

South Cheshire Advanced Motorcycling Club

Newsletter

April 2015.



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Club Website www.southcheshiream.org.uk

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Vice Chairman Mark Rogers

Treasury Ian Hunt

Secretary Ian Cunningham

Chief Observer Chris Mannix

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Committee Members

Jane Webb

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Monthly Events

April 23rd we will be entertaining a member of the I.A.M. Trustee Mr Mike Lynne who wishes to come and meet us all spread the word of the exciting changes within the I.A.M. and see where the future lies within the Group. The event will be held at Cheshire Fire Brigade Headquarters Sadler Drive Winsford Cheshire CW7 2FQ with a slightly earlier start of 7.30pm, Refreshments Tea/Coffee provided.

April 4th see's the return of the British Superbike season with its first date at the Donington Park, venue and with a few new teams some old some new and many revised/new motorcycles it promises to be an entertaining day and season. Check website for further details.

April 19th, motorcycling event "World Superbikes" @ Assen Holland. The place is like a local event with so many Brits travelling so you will feel right at home and with so many Brit racers involved it should be another not to miss.

April 25th/26th The Classic Bike Show. Into your old bikes or just returning back to your youth and fondly remembering or looking for bits and pieces to finish off that unfinished project bike then this is your show held at Staffordshire County Show ground. If you have never been why not have a ride out and pay it a visit for further details check out their website.

www.classicbikeshows.co.uk

April 12th , Prescott Bike Festival , initially a hill climb but with a large number of exotic motorcycles and stars from the motorcycling world alike Carl Fogarty , three time BSB Champion John Reynolds and World traveller Nick Sanders it is a must visit event

www.prescottbikefestival.co.uk

April 12th South Cheshire Advanced Motorcyclists , 'Skills for Life' Spring course begins with session one, if anyone knows or thinks their friends, loved ones needs a little further advanced education on two wheels please get them to contact ourselves on our new website

www.southcheshiream.org.uk

Social Ride's

All rides for the club commence at the Grand Retail Park, Crewe every Sunday with a start time of 09.00am. Please arrive early and have a full tank of fuel for a day's riding usually lead by Mr Cafe himself and one of our long standing members Dave Coomber. On the subject of rides should any one wish to hold a ride out event throughout the year please contact Dave Coomber (contact details on website) who will assist you in producing routes and tea/coffee stops etc. Remember it would be a full day's ride so you would be averaging around 200 miles or if you would like to use the day to visit a particular point/place of interest please contact and we will advertise the event in the newsletter and on the club website.

On another note we will hopefully be reviving that old information clip of Dave "The Cafe" Coomber Corner with all his secret places to find the full breakfast or just a tea/coffee in the wilderness of back roads in England & Wales, we might even get him to release his Scotland secrets now we don't need to have our passports checked at the border or change money into Scottish pounds.

Information/Tips.

How to give your helmet that good first cleaning service

Unlike your underwear you can't just turn your helmet inside out to gain a few more odour free days out of it. So you need to clean it and do it regularly to keep it at its best, do it badly and you have destroyed what is today a large amount of replacement money, however do it carefully and correctly and your helmet will last for years. 1. To prevent scratching lay a wet kitchen towel over the front of the helmet or anywhere the flies & dirt are. Remember take your time and this will mean less scrubbing something you don't want to do on that expensive lid.

2. Now clean off the above flies & dirt with a clean dry cloth, for vents/visor seals use a wet cotton bud to get into those stubborn places.

3. Helmet interiors if removal (please check) before you try taking out can be washed by hand or machine if by hand I recommend Johnsons Baby Shampoo as it has a neutral Ph balance and it makes the inside smell like a baby's arse haha, leave to dry naturally before refitting .

4. Remove your visor and clean all the mechanism with a wet cotton bud and replace visor not forgetting to refit your anti-fog insert, remember to be gentle as visors are again expensive as are the insets so be gentle.

5. Now for the rubber visor seal, smear a little silicone to the seal and mechanism being careful not to get any on the visor. If your visor is scratched replace it as it will only get worse as the season progresses.

There you go a nice clean fresh helmet ready to go and will make you feel like you are riding with a brand new helmet as it feels like a helmet that came out of the box.

Top tips for those long Motorcycle Days.

You plan for everything on that ride out or holiday away on two wheels, but sometimes a long riding day can't be avoided it maybe you have the hurry of catching a ferry or train or time getting late to a hotel because of that traffic congestion or road diversion. It is not a matter of if it will happen but when.

Some of these tips are self explanatory but still some people ignore them at their own peril, see how easy it is to use these tips to survive

Always take a break you must never ride to exhaustion. If only to stop for fuel and get off the motorcycle stretch your legs have a drink, it will always make you feel fresh to go again.

