

South Cheshire Advanced Motorcycling Club

Newsletter

May 2015.



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	Jane Webb
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Monthly Events

May 16/17th. MCN Festival of Motorcycling held at the East of Show ground Peterborough. Please do not confuse this event with the BMF this is a new event run by Ride magazine so will have all the usual bikes and trade stands and entertainment, for further details and times check out website.

www.ride.co.uk

May 17th. Moto GP. Fancy a trip across to France to watch Valentino & Marquez battle it out with Lorenzo/Pedrosa well here it is the famous Le Mans classic circuit. Book your ferry early for this one as travelling from Portsmouth – Cherbourg is only three hours but books up early for this event or make it a long weekend and enjoy the roads of a gallic nature.

May 24th. The only round on the World Superbike calendar is here at Donington Park. A large selection of British riders to support at this venue and is apart from Oulton Park a local race circuit for us. Enjoy the races with a full programme of WSB/super sport/super stock all you could ever wish for in one day.

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May 2/3/4th. British Superbikes show up in the heart of Cheshire Oulton Park for their Bank holiday races. This is always full of spectacular racing/crashes with plenty of close racing. See "Shakey" battle with "Kiyo", or will the young guns pinch the fame like Dan Linfoot or Tommy Bridewell. Seeing the racing up close from all round the circuit has got to be worth the visit along with the noise and atmosphere.

May 10th. South Cheshire Advanced Motorcyclists, "Skills for Life", spring course is now half way through its completion with session three today. Hope everyone on the course is enjoying it and reaping the rewards of advanced motorcycling. It's still not too late to join up on an advanced course on a 1-1 system so if you know someone who wants to do the "Skills for Life" course contact ourselves using the details on the website listed.

www.southcheshiream.org.uk

May 30th. Island of Man TT races with two weeks of racing round this little island in the middle of the Irish Sea. If you haven't been then you must if only once the atmosphere and the chance to ride the road circuit yourself is something else to tick of the too do list. You may struggle to get ferry crossings now but have a go and see if you can get there it is worth it.

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Social Rides

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. All details/contact details on the Club Website.

Dave "The Cafe" Coomber's Corner

Ladies/Gents I have finally prised some of those prized cafe information/locations from our number one cafe expert Dave Coomber. I have to say it was like finding out who the "Stig" was but we have succeeded with Dave's first choice of venue being "Sam's" Cafe located on the A442 @ Telford. It is approx 35 miles and one hours ride from Crewe.

Sam's is open from 07.00am – 14.00hrs daily and offer some of the best cooked breakfasts around with prices ranging from £4-£7 depending upon size. Dave recommends the Whopper Breakfast but be prepared as this brekkie is for no Novice. Hope you enjoy and more to follow from "Cafe Stig" next month.

Information/Tips.

Check your Chain.

1. Cleaning that chain should be easy with the following items being useful, toothbrush, GT85, WD-40, brake cleaner or a degreaser. These items will help dissolve the dirt and crud with a little help of the toothbrush scrub. Remember to take precautions as this is a messy job and you don't want this stuff on your disc/brakes.
2. Check for tightness of your chain by spinning the rear wheel, as you do you will notice that the bottom run of your chain has tight and loose areas. When checking slack always make sure the tightest area is at the bottom or you could possible over tighten the chain.
3. Measuring the slack of your chain is vital as to tight and you could damage/wear the bikes gearbox, too loose and it could jump of the sprocket and jam. Measure the slack at the bottom run of the chain, all bikes differ in distance but the rule is usually 25-50mm is about right but check the service manual if unsure.

4. If your chain requires adjustment start by loosening the wheel nut/spindle just enough for the wheel to move. The wheel will have adjusters to move the wheel until you get the correct amount of adjustment/slack. Spin the wheel and check again then re-tighten the rear wheel nut to the correct torque.

5. Alignment is achieved as the wheel moves backward on the adjusters note how many turns you use on one side and copy on the other. Use the adjustment markers on the frame/swing arm to check all is correct and aligned.

6. Chains & sprockets wear out caused by stretching & ground away by dirt/crud and will seize without lubrication. Best way to see if a chain is badly worn see if you can pull the chain away from the back of the sprocket and you see a gap it's probably past its sell by date. Good practise is to renew the chain and sprockets at the same time.

