

# ChainLincs

THE NEWSLETTER OF

*Lincolnshire Advanced Motorcyclists*

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



**September 2021**



*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 2021

Please provide any copy to the Editor, by **26<sup>th</sup> September 2021**

[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

### Chairman & Website

Mick Smith  
01673 860853  
07979 912740  
[mick.carron@btinternet.com](mailto:mick.carron@btinternet.com)

### Group Membership Secretary

John Cheetham  
01427 616864  
lincs-am-sec@pobroadband.co.uk

### Treasurer

Matt Hopkins  
07929 390781  
[hopkinsmattshell@hotmail.com](mailto:hopkinsmattshell@hotmail.com)

### Group Data Manager

Phil Niner  
01522 789047  
07887 528176  
[philniner67@gmail.com](mailto:philniner67@gmail.com)

### Chief Observer

Jerry Neale  
01522 681613  
07419 235333  
[jerryneale@tiscali.co.uk](mailto:jerryneale@tiscali.co.uk)

### Committee Members

Kev Hewson  
07554 629184  
[kevrhewson@live.com](mailto:kevrhewson@live.com)  
&  
Simon Battram  
07985 038413  
[shbattram@virginmedia.com](mailto:shbattram@virginmedia.com)

### Group Clothing

Philip Gilbert  
07704 168227  
[pmgilbert7@yahoo.com](mailto:pmgilbert7@yahoo.com)

# Membership Update

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

We have two new members to welcome since the August newsletter.

Member	Observer
967 William Harrison from Lincoln	Andrew Kitchen
968 Andrew Gordon from Lincoln	Full Member

There is one test pass to report since my August update.

That makes nine so far this year (from 10 May when assessments were restarted)

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

Member	Pass Date	Observer
John Ellis	20 August	Roland Johns

The present composition of the group is as follows:

Full Members	122
Fellows	11
Associate Total	32
Associate Members "On Hold" – ten	
<b>Total Group Membership</b>	<b>165</b>

The above totals exclude two full members with expired IAM RoadSmart membership.

That's all for this month, ride safely:

*John Cheetham*



Welcome to the September issue of ChainLincs, which is late. The Editor found himself trying out this new concept called a holiday. Nice while they last, but result in a stack of stuff to do when you get back 😊

This month's cover image continues the theme of what powers us. This tea stuff is what most Observers require to function.

There are those that run on that rival stuff called coffee, but tea lubricates the feedback sessions,

revives the sprints, and covers up a multitude of sins. Fit some in your Observer.

## ChainLincs is Hiring!

I have but 1 more issue to edit before I hit the two-year mark and the end of my tenure as Editor. To ensure ChainLincs continues to develop, if anyone is interested in adding their own style as Editor, drop me a line, and I'll let you know what goes on in the background.

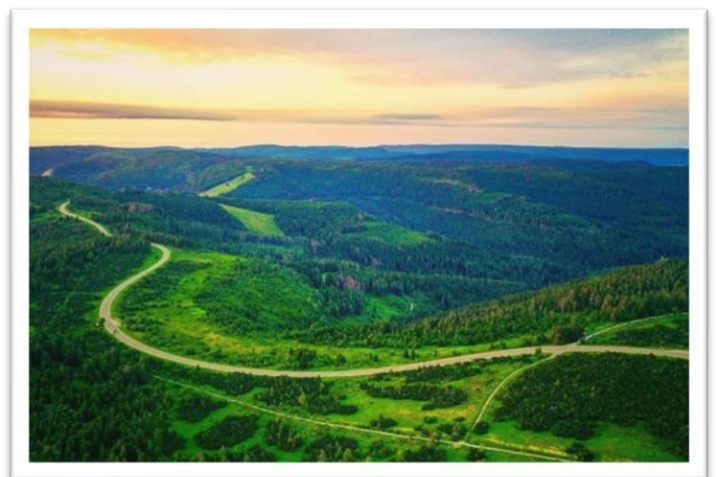
## Last Chance ... Skills Day at Blyton Circuit near Gainsborough

**Mike Day** has arranged a hefty discount on the normal cost of a British Superbike School skills day. Roland Johns and I did this course a few years ago, and it is a fantastic day. I can only hope it rains on you in the morning. Although initially sad, I learned more about wet weather riding that day than 100 hours riding in the rain. It dried in the afternoon, and, yes, we were then very "progressive."

