

South Cheshire Advanced Motorcycling Club

Newsletter

August 2015.



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Monthly Events.

August 1/2nd Llangollen International Motorcycle Festival. Something for everyone here and as close to home we can get at the Horseshoe Pass. This is a revived event and with special guests being Carl Fogarty & Mick Grant worth a visit. For further details www.lianbikefest.co.uk

August 7-9th Classic Motorcycle Festival. Some very serious competitive classic motorcycle racing includes sidecars & grass tracking and with loads of trade stand along with club stands all weekend worth a trip up the A50. www.donington-park.co.uk

August 16th Brackley Festival of Motorcycling. Another festival with the whole town being taken over by motorcycles in aid of the local air ambulance. Club stands, custom bikes & trade stalls and a trip to Northamptonshire so a good ride out to boot for a full day out. Further details www.brackleyfestivalofmotorcycling.co.uk

August 3-8th Ulster Grand Prix 2015. Fancy a trip over the water to watch some exciting road racing with some of the top Irish road racers competing to be the No 1, further details on www.ulstergrandprix.net

August South Cheshire Advanced Motorcyclists Summer skills for Life training sessions with No3 taking place on the 2nd August, followed by session 4 on the 16th August. Start time of 09.00a,m @ Costa Coffee , Grand Retail Park Crewe. If you know family friends or anybody who may benefit from further training contact us at www.southcheshiream.org.uk

August 1/2ND British Superbikes at one of the fastest circuits on the programme – Thruxton & Cadwell Park on August 22/23rd see the boys on that mountain jump will Josh Brookes entertain again on the new R1 www.britishsuperbikes.co.uk

August 1/2nd World Superbikes and the runaway leader Jonathan Rea with Tom Sykes & Leon Haslam at the top of the chasing pack round Sepang Malaysia – I know be far to travel but watch on Eurosport.

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.

Dave "The Stig" Cafe Corner

Well its middle of summer or just August and time for a "Cafe Stig" cafe stop with picturesque surroundings. How about sitting outside watching the world go by as you tuck into a full English with a mug of tea and those narrow boats slowly travelling up & down all those canal locks on the Grand Union Canal , yes the Hatton Locks Cafe on the A4177 about three miles North of Warwick so a decent ride out as well. No wonder we had to fight this one out of Cafe Stig he was trying to keep this one for himself.

Information/Tips

Now let's be honest with ourselves when asked who on a regular time basis checks all their motorcycle electrics and I don't mean just the battery – not many persons I guess. So let's go through the top tips for keeping those electricals in top condition.

We will start with something familiar to everyone the Battery. Checking your battery on a regular basis is easy and will help getting caught with a dead one which trust me is very upsetting. To check have a multi-meter set to 20v on DC and place correct readers on terminals ie Red – Red , Black –Black, your battery a 12v should not drop at "rest" for a period of time below 12.5v. How to remedy the above get yourself a decent quality charger that may save a low battery but remember a drop or low charge will damage the battery. While you deal with the battery stick some grease on the terminals to protect from corrosion.

Charging problems do occur on certain models and although a "resting" battery is 12.5v the battery should be pulling between 13.7v to 14.3v on the bike, if the bike is pumping more voltage that the above this could lead you to regulator/rectifier

Failure which will leave you stranded, on the reverse if the battery voltage is lower that we have stated this could denote a generator or wiring/connectors problem has occurred either way you will or could be stranded.

Now let's start with connectors corrosion is the main enemy here so with connectors being the weak link in the chain pull them apart clean them with contact cleaner/brush and after give a dab of electrical grease to protect all than hard work you have done cleaning. Do the same with bullet terminals or any terminal on the bike if the terminals look rough and ready re-cut and shape and refit into the block and checking everything still works .

While you have any panels off check for dodgy wiring have you done it or the previous owner now is the time to do a proper job with a good soldering iron and some heat shrink wrap it will all make your electrics work/conduct better giving a better (electrically) running bike. Also look for any overheating, burnt tape etc as this can or will cause arcing and damage the wiring loom and ultimately bring your bike to a standstill. All these checks will hopefully allow you to make simple easy repairs instead of a visit to a dealer and a emptying of your

Wallet.

How about a little electrical instruction just basics, all wiring "earths" are the foundation of wiring and so every connection/wiring needs a strong one. Just a tip many electrical problems are usually "Earthing" problems. Every bike is different but earthing will be from engine – chasis & battery-chasis so check them out look for them and see if that deadly enemy has got there – corrosion if so clean or replace and protect making sure all fixing points are tight and in correct places etc.

