on through a metal sleeve. The sleeve passes through the calliper and the bolt goes through the sleeve, allowing the calliper to "float".

The problem is that the metal sleeve is seized and the calliper isn't moving. The bolt looks perfect, which is how I've missed this problem.

Having removed the rubber boot that is supposed to keep the crap out and cleaned everything and applied copious amounts of rubber grease, I reassembled the brake.

Next comes attaching the Hel Brake Line and then filling the system with fresh brake fluid. Soup to nuts, as the saying goes (start to finish) the whole job takes about 90 minutes.

### Road Test

Without scientific equipment, I can't tell you the exact difference in rear brake performance. I also have to allow for fixing the problem with the floating calliper. However, the bite in the rear brake is a big improvement.

While Hel Brake Lines may cost about half the price of the Suzuki replacement hose, there isn't a service life. Within reasonable limits, the Hel brake lines do not need replacing.

The full article is available on [FliesOnTheVisor.com](http://FliesOnTheVisor.com)

Another busy month saw most of the Observer team out working with their super keen associates. The results from the Advanced test preparation runs are already starting to show since lock-down with some test passes in August, well done to those associates and their Observers.

The Observer team also held its monthly on bike training evening, working in small teams throughout the county, various different planned subjects and activities were undertaken. These on bike meetings are planned to continue for the months of September and October. The IMI Local Observer qualification including all the required training is open to all full members who would like to take their riding on to the next level. Contact me on 07412935333 if you would like to have a chat about joining us.

The Sunday morning Observed ride is open to all associates as well as full members. As an associate there is a lot that can be gained from attending. If you've not attended one already here's some of the great things that your missing out on; meeting other members of your group who have a wealth of riding knowledge that they are more than happy to share to assist you towards passing the Advanced test.

Extra riding practice with full members and other Observers, this is where you can really pick up so much more to enhance your riding. Depending if there is enough Observers available on the day it might be possible to have a one to one with a different Observer. The theory and practice of riding as a small group. The ride out is usually only two to three hours with a half time refreshment break (here you will often see many a cake addict in action!) Keep an eye out for e-mails from Chairman Mick Smith about dates and venues, plus details are usually on the group Facebook page.

This months tip is a good reminder to all about Harvest time and sharing the roads.



And just like that, summer is drawing to an end and harvest season is upon us. During the most important time in the farming calendar, crops are being gathered in from the fields using various techniques and machinery. We should expect to see large farming vehicles heading down roads around the UK over the next few weeks.

**Rebecca Ashton**, Head of Policy and Research for IAM RoadSmart has some

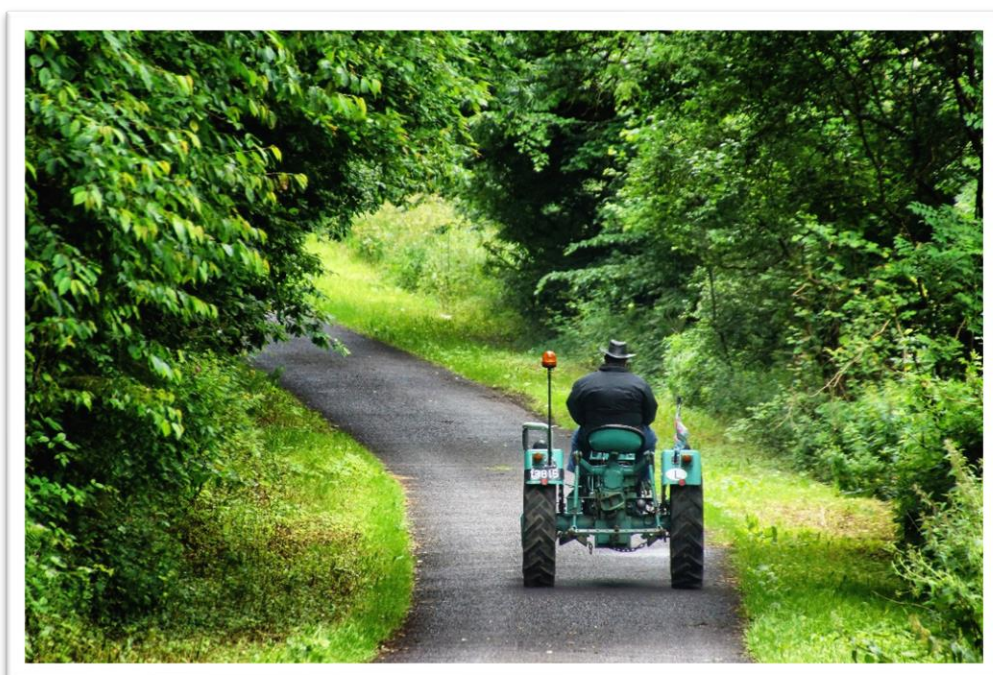
timely reminders and tips to make things a little easier for drivers, riders and farmers during harvest season.