30th September is the day, and the cost **half price @£164 each for IAM Members**. More details in the Diary of Events.

## Coming up in this issue ...

- John delivers 165
- Mick says he's short
- Dave plugs things in
- Jerry considers OAPs
- Morris Howe explains why
- John talks penguins



Cheers *Dave*





First let me thank Dave Ayres for putting together another great edition of ChainLincs. It is a shame that Dave has said he will be standing down as the editor after the October edition.

This will leave us with a vacancy for a new editor. If you think that the monthly newsletter is worthwhile and also have the time to spend each month, we would welcome your contribution. Out of our 160 (ish) members there must be somebody out there that could contribute so please step forward. Thanks, in anticipation.

If nobody steps forward ChainLincs will no longer be produced but you will receive regular emails with the Diary of Events and important updates attached.

Not such a busy month for test passes although I know all the Observers have been busy with their associates and hopefully there will be a flurry of test bookings soon. The only test pass this month was John Eliis who not only passed but got a F1rst. Congratulations and well done to John and his Observer, Roland Johns.

The Observers are the backbone of the group, without them we wouldn't be able to carry on with our part in making safer riders. If you fancy being an Observer come along to an Observer meeting. Observer meetings are now evening meetings normally on the last Wednesday of the month. If you fancy being an Observer and want more details please give our Chief Observer, Jerry Neale, a ring on 07412 935333. He will be happy to talk to you.

Two new members this month – William Harrison from Lincoln and also Andrew Gordon who has just moved from Birmingham to Lincoln and transferred to us. Welcome to you both and hope to meet you soon.

Plenty of members attending the various ride out s this month. I am pushed for time so a quick roundup starting on 8 Aug meeting at Willingham Woods with a group led by Ken Mulholland. Another weekend ride from the WAVE on 22 Aug led by Will Field. There were also 2 weekday rides – the first on 10 Aug led by Mike Day doing the Rutland TT route and then Dave Hall led a ride to the Triumph factory on 25 Aug. Thanks guys for organising and leading these rides, much appreciated. Also thanks to those that turned up for the rides, it makes the organisation worthwhile.

The next group observed ride is from Ancholme Leisure Centre car park, Scawby Brook, Brigg on 12 Sep, meet 0900hrs for prompt departure at 0930hrs. Again, we will split into smaller groups so if anybody is willing to lead a ride then please step forward before then or on the morning.

Due to popular demand we are also going to carry on with the additional weekend rides for the foreseeable future so next of these will be on 26 Sep meeting 9.30 for prompt departure at 10.00 from Waddington Airfield Viewing Area (WAVE) and LN5 9FF Lidl car park, Ferriby Road, Barton-Upon-Humber DN18 5LQ.

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).

We will continually review meeting indoors although at the moment it is not planned to start meetings again until at least the Autumn. We will not resume indoor social meetings until we consider it safe to do so. Somewhere with more space than the Nags Head might be more appropriate and that is something the committee can look at before the Autumn. Any suggestions anybody? We have had one suggestion but need to check it out yet.

Please remember the new bank account details so if paying subs through internet banking this is the account to do it to (30-96-26, 67439968, Lincolnshire Group of Advanced Motorcyclists). From now on this is our preferred method to pay subs as it saves John a journey to a bank to pay cash in although cheques can be paid in through the banking app. The old bank account has now been closed so please make sure your standing order is for the new account. Many thanks to Matt Hopkins who has orchestrated this change, it has been a long and hard journey – much appreciated Matt.

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).