7. If unsure and not mechanically minded take it to your nearest dealer and let them sort it for a few pounds.

Looking to buy new textile motorcycle gear & what to look out for or not ?

1. Look for big zips & chunky teeth as they are easy to use and will be waterproof without a covering flap system. Also a smaller inner zip will act as water proofer and reduce any chill factor depending on where you are.

2. Cuffs need a zip and a Velcro flap for adjustment and with an inner cuff so your glove in colder climates can go over the inner cuff and be fastened around the glove with the Velcro flap to give a tight seal.

3. Jacket needs a ventilation system with water proof zips and flap cover as an additional back up against weather. The jacket should have these vents in the back of the jacket to allow a free flow of air and stop the jacket from ballooning when riding.

4. Size adjusters are vital as we all buy a standard sized jacket but we don't all conform to Mr Standard so adjusters are a priority with Velcro being the best. They help to keep armour in place and make the item comfortable in the arms/waist & legs. The popper type be aware of as they usually pop out and can scratch you bike.

5. Jacket collars can be either really comfortable or the worse thing on earth for cutting into your neck, so look and buy with comfort in mind. Remember a low collar in hot weather is great so go for a detachable high collar which will give good service in winter fighting the cold/rain or worse and comfort and airflow in hot weather.

6. Water proof material with big material panels mean less chance of leaks with reinforced panels at elbows/knees etc will stop wear and reinforce against leaks. Look for stretch material to help comfort say above the knee on trousers and make sure if you are buying a jacket & trousers that they have big tooth zip connectors to make the pair a one suit. Make sure you try the two on with the zip connected and try the riding position for comfort.

7. All bike gear should have armour unfortunately they don't always so look for jackets with built in back protector or at least a back pocket to buy one to insert. Elbows should have armour as should hips and knee areas. Make sure when trying on that the armour sits in the correct position and doesn't move and feels comfortable, remember on a long ride this stuff can make your riding experience 'hell'.

8. Once you have bought your new gear and it has been used numerous times it may need a clean to freshen it up. Some cleaning method vary so check the label as they say but the main thing to do is wash the membrane so remove the liners/armour, close all the vents/pockets and fasten and Velcro or poppers depending on the style. Wash in a mild detergent or Nikwax but again check washing details. Then usually drip dry in a warm place so it naturally dries. Then off you go looking cool and fresh in your clean Jacket/trouser textile biking gear.

Happy spending and looking good in that new gear

Motorcycle Holiday/Trips

This will be a ten day holiday excursion to the south of France and the famous 'route napoleon'. The route is as ever Dover-Calais and then it is all open roads of France.

The first night stop over you could pick numerous places but after the long haul down to Dover I would pick St Quentin which is about 130 miles from Calais so with run down to Dover you will have had an early start and put the miles in. St Quentin is a beautiful stone built square lined with all the restaurants & cafes along with the luxury expensive boutique shops, so you can breathe a sigh of relief if after 7.00pm as they are shut and your lady pillion may empty your pockets before the holiday starts. Hotels I recommend to book prior to setting off and the Ibis hotel chain gives you what it says on the can, clean good functional rooms for a budget cost.

Well day two and roughly 275 miles to cover over the day heading out D946 & D977 (you can always use peage later if running late.)

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Head out to Vouziers and to Chalon-en-Champayne, onto D67 St Diziers, the roads are long & sweeping and get you in the groove for mile crunching with a big smile. Head to the town Saulieu, booking into the Hotel de la Poste.

Day three head out to Gap using the motorway to bypass Dijon & Lyon and getting to the edge of Grenoble and the bottom of the N85 near Pont de Claix. Take in the views of Vizille and pass the magnificent Lac de Laffery where the N85 is wide and empty of traffic (hopefully). On the final stage of the day to Gap and this is where you start the tight & twisty road with a few hairpins thrown in. This last bit of road gives you some idea of what is a head for tomorrow's ride as you pull into the Best Western Hotel for a well earned beer & steak and sleep of course.