- Drivers and riders in rural areas should always remain alert and patient, particularly at this time of year where there is more of a chance of encountering a large slow-moving farm vehicle on rural roads. Although many can travel faster than they used to, this can still seem slow especially if you are in a hurry so always allow a little extra time for your journey if you're travelling on rural roads.
- Farm vehicles such as tractors and combine harvesters are large and complex machines to operate, so the driver will appreciate your patience and understanding. A fully loaded tractor and trailer might make it more difficult for the driver to see – remember all vehicles do not have the same view or manoeuvring capabilities as you.
- Be vigilant when driving near farmland, a look over into the field will give you a clue as to whether a vehicle is going to exit in front of you, you might also find mud on the road in these areas will affect your braking and grip.
- Large farm vehicles will require additional road space, so keep a mental note of the last passing space or wide area in case you need to reverse.
- Always be prepared to slow down, safely pull over to the side of the road or stop. This will aid the driver in the farm vehicle if they are having to manoeuvre with limited space.
- If a farm vehicle is slowing down and looks as if it is pulling over to the off-side of the road – consider they could be turning left but need that extra space to make the turn safely. The driver might be using hand signals or looking back over their shoulder to assess the situation before turning.
- Try not to get irritable if you get stuck behind a farm vehicle, this is their busiest time of year. Most drivers will pull over and let you past when they can, remember a thank you is always appreciated.

Rebecca said: "It's important now more than ever, that we are considerate of others and our surroundings and our communities. Extra care and patience with any situation can go a long way."

Jerry



# Diary of Events when Covid-19 Permits

Social distancing. Avoid shaking hands. Follow NHS hygiene advice.

The Sunday morning Group Observed Runs are open to all members and also potential members who may be considering preparing for the IAM test.

The prime purpose is to provide the opportunity to hone and improve skills through riding with fellow members.

Potential members considering taking the IAM test may have an individual assessment ride.

Runs last usually around two hours, often with a mid-point refreshment stop.

Depending on numbers / balance etc., it is customary for different groupings to embark on a run style of their choice as they feel fit. The main purpose is to have the opportunity to ride with fellow like-minded bikers.

The starting points are as shown below:

**Ancholme Leisure Centre, Scawby Brook, Brigg, DN20 9JH**

**South side of A18**

**Willingham Woods Picnic Site, LN8 3RQ**

**East of Market Rasen A631**

**Hartsholme Country Park Cafe, Lincoln, LN6 0EY**

**South side of B1378  
Skellingthorpe Road**

Group Social Runs will incorporate café stops unless an alternative is specified. Please try to arrive at the meeting point in good time and with a full tank of fuel. Please let the run organiser know if you want to invite a guest. If carrying a pillion passenger, you should ensure that this is covered by your motorcycle insurance policy.

**It is you, as the rider who is deemed to be in control of your motorcycle at all times during an observed or social run.**

## **SEPTEMBER**

Monday 7th

Monthly evening meeting  
CANCELLED DUE TO COVID-19 RESTRICTIONS

Sunday 13th

Group Observed Run - Willingham Woods Picnic Area near kiosk  
Meet 09.30 for prompt departure at 10.0

Sunday 27<sup>th</sup>

Morning meeting for Observers and those interested in becoming Observers  
For more information contact Jerry Neale (details on page 2)

## **OCTOBER**

Monday 5th

Monthly evening meeting  
CANCELLED DUE TO COVID-19 PANDEMIC RESTRICTIONS



Sunday 11th	Group Observed Run - Hartsholme Country Park café area Meet 09.30 for prompt departure at 10.00
Monday 12th	Committee Meeting - details to follow nearer the date
Sunday 25 <sup>th</sup>	Morning meeting for Observers and those interested in becoming Observers For more information contact Jerry Neale (details on page 2)
Wednesday 28th	Meeting for Observers and those interested in becoming Observers For information contact Jerry Neale (details on page 2)
<b>NOVEMBER</b>	
Monday 2nd	Monthly evening meeting, Nags Head, Middle Rasen, LN8 3JU (A631) at 20.00 commencing with the group ANNUAL GENERAL MEETING
Sunday 8th	Group Observed Run - Ancholme Leisure Centre car park, Scawby Brook, Brigg Meet 9.30 for prompt departure at 10.00
Wednesday 25th	Meeting for Observers and those interested in becoming Observers NOTE: This will be a ZOOM meeting. More details nearer the date For information contact Jerry Neale (details on page 2)
<b>DECEMBER</b>	
Monday 7th	Monthly evening meeting, Nags Head, Middle Rasen, LN8 3JU (A631) at 20.00
Sunday 13th	Group Observed Run - Willingham Woods Picnic Area near kiosk Meet 11.30 for prompt departure at 12.00
Monday 14th	Committee Meeting - details to follow nearer the date




IF YOU WISH TO LET OTHER MEMBERS KNOW WHAT YOU DO, THEN HERE IS ONE OF THE PLACES TO DO IT.


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Simply eMail the Editor



## MICK'S DRIVING SCHOOL LEARNER DRIVING CENTRE

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Email: [info@passwithmick.co.uk](mailto:info@passwithmick.co.uk)



## 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 Shayne Joyner [shadirysa@yahoo.co.uk](mailto:shadirysa@yahoo.co.uk) or 07375 471207

Name						
ITEM	DESIGN	SIZE	QTY	Name to be embroidered (leave blank if not)	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	£
Colour required:					TO PAY	£
<b>PAYMENT MUST BE RECEIVED WITH ORDER</b>						