Short from me this month, had a lot going on, stay safe and see you soon,

Stay safe and see you soon, Thanks, *Mick*

## ***Situation Vacant***

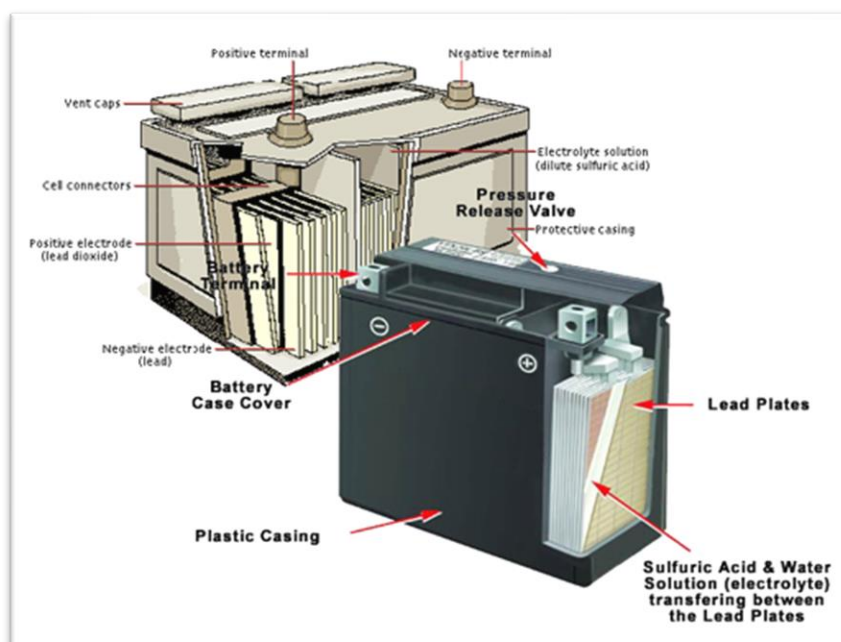


£167.50 – that is how much a replacement battery for my KTM costs. But I don't need to think about that.

Modern motorcycle batteries are so reliable I can take them for granted. Turn the key, press the button and the bike springs into life. So I can ignore my motorcycle battery all through the summer and only connect it to my [Optimate](#) when I put the bike away for Winter – excellent.

Well, that is one way of doing it. Alternatively, even though battery technology has advanced significantly, some regular TLC dramatically extends the battery's life and maintains its performance. And the good news is I can have all the work done for me.

## Chemical Romance



All batteries rely on a chemical reaction to generate electricity, which is why they eventually 'run out of juice' and cannot hold a charge any longer.

In Winter, as the temperature drops, the chemical reaction inside the battery slows down, reducing its capacity and the ability to accept a charge. As a result, even a disconnected motorcycle battery will gradually fade if left alone during the chilly months.

The battery faces a different set of challenges for us hardy souls who continue riding through the winter months. Not only are the lower

temperatures affecting battery efficiency, but we ask more of the battery as accessories like auxiliary lighting, heated grips and Keis heated clothing get plugged in.

## But it is Summer (sort of)

The been-there-done-that guy at the tea stop will have a point of view to share but talk to someone who designs motorcycle batteries for a living, and you are talking to someone who actually does know what they are talking about.

Regardless of the time of year, a motorcycle battery benefits from being kept charged up. To achieve this successfully, you need a battery charger-maintainer, not a standard battery charger.

Charger-maintainers differ from standard battery chargers and trickle-chargers by monitoring the battery's condition and adding charge as necessary. This isn't the same process the battery goes through when you ride the bike, either. The current draw on the battery is much higher when riding.

[OptiMate](#) is perhaps the best-known manufacturers of charger-maintainers for motorcycle batteries. I've had mine for so many years I can't remember when I bought it.

I do remember that I chose an Optimate because I'm bone-arse-idle and wanted something to do all of the work for me.

[Optimate](#) charger-maintainers run a unique 'connect and forget' maintenance programme that automatically connects and disconnects from the motorcycle battery every hour, constantly monitoring and replacing only the charge drained in that previous hour.

The longer I leave the battery connected to the Optimate, the more exercise it receives and the stronger it becomes.

### Getting Connected

So, after every ride, I remove the seat, take out the battery and connect it to my Optimate. Errr ... No. Not a chance. Remember, I'm bone-idle.

In the box with my Optimate came a battery, which I also use to connect power to my [Keis Heated Clothing](#). I've also seen [Optimate leads](#) used to deliver power to USB charging sockets, which was rather inventive.

And for motorcycles with 12V sockets, there is a lead that allows you to charge the battery through the 12V socket, removing the need for any additional wiring. But more on that in a moment.