Stay hydrated. Always have water or liquids to drink as it will keep your concentration levels up.

Eat smartly try to eat lightly no big heavy meals as a heavy full stomach will make you feel tired/bloated and weary, try caffeine to counter act the above.

Ride as smooth as possible no full throttle/braking, keep a constant speed at a level you feel comfortable with, remember riding fast takes up more concentration and a lot more fuel and as they so 'smooth and steady wins the race'

Now listen to your body for the tell tale signs of tiredness, hunger and temperature loss. If you feel something wrong or a problem occurs deal with it immediately. Remember if riding long distances it is not something you normally do it is something that needs to be planned and taught as it is a mental and physical endurance so if you.

Feel any of the above happening, pull over and make that holiday last an extra day by booking into suitable accommodation for the night and continue your journey refreshed.

Sat-Nav Holiday Planning.

Make life easy if planning a holiday using sat navigation systems, Ride magazine (www.ride.co.uk/routes) now have downloads for both TomTom & Garmin systems. Visit the website and see the interactive map and select ride routes look for the route you want and zoom in and see all those places you want to visit etc , if your sat nav is connected to your computer you can download straight to the system and ready to go. What could be easier to find that holiday route or just somewhere to go on that sunny day out.

Insurance Dangers - Read This

Have you just sold your motorcycle and have left your existing insurance policy running so you can get another years "no claims bonus" before you buy your next motorcycle , well think again as you could lose everything if it all goes "pear shaped".

Here is the scenario you sell the bike and decide for a few weeks till you buy another motorcycle to leave the insurance policy running – Wrong as if the person who buys your motorcycle doesn't insure the bike and has an accident YOUR insurer's will have to pay up and yes you guessed right they will come after YOU for the monies/costs. This is happening to someone right now who is threatened with losing all , house, car , all assets to pay the debt off even bankruptcy , so be warned sell the bike get the insurance of the bike the same day you change the V5 ownership documents and remember the bike tax doesn't carry over to the buyer any more .

Life selling a motorcycle privately is at times a minefield but use the step by step guide then all should be well

1. No test ride without seeing buyers insurance and leaving monies - cash only.
2. Make sure its cash or if cheque/bankers draft buyer will have to wait till it clears. Play Safe.
3. Complete and send all documentation to all relevant parties straight away before you forget.

Prepare for your M.O.T. Test

If your bike is more than three years old, then it needs an M.O.T. annually. Here are a few tips to make this as painless as possible.

1. The test examiner can refuse to test any motorcycle. Example not enough fuel to carry out the test. The tank filler cap doesn't open etc. Check all keys fit the bike and work, lubricate as necessary. Just for thought the bike can be refused if too dirty/filthy so as they say "if it looks the part it is the part" so clean it.
2. The tester needs to see the chassis number so as item one clean the bike and make sure you can read the number.
3. The number plate, make sure it is the right size and the font/spacing and size is correct and you have a reflector too.
4. Sit on your bike then start up then move the bars through full lock, if the bike revs the cables etc are snatching and need re-cabling or moving to clear position. Check you can't trap your fingers on the tank with the bars at full lock or this could be a fail.

5. Still sitting on the bike engine off hold the front brake and push down on the bars. The forks should compress smoothly with no knocking. If any knocking or roughness, place hand on top yoke and you should be able to feel if headstock bearing or fork bushes. Seek advice and repair prior to test.
6. Check all electrics, lights/indicators/brake lights, number plate light and don't forget the horn.
7. Look at suspension, the front fork seals check for pinch points/seal leaks and chrome pitting. A slight misting of oil on forks will probably get you and advisory.
8. Front/rear wheels, wobble them and spin and see if any noise like a whine omits, if so this could be the wheel bearing worn. Push the wheels back & forth to check head race bearing or slack in the forks. While at this area check brake pads/thickness and for any leakage.
9. Check chain & sprocket for wear and slackness and your wheel alignment.
10. Check all over bike for loose nuts/bolts
11. Check exhaust is road legal and free of holes etc
12. Hopefully you have a new M.O.T after this.

Motorcycle Holiday/Trips

Looking to travel away for a short trip abroad, why not visit the World War One Memorials.

A good long weekend will just get you visiting some of the areas main places to visit as seen on television with the hundred year memorial remembrance of last year. Head down to Dover and use either ferry or tunnel to land in Calais and head off to Ypres Belgium and the Menin Gate. There are plenty of hotels/ B&B's within a stone's throw of the gate and food outlets to suit all. The ceremony commences every night at precisely 8.00pm with a bugler sounding the 'Last Post'. Trust me it is a very moving ceremony and has been done every night since 1928 (except WW2).