Now head out on the N85 from Gap to Sisteron and the Savines le Lac before climbing above the beautiful Lac de Serre Poncon and the D954 full of twisties to wear and take some rubber of the tyre. Re-join the N85 at Digne Les Bain and the true route

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Napoleon with mind blowing tarmac, but everything has to stop so pull over and have a break in Castellane. Ride out after that refreshed and head to Grasse, sorry guys but this is a perfume manufacturing capital of France and you will feel like you are riding into a Boots chemist as you finally get to your hotel a Mecure in the town centre.

Now here you will have travelled about three days and some rest maybe in order or maybe not as that N85 will always be calling. Try a day out at Cagnes sur Mer or travel into Nice old town and see the sights, try and ride the Monaco race circuit just beware of the traffic it is horrendous. A must visit and real road riding day out with many a photograph stop required is the Gorge du Verdon, good tarmac , views to die for and some easy living places to enjoy that quaint french style two hour lunch chilling out and watch the world go by, as they say the world is your oyster.

Travelling back home is up to you back the way you came or head out to Val – le- Bain and this small spa town for a bit of R & R And then push up to Orleans and the numerous hotels for a night stop over.

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From Orlean head out back on a day's ride to Calais and the ferry/tunnel before heading home fulfilled in the ride on the famous 'Route Napoleon'.

Things to take on a French holiday,

1. All bike documents, V5 Logbook, MOT, Insurance details and of course your valid passport & driving licence. Please remember these items need to be with you when riding not left in a hotel safe or you will get fined.

2. Although it is an offence not to carry one this one doesn't carry a fine the Breath Test, two number if possible and they need to have the NFV – Normes Francaises , bear with it just one of those French things.

3. French petrol stations nearly all take UK cards now and as in the UK supermarket petrol tends to be the cheapest, look out for the Ron 95 with 10% ethanol , check for your bike if not sure put Ron 98 in it's cheap enough.

4. French Police are now getting as clever as UK Plod and are keen to pull and fine foreigners for speeding. It is an on spot fine

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And not having any euro's on you won't wash as the Police will take you to the nearest cash machine to cough up the readies, be warned go to fast and you could lose your Licence for a month and have the bike confiscated. It's a long walk home or at least expensive.

5. Take a spare set of replacement bulbs contrary to belief it isn't law in France but you may be instructed to repair it before being allowed to carry on your journey.

6. This is the big danger one "Prioire a Droite" never forget this one on some smaller/rural roads traffic coming from the right has "right of way". This means tread careful on all of the above roads if you haven't see the signs , that French farmer hasn't stopped at that junction since he learnt to drive and isn't going to stop now.

Just for Fun but answers on a Postcard please to Geoff Highfield Membership Secretary.



Geoff finally getting his Wife to ride Pillion, not sure if this is what Geoff had in mind but she is waving & smiling.

Membership Club News

Club Membership we as a club are looking to form a Recruitment Team to form & set up our Skills for Life event days. We need you to help and assist with these days to keep this Club in the forefront of Advanced Motorcycle Training .The Club has been very successful in obtaining grant monies from both Cheshire Fire & Rescue Service and Cheshire East Road Safety to give substantial cost reductions on our I.A.M. Skills for Life courses and need you the Membership to spread the word of these massive discounts (all information on Club Website).Whether you could inform your place of work or spread the word via friends/family etc as the big supermarket states "every little helps". I request anyone who can spare a few hours prior to our three group Sfl courses to contact myself at clubchairman@southcheshiream.org.uk or our newly appointed Chief Observer Chris Mannix please

Your Club Needs You !!!!!!!!!

On another theme we are looking for ideas to our plan for a Group themed Ride outs on the last Sunday of every month between April & September.

We are looking for your ideas/proposals to get this idea off the ground and as a Club are asking you the Membership what you want from your Club with the above and of course any other ideas or items you may or wish to put forward to your Committee to hopefully implement. This year we wish to continue giving the club a more social aspect and hence as your Committee we are asking you the membership to come forward & tell us what you want from your club.

All ideas are most welcome and subject to Committee approval will be implemented to give you the club members what they want of their club and put us back at the top where we South Cheshire Advanced Motorcyclists belong.

Looking forward to hearing your thoughts & ideas soon your Committee
Contact details on the Club Website

www.southcheshiream.org.uk

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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