### One Optimate Per Motorcycle?

Until now, I've switched my ancient Optimate between bikes to ensure that the batteries are always in good condition. However, my colleague, Roger, recently purchased one of the newer [Optimate 3x2s](#), which has made me think about upgrading.

It isn't just that I have two batteries to maintain. The technology in the Optimates has also advanced, so maybe I should drag myself into the 21st Century.

These days there are even battery leads that double up as plug-in battery monitors, so I know which bike my ancient Optimate should be plugged into first.

### Waking the Dead

Just because your battery appears to be flatter than a pancake that's been under a steamroller, it isn't necessarily 'dead'. Some deeply discharged batteries can be brought back from death's door by using an advanced charger-maintainer that can re-energise the chemicals inside the battery.

Just ask another of my colleagues who left his Africa Twin parked up in a cold garage for a couple of weeks and came back to a dead battery.







The battery was brought back to life with an Optimate 3 that can diagnose sulphation - crystals formed around the lead plates inside the battery, reducing performance - and automatically applied pulses of electric current to break the crystals down and recover the battery.

Since then, the Africa Twin has enjoyed regular sessions connected to the battery's new best friend.

### **Make the right choice.**

The other reason to consider upgrading is that not all 12V batteries are the same. Lead-acid batteries need a high current at low voltage, which tapers off as it nears capacity.

Whereas the latest Lithium (L-ion) batteries first require the internal BMS (Battery Management System) reset with a low voltage cut-out so that charging can begin.

After that, Lithium batteries then require a controlled low current charge until they approach full charge.

In other words, for Lithium batteries, you need an OptiMate Lithium 0.8A.

There is also Optimate technology for Can-Bus-equipped machines as not all Can-Bus systems and chargers are compatible.

For example, if you maintain your battery using the 12V socket on a BMW, the Can-Bus system 'switches off' the 12V socket when the ignition is turned off, breaking the connection to the battery.

The charger must know how to tell the Can-Bus system to reconnect the battery for continuous and unsupervised maintenance.

The [OptiMate 4 Can-Bus](#) does this to perform its hourly, 'no supervision required' test and maintenance cycle.

### **Easy Maths**

However, putting all of the very clever technology aside, investing in a sophisticated smart charger is cheaper than replacing a battery.

Investing in a clever [Optimate](#) 4 battery charger-maintainer, the one with the fancy Can-Bus communication system, will cost me less than a third of what a replacement battery will take from my pocket.

The reason to look after my battery all year round truly is as simple as that.

As an Observer, one of the most common questions that we frequently get asked from our Associates is “If we can only ride up to the posted speed limit, how can we complete an overtake if the vehicles that we are following are also travelling at the posted speed limit?”

The key answer to this question is good OAP, Observation, Anticipation and Planning.

Last week I was out with an Associate working on our test preparation run when we joined 7 vehicles ahead travelling at the posted speed. As we approached a succession of roundabouts, through applying our OAP to our advantage all 7 vehicles were quickly, easily and safely passed either on the roundabouts or on the exit of the roundabouts taking advantage of the motorcycles ability to make progress.



It is important to try to make early OAP, Observation, Anticipation and Planning so that we can put together our riding plans that assist us to make good safe progress. Next ride out, ask yourself, is my OAP as good as it can be? Could it be better? What can I do to improve it?

Some food for thought:

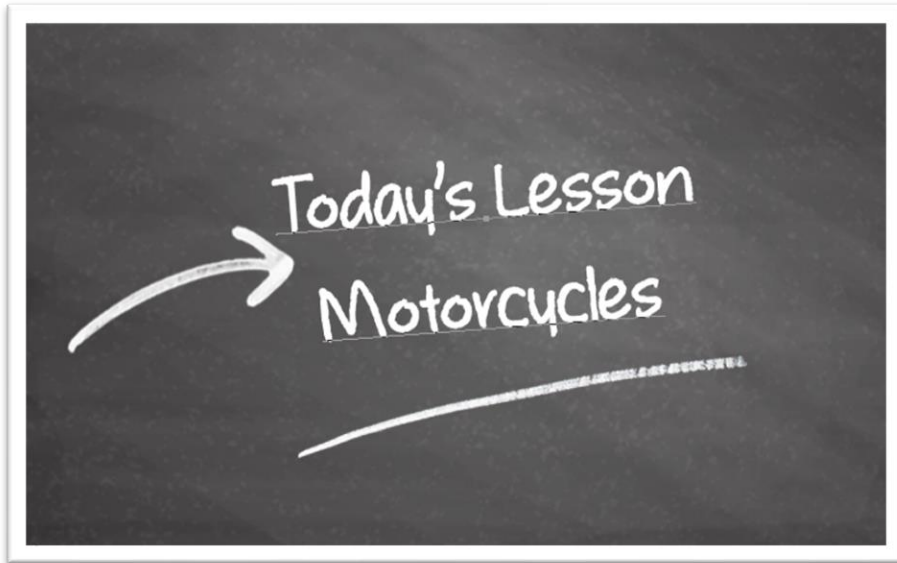
- Poor gear selection limits your acceleration and lengthens the time you are exposed to danger. Understand your bike's power delivery for fast, safe overtakes.
- Carrying out an overtake only to discover another vehicle blocking your return position, leaving you exposed to danger or forcing you to 'bully' your way back in.
- Failing to notice buildings and their entrances, junctions, lay-bys or other entrances that may spell danger.
- Failing to consider that another driver might be planning to overtake when attempting to pass two or more vehicles.
- Planning and executing your overtake poorly so that it has to be aborted at a very late stage, e.g: while alongside the other vehicle.
- Gambling on what traffic may or may not come around the next bend, or on the speed of approaching vehicles. Optimism and risk-taking are not part of advanced riding- always consider what the worst case scenario might be.
- Waiting too long in the exposed 'Overtake position' on the off-chance that an opportunity may arise. Minimise the time spent in this vulnerable place.
- Forcing other drivers to react to accommodate your poorly-timed overtake.
- Pulling out to overtake without using your mirrors and shoulder check, only to discover a faster vehicle is already committed to a manoeuvre behind you.
- Being indecisive over an overtake that you should be committed to is as dangerous as rushing into an overtake. When overtaking, act positively and quickly with good Observation, Anticipation and Planning.
- Following another vehicle into an overtake. What if they don't pass as quickly as you think or have misjudged the overtake altogether? Using other vehicles as shields is dangerous and severely limits your view. What if they suddenly pull in, leaving you to face an oncoming lorry with nowhere to go?

This month Observer Morris Howe talks about “And that's why I became an Observer” and Observer John Harrison talks about the importance of correct position for feet and

## Stay Safe Jerry

### Why I became an Observer. – Morris Howe

When Jerry asked that I write my thoughts, my reaction was to look again at the previous articles in Chainlinks. It seemed that John Harrison had covered the essence of the manual and Simon Battram had described a perfect example of the resulting gain from the training. Put those accounts together and there is little left to add.



Now, initially my reasons were not particularly altruistic. Thanks to Dave Hall, I had passed the IAM test a few years before retiring as a teacher and I found I could now choose what I intended to do with some of my time.

It happened that the LAM was seeking observers at the time. The attraction of a good reason to ride the bike, meet like-minded people and help educate them to become better, safe riders, appealed. John

Harrison was my mentor. His analytical debriefs, recounting in chronological order the good, the bad and the ugly of a run amazed me (and his associate) underlining how much had to be learned.

The rest, as the saying goes, is history. Except to add that the buzz I get is when an associate visibly reacts usually with a big grin attached when some advice results in a 'see change' to their riding and confidence.

A recent example – On the first run the associate was positioning himself roughly in the centre of his side of the road whether on bends straights or lanes. I stopped him and explained basic road positioning; within a mile his confidence was evident in his riding. When next stopped the grin was there.

AND FINALLY an added bonus is that you get presented with a High Vis with OBSERVER on the back!!

### Rambling On, about riding like a penguin – John Harrison

Feet, these they do not seem to get mentioned to much these days, but when I started out with advanced riding, my right foot was the problem, stuck out, held level with the brake pedal, left side was OK.

I was soon told that feet should be placed in line with controls so that you can operate them quickly and efficiently with the minimum of movement. Either learn to bend your ankle a bit more or adjust



the pedal, so that was me told, the ankle ached for about week or so, but has never bothered me since.