The following day, return to France and head for Albert. Visit their underground Museum of the battlefield, it seems to go on forever but is full of detail and information as you walk along a dimly light tunnel with background noises of the battles it really is worth a visit and is right in the town centre of Albert.

4.5 miles away from Albert is the Memorial of "Thiepval". This imposing memorial honours 72191 missing soldiers who fell at the battle of the Somme and have no known grave. It has a very informative visitors centre and is a must visit over your weekend.

One last recommendation is the Lochnagar Mine Crater on the D929, this is a man made crater from the war and is a result of 24 tonnes of ammonal (explosive) which was detonated under the German positions by the Royal Engineers and was the loudest & biggest explosion at the time with people hearing it in London. The site is located at the village of La Boisselle of the D929, go see this and try to imagine being there and seeing this one hundred years ago.

If you fancy the short ride across the channel and being educated and paying your respects to all those than died so we could ride our bikes how and where we want then this is it. A long weekend won't even touch the tip of this area but it will leave you eager to return to do more.

For routes go to www.ride.co.uk and plan that trip on good roads, hotels and food and history no one can match.





Cheshire/Staffs Blood Bikes

Blood Bikes started in November in Stoke and already has several members of South Cheshire Advanced Motorcyclists involved and with Leighton & Chester joining the catchment area soon more riders will be needed.

There are already connections in place for samples of blood and breast milk being delivered to Stoke, Birmingham & Bristol. So what is Blood bikes all about, well a worthwhile charity, with aims to support the NHS by offering a 24 hour transport service for urgently needed products like blood, plasma, or samples which need testing at locations as Birmingham & Edgbaston. There is also collecting donated breast milk for transport to Chester and the dispersal of said milk from Chester. On numerous occasions I have carried vitally needed drugs from Birmingham Children's Hospital to Stoke with one occurring over the Christmas period. This service has and allows substantial savings in the NHS budget.

The group at present operate from Royal Stoke University Hospital using a Triumph Trophy Bike.

The bike is only three months in service and has already clocked 6500 miles and looks to be at 10,000 miles after six months so the machinery is well used with other bikes a Honda Pan European and BMW RT with five other bikes being operated in areas of Burton, Telford, Shrewsbury and Gobowen /Oswestry.

How does it all work? Hospitals have access to a special telephone number which the BB duty controller can log his/her personal number too, so when the hospital rings it diverts to the BB controller . BB controller takes all details and passes to duty rider and checks if they are happy to take job and logs onto Excel Dispatch. The rider on collecting the item gives an E.T.A. for delivery/arrival then upon delivery confirms with the controller and gives a further E.T.A. to next drop off or return to home, so this gives effect of controller always coordinating & knowing your whereabouts. There is no coercion either party is free to say that conditions are not fit for whatever reason

and service have been cancelled due to this in the past.

All hospital paperwork is enclosed in parcels with simple completion of delivery slip with name, signature, date and time for BB records.

The Staffordshire Blood Bikes have just celebrated its first Birthday and made 545 deliveries in this year

<https://shropshireandstaffordshirebloodbikes.wordpress.com>

So how can you help? you need to be an advanced rider and will take a local assessment to allow BB group to discharge their duty of care in checks on your ride and ensuring you are a competent rider and aware that the Blood Bikes are not an emergency service. The assessments are relaxed and just require you to show you are confident at national speed limits and know what is going on around you so basically an Advanced Rider. Then with some minor training bits to add on and a series of 'buddy' rides to various locations you are on your own and up and running. Having already highlighted the important role of the controller some rides dual role or if

you are not an advanced rider yourself , wife , friend etc can become one operating from their home address. Full training is given and anyone with a slight knowledge of phones/computers can work their way through the Controllers Flow Chart and to assist there is always a Committee Member on duty to help if needed.

How much do you have to do? Well there is no maxi or minimum and with a bi-monthly rota, the shifts are split 7-1 and 1-7pm and 7-7 on the night shift. So any shift you can do will always free someone else to do other shifts or vice a versa.

Lastly how else can you help well there are three elements 1. Money to help buy the bikes. 2. Riders & Controllers to run the Charity. 3. Fundraisers to fund the Charity by using Village fetes, The Women's institute or the Round Table etc or sponsorship via Companies/Associations etc

As they say "any help is good help"

If any of this is of interest either check out the website on page sixteen or contact Blood Biker and club Member Don Wood who can provide further insight to the job
Mobile number, 07989-537404.

Information

If you have any stories, holiday trips or motorcycling tips which you wish to share with us, please forward to your Chairman on the email below:

Clubchairman@southcheshiream.org.uk

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