Might be old one this area but is your bike a sealed unit if not top up the cells using "de-ionised" water only, this will extend your batteries life and again ensure all is working to the maximum. Have you added any accessories to your bike, Sat-Nav, ipod heated grips etc have you wired them correctly with a fused circuit to the battery. Check the wiring is not trapping or chaffing or even better why not wire to a switched feed so the accessory can only draw voltage when you have the ignition on. Again make sure all wiring is protected from corrosion and water to safeguard turning that key and listening or not to the roar of your engine. Remember the wiring loom is like the blood veins to us so look after them

Adventure Helmets

A report of a different type. Adventure helmets for you Ewan Mc Gregor & Charlie Boorman, wantabee's. Sorry Triumph & BMW riders oops did I write that down.

The adventure helmet came to the fore front in 2002 with Arai being the market leader giving all those adventure bikers the helmet they (thought) they needed. However the adventure helmet is very versatile with peaked front drop down visor in most cases drop down sun visor and most goggles if preferred can be worn, coupled with good ventilation systems add up to what should be a great helmet.

So if you want to look the part on that BMW or Triumph what should we look for when buying one of these helmets.

Firstly look at the peak front can it be detached so road riding on say a naked bike is more comfortable, also the peak can make an helmet very heavy which can be a torture – should you every take that Beemer or Tri off road ?

As said before check weight as these helmets are a lot bigger and with accessories can be heavy.

Does your choice have a drop down visor a welcome additional for a total road rider, but check how far it travels down the visor area and is the mechanism easy to reach and to operate with a gloved hand ?

Check for good ventilation just because the front of the helmet comes to a peak/V doesn't mean you won't get hot under the helmet so look for good vents on the top of your head to front/back to keep cool as required.

Visor seals these helmets as said are a lot bigger and so are the visors so check for a correct seal remember if you are a road rider wind noise can and will make your ride very uncomfortable. One to remember you only get one chance with your hearing so a quiet helmet with ear plugs is a good safety point for your health.

Finally look the European standard for the helmet ECE-2205 it will be on a sticker on the helmet , sorry but the UK Government has done no S.H.A.R.P. tests on adventure helmets as yet so go for a recognised manufacturer.

Motorcycle Holiday/Trips

Fancy having another break away after that expensive annual holiday. How about a long weekend to France in August with a visit to the capital of the Champagne region 'Reims'

This break can be as long or as short as you like or prefer but one thing is for sure you and your partner will love it, whether it is champagne tasting or doing the 'arty' thing with galleries or the champagne houses tours, it is a wonderful place to visit. What about the Reims race circuit still there on a public highway with a pit area and the long race straight with a 'Maire' , Mayor of Reims to us who is trying to revive the race track.

Now the question how do I get there as the Meerkats say 'simples' get yourselves down to Dover and either train it or sail across the channel to Calais. Once in Calais pick up a day's ride to Reims by firstly picking up the D304 then onto D244/D231. This route is twisty and very pleasurable with us heading to the WW1 area and 'Albert' so bear with us on

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The route list as you could drop in to Albert, the WW1 Museum or to 'Thiepval'. Continue on D191 then the N42 and then the N77. Keep heading towards Saint Quentin with the D929 passed Albert onto D938 to A29 and head for Athies on D938/937. At Athies head out on D938 then the A29 again heading for St Quentin/Reims stay on A29 till the A26/E17 exit of A26 at exit 16 for Reims centre merge onto D344 to exit 22 (Soissons). Continue on Route de Soission and find your main centre for hotels with Holiday Inn, Novotel, Best Westerns all with safe secure bike parking in the centre of town. Get yourself booked in and wander the streets taking all that gallic life style. All this if starting out early morning from Calais including lunch and a visit of choice will get you into Reims for late afternoon but remember Reims is a major city and will have heavy traffic at the 6 o'clock rush hour so be warned.

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So you wake up refreshed and with a good walk round town you can do the champagne houses it really is a must do with houses such as "Mumms" – Formula One choice, "Pommery", "Piper Heidsieck", "Martell" and finally my favourite "Tattinger" so plenty to (hiccup)taste and with a plat du jour (lunch to us) and numerous restaurants to enjoy that evening meal to polish of a beautiful day with gourmet food with an a Aperitif and a good bottle of wine to follow – happy days. Now to get out and about on the bike you could start with a set tour of the "Route de Champagne" I think the title is a giveaway but again you are in the champagne region so you could visit Epernay and the Castallane house or head into "Moussey" and the many privately owned houses a must visit and with some incredible roads a dual great day out. Reims really does have it all and caters for everyone with good transport within the town and the French atmosphere it's amazing Cathedral , did I mention the shopping side of things – sorry guys but your other half could empty the bank account on this one.

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Well a Friday – Monday is a great way to visit Reims and with a amble to Arras for lunch, along the A26 the main route back to Calais and the journey home it will make a very memorable weekend to boot.

Enjoy yourself and don't forget now the Euro is in our favour on the exchange rates to leave space for a couple of bottles of "bubbly".

See you there.

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Membership do we recognise the machine
Chas is test riding, answers on a postcard or
blog on the club website.

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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