The funny thing was, that when riding the Bonnie, both feet where just where they should be, may be something to do with the levers been on the opposite sides.

To this day if my associate has not got their feet in line I mention it along with a little story, though the story is not mine and has nothing to do with advanced riding, but it makes the point.

The story goes back the best part of 40 years and comes from a lad at the old bike club that raced a Yamaha 350 at club events, at one meeting at Cadwell Park, a competitor was busy gaffer taping his boots up and relating to someone about knowing when he had got to the limit of lean as his

boot touched the track and would have to get another pair of boots.

After he had finished spouting on and relishing in his own glory and since he had followed him for a few laps before passing him, he quipped across to him "if you did not ride with your feet stuck out, like a penguin, you would not need a new pair boots".

As a foot note [what a pun ... Ed] to this, when I used to ride through the winter I wore a size larger boot to allow for a pair of mam's hand knitted obb wool socks to be worn. With these boots on, especially on the left hander's, I used to chamfer the side of the sole down while exhaust burnt into the other side, once so modified, there were just fine, oh those were the days.





# Diary of Events when Covid-19 Permits

Social distancing. Avoid shaking hands. Follow NHS hygiene advice. Hands. Face. Space. Motorcycles.

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

The prime purpose is to provide the opportunity to hone 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:

<b>Ancholme Leisure Centre, Scawby Brook, Brigg, DN20 9JH</b>	<b>South side of the A18</b>
<b>Willingham Woods Picnic Site, LN8 3RQ</b>	<b>East of Market Rasen A631</b>
<b>Waddington Airfield Viewing Area (WAVE) LN5 9FF</b>	<b>East side of the A15</b>

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 6th	Monthly evening meeting, Nags Head, Middle Rasen, LN8 3JU (A631) at 20.00
Sunday 12th	Group Observed Run - Ancholme Leisure Centre car park, Scawby Brook, Brigg Meet 09.00 for prompt departure at 09.30
Sunday 26th	Group Social Runs – Meeting 9.30 for prompt departure at 10.00 Waddington Airfield Viewing Area (WAVE) LN5 9FF Lidl car park, Ferriby Road, Barton-Upon-Humber DN18 5LQ
Wednesday 29th	Meeting for Observers and those interested in becoming Observers For information contact Jerry Neale (details on page 2)

## OCTOBER

Monday 4th	Monthly evening meeting, Nags Head, Middle Rasen, LN8 3JU (A631) at 20.00
------------	---

- Sunday 10th      Group Observed Run - Willingham Woods Picnic Area near kiosk  
Meet 09.30 for prompt departure at 10.00
- Monday 11th      Committee Meeting - details to follow nearer the date
- Wednesday 27th      Meeting for Observers and those interested in becoming Observers  
For information contact Jerry Neale (details on page 2)

## **NOVEMBER**

- Monday 1st      Monthly evening meeting, Nags Head, Middle Rasen, LN8 3JU (A631) at 20.00  
commencing with the group ANNUAL GENERAL MEETING
- Sunday 7th      Group Observed Run – Waddington Airfield Viewing Area (WAVE) LN5 9FF  
Meet 9.30 for prompt departure at 10.00
- Wednesday 24th      Meeting for Observers and those interested in becoming Observers  
For information contact Jerry Neale (details on page 2)

## **DECEMBER**

- Monday 6th      Monthly evening meeting, Nags Head, Middle Rasen, LN8 3JU (A631) at 20.00
- Sunday 12th      Group Observed Run - Ancholme Leisure Centre car park, Scawby Brook, Brigg  
Meet 11.30 for prompt departure at 12.00
- Monday 13th      Committee Meeting - details to follow nearer the date

**PLEASE NOTE** there is no Observers meeting this month

## GROUP CLOTHING

There is a wide range of group clothing available to order, with our Lincolnshire Advanced Motorists logo on it, you can also add the IAM logo and a name if desired. There are several colours available, contact Philip Gilbert [pmgilbert7@yahoo.com](mailto:pmgilbert7@yahoo.com) or 07704 168227

Name						
ITEM	DESIGN	SIZE	QTY	Name to be embroidered (leave blank if not)	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>						

